CHSR Program Monthly Progress Report

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

Highlights

Overview

- Seven Technical Memoranda (TM) were released in July.
- Completed draft of the Design Build Program Plan and submitted to FRA for review and comment.
- The Sustainability Planning Partnership Memorandum of Understanding (MOU) was signed by the Authority, FRA/USDOT, USHUD and USEPA.
- Progress continues on the draft Business Plan for release in October 2011. Key activities in July included conducting a series of workshops with stakeholders throughout the state on economic benefits analysis, developing of consistent briefing materials for outreach meetings, refining key issues and concepts to be addressed in the Business Plan, and resolving key inputs in the plan, such as ridership/revenue cost data.
- The Fresno to Bakersfield Draft EIR/EIS was completed and submitted to FRA for signature.
- ROW work continues with approximately 84% of the Preliminary Title Reports (PTRs) ordered with the remaining 180 planned to be ordered once the preferred alternative has been designated. Approximately 15% of the preliminary appraisal work has been accomplished.

PMT Financials

Cost, Hours and Progress

The actual costs and hours for the PMT are for the calendar month from July 1, 2011 through July 31, 2011 with the cumulative costs and hours for FY 11/12.

Actual Costs

Following a delay processing invoices for June and July, actual costs for July have been calculated using labor rates and hours worked, with an estimate of the sub-consultant costs. On finalization of the July invoice, the actual cost data will be reconciled in the August Monthly Progress Report (MPR).

Actual costs for July are estimated at $3.28 million, which is 73% of the plan for the month. The under-spend in July was primarily due to:

1. Front-loading of the FY 11/12 AWP budgets.
2. The FY 11/12 budgets assume full staffing in place starting in July. There will be a phased increase as new hires are appointed.

PMT will continue to monitor actual spending against the plan in FY 11/12. As cumulative data become available, it will be possible to identify trends and implement corrective actions where appropriate.

Figure 1: Billings Planned and Actual through June 2012

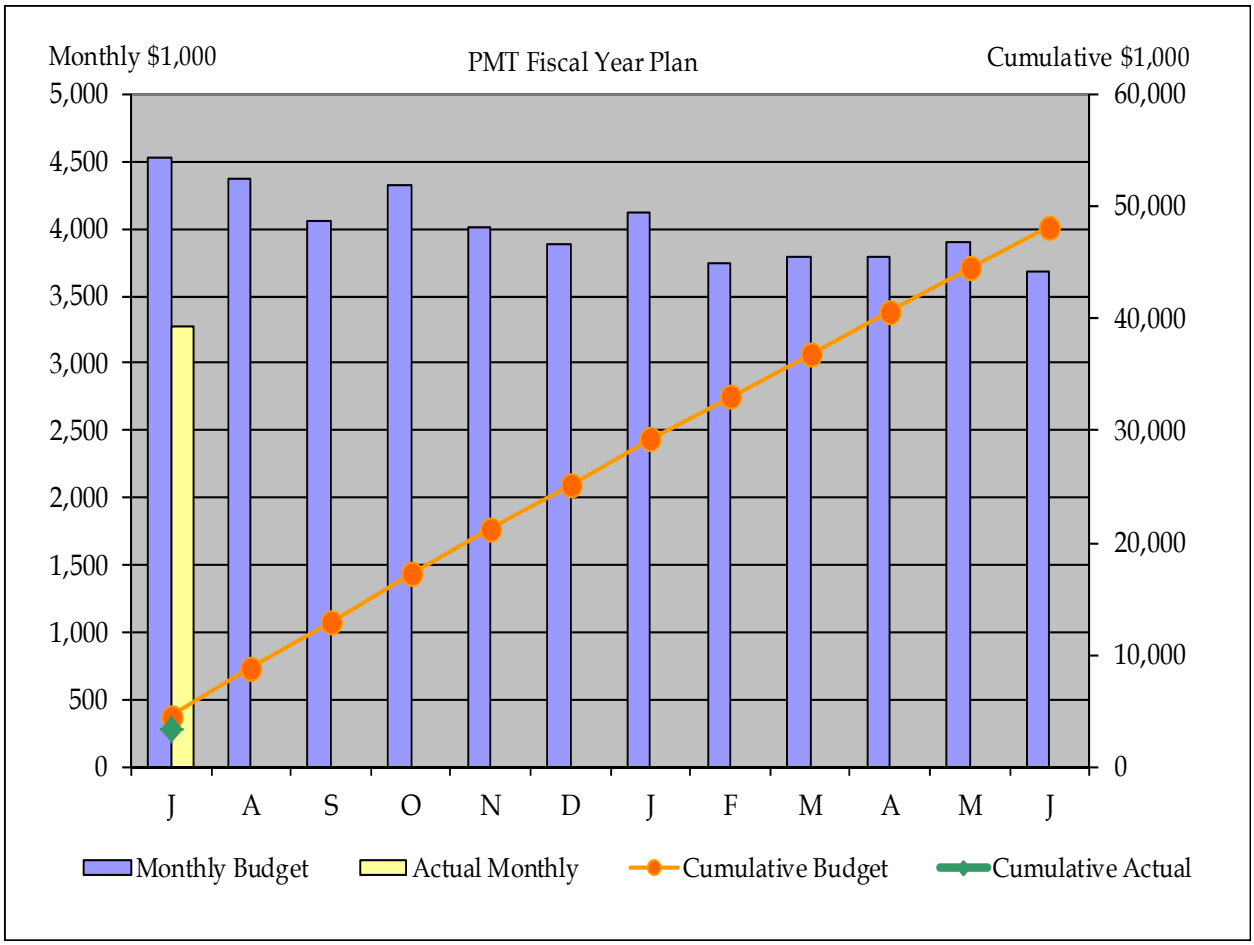


Table 1 shows the PMT budgeted costs (as extracted from the FY11/12 AWP) and actual billings by task.

Program Management Team									
	FY 2011 / 2012 Dollars Spent	Month ($1,000)		Cumulative ($1,000)					
	Task	Planned	Actual	Planned	Actual	Variance	% Over / -Under	Total FY Budget	Remaining Budget
1	**Program Management**	$ 911	$ 643	$ 911	$ 643	$ (268)	-29	$8,837	$8,194
	1.01 Program Management	$ 108	$ 147	$ 108	$ 147	$ 38	35	$1,446	$1,299
	1.02 Document Control	$ 52	$ 83	$ 52	$ 83	$ 31	59	$437	$354
	1.03 Administration & Contracts	$ 54	$ 32	$ 54	$ 32	$ (22)	-40	$675	$643
	1.04 QA & QC	$ 13	$ 13	$ 13	$ 13	$ 0	1	$251	$238
	1.05 Risk Management	$ 106	$ 37	$ 106	$ 37	$ (69)	-65	$904	$868
	1.06 Special Projects & Assignments	$ -	$ 40	$ -	$ 40	$ 40	0	$0	($40)
	1.07 Project and Program Controls and Scheduling	$ 184	$ -	$ 184	$ -	$ (184)	-100	$2,601	$2,601
	1.08 Cost Estimating	$ 110	$ 54	$ 110	$ 54	$ (56)	-51	$1,010	$956
	1.09 Business Plan & Funding Support	$ 284	$ 237	$ 284	$ 237	$ (47)	-16	$1,513	$1,276
2	**Public Outreach & Commununications**	$ -	$ -	$ -	$ -	$ -	0	$0	$0
3	**Engineering & Design Management**	$ 870	$ 1,282	$ 870	$ 1,282	$ 412	47	$12,512	$11,230
	3.01 Team Management	$ 77	$ 56	$ 77	$ 56	$ (21)	-27	$957	$901
	3.02 Infrastructure	$ 198	$ 479	$ 198	$ 479	$ 280	142	$2,818	$2,340
	3.03 Systems	$ 121	$ 166	$ 121	$ 166	$ 44	36	$1,859	$1,693
	3.04 Operations	$ -	$ -	$ -	$ -	$ -	0	$0	$0
	3.05 Maintenance	$ -	$ 10	$ -	$ 10	$ 10	0	$0	($10)
	3.06 Rolling Stock	$ 53	$ 112	$ 53	$ 112	$ 58	110	$661	$549
	3.07 Regulatory Approvals	$ 37	$ 66	$ 37	$ 66	$ 29	80	$1,205	$1,139
	3.08 Standard Drawings	$ 62	$ 91	$ 62	$ 91	$ 29	48	$676	$585
	3.09 Standard Specifications	$ 17	$ 49	$ 17	$ 49	$ 32	189	$858	$809
	3.10 Cost Estimating (Moved to Task 1.8)	$ -	$ -	$ -	$ -	$ -	0	$0	$0
	3.11 Design Manual	$ 52	$ 77	$ 52	$ 77	$ 25	48	$566	$489
	3.12 Design Submittal Reviews	$ 169	$ 51	$ 169	$ 51	$ (119)	-70	$1,886	$1,835
	3.13 EMT Risk Management	$ 15	$ 4	$ 15	$ 4	$ (11)	-72	$189	$185
	3.14 Procurement Support	$ -	$ 94	$ -	$ 94	$ 94	0	$184	$90
	3.15 Survey Control	$ 20	$ 0	$ 20	$ 0	$ (19)	-99	$243	$243
	3.16 System integration	$ 48	$ 27	$ 48	$ 27	$ (21)	-43	$409	$381
4	**Environmental**	$ 224	$ 204	$ 224	$ 204	$ (19)	-9	$2,904	$2,700
	4.01 Project Task Management	$ 72	$ 50	$ 72	$ 50	$ (22)	-31	$900	$850
	4.02 Program Management Coordination	$ 11	$ 21	$ 11	$ 21	$ 10	97	$131	$110
	4.03 Environmental Scoping	$ -	$ -	$ -	$ -	$ -	0	$0	$0
	4.04 Alternatives Analysis	$ 0	$ -	$ 0	$ -	$ (0)	-100	$4	$4
	4.05 Environmental Methods	$ 4	$ 26	$ 4	$ 26	$ 22	551	$101	$75
	4.06 Public/Agency Coordination	$ 4	$ -	$ 4	$ -	$ (4)	-100	$75	$75
	4.07 Community Issues	$ 3	$ 36	$ 3	$ 36	$ 33	967	$42	$6
	4.08 Review of Tech Reports and DEIS/R	$ 59	$ 46	$ 59	$ 46	$ (13)	-22	$780	$734
	4.09 Community Issues	$ 16	$ 3	$ -	$ 3	$ 3	0	193	190
	4.10 Statewide Technical Tasks	$ 21	$ 19	$ 21	$ 19	$ (2)	-8	260	240
	4.11 Graphic and GIS Support Services	$ 5	$ 3	$ 5	$ 3	$ (2)	-47	61	58
	4.12 Agency Agreements for Coordination & Funding	$ -	$ -	$ -	$ -	$ -	0	0	0
	4.13 Section 404 & 408 Coordination	$ 10	$ 0	$ -	$ 0	$ 0	0	122	122
	4.14 Design-Build Procurement Support	$ 19	$ -	$ 19	$ -	$ (19)	-100	237	237
5	**Regional Management**	$ 977	$ 445	$ 977	$ 445	$ (532)	-54	$7,019	$6,573
	5A Palmdale to Los Angeles	$ 192	$ 58	$ 192	$ 58	$ (134)	-70	890	832
	5B Los Angeles to Anaheim	$ 126	$ 41	$ 126	$ 41	$ (85)	-68	1,263	1,222
	5C Los Angeles to San Diego	$ -	$ -	$ -	$ -	$ -	0	0	0
	5D.1 Bakersfield to Palmdale	$ 118	$ 18	$ 118	$ 18	$ (100)	-84	877	859
	5D.2 Fresno to Bakersfield	$ 90	$ 99	$ 90	$ 99	$ 9	10	694	594
	5E.1 Merced to Fresno	$ 81	$ 61	$ 81	$ 61	$ (20)	-25	862	802
	5E.2 Merced to Sacramento	$ 25	$ 35	$ 25	$ 35	$ 10	38	174	139
	5F Altamont Pass	$ 38	$ 8	$ 38	$ 8	$ (30)	-78	174	165
	5G San Jose to Central Valley Wye	$ 170	$ 79	$ 170	$ 79	$ (92)	-54	1,027	948
	5H San Francisco to San Jose	$ 137	$ 47	$ 137	$ 47	$ (90)	-66	1,058	1,012

Table 1 Continued.

	Program Management Team								
	FY 2011 / 2012 Dollars Spent	Month ($1,000)		Cumulative ($1,000)					
	Task	Planned	Actual	Planned	Actual	Variance	% Over / -Under	Total FY Budget	Remaining Budget
6	**Real Property**	$ 106	$ 60	$ 106	$ 60	$ (46)	-43	$671	$611
	6.01 Right of Way Program Management	$ 29	$ 8	$ 29	$ 8	$ (21)	-72	323	315
	6.02 Right of Way Guidelines & Management Approach	$ 4	$ 6	$ 4	$ 6	$ 2	71	22	16
	6.03 Standardization of Right of Way Acquisition Process	$ 2	$ 6	$ 2	$ 6	$ 4	190	26	20
	6.04 Acquistion Strategy & Protocols	$ 22	$ 6	$ 22	$ 6	$ (16)	-73	107	101
	6.05 Relocation Planning	$ 14	$ 6	$ 14	$ 6	$ (8)	-57	65	59
	6.06 Right of Way Engineering & Appraisal	$ 22	$ 8	$ 22	$ 8	$ (14)	-64	47	39
	6.07 Acquistions	$ 10	$ 10	$ 10	$ 10	$ (0)	0	40	30
	6.08 Relocation & Property Management	$ 3	$ 10	$ 3	$ 10	$ 7	200	41	31
7	**RR Operations & Ridership**	$ 462	$ 363	$ 462	$ 363	$ (99)	-21	$5,373	$5,010
	7.01 Rail Systems Operations Management	$ 88	$ 43	$ 88	$ 43	$ (45)	-51	1,090	1,046
	7.02 Operations Planning	$ 94	$ 66	$ 94	$ 66	$ (29)	-30	1,175	1,109
	7.03 Ridership and Revenue Forecasts	$ 100	$ 170	$ 100	$ 170	$ 71	71	1,340	1,170
	7.04 Risk Analysis Forecasts	$ 60	$ -	$ 60	$ -	$ (60)	-100	707	707
	7.05 Maintenance	$ 68	$ 39	$ 68	$ 39	$ (29)	-42	499	460
	7.06 Concepts of Operations	$ 52	$ 44	$ 52	$ 44	$ (8)	-15	562	518
8	**Commercial Operations**	$ 454	$ 105	$ 454	$ 105	$ (349)	-77	$4,442	$4,337
	8.01 Staging and Construction Planning	$ -	$ -	$ -	$ -	$ -	0	0	0
	8.02 Procurement and Bid Packages	$ 436	$ 105	$ 436	$ 105	$ (331)	-76	4,219	4,113
	8.03 Cost Estimating (Moved to Task 1.8)	$ -	$ -	$ -	$ -	$ -	0	0	0
	8.04 Procurement / Construction Inspection Support	$ -	$ -	$ -	$ -	$ -	0	0	0
	8.05 Master Agreements List	$ 18	$ -	$ 18	$ -	$ (18)	-100	223	223
9	**Station Area Planning**	$ 217	$ 70	$ 217	$ 70	$ (147)	-68	$2,419	$2,349
	9.01 Station Area Planning	$ 52	$ 30	$ 52	$ 30	$ (23)	-43	803	774
	9.02 High-Speed Track System Planning	$ 13	$ 3	$ 13	$ 3	$ (10)	-77	181	178
	9.03 Agency Planning	$ 11	$ -	$ 11	$ -	$ (11)	-100	275	275
	9.04 Sustainability	$ 37	$ -	$ 37	$ -	$ (37)	-100	395	395
	9.05 Stakeholder Coordination	$ 104	$ 38	$ 104	$ 38	$ (66)	-64	764	727
	9.06 Customer Experience	$ -	$ -	$ -	$ -	$ -	0	0	0
10	**Construction Management**	$ 122	$ 46	$ 122	$ 46	$ (75)	-62	$2,054	$2,008
	10.01 Construction Management Planning Policies	$ 10	$ 2	$ 10	$ 2	$ (8)	-77	124	121
	10.02 Construction Management Procedure(s)	$ 48	$ 8	$ 48	$ 8	$ (40)	-83	444	436
	10.03 CM Interface Requirements for Procurement Packages	$ 64	$ -	$ 64	$ -	$ (64)	-100	790	790
	10.04 Construction Management Manual	$ -	$ -	$ -	$ -	$ -	0	409	409
	10.05 CM Engineering & Procurement Support	$ -	$ 36	$ -	$ 36	$ 36	0	288	252
	ODCs	$ 177	$ 60	$ 177	$ 60	$ (117)	-66	$1,968	$1,908
	TOTAL	$ 4,521	$3,280	$4,521	$3,280	-1,241	-27	48,200	44,920

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

Explanation of the significant variances from planned expenditure by sub-task will be included in the MPR following agreement of the FY 11/12 AWP.

a. Hours Worked

In July, 14,626 hours were billed, compared to the 24,462 hours planned.

Figure 2: Hours planned and actual – July 2011

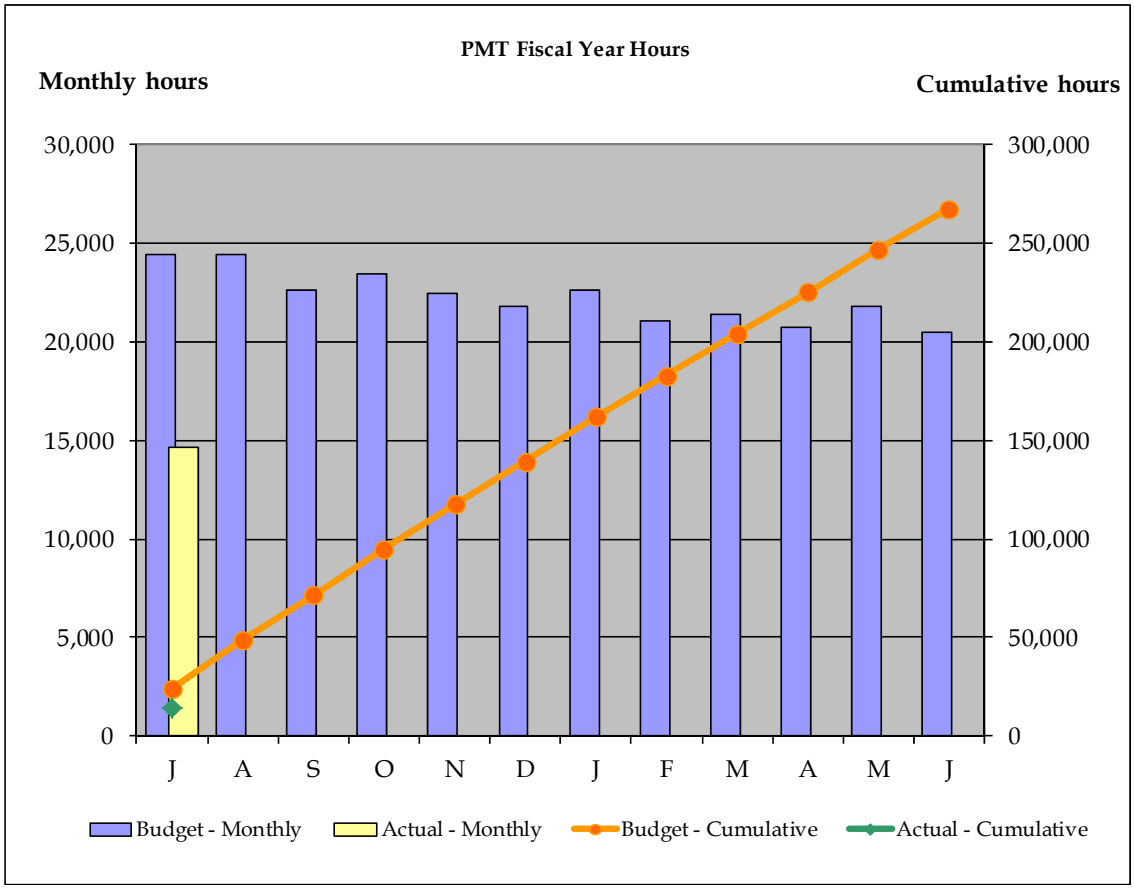


Table 2: Hours by Task – July 2011

	Program Management Team								
	FY 2011 / 2012 Hours	July		Cumulative					
	Task	Planned	Actual	Planned	Actual	Variance	% Over/ -Under	Total FY Hours	Remaining Budget
1	**Program Management**	**5,450**	**3,842**	**5,450**	**3,842**	**-1,608**	**-30**	**58,240**	**54,398**
	1.01 Program Management	534	760	534	760	226	42	7,280	6,520
	1.02 Document Control	514	628	514	628	114	22	4,326	3,698
	1.03 Administration & Contracts	696	364	696	364	-333	-48	8,651	8,288
	1.04 QA & QC	91	94	91	94	2	2	1,819	1,726
	1.05 Risk Management	821	355	821	355	-466	-57	7,038	6,683
	1.06 Special Projects & Assignments	0	234	0	234	234	0	0	-234
	1.07 Project and Program Controls and Scheduling	1,340	0	1,340	0	-1,340	-100	19,283	19,283
	1.08 Cost Estimating	560	278	560	278	-282	-50	5,084	4,806
	1.09 Business Plan & Funding Support	894	1,130	894	1,130	236	26	4,759	3,629
2	**Public Outreach & Commununications**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3	**Engineering & Design Management**	**4,939**	**4,645**	**4,939**	**4,645**	**-294**	**-6**	**70,985**	**66,340**
	3.01 Team Management	488	501	488	501	13	3	6,063	5,563
	3.02 Infrastructure	1,165	275	1,165	275	-890	-76	16,599	16,324
	3.03 Systems	691	871	691	871	180	26	10,861	9,990
	3.04 Operations	0	0	0	0	0	0	0	0
	3.05 Maintenance	0	52	0	52	52	0	0	-52
	3.06 Rolling Stock	274	287	274	287	13	5	3,405	3,119
	3.07 Regulatory Approvals	208	336	208	336	128	62	6,883	6,547
	3.08 Standard Drawings	390	676	390	676	286	73	4,165	3,489
	3.09 Standard Specifications	100	230	100	230	130	130	4,499	4,269
	3.10 Cost Estimating (Moved to Task 1.8)	0	0	0	0	0	0	0	0
	3.11 Design Manual	287	359	287	359	72	25	3,302	2,943
	3.12 Design Submittal Reviews	906	257	906	257	-650	-72	9,850	9,594
	3.13 EMT Risk Management	72	18	72	18	-54	-75	898	880
	3.14 Procurement Support	0	629	0	629	629	0	1,002	374
	3.15 Survey Control	121	1	121	1	-120	-99	1,499	1,498
	3.16 System integration	237	155	237	155	-82	-35	1,959	1,804
4	**Environmental**	**1,397**	**1,154**	**1,397**	**1,154**	**-243**	**-17**	**18,198**	**17,044**
	4.01 Project Task Management	293	201	293	201	-92	-31	3,641	3,440
	4.02 Program Management Coordination	86	91	86	91	5	5	1,068	978
	4.03 Environmental Scoping	0	0	0	0	0	0	0	0
	4.04 Alternatives Analysis	3	0	3	0	-3	-100	38	38
	4.05 Environmental Methods	26	178	26	178	152	586	638	460
	4.06 Public/Agency Coordination	26	0	26	0	-26	-100	497	497
	4.07 Community Issues	30	190	30	190	160	533	371	181
	4.08 Review of Tech Reports and DEIS/R	417	283	417	283	-134	-32	5,538	5,255
	4.09 Community Issues	104	18	104	18	-87	-83	1,293	1,276
	4.10 Statewide Technical Tasks	161	165	161	165	4	2	1,997	1,832
	4.11 Graphic and GIS Support Services	43	28	43	28	-15	-36	540	512
	4.12 Agency Agreements for Coordination & Funding	0	0	0	0	0	0	0	0
	4.13 Section 404 & 408 Coordination	80	1	80	1	-79	-99	986	985
	4.14 Design-Build Procurement Support	128	0	128	0	-128	-100	1,590	1,590
5	**Regional Management**	**4,830**	**2,304**	**4,830**	**2,304**	**-2,527**	**-52**	**34,612**	**32,309**
	5A Palmdale to Los Angeles	834	262	834	262	-572	-69	3,831	3,569
	5B Los Angeles to Anaheim	460	210	460	210	-250	-54	5,038	4,828
	5C Los Angeles to San Diego	0	0	0	0	0	0	0	0
	5D.1 Bakersfield to Palmdale	565	74	565	74	-491	-87	4,285	4,211
	5D.2 Fresno to Bakersfield	451	536	451	536	85	19	3,484	2,948
	5E.1 Merced to Fresno	384	323	384	323	-62	-16	4,393	4,071
	5E.2 Merced to Sacramento	133	180	133	180	47	35	910	731
	5F Altamont Pass	200	46	200	46	-155	-77	909	864
	5G San Jose to Central Valley Wye	1,042	415	1,042	415	-627	-60	5,760	5,345
	5H San Francisco to San Jose	761	259	761	259	-502	-66	6,002	5,743

Table 2: Continued

	Program Management Team								
	FY 2011 / 2012 Hours	July		Cumulative					
	Task	Planned	Actual	Planned	Actual	Variance	% Over/ -Under	Total FY Hours	Remaining Budget
6	**Real Property**	981	400	981	400	-581	-59	5,940	5,540
	6.01 Right of Way Program Management	225	53	225	53	-172	-76	2,545	2,492
	6.02 Right of Way Guidelines & Management Approach	31	40	31	40	9	29	206	166
	6.03 Standardization of Right of Way Acquisition Process	19	40	19	40	21	111	230	190
	6.04 Acquistion Strategy & Protocols	202	40	202	40	-162	-80	1,001	961
	6.05 Relocation Planning	147	40	147	40	-107	-73	674	634
	6.06 Right of Way Engineering & Appraisal	224	53	224	53	-171	-76	470	417
	6.07 Acquistions	100	67	100	67	-33	-33	407	340
	6.08 Relocation & Property Management	33	67	33	67	34	102	407	340
7	**RR Operations & Ridership**	2,617	1,378	2,617	1,378	-1,240	-47	30,940	29,563
	7.01 Rail Systems Operations Management	464	206	464	206	-258	-56	5,766	5,560
	7.02 Operations Planning	567	451	567	451	-116	-20	7,055	6,604
	7.03 Ridership and Revenue Forecasts	596	288	596	288	-308	-52	7,848	7,560
	7.04 Risk Analysis Forecasts	222	0	222	0	-222	-100	3,625	3,625
	7.05 Maintenance	424	192	424	192	-232	-55	2,932	2,740
	7.06 Concepts of Operations	344	241	344	241	-104	-30	3,714	3,474
8	**Commercial Operations**	2,201	348	2,201	348	-1,853	-84	21,894	21,546
	8.01 Staging and Construction Planning	0	0	0	0	0	0	0	0
	8.02 Procurement and Bid Packages	2,117	348	2,117	348	-1,769	-84	20,850	20,502
	8.03 Cost Estimating (Moved to Task 1.8)	0	0	0	0	0	0	0	0
	8.04 Procurement / Construction Inspection Support	0	0	0	0	0	0	0	0
	8.05 Master Agreements List	84	0	84	0	-84	-100	1,044	1,044
9	**Station Area Planning**	1,280	396	1,280	396	-885	-69	14,575	14,180
	9.01 Station Area Planning	335	151	335	151	-184	-55	5,081	4,930
	9.02 High-Speed Track System Planning	69	19	69	19	-50	-72	980	961
	9.03 Agency Planning	71	0	71	0	-71	-100	1,662	1,662
	9.04 Sustainability	215	0	215	0	-215	-100	2,378	2,378
	9.05 Stakeholder Coordination	590	226	590	226	-365	-62	4,474	4,249
	9.06 Customer Experience	0	0	0	0	0	0	0	0
10	**Construction Management**	730	160	730	160	-570	-78	11,829	11,669
	10.01 Construction Management Planning Policies	39	8	39	8	-31	-79	479	471
	10.02 Construction Management Procedure(s)	273	28	273	28	-245	-90	2,561	2,533
	10.03 CM Interface Requirements for Procurement Packages	418	0	418	0	-418	-100	5,189	5,189
	10.04 Construction Management Manual	0	0	0	0	0	0	2,506	2,506
	10.05 CM Engineering & Procurement Support	0	124	0	124	124	0	1,094	970
	TOTAL	24,426	14,626	24,426	14,625.50	-9,800	-40	267,213	252,588

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 Status report which is posted on ProjectSolve2. Deliverables are weighted using their budgeted values in the FY11/12 AWP and this has been established in draft form, using the draft AWP Version 4. Following agreement of the AWP, the earned value calculations will be revised to reflect the agreed FY 11/12 AWP and included in the MPR.

A further change is the inclusion of additional sub-tasks in the Work Breakdown Structure for reporting and tracking. In FY 11/12 there are 63 sub-tasks compared with only 25 sub-tasks in FY 10/11 and the earned value calculations are being revised to calculate both historic data and the additional sub-tasks going forward.

California High Speed Rail Authority

Cost Performance Report
July 2011

Program Management Team

Planned Progress: 48.6%

Actual Progress: 46.2%

Dollar amounts in thousands

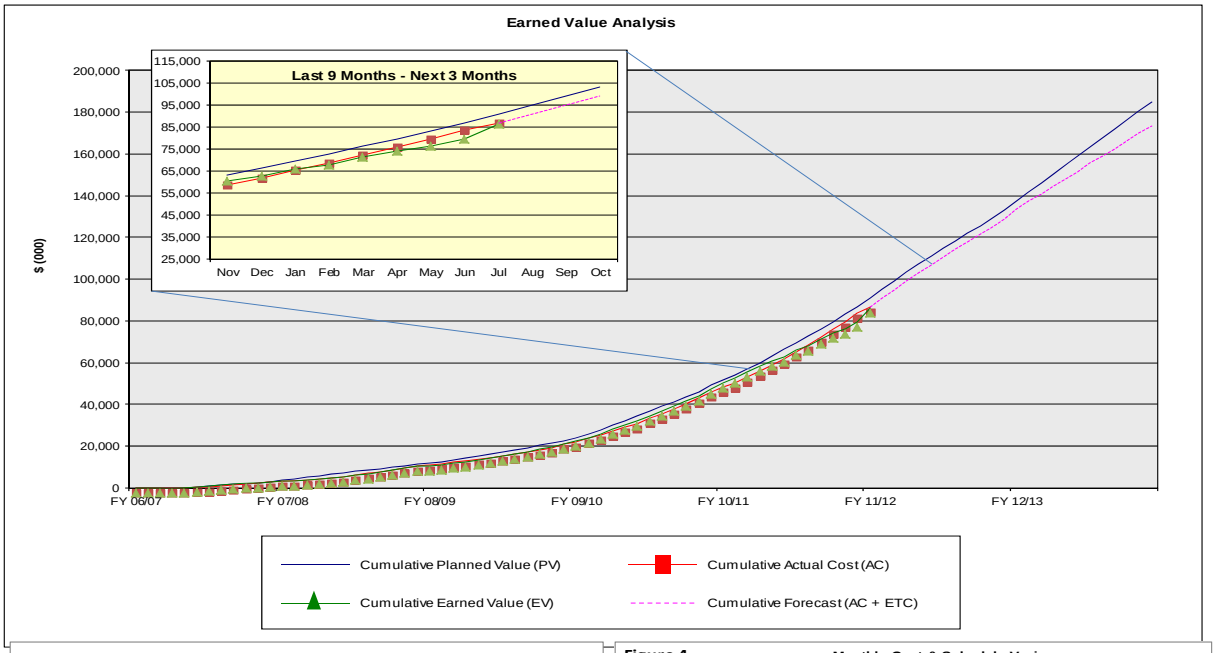
WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Program Management	$29,990	$11,039	$11,900	$10,346	$17,593	$29,493	0.87	0.94
2	Public Outreach & Comm	$2,942	$2,942	$2,796	$3,033	$0	$2,796	1.08	1.03
3	Engineering	$63,186	$42,212	$41,392	$40,413	$21,220	$62,612	0.98	0.96
4	Environmental	$11,254	$5,597	$4,706	$3,870	$5,790	$10,496	0.82	0.69
5	Regional Management	$31,554	$18,321	$17,277	$19,793	$7,353	$24,630	1.15	1.08
6	Real Property	$3,657	$1,197	$448	$508	$3,528	$3,976	1.14	0.42
7	RR Operations & Ridership	$18,843	$7,594	$6,757	$6,686	$9,852	$16,609	0.99	0.88
8	Commercial Operations	$11,028	$1,769	$1,446	$1,453	$10,860	$12,306	1.00	0.82
9	Station Area Planning	$5,757	$217	$70	$233	$4,071	$4,141	3.32	1.07
10	Construction Management	$6,576	$122	$46	$0	$6,327	$6,374	0.00	0.00
ODC	Other Direct Costs	$5,408	$1,433	$1,607	$1,607	$3,975	$5,582	NA	NA
Total		$190,195	$92,441	$88,447	$87,943	$90,568	$179,015	0.99	0.95

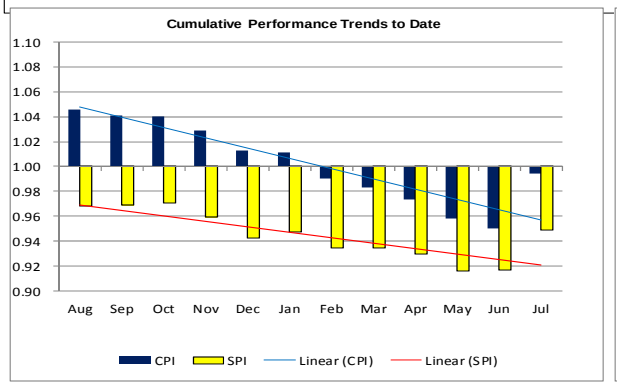
* Total Labor Budget - is the planned cost of all work less Other Direct Costs (ODC's).

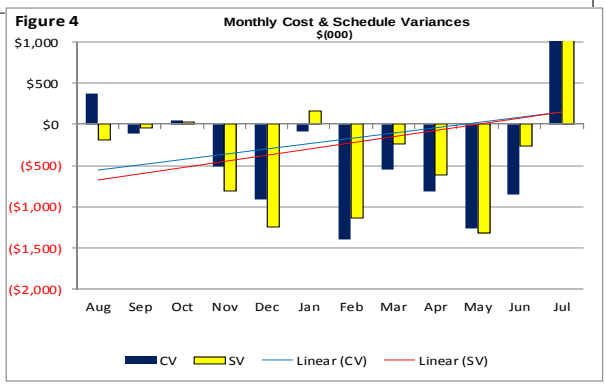
Current Cost Variance (CV) to Date (EV - AC): ($504)

Current Schedule Variance (SV) to Date (EV - PV): ($4,499)

OVER BUDGET	-0.6%	Percent under (+) or over (-) budget
BEHIND SCHEDULE	-4.9%	Percent ahead (+) or behind (-) schedule







Progress and Accomplishments by Task

Task 1. Program Management and Controls

- Finalized FY 10/11 year-end deliverables status for the PMT.
- Continued to manage the Program-wide Change Control Procedure with 46 Change Requests submitted, including 15 approved to date.
- 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. Work also continued to refine the data and improve the reports in preparation for FY 11/12.
- 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. In FY 11/12, additional Audits will be performed on each of the Regional Consultants.

All complete Audit reports are available on ProjectSolve22:

> My ProjectSolve2 > 01. Program Management and Admin > 25. Contract Administration > 10. Project Protocol and Procedures > 03. Quality Assurance and Quality Control > QA/QC Document Tracking

The FY 11/12 AWP also includes Quality Surveillance Audits on PMT Program Controls (Task 1), Engineering Management (Task 3), Environmental Review (Task 4), PMT Regional Management (Task 5) and Railroad Operations (Task 7).

Work performed in July included:

- Completed draft Management Internal Quality Surveillance Audit Report for the Fresno to Bakersfield Regional Management and distributed for signatures.
- Conducted a PMT Internal Quality Surveillance Audit on the Merced to Fresno Regional Management.
- Coordinated and prepared for Internal Quality Surveillance Audits planned for early FY11/12.
- Reviewed revisions to the RC QA/QC plan for San Francisco to San Jose section.

Task 1.5 Risk Management

The PMT is working with the RCs to enhance the risk management capability across the Program. Output is provided though updates to the Regional Risk Report. In addition the programmatic risks are recorded in a programmatic risk register and both documents are available on ProjectSolve2 via the following link:

> My ProjectSolve2 > 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 July included:

- Focus on transitioning risk registers associated with Initial Construction Section (ICS)-Merced to Fresno and Fresno to Bakersfield. This included a reconsideration of the relevance of certain risks, given the changes to the overall program, progress of RCs in mitigating risks and a concerted effort to eliminate duplicated risks. Continuing risks were reassessed to reflect changes in the project.
- Met with EMT and Procurement Task Force to discuss specific risks identified by ICS teams;
    - Compared assumptions made for Master Schedule and by the Procurement Task Force
    - Reviewed Current Master Schedule Assumptions
    - Reviewed top risks identified by Central Valley teams and Top 10 issues/risks identified by Procurement Task Force
- San Jose-Merced to Reevaluated risk register – to identify new risks and reevaluate assessments and response actions for existing risks. Ten risks have been closed due to completion of mitigation actions
- EMT/Procurement Task Force meeting, group discussed underlying assumptions (written) in Procurement Task Force #1 and Master Schedule and scope limits for Contract Package 1; required level of design for civil procurement; at time of meeting there was NO written guidance on what is and what is not in CP1; definition of Independent Utility and what would be required of Program under this scheme; guidance on ROW acquisition program and associated schedule requirement; group reviewed top risks raised by different elements of the team.
- Joint ICS regional teams/Procurement Task Force workshop principally focused on group review of risks identified by both regional teams individually and assessment of risks in ICS context – reviewed schedule sequence and major activity duration assumptions, procurement schedule, environmental milestones and associated risks, agreements (esp. utilities, railroads, Caltrans);

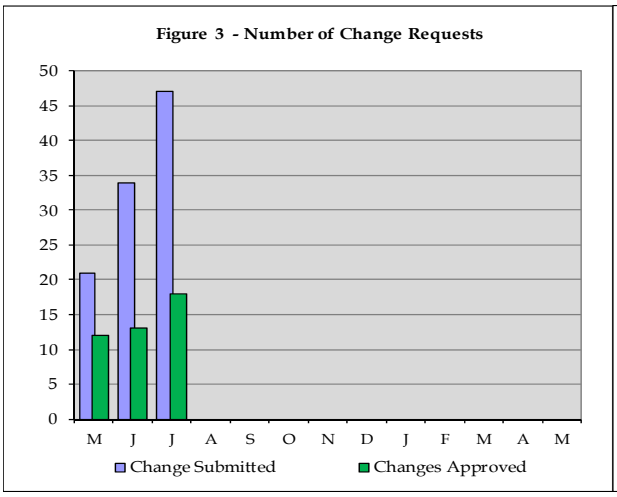
Program Change Control

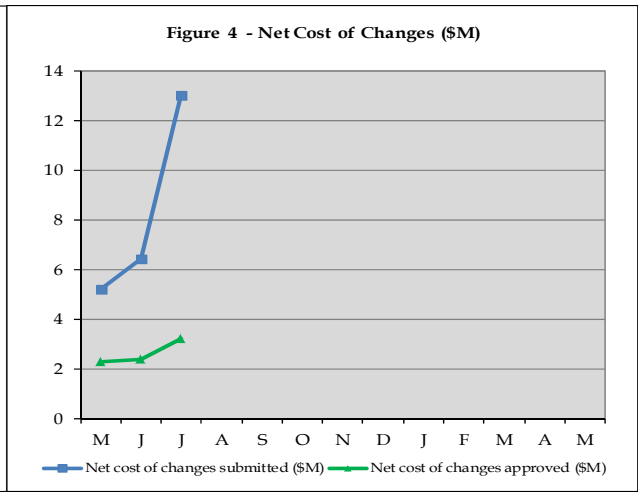
Following development of the Program-wide Change Control Procedure, staff training and implementation, this section of the report provides a summary of Change Control status.

A Change Request log is being maintained and can be accessed on ProjectSolve22 via:

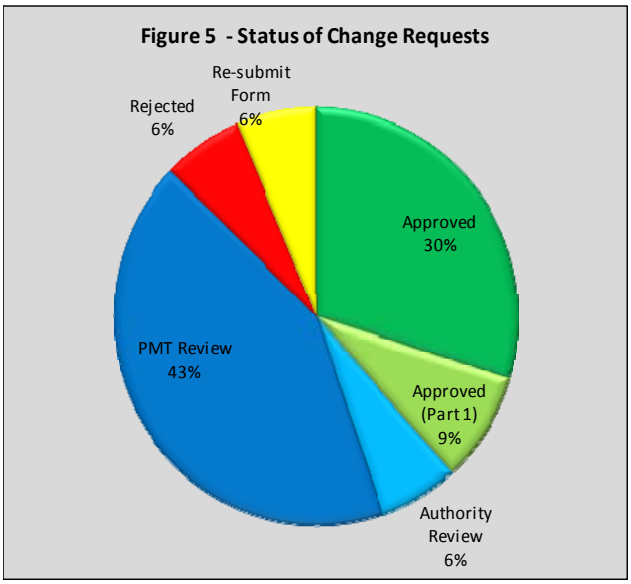
My ProjectSolve2 > CAHSR - 01. Program Management & Admin > 20. Change Control Management > 00.Change Control Database

Figures 3 and 4 show cumulative changes from May 2011, when the data was established, though July 2011. This includes both submitted and approved changes. Through July, 47 changes have been submitted with a total estimated cost of $12.99M, including 18 Approved changes with a cost of $3.21.





Status of the 47 change requests submitted through July is shown in figure 5 below:



Change Category definitions:

Approved *- Authorized per delegated authorities.*
Approved (Part I) *- Authorized in principle, subject to development of detailed cost and schedule data.*
Authority Review *– Transmitted to Authority for authorization.*
PMT Review *- Submitted to PMT for review / processing.*
Rejected *– Declined and notification provided to Originator.*
Re-submits Form *- Returned to the Originator for revision.*

Deliverables

Progress against each of the PMT's FY 11/12 AWP Deliverables is updated on a monthly basis and available on ProjectSolve22 via the following link:

My ProjectSolve2 > CAHSR - 01. Program Management & Admin > 25. Contract Administration > 25. Program Management Progress Reports > 2011/12 Program Management Progress Reports

A summary of these data is being developed to include in the September Monthly Progress Report.

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

- 3.1/3.2/3.3/3.6/3.7 Technical Memoranda (TM5) and Hundred Series TMs
  - In Progress
    - TM 0.7.1 30% Design Submittals
    - TM 2.1.5 Track Design
    - TM 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 2.10.6 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 200.04 Production Guide for Special Provisions
    - TM 200.05 Production Guidance for Standard Specifications
    - TM 200.07 Outreach Process Aesthetics
    - TM 200.08 Signage and Graphics
    - TM 300.05 CHSTP RAMS Policy
    - TM 600.03 Interoperability
    - TM 700.01 Systems Engineering Management Plan
  - Released
    - TM 2.9.6 Ground Motions for MCE, DBE and LDBE, R1
    - 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 and Seismic Hazard Evaluation, R1
    - TM 2.9.10 Geotechnical Analysis and Engineering Design Criteria Guidelines, R1
- Task 3.2.3 Technical Advisory Panel (TAP)
  - Completed TAP comments on TMs
  - Begin draft of final report
- Task 3.2.4 Seismic Design
  - Began 30% design support
- Task 3.2.6 Shared sure Corridors
  - Began preliminary design guidelines
- Task 3.3.2 System Design
  - No significant progress this period.
- Task 3.3.3 Performance Specifications

- Commenced an industry level review of Traction Power Supply, Overhead Contact System and Train Control System.

- Task 3.6 Rolling Stock
  - Began Rolling Stock Peer Review of performance specifications.
- Task 3.7.1 FRA Petition for Rule of Particular Applicability
  - Reviewed individual sections of the Guidance Document and combined in a single document for FRA review. Included outline for the trainset section in preparation for working meetings with FRA staff scheduled for August.
- Task 3.7.2 CPUC Petition for Order Instituting Rulemaking
  - Held coordination meetings with BNSF, Amtrak and UP presenting proposed OIR Petition and General Order governing 25kv railroad electrification.
- Task 3.7.3 CHSTP Requirements Management Recommendations
  - Continued importing System Requirements into DOORS database and establishing relational links with the Design Manual.
- Task 3.7.4 Verification and Validation Development
  - Prepared and delivered presentation on implementation of Verification and Validation and self-certification processes.
  - Continued identification and specification of requirements (infrastructure related).
- Task 3.7.5 Value Engineering Management
  - No significant progress this period
- Task 3.8.2 CHSR Standard Drawings Infrastructure
  - Began review of the drawings and CADD manual update.
- Task 3.8.3 Systems
  - No significant progress this period.
- Task 3.9 CHSR Standard Specifications
  - Begin review of Sets 2 and 4.
- Task 3.11 CHSR Design Manual
  - Began review of Sets 1 and 2.
- Task 3.12 Design Reviews in progress:
  - The following Design Submittal Packages are being reviewed for Merced to Fresno 15% Design:
    - Geotechnical Investigation Work Plan for ARRA Section #1
  - The following Design Submittal Packages are being reviewed 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
  - The following Design Submittal Packages are being reviewed for Fresno to Bakersfield 15% Design:
    - Record Set Alignment Plans, Profile and Cross Sections, Parts 1 and 2
    - Record Set Caltrans Impacted Facility Structure Plans, HST and Roadway Overhead Planning Studies, Plan, Elevation and Typical Sections
    - 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
    - Record Set Roadway Overhead Planning Studies, Plan, Elevation and Typical Sections
    - Draft Utility Impact Report

- The following Design Submittal Packages are being reviewed for Palmdale to LA 15% Design :
  - In-Progress Submittal Basis of Alignment
  - In-Progress Submittal Alignment, Plan and Profile
- The following Design Submittal Packages are being reviewed for the TJPA:
  - TJPA-INFRA-0-0002 - Platform Geometric Design: Platform Length
  - TJPA-INFRA-0-0006 - Platform Design: End Stops/Bumping Posts
  - TJPA-INFRA-0-0007 - Track Alignment Design Parameters: Turnouts
- Submitted comments on the following Design Submittal Packages for M-F 15% Design:
  - Geo Reports (2 Volumes w/c includes BNSF and UPRR/SR99)
  - Record Set, Utility Report and Attachment 3
  - Record Set ROW Report
  - Record Set Maintenance Facilities Report
  - Record Set Advanced Planning Study
  - Draft EIR/EIS Stormwater Management Plan
  - Final Design Stormwater Data Report
  - Hydraulics and Floodplain Technical Report
  - Record Set, Track Alignment, Plan and Profile, Typical
  - Sections (5 Volumes w/c include BNSF-Ave 21 and 24, UPRR/SR99 - Ave 21 and 24 and Hybrid Alt)
  - Record Set, Structure Plans (5 Volumes w/c include BNSF- Ave 21 and 24, UPRR/SR99 - Ave 21 and 24 and Hybrid Alt)
  - Record Set, Roadway Plans (16 Volumes w/c includes Volumes 1-4, 1A, 2A, 3A, 1B, 2B, 3B)
  - Draft Merced Stations- Site C Plans
- Submitted comments on the following design submittal packages:
  - San Jose to Merced 15% Draft MOW, Interlocking Site and TPF Plans
  - San Jose to Merced 15% Draft Bridge and Structures Technical Design Summary and Reports
  - San Francisco to San Jose 15% Draft Submittal Diridon Station Package
  - LA to Anaheim ARTIC Design Development Submittal
  - Fresno to Bakersfield Draft 15% EIR/EIS Stormwater Quality Management Report
  - Fresno to Bakersfield 15% Draft Stations Plans
  - Fresno to Bakersfield 15% Draft Geologic and Seismic Hazard Report
  - TJPA-INFRA-1-0004 - Platform Design: Platform Gap

- Task 3.13 Risk Management
  - Begin updating the engineering risk register
- Task 3.14 Procurement Support (Procurement Task Force)
  - Met with Merced to Fresno and Fresno to Bakersfield RCs to coordinate procurement package 1.
  - Prioritized directive, standard drawings and standard specifications; created procurement packaging matrix and provided a recommendation for Package 1 RFP.
- Task 3.15 Survey Control
  - No significant progress this period.
- Task 3.16 System Integration
  - 3.16.1 System Requirement/Procurement Support
    - No significant progress this period.
  - 3.16.2 Design Manual/Procurement Document Review
    - No significant progress this period.
  - 3.16.3 Regional Consultant Submittal Reviews

- No significant progress this period.
- 3.16.4 Design and Construction Interface Control Manual
  - No significant progress this period.
- 3.16.5 Integrated Cross Sections and Tracking Facility Layouts
  - No significant progress this period.

Issues and areas of concern

- Commencement of technical studies by PG&E remains a critical activity for planning of the Central Valley sections. Traction power system feasibility cannot be confirmed without assessment of CHSTP loads by utility companies. A Study Plan Agreement was provided to PG&E for review and signature, but remains unsigned. Agreements with other utility companies are also required.

Action items and planned work next month

- Continue to support 30% Design.
  - Technical Memoranda
  - Directive Drawings
- Continue development of Systems Design and performance specifications.
- Continue development of Performance Specification for Rolling Stock.
- Meet with CPUC to update the status of OIR Petition outreach process, and to confirm overall direction with respect to the process and content of the petition.
- Meet with FRA to go over the trainset sections of the Guidance Document.
- Continue development of Validation and Verification model and Certifiable Items List (CIL) in support of self-certification requirements to be included in RFPs.
- Prepare Value Engineering (VE) workshop Agenda, assemble Team and schedule study for the Fresno to Bakersfield section, planned for September.
- Continue to develop the Standard Specifications.
- Continue to develop the Standard Drawings.
- Continue to develop the Design Manual.
- Continue risk management review process for engineering.
- Provide general technical support including Design Submittal reviews and procurement strategy support.
- Conduct System Integration workshops.
- Produce ARRA segment Intergraph matrix.
- Review System requirements.

Task 4. Environmental Review

Key developments and accomplishments

Program-Wide

- Revised Approach for Environmental Approvals and Permits Draft Report per PMT comments.
- Participated in conference call on the issue of changing design from ballast/slab to slab track and potential effect of noise analyses.
- Worked with Donald Newlands and David Dubbink on script for the noise simulation model for public hearings.
- Health Risk Analysis of the HMF emissions including dispersion modeling, estimating of cancer risk, non-cancer risk and acute hazardous indexes; prepared the air quality Technical Appendix, reviewed and responded to comments.
- Provided top five most commonly asked questions on visual/aesthetics for use in responding to comments on the Merced to Fresno and Fresno to Bakersfield Draft EISs.
- Continued planning activities for implementing CommentSense which included:
    - Updated April 2011 version of Draft Standard Responses, including RC's FAQs, 2005 and 2008 EIR/EIS documents, Authority brochures, and anticipated questions from technical leads.
    - Reviewed and provided a summary of public comments from past Board meetings to identify anticipated comments and issues of concern proactively.
    - Developed graphic representation ("Comment Management Decision Diagram") of business procedures for comment management process.
    - Updated CommentSense User Guide to include section on roles and responsibilities.
    - Led "CommentSense Refresh Training" for Fresno-Bakersfield.
    - Presented CommentSense and provided training for PMT, Authority and Attorney General staffs.
    - Provided technical support to Fresno to Bakersfield and Merced to Fresno teams to set up accounts and appropriate permissions and implement customized data fields.
    - Provided consultation on automated email-to-data-record functionality enhancements to CommentSense public comment management system.
- Participated in the 408-208 permit discussions.
- Created/updated requested general statewide graphics.
- Provided comments on the draft permitting procedures documents and coordinated with authors.
- Incorporated training in ProjectSolve2, provided Tiffany Batac with comments on the draft "response to comments" document
- Requested general questions from the PMT and technical reviewers for the top five and ten questions and responses anticipated from the public and agencies during the Draft EIS review.
- Coordinated with Systems Analysis Group staff members on the Peer Review ridership efforts and staff balancing for this effort.
- At the Authority's request, Terry Rivasplata from ICF International is now assisting the PMT team on an interim basis.
- Worked with Rob Greene to review the Arup noise simulation model for its applicability to the CSHT project
- Review 2005 Statewide Final Program EIR/EIS Standard Responses and provide updates to Internal Working Draft CommentSense Categories and Standard Responses
- Participated in and/or facilitated the following meetings/teleconferences/webinars: Weekly Authority, FRA, PMO and PMT.

- Prepared the agendas and minutes for the weekly Authority, FRA, AG, PMO and PMT environmental coordination meetings.
- Participated in weekly PMT senior management meetings:
  - Air quality impacts outside the San Joaquin air basin.
  - CPUS meeting.
  - Verification and Validation briefing.
  - Meeting with Authority CEO and AG for a mitigation 101 briefing.
  - Teleconference to review FRA comments on Central Valley EIRs/EISs.
  - San Joaquin Valley Air Pollution Control District (SJVAPCD) teleconference.
  - Teleconference regarding the Authority website and posting the Fresno to Bakersfield and Merced to Fresno EIRs/EISs.
  - Teleconference regarding the noise video.
  - PMT, FRA, and RC teleconference regarding the EPA/COE guidance document.
  - SJVAPCD PMT and RC follow-up teleconference.
  - Roeding Park teleconference.
  - CAHSR and San Francisco Estuary scope of work teleconference.
  - PMT mitigation meeting.
  - Mitigation meeting with Authority.
  - LA to Anaheim status teleconference.
  - Biological assessment submittal strategy and interdependent and interrelated internal teleconference.
  - PMT environmental manager strategy teleconference.
  - COE notices with RCs.
  - Merced to Fresno EIS/EIR executive summary.
  - Amah Mutsun Tribe confidentiality letter.
  - Teleconference to discuss July 27 tribal meeting.
  - Fresno to Bakersfield geotechnical drilling.
  - Biological assessments and interdependent and interrelated functional assessments with COE, EPA, and COE.
  - SJVAPCD follow-up teleconference to discuss EIR/EIS.
  - Merced to Fresno and Fresno to Bakersfield tribal coordination meeting.
  - Central Valley EIR/EIS overviews for communication staff.

San Francisco to San Jose

- Review standard responses for incorporation in List of Frequently Asked Questions

San Jose to Merced

- Back-check technical review of Section 3.13 Station Planning, Land Use and Development
- Back-check technical review of Section 3.18 Regional Growth
- Reviewed water resources Section 3.8
- Teleconference - Biological Resources Discussion with RC to follow up on previous comments on Biological Resources and Wetlands documents.
- Created GIS files and graphics from engineering and Google Earth.
- Participated in the conference call with ICF staff discussing air quality issues and methodologies.
- Reviewed and commented on most recent version of Section 3.2 (Transportation section) of the Draft Project EIR/EIS.
- Reviewed and commented on most recent version of the Draft Transportation Technical Report for the San Jose to Merced Project EIR/EIS.
- The following draft reports/sections were reviewed and comments provided for:

  - Draft Checkpoint A submittal.
  - EIR/EIS Land Use section.
  - EIR/EIS Regional Growth section.
  - EIR/EIS Cultural Resources section.
  - EIR/EIS Hydrology and Water Resources section.
  - Paleontological Resources Technical Report.
  - EMI/EMF.
  - Transportation Technical Report.
- Reviewed Agricultural Lands section of the EIR/EIS.
- Updated ProjectSolve2 database for Environmental Reviews conducted in July.

Merced to Fresno - ARRA

- Supported development of HSRA-compatible web pages for posting of the EIR/EIS, including configuration of local development environment, coordination with HSRA IT, iFrame coding, and page development.
- Reviewed and commented on the final draft sections of the Parks, Recreation, and Open Space; Noise and Vibration; and Transportation sections of the Draft EIR/EIS for consistency with the same sections in the Fresno to Bakersfield Draft EIR/EIS. Reviewed final draft of the Hazardous Materials and Wastes section of the Draft EIR/EIS for consistency comparison to the Fresno to Bakersfield Draft EIR/EIS.
- Confirmed approach to obtaining CA Central Valley Flood Protection Board encroachment permits, USACE Section 408 determination letters and USACE Section 208 encroachment permit conditional approvals.
- Final technical review of Section 3.11 Safety and Security
- Final technical review of Section 3.12 Socioeconomics, Communities and Environmental Justice
- Final technical review of Section 3.13 Station Planning, Land Use and Development
- Final technical review of Section 3.14 Agricultural Lands
- Final technical review of Section 3.18 Regional Growth
- Final technical review of Section 3.19 Cumulative Impacts
- Reviewed the Hydraulics and Floodplain report
- Reviewed 404 Individual Permit Application for consistency with FB Section
- Created GIS files and graphics from engineering and Google Earth files.
- Provided development support of HSRA-compatible web pages for posting of the EIR/EIS, including configuration of local development environment, coordination with HSRA IT, iFrame coding and page development.
- Consolidated PMT comments on various sections of the Draft EIR/EIS and forwarded same to the RC.
- Participated in the follow-up conference call with SJVAPCD on using SJVAPCD methodologies for estimating air toxic impacts from HMF operation instead of South Coast APCD methodologies.
- Formatted and revised the HMF Air Quality Report.
- Evaluated construction-phase emissions under several ballast/concrete options for the track bed.
- Prepared draft Highlights document with Authority.
- Reviewed outreach consultants' materials – Draft EIR/EIS summary, brochures and letters to landowners, tenants and organizations.
- Coordinated the Authority website – environmental documents posting and design/placement issues-PB's Project Visualization team.
- Participated in public outreach team meetings/activities in preparation for the launching of the Draft EIR/EIS to the public.

- Consolidated PMT comments on various sections of the Draft EIR/EIS and forwarded same to the RC.
- Updated ProjectSolve2 database for Environmental Reviews conducted in July.

Fresno to Bakersfield - ARRA

- Supported development of HSRA-compatible web pages for posting of the EIR/EIS, including configuration of local development environment, coordination with HSRA IT, iFrame coding and page development.
- Reviewed and commented on the Parks, Recreation and Open Space; Noise and Vibration; and Transportation sections of the Draft EIR/EIS for consistency with the Merced to Fresno Draft EIR/EIS.
- Completed a preliminary review of draft of the Hazardous Materials and Wastes section of the Draft EIR/EIS for comparison with the Merced to Bakersfield Draft EIR/EIS (did not receive the final in time for review). Conducted preliminary review of a draft Air Quality section of the Draft EIR/EIS for consistency comparison to the Merced to Fresno Draft EIR/EIS (did not receive the final in time for review).
- Confirmed approach to obtaining Central Valley Flood Protection Board encroachment permits, USACE Section 408 determination letters and USACE Section 208 encroachment permit conditional approvals.
- Final technical review of Section 3.11 Safety and Security.
- Final technical review of Section 3.12 Socioeconomics, Communities, and Environmental Justice.
- Final technical review of Section 3.13 Station Planning, Land Use, and Development.
- Final technical review of Section 3.14 Agricultural Lands.
- Final technical review of Section 3.18 Regional Growth.
- Final technical review of Section 3.19 Cumulative Impacts.
- Reviewed 404 Individual Permit Application for consistency with MF Section.
- Created GIS files and graphics from engineering and Google Earth files.
- Provided development support of HSRA-compatible web pages for posting of the EIR/EIS, including configuration of local development environment, coordination with HSRA IT, iFrame coding and page development.
- Consolidated PMT comments on various sections of the Draft EIR/EIS and forwarded same to the RC.
- Coordinated with the Authority and RC regarding the “no effect determination” letter to the National Marine Fisheries Service.
- Reviewed and provided comments on the RC’s FY 11/12 AWP.
- Revised and formatted the HMF Air Quality Report.
- Evaluated construction-phase emissions under several ballast/concrete options for the track bed.
- Reviewed draft Highlights documents from RC.
- Reviewed outreach consultants’ materials – brochures, letters to landowners, tenants and organizations, and summary of Draft EIR/EIS.
- Coordinated the Authority website – environmental documents posting and design/placement issues
- Participated in public outreach team meetings/activities in preparation of the launching of the Draft EIR/EIS to the public.
- Consolidated PMT comments on various sections of the Draft EIR/EIS and forwarded same to the RC.
- Update ProjectSolve2 database for Environmental Reviews conducted in July 2011.

Bakersfield to Palmdale

- Created GIS files and graphics from engineering and Google Earth files.
- Participated in the monthly conference call.

Los Angeles to Anaheim

- No substantial Environmental PMT activities during July.

Palmdale to Los Angeles

- Created GIS files and graphics from engineering and Google Earth Files.
- Reviewed standard responses for incorporation into List of Frequently Asked Questions
- Participated in July 28 teleconference.

Los Angeles to San Diego

- No substantial Environmental PMT activities during the July.

Merced to Sacramento

- No substantial Environmental PMT activities during July.

Altamont

- No substantial Environmental PMT activities during July.

Issues and Areas of Concern

- Section 7 consultation completion and the FWS's 135 day review requirement.
- Checkpoint C EPA/COE review and approval

Task 5. Regional Consultant Oversight

Key developments and accomplishments

San Francisco to San Jose

- Significant progress made developing the Caltrain operations model, which will continue in August. PMT has focused efforts on verifying the assumptions and work done to date.
- Following Authority direction to slow down work on this section in FY11/12, a reduced level of work was performed compared to previous months. With the San Jose to Merced RC continuing the 15% Design, there was relatively little work responding to comments on the station area and track extensions to the south.

San Jose to Merced

- Completed review of RC May invoice with recommendation for partial payment until extra work requested is agreed.
- Following meeting on July 11, RC is working to submit documentation for additional engineering support of EIR/EIS tasks and cost estimating.
- Meetings with RC management successfully resolved the extra work request. RC to prepare CRF to document $3.95 million additional scope, with deferment of other tasks to remain within authorized annual budget.
- RC began preparing FY11/12 updates for Project Management Plan (PMP) and Public Participation Plan.

- PMT developed an Action Items Log and shared via ProjectSolve2 for all team members to view and modify.
- Change Requests for SR152/Wyes, Special item UPEs and Cost Reduction evaluation were reviewed and submitted.
- Schedule extension, public outreach and SAA for SJVDG are under development
- Completed review of SAA SR152 and forwarded to CHSRA to posting on website prior to Board meeting
- Completed preparation of materials for Board presentation of SAA on SR152 Wyes.
- Met with RC to review AA-level design for SR152 and provided comments.
- RC and PMT are working closely to revise TPF spacing and locations from Draft 15% submittal.
- Progressed status of 15% Draft submittal review:
  - PMT comments submitted and approved
  - Caltrain Comments reviewed and returned prior to comment resolution meeting
- Prepared summary evaluation of SR152 wyes for inclusion in MF Draft EIR/EIS.
- Directed RC to use the Merced to Fresno Draft EIR/EIS utilities section legal review as basis for comments on public utilities section.
- Completed PMT review of:
  - APE maps
  - Draft Paleontological Report
  - Draft Hydrology and Water Resources EIR/EIS Section
  - Draft Cultural Resources EIR/EIS Section
- Provided reference materials and station dimensions to City of Gilroy to coordinate Station Visioning process. City of Gilroy Administrator express appreciation for coordination between RC and Gilroy Visioning process.

Merced to Fresno

- Finalized components for publication of the Draft EIR/EIS. The late-developing of Hybrid/Avenue 21 alignment was added to the document in preparation for the circulation of the environmental assessment. All 15% Preliminary Engineering (PE) required to support the scheduled Draft EIR/EIS release has been provided.
- Completed, reviewed and approved the 15% PE Record Set for Hybrid/21 for Trackway, Roadway and Structures. Final review of the Traction Power System will be complete in August and the 15% Station Design also finalized.
- Engineering work for inclusion to procurement package #1 for bidding in 2012 is progressing on an aggressive schedule.
- Documents reviewed:
  - At-grade Merced Station Area Development Plan.
  - At-grade Merced Station Design Plan.
  - AECOM CR-003 part 2.
  - 15% Hybrid/Ave 21 design plans.
  - Revised Chapter 5 review, minor changes recommended.
  - Noise and Vibration Technical report.
  - Cost Chapter 5 with additional breakdown for ARRA sections.
  - Design Variance Forms.
  - Downtown Merced Station Plan Report final review.
  - Geotechnical Works Plan.
  - RC Weekly Schedule.
  - RC Monthly Progress Report.

Fresno to Bakersfield

- Draft EIR/EIS was completed and submitted to FRA for signature.
- RC submitted the following deliverables and materials in July:
  - 15% record sets of the plans and reports. The record set plans have been conditionally accepted, pending proven feasibility of the depressed alignment through Fresno. This requires solving the conflict of the 96-inch storm drain line.
  - Weekly Schedule Status.
  - Outreach Materials for release of Draft EIR/EIS.
  - Final FY 10/11 Closeout Report and Change Control Documentation.
  - Responses to June Monthly Progress Report and Invoice comments.
  - Alternate Kings County alignment.
  - UPRR/SR99 Alignment KMZ files.
  - "Prop 1A Compliance" table.
  - Updated Risk Register in support of risk workshop.
  - Outreach and Technical meeting minutes.
  - USACE 404 Permit Application & Public Notice.
  - 15% Record Set Utility Impact Report.
  - Preliminary Jurisdictional Waters and Wetlands Delineation Report.
  - Draft EIR/EIS Notice of Completion and Federal Register Notice.
  - Notice of Availability.
  - Williamson Act submittal package.
  - Draft EIR/EIS Highlights.
  - Preview of 15% Record Set Construction Assessment Memo.
  - Record Set 15% Basis Of Quantities Estimate.
  - Two set of roll plots for meeting with Caltrans.
  - USACE 404 Application Cover Letter.
  - Central Valley Biological Resource and Wetlands Survey Plan.
  - All Technical Reports to support the Draft EIR/EIS.
  - 15% Record Set Geologic and Seismic Hazard Report.
  - Sketches and exhibits to support on-going feasibility and constructability reviews.
  - Materials for Senate Agricultural Hearing on July 15.
- Prepared responses to comments on the following Reports:
  - 15% Draft Geologic and Seismic Hazard Report.
  - 15% Basis of Quantities Report.
  - 15% Constructability Review Memo.
- Completed review of the following documents:
  - Updated risk register.
  - Weekly Schedule Updates.
  - "Prop 1A Compliance" table.
  - Minutes for Geotechnical Investigation Coordination Meeting.
  - Sketches and exhibits to prove feasibility and constructability.
  - DEIR/EIS Chapter 5 Project Costs and Operations.
  - Materials for Senate Agricultural Hearing.
  - 15% Draft Geologic and Seismic Hazard Report.
  - 15% Basis of Quantities Report.
  - 15% Constructability Review Memo.
  - Completed review of Outreach Materials for release of Draft EIR/EIS

Bakersfield to Palmdale

- The RC value-engineered the existing alignment alternatives to improve the practicability and cost effectiveness of the design. This has been achieved though reducing the height of viaducts, length of tunnels and bringing the elevation to grade or onto lower height earth-retained structures/embankments. An additional, shorter alignment has also been developed north of Rosamond, potentially shortening the route by approximately 1 ½ miles. Alignment through Lancaster has been brought to grade with options adjacent and inside the UPRR ROW.
- RC has revised quantities/capital cost assessment based on the Value Engineering exercise. The assessment was provided to PMT for assessment and inclusive in the Business Plan. This will support cost comparisons between the Grapevine and Antelope Valley alignment options.
- RC revised the Alternatives Analysis based on the value engineering studies and conducted significant outreach with stakeholders and elected officials. A paper will be prepared for the September Board meeting outlining developments to date, including the Antelope Valley alignment cost reduction initiative and ongoing stakeholder/community outreach.
- RC prepared a Change Request with supporting documentation for scope changes, incomplete work and additional work in FY 10/11.
- Completed review of the following documents:
    - Value-engineered plan and profile drawings
    - Draft of summary paper for Board describing engineering/outreach developments.
    - Revised schedule for production of documentation and completion of studies for September Board meeting.
    - Revised quantity assessments following Value Engineering work.

Palmdale to Los Angeles

- RC has completed almost all engineering analysis of corridors for the Grapevine I5 Alternatives, indicating the existence of feasible alignments which meet project criteria (gradient, crossing active fault zones at-grade etc). Corridors pass on either the east or west of the I5 impacting the proposed Tejon Ranch Mountain Village development, or conservation lands. However, these environmental impacts are considered to be similar to those for the Antelope Valley Alignment options. While the engineering detail for the Grapevine Alternatives is still limited, these have been estimated using general unit rates for tunneling, at-grade, viaduct etc. Following Value Engineering to both the Bakersfield to Palmdale and Palmdale to Sylmar alignment options, quantities have been developed and confidence exists in the current priced alignments. This indicates that an alternative via the Grapevine may save between $1B and $4B in capital cost. More detailed analysis of ridership and revenue figures is required to complete the analysis between the Grapevine and Antelope Valley Alternatives. The Board presentation planned for September will include a proposal to progress the Grapevine alternatives to the same level of engineering and environmental detail as the Antelope Valley alignments for overall comparison in an all-encompassing Alternatives Analysis document.
- Significant outreach and stakeholder involvement has continued through discussions with Tejon Ranch; Cities of Palmdale Lancaster, Santa Clarita and Rosamond; Acton and Agua Dulce communities; and Supervisor Antonovich's staff.
- RC refined alignment options to reduce cost where feasible and reassessed existing quantities and costs. Estimates for Grade separation schemes through the San Fernando Valley are

considered more robust and include ROW costs, based on more recent property prices. RC also supported the Bakersfield to Palmdale section analysis of quantities and costs to improve the overall estimate for Antelope Valley alignment options.

- A meeting was held between RC, Authority and PMT to discuss possible locations for the Level 3 Maintenance Facility, including constraints, layouts and operational criteria. It was agreed that Branford Street is the only feasible solution in the San Fernando Valley. RC will progress the design and tie-in to main alignment assuming a double-ended yard with 19 storage tracks.
- RC is finalizing the Supplemental AA studies through the entire Palmdale to Sylmar corridor, incorporating additional localized alternatives through both Sand Canyon and Acton/Agua Dulce areas. However, a recommendation will be included that the original SR-14 East and West options remain the least impactful and most cost effective solutions to be taken forward. PMT will review this work and intends to provide a summary paper for the September Board meeting. Full analysis of the alternatives will be included in a future Alternatives Analysis Report that includes the Grapevine alternatives, if the Board concurs that these should be further studied.
- 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. This information has been provided to PMT for cost analysis.
- Reviewed Change Request re-submitted by the RC which now includes justification for additional work completed in FY 10/11, as well as planned FY 10/11AWP work that was not accomplished.
- RC (Arup) demonstrated to PMT and Authority the noise analysis tools that it has developed for HS2 (a High-Speed Rail Project in the UK). This included a video of towns/public places, with recorded ambient noise (traffic, existing rail services, aircraft, birds, dogs barking, children playing etc.) with proposed HST alignment at different distances. Noise from a passing HST was then superimposed, with various noise mitigation measures. RC will develop a proposal for similar software to demonstrate various locations/scenarios for CHSTP, which could then be used in the public domain.
- Documents reviewed (design/environmental)
    - Quantities / cost analysis for Palmdale – Sylmar alignment options
    - 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

- Work focused incorporation of the 15% comments from the PMT in the "Draft" 15% Consolidated Shared Track Alternative and "Final" 15% Dedicated Alternative design packages. Although the RC revised the LAUS, ARTIC, Fullerton and Norwalk/Santa Fe Springs station plans to reflect revised ridership numbers, these changes have yet to be provided to the PMT for review. Another key item during July was development of proposed variances to track spacing criteria to allow phased implementation, as well as development of preliminary phased implementation projects.
- The current environmental milestones schedule to NOD/ROD continues to show the Admin Draft EIR/EIS in September 2012, deferred to this date from the planned June 2011 date. The Draft EIR/EIS is slated to follow in November 2012 (planned to be completed as part of AWP 12/13). RC has identified a potential issue with incorporation of the latest EIR/EIS environmental template time frames where an earlier date for submission of the Administrative Draft EIR/EIS may be required. The PMT is reviewing RC's assumptions and will provide a response.

- Participated in the three-So Cal Section briefing to the US DOT Undersecretary and staff.
- Continued focused engineering sessions with the RC Design Manager.
- Approved the June 2011 RC Invoice.
- Conducted coordination sessions with LA to Palmdale and LA to San Diego on the LA connections currently being considered.
- Participated in the So Cal Passenger Rail Planning Coalition meeting.
- Worked to resolve invoice payment issues.
- Attended a follow-up Gateway/Corridor Cities strategy session with the Authority and RC team.
- Continued coordination efforts with the LA to San Diego Section, including Intermodal Transportation Center (ITC) coordination.
- Brainstormed with the RC team potential phased implementation projects as part of the Phased Implementation planning and strategy for the Dedicated and Consolidated Shared Track alternatives.
- Continued coordination with Metro and Metrolink/HDR on the LAUS alternatives. Meeting held to discuss the two layouts and merge into one concept.
- Documents reviewed (design/environmental/outreach)
    - Provided over-the-shoulder review of RC's interim submittals at the end of FY 10/11.
    - Reviewed RC's draft revised same level LAUS Station design with concourse under HST platforms.
    - Reviewed RC's Interim 15% submittal.
    - Reviewed draft LAUS, Santa Fe Springs and Anaheim Stations program calculation.
    - Reviewed draft LA to Anaheim Track Spacing White Paper.
    - Reviewed first draft of RC's phased implementation approach and provided verbal comments for incorporation into the next draft.
    - Continued coordinating the HSR station patronage forecasts and modal splits.
    - Provided responses to RC regarding TM inquiries for stations and other disciplines as requested.

Los Angeles to San Diego

- Loss of funding for FY 11/12 has resulted in work for this section being placed on hold.

Merced to Sacramento

- Reactivated project team following Merced Interim Track Connection (MITC) work.
- Revised FY 11/12 AWP.
- Responded to Authority requests regarding the MITC effort.
- Developed draft MITC report (now under Caltrans review).
- Continued participation in key meetings focused on the MITC effort.
- Initiated stalled development of the Preliminary AA Report; re-initiated data collection, analysis, and development of the report.
- Completed draft alignment drawings in support of the Preliminary AA Report.
- Reviewed preliminary plans and designs of MITC components prepared by the Regional Consultant for discussion with the City of Merced.

Altamont

- Reactivated project team.
- Updated stakeholder database.
- Continued potential "interim phase" strategies in East Bay, Sunol, Tri-Valley and Tracy areas.

- 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 Regional Consultant for discussion with the City of Merced.

Issues and Concerns

San Francisco to San Jose

- RC is working to a greatly scaled-down interim scope of work for the months of July, August and September. Approximately 70% of the work is focused on the San Jose to Merced environmental document, which is under development. The remaining effort is maintaining its project management and outreach teams so that it can continue to respond to public inquiries and report on the project. Overall there will be a significant reduction of the level of effort in these months. RC expenditure for July ($362k) was considerably below the plan ($700k).
- Many stakeholders on the Peninsula are aware of the scaled-down level of work and are waiting for recommencement of the work. Consequently stakeholders on the Peninsula have been relatively quiet.
- There are significant schedule impacts resulting from the Board's slow-down action. The schedule for July did not change from June. It will continue to hold through August. However, if activities do not pick up significantly in September, the deliverable dates will most likely continue to slip.
  - 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
  - Draft 30% - August 2014
  - Final 30% - December 2014

- RC 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 that area is accelerated in comparison to the rest of the SF to SJ corridor.
  - Draft 15% - April 2011
  - Final 15% - September 2011 (previously August 2011)
  - Admin Draft – November 2011 (previously September 2011)
  - Draft EIR/EIS – April 2012 (previously January 2012)
  - Final EIR/EIS – January 2013 (previously September 2012)
  - Draft 30% - TBD
  - Final 30% - July 2013

San Jose to Merced

- Following PMT review, RC's 15% Draft Cost Estimate Report was found to be incomplete. RC has been asked to revise and resubmit.

- SJ VDG needs addition of section on Roles and Responsibilities to define commitments of CHSRA and CSJ. One to two months additional time is expected to prepare costs and meet with City to agree. The goal is to present this at the November board meeting.
- SR152 Alignment AA. A change request was submitted with an estimated cost of $165K for AA portion. RC, Authority and PMT need to coordinate extent of refinement, based on community input.
- SR152 Wye Alignment 15% PE and EIR/EIS Analysis. RC to resubmit Change request to include 15% Design efforts and EIR/EIS analysis in San Jose to Merced document.
- RC to proceed with evaluation of cost reduction measures identified at the workshop in July. This is estimated to take two weeks, with three RC staff assigned to this work. RC revised Change Request based on PMT Comments.
- Due to a delay in receiving Change requests from RC and resulting delays for PMT review and approval, the RC has yet to begin the majority of its work for 1) cost containment evaluation, and 2) SR152 wye engineering and environmental tasks.
- Other Change Requests being monitored include:
    - Change logic on HASR Schedule
    - Produce Supplemental AA that addresses results of VDG and Modified Tunnel Option
    - Extend City of SJ VDG to Nov. 2011
    - Final 15% Record Set (encompassing reports, quantities estimate, etc.)
    - Follow up on status of approval of Special K-Items ($30,000)
- FY11/12 AWP Version 4 remains outstanding.

Merced to Fresno

- A Task Force has been established for the for first procurement package. Changes to RC scope for 30% design needs to be established and formalized quickly. Level of effort will impact AWP budget significantly.
- Authority decision to proceed with Draft EIR/EIS without A3 alternative (contrary to EPA and COE requests) has been identified as a risk to schedule if the COE and EPA cannot be convinced by Authority that elimination of A3 was appropriate.
- PMT is working with the RC to develop a detailed Environmental Schedule that aligns with that presented to the Board at the July 14 Meeting.
- Noise and Vibration Technical Reports from the RC identify a potential requirement for substantial lengths (15,000 to 18,000ft x 14ft high) of sound wall on aerial structures through urban areas such as Madera, Corcoran, Shafter and Wasco. This requirement needs to be assessed further in development of the 30% design.
- On July 19, RC advised that it had exceeded its FY 10/11 budget by $390,533. RC has been asked to provide details to PMT and Authority, which will be documented in a Change Request.
- Procedure for approval of Caltrans resources to support the accelerated schedule for 30% PE Design needs to be finalized. The first ARRA section includes re-alignment of 9,000ft of SR 99 which requires significant Caltrans support/review. With the need to complete the ARRA 30% PE in October, this is urgent.
- UPRR response to HSR adjacency of at-grade alignment is required to determine if proposed at-grade alignment is viable (north of Fresno and Merced Station traveling south). Absence of UPRR co-operation continues to be a major risk to the currently proposed alignments. Some straddle bent columns will be situated on UPRR property for the south of San Joachim River

crossing, making this more critical. With the need to complete the ARRA 30% PE in October, this is urgent.

- RC FY 11/12 AWP does not include any provision for response to RFIs once the RFP for Design Build Contract has been issued. A decision is required as to which party will be responsible for RFI responses.

Fresno to Bakersfield

- The RC is tracking progress against FY 11/12 AWP Version 3 for the July Progress Report and Invoice. The RC reports that it will continue to work with the PMT to clarify and resolve issues related to scope changes and the preparation of Version 4 to ensure the project remains on track and on budget. The summary of changes to the work program is provided in Section 6 of the RC's July Monthly Progress Report (MPR). These items are summarized below under "Financial Reporting and RC Schedule Assessment."
- RC needs clarification on budget allocation for ROW Appraisal tasks (Tasks 9.5 and 9.6) and meetings were held with the Authority to resolve. A two-pronged approach is being taken to determine (1) if separate funding for the task will be available from the Department of Finance in FY11/12; and (2) the absolute minimum funding and timing for acquisition for the ICS. The RC has been directed to stop ROW Appraisal tasks in order to preserve budget for EIR/EIS tasks.
- As the RC prepared to address a comment regarding intrusion protection being shown on the cross-section sheets of the 15% Record Set Alignment Plans, it was discovered that significant portions of the HST alignment was placed closer to the existing BNSF alignment than expected, requiring acquisition of BNSF ROW. The RC is investigating the proximity of HST to BNSF for the entire length. However, the Draft EIR/EIS correctly reflects this design.
- During discussions on the Procurement Process, the potential need for procurement support from the RC was raised. The RC may not have the item covered within its contract, thus a task in its WBS does not currently exist. PMT and Authority and will advise whether or not RC procurement support is anticipated.
- The RC has been advised that Fresno Street and Church Street grade separation plans will not be a part of Procurement Package 1. These two locations are candidates for separate design-bid-build contracts and the RC will not progress these works as part of its ongoing design efforts. Coordination is still needed for preparation of documents to solicit the design contract and to coordinate with Procurement Package 1.
- On May 6, 2011, the RC submitted a personnel request form (PRF) to add a Tier 1 employee from Arup, as the Integration Manager. The role had been discussed with the PMT and Authority and was refined following PMT input. The RC is anxious to receive approval from the Authority to add the individual to its team.

Bakersfield to Palmdale

- In FY 10/11, the RC remains overspent by approximately $500K against funds made available through LNTPs. This requires urgent resolution with the Authority.
- Limited overall progress is being made with Preliminary Engineering and Environmental studies, significantly behind that planned to date for FY 11/12. While the Alternatives Analysis has slipped a further month to September 201, it is essential that engineering commences on other disciplines (tunnels, viaducts, utilities etc) associated with the alignment. PMT is continuing to review to review scope and schedule with the RC.
- Concerns exist in relation to extended schedule and revisions required to FY AWP scope of work, should the Grapevine studies be taken further to the same level of detail as the Antelope Valley alignments.

- Environmental field studies were halted in June due to budget restrictions and need to be recommenced. Due to lost time for certain seasonal measurements, further analysis will be required next season to complement the information currently obtained. Studies will also be required in association with High Voltage (HV) supply alignment corridors and for the new T3 alignment alternative through the Mojave.
- Ability to deliver HV power to the isolated mountain areas of the alignment has not yet been resolved. A new transmission corridor may be required with the corresponding additional engineering, and environmental field survey requirements in the spring of 2012. PMT is working with the RC to resolve this.

Palmdale to Los Angeles

- RC's schedule continues to suffer with deliverable dates slippage for a number of reasons. PMT will work with the RC to mitigate impacts and recover time where possible:
  - Presentation of the Grapevine Conceptual Studies has moved to the September 22 Board Meeting, delaying the Supplemental AA for the Palmdale – Sylmar section of the alignment. This has led to engineering resources being focused on Grapevine studies with no formal agreement on alignments for EIR/EIS studies, which has delayed the 15% PE deliverable date.
  - The RC has incorporated the PMT environmental template guidance in its schedule, with Checkpoint A now proposed to be submitted in October 2011, after completion of the Grapevine conceptual analysis. This delays Checkpoint B submissions with an earliest delivery date for the Admin Draft EIR/EIS of June 2012, some five months later than planned. NOD/ROD has now slipped to July 2013, with 30% PE completion held at September 2013. PMT will review slippage and identify areas in which it may be recovered.
  - If the Board approves the proposal to continue studies of the Grapevine alternatives to the same level of engineering and environmental detail as the Antelope Valley alignments and allows overall comparison of options in an all-encompassing Alternatives Analysis document, this may add an estimated nine to twelve months to the schedule. The added time will be required for scope development and full environmental analysis/engineering design completion. This will need to be incorporated in the overall Master Schedule and the FY 11/12 AWP scopes for both Palmdale to LA and Bakersfield to Palmdale.
- There is strong opposition to the Project alignment alternatives in the Acton/Agua Dulce area while the Antelope Valley cities remain opposed to the Grapevine studies. The Project has asked these cities to demonstrate economic viability for alignments through the Antelope Valley and support the Project in resolving issues with the Acton/Agua Dulce communities.
- Agreement/working relationship is required with UPRR on sharing UPRR owned/operated ROW through the San Fernando Valley. This is also required in the corridor through Palmdale where the most cost effective alignments, and those that have least impact to the communities, are proposed to share part of the existing ROW.

Los Angeles to Anaheim

- BNSF is a major ROW owner in the LA County portion of the Section. It is vital that an agreement be reached with the BNSF on implementation of the HST system on the BNSF owned portion of the LOSSAN Corridor. An MOU between the Authority and BNSF is pending approval. The review meetings required with the BNSF that would follow the MOU execution are becoming critical (along with other operators in the corridor) to refine crossover locations and Hobart Yard modifications.

- The various LOSSAN corridor organizations/agencies (passenger and freight) each have infrastructure plans. The ongoing consolidated ridership modeling activity is aimed at developing a coordinated rail service plan to develop an accompanying coordinated infrastructure plan to support that rail service plan. Due to the institutional infrastructure of the LOSSAN Corridor, identification and development of the phased implementation projects may take longer than anticipated. This consists of incorporation of phased implementation in the two alternatives (Dedicated Track and Consolidate Shared Track). A delay in developing a list of projects to advance will impact the engineering schedule and the subsequent environmental analysis. PMT has requested that the RC develop a preliminary list of suggested projects. Discussions on the various Coalition members' infrastructure plans will commence in August, reviewing near, medium and long-term planning aspirations. This item continues to be discussed at the focused engineering issues meetings with the RC.
- The LOSSAN Corridor between LA and Anaheim is generally a 110 MPH rail corridor with adjacent residential, commercial and industrial properties. There are strong concerns regarding potential impacts to adjacent properties that may occur following introduction of HSTs in this corridor. The RC has prepared a white paper for consideration of proposed variances in track spacing/cross section to reduce the width of ROW needed. Furthermore, these proposed concepts may provide the opportunity to reduce the amount of aerial structure and allow for additional at-grade portions. The cross section dimensions for the corridor may also have implications on the development of the Phased Implementation projects that in essence provide an early investment opportunity in the Section. Initial PMT comments have been forwarded to the RC. However, further discussion is needed with the RC.
- The LAUS station site is a very complex location that will require a coordinated effort to implement. A follow up meeting with Metrolink and its consultant (HDR) took place on July 1 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. The intermodal/distributed parking matrix and summary will be revised as the coordination with stakeholders will continue with the next LAUS dispersed parking discussion planned for the month of August.
- PMT continues to work with the Authority to review the position paper on the ARTIC Station Design Development. The Authority needs to provide PMT with further direction for handling with the City of Anaheim. Authority has provided direction on the ARTIC station location (skewed platform under SR57 concept) which will be shared with the City of Anaheim and OCTA during August.
- Coordination between PMT and RC continues regarding on mode split and peak hour adjustment factors for local conditions. RC has documented its assumptions for preparing local peak-hour and mode split adjustment factors for the ridership forecasts. It appears that the remaining inquiries are focused around the Fullerton station. A coordination meeting will be held to resolve the remaining inquiries.
- Based on recent changes to the environmental EIR/EIS schedule template provided to the RC teams, the time frame between issuance of the Administrative draft and the NOD/ROD has been extended. This is due to recent experience from the two Central Valley draft environmental documents. Preliminary scheduling by the RC shows that the current NOD/ROD date would require an earlier date for submission of the Administrative draft than currently planned. RC will refine its schedule for FY11/12 activities and also prepare implications of applying the latest environmental schedule template on the NOD/ROD.
- Further Work on Maintenance Yards was postponed for the Anaheim and Montebello sites after verbal direction was provided by the Authority in June. RC is waiting for written direction to delete these Maintenance Yards from the Los Angeles to Anaheim Section.

- RC reports that direction is needed from PMT/Authority on whether to proceed with the over-night storage at LAUS in the vicinity of 8th Street, or in the vicinity of ARTIC station.
- RC's FY 11/12 AWP, Version 3 was submitted to the Authority. However, formal approval has not yet been received. (An LNTP has been issued).

Los Angeles to San Diego

- Funding for FY 11/12 has resulted in work for this section being placed on hold.

Merced to Sacramento

- The RC has been issued a LNTP that will allow work to proceed for approximately four months, including the development of the Preliminary AA Report. Total budget availability for FY 11/12 and subsequent years remains a concern.

Altamont

- The RC's FY 11/12 AWP 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.
-

Task 6. Right-of-Way Acquisition and Assessment

Key developments and accomplishments

- The PMT has entered into a contract with Paragon Partners for provision of property acquisition services including formalization of processes and procedures to assist the Authority. A monthly Report from Paragon Partners will be posted on ProjectSolve2 with this report via:

My ProjectSolve2 > CAHSR - 01. Program Management & Admin > 25. Contract Administration > 25. Program Management Progress Reports > 2011/12 Program Management Progress Reports

Task 7. Railroad Operations Planning and Ridership/Revenue Forecasting

Key developments and accomplishments

Sub-Task 7.1 Operations Management Requirements

- Managed continued coordination and design reviews with Engineering as required.
- Continued participation and contribution 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, Bay to Basin Alternative, and the Phase 1 system.
- Managed continued coordination, alignment reviews and trip time/speed analysis with Regional Teams as required.
- Attended Bi-Weekly Caltrain Coordination meetings.
- Supplied technical portion of a memo to the City of San Jose relating to the feasibility of a "modified deep tunnel" option for San Jose Station.
- Updated the weekly input for the PMT 90 Day and weekly look-ahead planning documents.

- Completed Year end reports and initiated Change Control process for task 3.5, 7.1 and 7.2.

Sub-Task 7.2 Operations Planning

Work accomplished

- 7.2.1/7.2.2 Service Design and Service Planning:
  - Continue development of Phase 1 simulation model. Preparing the model for the input of Phase 1 train schedules.
  - Resumed development of revised Phase 1 concept-level service plan to support the Business Plan development.
  - Initiated development of Bay-to-Basin service plan.
- 7.2.10 Safety and Security Planning:
  - Initiated Threat and Vulnerability Assessment (TVA) interviews with law enforcement agencies and fire departments along the alignment.
  - Prepared presentation on safety and security for the Authority.
  - Developed a white paper for "Way Forward" regarding policing of the CHST system.
  - Reviewed comments received pertaining to Emergency Action Plan outline.

Sub-Task 7.3 Ridership and Revenue Forecasting

- Sub-subtask 7.3.1 Ongoing Forecasts:
  - Completed runs for four scenarios:
    - 10.014b (Phase 1, updated conventional rail operations and auto costs)
    - 10.015 (Phase 1, 9 percent decrease in airfare)
    - 10.016 (4.5 percent decrease in HSR fare cap)
    - 11.026a (IOS - Bay to Basin v1, timed connectors as HST extensions)
  - Began runs for two scenarios:
    - 11.026b (IOS – Bay to Basin v2, timed connectors as access mode)
    - 11.027 (IOS - Merced to Palmdale)
  - Developed summary memoranda #5 and #6 on groups of related forecasts.
  - Completed May 2011 travel survey results compilation, analyses and multivariate multi-dimensional tabulations; expanded results to match state-wide population characteristics; and circulated first and second drafts of survey results document.
  - Acquired alternate population and employment forecasts from Moody's subsidiary (Economy.com) and began coding in existing model structure for final range of forecasts in Business Plan.
- Sub-sub-task 7.3.2 EIR/EIS Support, Public Explanation:
  - Continued work with Business Plan development team drafts of staging plan and detailed definition of scenarios. Several presentations were made to Authority staff of preliminary results and progress.
  - Completed internal PMT QA/QC of Operations and Maintenance (O and M) methodology for Business Plan work.
  - Met with Southern California Rail Agencies Coalition in LA and presented preliminary results of rail ridership for LOSSAN corridor with HSR in advance of previously promised August time-frame.
  - Prepared first estimate of impact on revenues and cost of using the Grapevine in place of Tehachapi via Palmdale.
  - Responded to a variety of other questions on other ridership and revenue, and helped finalize revenue and operations text for EIR/EIS drafts to be issued in August.

Sub-Task 7.4 Ridership and Revenue Model Upgrades and Updates

- Sub-sub-task 7.4.1 Manage and coordinate work

- Delivered two progress reports for June 2011 activities in Sub-Tasks 7.3 and 7.4, one from CS, incorporated into second PB report on overall activity.

- Sub-sub-task 7.4.2 Data collection:
  - Continued to update the description of 2008 travel conditions based on UC Davis data and other data collected by CS.
    - Completed adding and updating HSR network features to 2008 network.
    - Performed QA/QC for network attributes such as speed and number of lanes.
    - Updated bridge tolls .
    - Built sample paths to check the network connectivity.
    - Ran highway skim; checked a selected set of long-distance zone-zone trip routes and compared against Google maps for reasonableness check.
    - Compared the updated 2008 skim with original HSR 2000 skim and the UCD 2008 skim for CS Travel Demand Model.
    - Acquired transit network from SANDAG; accessed transit level of service data on line and started coding transit in San Diego Area;
    - Started coding rail lines and air coding statewide.
- Sub-sub-task 7.4.3 Model enhancements:
  - Tested: 1) models with cost and in-vehicle time (IVT) model coefficients segmented at a distance threshold; 2) models using transformations of the IVT variable.

Sub-Task 7.5 Maintenance

- 7.5.1 – Maintenance of Infrastructure
  - Forecast of MOI requirements during ICS, IOS, Bay to Basin, and Phase I.
  - Multiple reviews of submitted tech memos and 15% design drawings.
  - Analysis of HS testing and inspection machine vision equipment.
  - Reviews of submitted tech memos and 15% design drawings for comments.
  - Research of HS technology and maintenance practices for analysis and incorporation in CHST MOI requirements.
- 7.5.2 – Maintenance of Rolling Stock
  - Reviewed maintenance facilities requirements.
  - Identified the specific systems and function.
  - Reviewed applicable Code of Federal Regulations (CFR).
  - Continued developing maintenance facility requirements.
  - Developing maintenance cycles of the trainsets.
  - Initiated discussion with procurement regarding systems requirements.
  - Participated in a meeting to discuss/review current RC plans for possible Rolling Stock Maintenance Facility sites north of LAUS, operational criteria for these and to discuss possible refinements to agree on the most appropriate site layouts to be taken forward for environmental clearance.

Sub-Task 7.6 Concept of Operations

- 7.6.1 – Concept of Operations
  - Reviewed and updated Operations systems requirements to enter into DOORS format.
  - Reviewed comments received pertaining to CHST Book of Rules.
  - Continued to support advancement of Concept of Operations (Conops).
  - Conops – incorporated new comments submitted after the close of FY10/11.
  - Review and revision of system requirements
- 7.6.2 – Passenger Station Operating Plan
  - Reviewed comments received pertaining to Station Operations Plan.
  - Participated in a meeting with architects regarding the station building footprints.

- 7.6.3 – Operation Control Center
  - Reviewed comments received pertaining to C&C document.
- 7.6.4 – "On Train" Operations and On-Board Services
  - Reviewed comments received pertaining to On-Board Operation and Service document.

Issues and Areas of Concern

- PMT continues to respond to issues not included in the original work scope. The items for July include:
  - Analysis of Caltrain Capacity Study data based on outputs from LTK Simulations to determine feasibility of operating HSR trains on Caltrain Corridor.
  - Attended a V&V Methodology and Roll out meeting. This strategy session was held to discuss V&V integration in ongoing EMT and Operation, Safety and Security Efforts
  - Attended meeting in Omaha with UPRR in support of PMT CPUC permitting effort.

Action items and planned work next month

Task 7.1 Operations Management Requirements

- Develop O and M requirements for "Bay to Basin segments and Phase 1 HST Operations
- Make Presentations to Staff and Authority on initiating Project and System Safety and Security procedures.
- Continue to support the Business Plan development.
- Manage operations planning, safety and security tasks.
- Provide operating O and M cost estimates for Business Plan.
- Continue to evaluate Initial Operating Projects for Caltrain and Lossan Corridors.

Task 7.2 Operations Planning

- Sub-Task 7.2 Operations Planning
  - 7.2.1/7.2.2 – Service Design and Service Planning
    - Continue developing the concept-level service plan and fleet-size requirements for the IOS Alternatives, Bay-to-Basin scenario, and the Phase 1 system.
  - 7.2.10 – Safety and Security Planning
    - Continue interviews with law enforcement and fire departments along the alignment
    - Initiate research on policing alternatives for the CHST system.
    - Review and integrate comments received pertaining to Emergency Action Plan outline.

Task 7.3 Ridership and Revenue Forecasting

- Continue to respond to legal, board, legislative and other questions.
- Continue working with Business Plan team on revenues and O and 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.
- Recalibrate existing model to 2008 travel data.
- Prepare IOS, Phase 1 and Full System O and M cost estimates for a variety of scenarios. Help Business Plan team complete draft cash flow and benefit cost analyses.

- Obtain final approval of station area parking guidance re-issue.

Sub-Task 7.5 Maintenance

- 7.5.1 – Maintenance of Infrastructure
  - Incorporate HS technology and life-cycle asset replacement practices into the MOI requirements.
- 7.5.2 – Maintenance of Rolling Stock
  - Implement the maintenance plan at specific sites.
  - Continue developing the maintenance cycles of fleets in IOS Alternatives, Bay-to-Basin scenario, and the Phase 1 system based on the conceptual service plans developed.
  - Explore feasibility of extending the maintenance cycles (i.e. daily inspections).
  - Define strategy based on foreign experience.
  - Continue discussion of facilities layouts and strategy.

Sub-Task 7.6 Concept of Operations

- 7.6.1 – Concept of Operations
  - Continue working toward the completion of system requirements revisions.
  - Continue to support advancement of Concept of Operations.
  - Develop MOI operating rules with MOI group.
- 7.6.2 – Passenger Station Operating Plan
  - Coordinate station space planning requirements with architectural group.
  - Review and provide comments for DM Chapter 7 – Station Architecture.
  - Review and integrate comments received pertaining to Station Operations Plan
- 7.6.3 – Operation Control Center
  - Review and integrate comments received pertaining to C&C document.
- 7.6.4 – "On Train" Operations and On-Board Services
  - Review and integrate comments received pertaining to On-Board Operation and Service document.

Task 8. Construction and Procurement

Key developments and accomplishments

- Continued work toward staffing for development of the contract documents, including the necessary manuals for construction.
- Completed draft of the Design Build Program Plan and submitted to FRA for review and comment.
- Completed initial draft of Request for Qualifications and submitted for internal review.
- Continued discussion with Authority and AG on proposed Owner-Controlled Insurance Program contract language.
- Continued discussion with Authority and Caltrans on the proposed Caltrans Master Agreement.
- Assisted project schedule revisions for procurement of the initial 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 & Associates to develop the Construction Contract Small Business Compliance Plan and Reporting Requirements for the ICS. Submitted the initial draft of the Plan.

- Continued coordination with Engineering to confirm that 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.
- Continued refinement of the list of third-party stakeholders, including defined conflicts and estimated costs for review and conflict resolution.
- Continued development of the third-party agreement database to include all Authority agreements.
- Continued discussions with various third-parties.
- Attended various management and coordination meetings with the Authority, PMO and PMT.
- Attended various meetings with potential contractors and contractor teams.
- Developed draft scopes for Indefinite Delivery Indefinite Quantity A&E RFQs.

Task 9. Program-wide Planning Activities

Railroad Negotiations

Key developments and accomplishments

Sub-Task 9.1.1- Transportation and Community Planning

- Station Area Planning activities have focused on inventorying Technical Memoranda and supporting documentation in preparation for Station Area Planning Funding Agreements (see Task 9.3.1 for more information)
- In addition to the seven Funding Agreement cities (noted in Task 9.3.1), other Phase 1 station cities were engaged in broad land use and transportation planning discussion. Los Angeles Metro is engaging in separate master planning processes for LA Union Station.
- A Station Area Planning program overview was provided for USDOT Undersecretary Kienitz.
- There has been international engagement with a Japanese delegation. The presentation focused on the Authority's station planning and transit connectivity programs.

Sub-Task 9.1.2- Joint Development and Public-private partnerships

- The approved FY 11/12 AWP did not fund this activity and no targeted work has been done to engage the development community. However, cities engaged in Station Area Planning recognize this will be a significant emphasis for a successful program and plan to bring developers into the planning process.

Sub-Task 9.1.3- Transit Connectivity

- The only multi-modal transit connectivity coordination to date has been within our Station Area Planning funding applications comments. Ensuring connectivity, promoting transportation "hub" systems and reducing the demand for on-site parking continue to be a focus of the application coordination efforts.
- Participated in a program overview multi-modal station development with representatives from USDOT/FRA and LA Focus Group

Sub-Task 9.1.4- Station Design Oversight

- Progress has been made in the development of the final draft versions of TM 2.2.5 HST Station Descriptions and TM 200.06 Aesthetic Guidelines. These, and other TMs, will assist the local agencies and the RCs during the planning process.

Sub-Task 9.1.5- Concession Planning

The approved FY 11/12 AWP did not fund this activity.

Sub-Task 9.2.1- Visual and Aesthetic Design Guidelines

- The San Jose to Merced Visual Design Guidelines are being developed as the "template" for the program level Visual and Aesthetic Design Guidelines. The first colored draft mock-up was completed this month. However, there remains significant sections to be prepared. The San Jose to Merced VDG will set the stage for a number of important policy issues.

Sub-Task 9.3.1- CHSRA Planning Fund Agreements

- Coordination with local land use and planning authorities (cities and counties) has begun in context of Station Area Planning Funding Agreements which were initially targeted towards the seven potential IOS stations (which includes the ICS). Stations that have submitted planning funding applications include San Jose, Gilroy, Merced, Fresno, Bakersfield and Palmdale. These applications are still working through various stages of review and comment phases and no funding agreements have been executed at this time.
  The only station area that has not requested planning funds during this report period is the Kings/Tulare Regional Station. However, there has been informal discussion with the Council of Governments and the surrounding cities and counties. This station location is unique in that it is not located within or near a city center.

Sub-Task 9.3.2- Strategic Growth Council Sustainable Community Planning Programs

- July's Strategic Growth Council coordination was limited to the monthly SGC Team Leader Meetings. Emphasis is being placed on coordination of the next round of Prop 84 grants this Fall to ensure HST station planning and transit connectivity are embedded in the grant criteria.

Sub-Task 9.3.3- Vision California

- Based on the Vision California planning and modeling tools, text has been provided for the Business Plan that documents natural resources conservation, economic, public health and environmental benefits. These modeling tools provide a clear contrast between the no-build

Sub-Task 9.3.4- California State Rail Plan

- A State Rail Plan kick off meeting has occurred with Caltrans and its consultant. With CHSR's engagement this Rail Plan will be more comprehensive than in previous revisions.
- A special meeting was held with Bill Bronte, Chief of the Caltrans Division of Rail, to brainstorm implementation strategies for the initial operational segment. Mr. Bronte has agreed to continue our coordination.

Sub-Task 9.4.1- Construction Practices and Materials

- Draft language for "Greening" the Authority's initial RFQs has been developed. This program will be fully developed for the later RFPs.
- A draft Construction Practices and Material Sustainability policy is under development.

Sub-Task 9.4.2- Facility and Fleet Energy Efficiency Guidance

- The Sustainability Planning Partnership MOU was signed this month by the Authority, FRA/USDOT, USHUD and USEPA. "Planning for California's Green Future" is a key emphasis and this MOU positions the Authority to lead the nation in sustainable transportation.

Sub-Task 9.4.3- Renewable Energy and Conservation Strategies

- The Authority has secured a USEPA Technical Assistance Program grant and begun work on a Strategic Energy Plan. A work plan was developed for the National Renewable Energy Laboratory (NREL).

Sub-Task 9.4.4- Modal Alternative Analysis

The approved FY 11/12 AWP did not fund this activity.

Sub-Task 9.5.1- Environmental Stakeholders

- The Next Generation consultant has been hired to advise the Authority. This consultant will improve our knowledge and expertise on environmental issues. They are in the inventory phase and have begun to evaluate our existing policies.

Sub-Task 9.5.2- Agriculture Stakeholders

- Work has continued with agricultural stakeholders as we further develop program policies and help to define stakeholder concerns. Key work has been provided to support the release of the first ICS environmental documents.

Sub-Task 9.5.3- Transportation and Community Planning Stakeholders

- Only a few contacts have been made to provide information and engage in informal discussions concerning how urban development stakeholders could participate in Station Area Planning. Interest has been expressed in sponsoring workshops to inform cities concerning development opportunities.

Sub-Task 9.5.4- Advance Mitigation

This work has been delayed as directed by Authority. After the current EIR/EIS documents have been processed, work could resume.

Sub-Task 9.5.5- Climate Change Policy Compliance

No reporting has been requested to comply with AB 32 guidelines.

Sub-Task 9.5.6- Ridership Peer Review Panel

- Significant support has been required for the Ridership Peer Review Panel as the group finalized its first report on the Authority's (Cambridge Systematics) modeling program.
- Continued oversight of an independent sketch planning analysis of HSR ridership process is underway. This includes a survey of ridership modeling experience in Europe and Asia

Sub-Task 9.6.1- Customer Service – Planning and Branding

The approved FY 11/12 AWP did not fund this activity.

Sub-Task 9.6.2- Marketing Guidance

The approved FY 11/12 AWP did not fund this activity.

<u>Key Issues and Areas of Concern</u>

- The approved AWP Task 9 staffing plan provides three full-time positions (filled in Sacramento) and five FTEs supported by PMT staff from various offices. Even though the three full-time positions have been advertised, only the Sustainability Manager has been selected and will start in October. Although Resumes are being collected, no interviews have been accomplished for the remaining full-time positions and the five FTE's tasks have not been fully assigned. The lack of staff is affecting program delivery.
- Significant effort has been required to support the 2012 Business Plan development both as a member of the BP Steering Committee (not captured within the AWP).
- Have provided general coordination support for Californian's For High-speed Rail (CA4HSR). Their focus has been on the Business Plan and broader stakeholder issues.

Railroad Agreements

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 August 12 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 has been reviewed by DGS which has requested a Board resolution authorizing OCTA to execute the agreement and several modifications to the agreement.

OCTA is scheduled to consider the modifications to the agreement and resolution requested by DGS at their September Board meeting.

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 and help with outstanding questions.

BNSF and UPRR: Reimbursement agreements are undergoing review by the legal counsels for the respective freight railroads. Both railroads have expressed strong concerns regarding the 307 certifications which DGS requires as part of the reimbursement agreements. Based upon a meeting with the BNSF on July 27, the BNSF has proposed an alternative to the reimbursement agreement with CHSRA. Instead, BNSF is proposing the development of a Joint Corridor Use Agreement, Purchase and Sale Agreement and Relocation and Construction Agreement as a more efficient way to handle the relationship with CHSRA. PMT staff is in the process of reviewing this approach which has been utilized by the BNSF in Seattle, Denver and Minneapolis successfully. The UPRR has also made it clear that they are unwilling to sign the 307 Certification but are considering the inclusion of wording within the reimbursement agreement itself that UPRR will comply with State law not pre-exempted by Federal Law.

Agreements, MOUs/MOAs and Permits (AMMPs)

Key Developments and Accomplishments

- An agreement and permit specific Office 2007 Access Database has been created and is being populated. This database will include status information on all agreements and permits which need to be executed prior to issuance of the RFP for each procurement package. The database will generate regular reports regarding status and progress of the various documents needed for the program.
- Draft language for agreements between the Authority and Cities, Counties and utility companies was prepared and submitted for Authority review. The Authority has provided comments on the master utility agreement. Comments are awaited on a detailed utility agreement for specific types of work.

The types of agreement and their development status are:

Agreement Type	Status
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 (for Caltrans)	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 (ICS).

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

- Agreement language is in the final stages of being reviewed and finalized to be used with entities affected by the HST project. This includes Utility language, MOU/MOAs with cities and counties, and other regulatory agreements.
- The database will be populated with current contact info, conflict data, cost data, etc. As the RC teams are progress through the design process, additional utility conflict data will be added and tracked.
- Contact will begin in August with representatives of third parties and is scheduled to be completed by the end of September 2011. A specialized contracts staff member is being added to the PMT to assist in scheduling of meetings with each entity. Information obtained during these meetings will be used to develop entity-specific agreements prior to issuance of the RFP.

PMT Summary Schedule

In FY 11/12, the PMT Work Breakdown Structure (WBS) was expanded to include additional tasks as well as to report at the sub-task level throughout. Reporting will include 63 sub-tasks compared with only 25 sub-tasks in FY 10/11. The PMT Summary Schedule is being expanded to include this additional information, with this work closely linked to the revision of the Deliverables and Earned Value data, described in previous sections of this report. Hence the updated PMT Summary Schedule will be included in the August Monthly Progress Report.