



CHSR Program Monthly Progress Report

August 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 August 1, 2011 through August 31, 2011. It provides a summary of the work accomplished this period and PMT status to date. However, since the PMT's FY 11/12 Annual Work Program (AWP) has not been finally approved by the Authority, the planned scope, cost and schedule baselines may be changes in subsequent Monthly Progress Reports.

Highlights

Overview

- The Fresno to Bakersfield and Merced to Fresno draft EIR/EIS were released to the public in August
- Progress continues on the development of the draft 2012 Business Plan. Activities in August included extensive outreach meetings with various stakeholders, refining key issues and concepts to be addressed in the Business Plan, and refinement and resolution of data. A presentation of key issues to be addressed in the Business Plan was made at the August 25 HSRA Board Meeting. Coordination with KPMG, which is responsible for the financial analysis and the funding plan, continues.
- The draft Design Build Request for Qualification (RFQ) was submitted to the FRA for review. Work was also accomplished with the Authority and AG to develop draft Conflict of Interest policy for public comments.

PMT Financials

Cost, Hours and Progress

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

Actual Costs

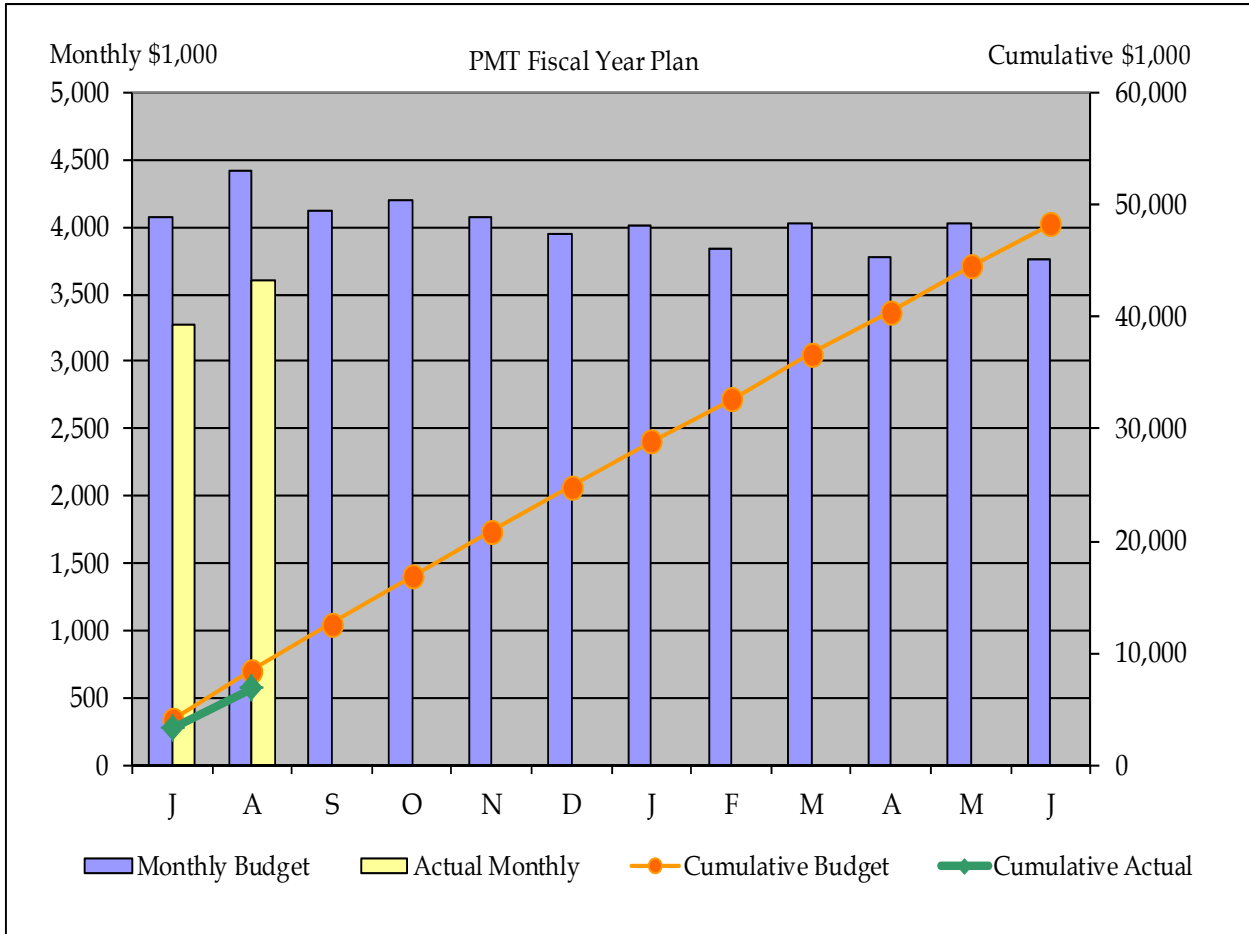
Following a delay processing invoices for July and August, actual costs for August have been calculated using labor rates and hours worked, with an estimate of the sub-consultant costs. On finalization of the August invoice, the actual cost data will be incorporated in the September Monthly Progress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

Actual costs for August are estimated at \$3.68 million, which are 83% of the plan for the month (\$4.43M). The under-spend in August was primarily due to:

1. Level resource-loading of Tasks in 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, trends will be identified and corrective actions implemented, where appropriate.

Figure 1: Billings Planned and Actual through August 2011



CHSR Program Management Team Progress Report

August 2011

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)				Total FY Budget	Remaining Budget
Task	Planned	Actual	Planned	Actual	Variance	% Over / -Under			
1	Program Management	\$ 780	\$ 713	\$ 1,490	\$ 1,357	\$ (134)	-9	\$7,679	\$6,323
	1.01 Program Management	\$ 117	\$ 156	\$ 224	\$ 303	\$ 79	35	\$1,422	\$1,119
	1.02 Document Control	\$ 49	\$ 42	\$ 94	\$ 125	\$ 30	32	\$497	\$372
	1.03 Administration & Contracts	\$ 63	\$ 39	\$ 120	\$ 71	\$ (49)	-41	\$713	\$643
	1.04 QA & QC	\$ 23	\$ 11	\$ 34	\$ 24	\$ (10)	-30	\$245	\$221
	1.05 Risk Management	\$ 116	\$ 54	\$ 229	\$ 90	\$ (139)	-61	\$968	\$878
	1.06 Special Projects & Assignments	\$ -	\$ 0	\$ -	\$ 40	\$ 40	0	\$0	(\$40)
	1.07 Project and Program Controls and Scheduling	\$ 194	\$ 76	\$ 372	\$ 76	\$ (295)	-79	\$2,703	\$2,627
	1.08 Cost Estimating (moved to Task 3.10)	\$ -	\$ -	\$ -	\$ 54	\$ 54	0	\$0	(\$54)
	1.09 Business Plan & Funding Support	\$ 217	\$ 336	\$ 417	\$ 573	\$ 156	37	\$1,132	\$559
2	Public Outreach & Communications	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$0	\$0
3	Engineering & Design Management	\$ 1,085	\$ 1,333	\$ 2,041	\$ 2,615	\$ 574	28	\$13,746	\$11,131
	3.01 Team Management	\$ 83	\$ 67	\$ 158	\$ 123	\$ (35)	-22	\$940	\$817
	3.02 Infrastructure	\$ 216	\$ 250	\$ 414	\$ 728	\$ 315	76	\$2,802	\$2,074
	3.03 Systems	\$ 92	\$ 176	\$ 176	\$ 342	\$ 166	95	\$1,984	\$1,642
	3.04 Operations	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$0	\$0
	3.05 Maintenance	\$ -	\$ -	\$ -	\$ 10	\$ 10	0	\$0	(\$10)
	3.06 Rolling Stock	\$ 59	\$ 64	\$ 113	\$ 175	\$ 63	56	\$668	\$492
	3.07 Regulatory Approvals	\$ 40	\$ 81	\$ 77	\$ 148	\$ 71	92	\$1,204	\$1,057
	3.08 Standard Drawings	\$ 69	\$ 64	\$ 132	\$ 155	\$ 23	18	\$679	\$524
	3.09 Standard Specifications	\$ 18	\$ 62	\$ 35	\$ 110	\$ 75	213	\$872	\$762
	3.10 Cost Estimating	\$ 173	\$ 75	\$ 297	\$ 75	\$ (221)	-75	\$1,116	\$1,041
	3.11 Design Manual	\$ 58	\$ 128	\$ 111	\$ 205	\$ 94	85	\$567	\$363
	3.12 Design Submittal Reviews	\$ 187	\$ 289	\$ 357	\$ 340	\$ (17)	-5	\$1,894	\$1,554
	3.13 EMT Risk Management	\$ 17	\$ 4	\$ 32	\$ 8	\$ (23)	-73	\$188	\$180
	3.14 Procurement Support	\$ -	\$ 35	\$ -	\$ 129	\$ 129	0	\$185	\$56
	3.15 Survey Control	\$ 21	\$ -	\$ 41	\$ 0	\$ (41)	-99	\$243	\$243
	3.16 System integration	\$ 52	\$ 39	\$ 100	\$ 67	\$ (34)	-34	\$404	\$338
4	Environmental	\$ 241	\$ 237	\$ 461	\$ 441	\$ (20)	-4	\$2,867	\$2,427
	4.01 Project Task Management	\$ 67	\$ 80	\$ 127	\$ 130	\$ 3	2	\$756	\$625
	4.02 Program Management Coordination	\$ 12	\$ 15	\$ 23	\$ 36	\$ 13	57	\$134	\$99
	4.03 Environmental Scoping	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$0	\$0
	4.04 Alternatives Analysis	\$ 0	\$ -	\$ 1	\$ -	\$ (1)	-100	\$4	\$4
	4.05 Environmental Methods	\$ 5	\$ 3	\$ 9	\$ 30	\$ 21	232	\$107	\$77
	4.06 Public/Agency Coordination	\$ 4	\$ 9	\$ 9	\$ 9	\$ (0)	0	\$79	\$70
	4.07 Community Issues	\$ 4	\$ 21	\$ 7	\$ 57	\$ 50	697	\$42	(\$15)
	4.08 Review of Tech Reports and DEIS/R	\$ 68	\$ 46	\$ 130	\$ 92	\$ (38)	-29	\$822	\$730
	4.09 Community Issues	\$ 18	\$ 9	\$ -	\$ 12	\$ 12	0	205	193
	4.10 Statewide Technical Tasks	\$ 24	\$ 25	\$ 46	\$ 45	\$ (1)	-3	272	228
	4.11 Graphic and GIS Support Services	\$ 6	\$ 25	\$ 12	\$ 28	\$ 16	139	69	41
	4.12 Agency Agreements for Coordination & Funding	\$ -	\$ 3	\$ -	\$ 3	\$ 3	0	0	-3
	4.13 Section 404 & 408 Coordination	\$ 11	\$ -	\$ -	\$ 0	\$ 0	0	128	128
	4.14 Design-Build Procurement Support	\$ 22	\$ -	\$ 42	\$ -	\$ (42)	-100	248	248
5	Regional Management	\$ 580	\$ 562	\$ 1,247	\$ 1,007	\$ (240)	-19	\$7,018	\$6,011
	5A Palmdale to Los Angeles	\$ 77	\$ 77	\$ 165	\$ 135	\$ (30)	-18	891	755
	5B Los Angeles to Anaheim	\$ 78	\$ 51	\$ 198	\$ 92	\$ (106)	-53	1,263	1,171
	5C Los Angeles to San Diego	\$ -	\$ -	\$ -	\$ -	\$ -	0	0	0
	5D.1 Bakersfield to Palmdale	\$ 79	\$ 35	\$ 148	\$ 53	\$ (95)	-64	877	824
	5D.2 Fresno to Bakersfield	\$ 75	\$ 113	\$ 151	\$ 212	\$ 61	41	693	482
	5E.1 Merced to Fresno	\$ 56	\$ 119	\$ 132	\$ 180	\$ 48	36	862	682
	5E.2 Merced to Sacramento	\$ 17	\$ 14	\$ 33	\$ 49	\$ 15	46	174	125
	5F Altamont Pass	\$ 15	\$ 13	\$ 33	\$ 22	\$ (11)	-34	174	152
	5G San Jose to Central Valley Wye	\$ 90	\$ 88	\$ 201	\$ 166	\$ (35)	-17	1,027	861
	5H San Francisco to San Jose	\$ 92	\$ 52	\$ 186	\$ 99	\$ (87)	-47	1,057	958

**CHSR Program Management Team
Progress Report**

August 2011

Table 1 Continued.

Program Management Team									
FY 2011 / 2012 Dollars Spent		Month (\$1,000)		Cumulative (\$1,000)			Total FY Budget	Remaining Budget	
Task		Planned	Actual	Planned	Actual	Variance	% Over / -Under		
6	Real Property	\$ 116	\$ 60	\$ 222	\$ 120	\$ (102)	-46	\$671	\$551
	6.01 Right of Way Program Management	\$ 31	\$ 8	\$ 60	\$ 16	\$ (44)	-73	323	307
	6.02 Right of Way Guidelines & Management Approach	\$ 4	\$ 6	\$ 7	\$ 12	\$ 5	64	22	10
	6.03 Standardization of Right of Way Acquisition Process	\$ 2	\$ 6	\$ 4	\$ 12	\$ 8	177	26	14
	6.04 Acquisition Strategy & Protocols	\$ 24	\$ 6	\$ 46	\$ 12	\$ (34)	-74	107	95
	6.05 Relocation Planning	\$ 15	\$ 6	\$ 29	\$ 12	\$ (17)	-59	65	53
	6.06 Right of Way Engineering & Appraisal	\$ 25	\$ 8	\$ 47	\$ 16	\$ (31)	-66	47	31
	6.07 Acquisitions	\$ 11	\$ 10	\$ 21	\$ 20	\$ (1)	-5	40	20
	6.08 Relocation & Property Management	\$ 4	\$ 10	\$ 7	\$ 20	\$ 13	187	41	21
7	RR Operations & Ridership	\$ 506	\$ 415	\$ 969	\$ 778	\$ (191)	-20	\$5,373	\$4,595
	7.01 Rail Systems Operations Management	\$ 97	\$ 35	\$ 185	\$ 78	\$ (107)	-58	1,096	1,018
	7.02 Operations Planning	\$ 105	\$ 72	\$ 200	\$ 137	\$ (63)	-31	1,189	1,052
	7.03 Ridership and Revenue Forecasts	\$ 109	\$ 181	\$ 208	\$ 351	\$ 143	69	1,327	976
	7.04 Risk Analysis Forecasts	\$ 64	\$ -	\$ 123	\$ -	\$ (123)	-100	693	693
	7.05 Maintenance	\$ 74	\$ 85	\$ 142	\$ 124	\$ (18)	-13	499	375
	7.06 Concepts of Operations	\$ 58	\$ 43	\$ 111	\$ 87	\$ (23)	-21	567	480
8	Commercial Operations	\$ 425	\$ 165	\$ 872	\$ 271	\$ (601)	-69	\$4,442	\$4,171
	8.01 Staging and Construction Planning	\$ -	\$ -	\$ -	\$ -	\$ -	0	0	0
	8.02 Procurement and Bid Packages	\$ 392	\$ 165	\$ 809	\$ 271	\$ (539)	-67	4,070	3,799
	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	\$ 33	\$ -	\$ 63	\$ -	\$ (63)	-100	372	372
9	Station Area Planning	\$ 241	\$ 82	\$ 461	\$ 153	\$ (309)	-67	\$2,460	\$2,308
	9.01 Station Area Planning	\$ 59	\$ 31	\$ 113	\$ 61	\$ (52)	-46	825	764
	9.02 High-Speed Track System Planning	\$ 14	\$ 7	\$ 27	\$ 10	\$ (17)	-64	184	174
	9.03 Agency Planning	\$ 13	\$ 1	\$ 24	\$ 1	\$ (24)	-97	281	280
	9.04 Sustainability	\$ 42	\$ 3	\$ 79	\$ 3	\$ (77)	-97	403	400
	9.05 Stakeholder Coordination	\$ 114	\$ 41	\$ 218	\$ 79	\$ (139)	-64	768	689
	9.06 Customer Experience	\$ -	\$ -	\$ -	\$ -	\$ -	0	0	0
10	Construction Management	\$ 269	\$ 53	\$ 390	\$ 99	\$ (291)	-75	\$2,055	\$1,955
	10.01 Construction Management Planning Policies	\$ 11	\$ -	\$ 21	\$ 2	\$ (19)	-89	123	121
	10.02 Construction Management Procedure(s)	\$ 122	\$ 6	\$ 170	\$ 14	\$ (156)	-92	445	431
	10.03 CM Interface Requirements for Procurement Packages	\$ 70	\$ -	\$ 133	\$ -	\$ (133)	-100	790	790
	10.04 Construction Management Manual	\$ 39	\$ -	\$ 39	\$ -	\$ (39)	-100	409	409
	10.05 CM Engineering & Procurement Support	\$ 28	\$ 47	\$ 28	\$ 83	\$ 56	201	288	205
	ODCs	\$ 182	\$ 60	\$ 348	\$ 120	\$ (228)	-66	\$1,966	\$1,846
	TOTAL	\$ 4,426	\$3,681	\$8,502	\$6,960	\$-1,542	-18	48,278	41,318

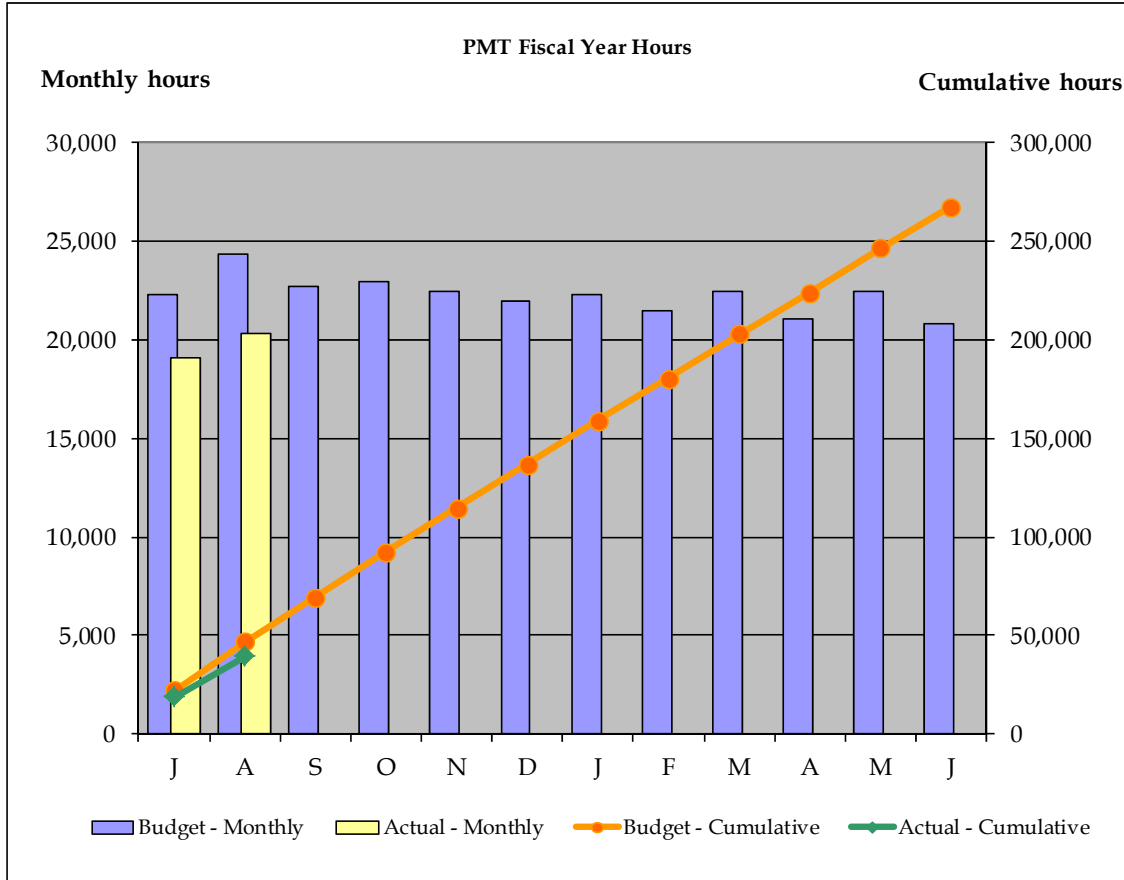
Review of significant departures from planned task spending as extracted from the AWP

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 and inclusion of the current PMT invoice data.

a. Hours Worked

In August, 20,317 hours were billed, compared to the 24,364 hours planned.

Figure 2: Hours planned and actual – August 2011



CHSR Program Management Team Progress Report

August 2011

Table 2: Hours by Task – August 2011

Program Management Team									
FY 2011 / 2012 Hours		August		Cumulative					
Task		Planned	Actual	Planned	Actual	Variance	% Over/ -Under	Total FY Hours	Remaining Budget
1	Program Management	5,033	4,103	9,617	8,078	-1,540	-16	53,157	45,080
	1.01 Program Management	585	738	1,119	1,498	379	34	7,280	5,782
	1.02 Document Control	429	365	820	993	172	21	4,326	3,334
	1.03 Administration & Contracts	763	434	1,459	798	-661	-45	8,653	7,856
	1.04 QA & QC	172	62	254	156	-98	-39	1,820	1,665
	1.05 Risk Management	845	407	1,666	762	-904	-54	7,036	6,274
	1.06 Special Projects & Assignments	0	1	0	235	235	0	0	-235
	1.07 Project and Program Controls and Scheduling	1,371	512	2,623	512	-2,111	-80	19,282	18,771
	1.08 Cost Estimating (moved to task 3.10)	0	0	0	278	278	0	0	-278
	1.09 Business Plan & Funding Support	869	1,585	1,678	2,848	1,170	70	4,760	1,912
2	Public Outreach & Communications	0	0	0	0	0	0	0	0
3	Engineering & Design Management	5,925	7,777	11,175	15,849	4,674	42	76,064	60,215
	3.01 Team Management	534	542	1,022	1,042	20	2	6,065	5,023
	3.02 Infrastructure	1,276	1,579	2,442	4,814	2,372	97	16,600	11,787
	3.03 Systems	483	967	923	1,905	982	106	10,860	8,955
	3.04 Operations	0	0	0	0	0	0	0	0
	3.05 Maintenance	0	0	0	52	52	0	0	-52
	3.06 Rolling Stock	300	343	573	1,030	456	80	3,400	2,371
	3.07 Regulatory Approvals	227	403	435	739	304	70	6,880	6,141
	3.08 Standard Drawings	428	405	818	1,081	263	32	4,165	3,084
	3.09 Standard Specifications	110	287	210	517	307	146	4,500	3,983
	3.10 Cost Estimating	789	350	1,349	350	-1,000	-74	5,084	4,735
	3.11 Design Manual	315	693	602	1,052	450	75	3,300	2,248
	3.12 Design Submittal Reviews	992	1,775	1,898	2,031	133	7	9,850	7,819
	3.13 EMT Risk Management	79	17	152	35	-117	-77	900	865
	3.14 Procurement Support	0	230	0	859	859	0	1,000	142
	3.15 Survey Control	132	0	253	1	-252	-100	1,500	1,499
	3.16 System integration	260	188	497	343	-154	-31	1,960	1,617
4	Environmental	1,530	1,375	2,927	2,529	-398	-14	18,200	15,671
	4.01 Project Task Management	321	314	614	515	-99	-16	3,640	3,126
	4.02 Program Management Coordination	94	82	180	173	-8	-4	1,070	898
	4.03 Environmental Scoping	0	0	0	0	0	0	0	0
	4.04 Alternatives Analysis	4	0	7	0	-7	-100	40	40
	4.05 Environmental Methods	28	24	53	202	149	278	634	432
	4.06 Public/Agency Coordination	28	38	54	38	-17	-31	500	463
	4.07 Community Issues	33	112	62	302	239	383	370	68
	4.08 Review of Tech Reports and DEIS/R	458	295	876	578	-298	-34	5,538	4,961
	4.09 Community Issues	114	45	218	63	-155	-71	1,291	1,229
	4.10 Statewide Technical Tasks	176	219	337	384	47	14	1,998	1,614
	4.11 Graphic and GIS Support Services	48	219	91	247	156	171	540	293
	4.12 Agency Agreements for Coordination & Funding	0	29	0	29	29	0	0	-29
	4.13 Section 404 & 408 Coordination	87	0	167	1	-166	-99	990	989
	4.14 Design-Build Procurement Support	140	0	268	0	-268	-100	1,589	1,589
5	Regional Management	2,874	2,776	6,149	5,079	-1,070	-17	34,616	29,537
	5A Palmdale to Los Angeles	333	321	712	583	-129	-18	3,832	3,249
	5B Los Angeles to Anaheim	297	238	726	448	-278	-38	5,040	4,592
	5C Los Angeles to San Diego	0	0	0	0	0	0	0	0
	5D.1 Bakersfield to Palmdale	384	137	719	211	-508	-71	4,284	4,073
	5D.2 Fresno to Bakersfield	381	575	768	1,111	343	45	3,485	2,374
	5E.1 Merced to Fresno	275	598	660	921	260	39	4,395	3,475
	5E.2 Merced to Sacramento	91	65	175	244	69	39	910	666
	5F Altamont Pass	78	68	171	113	-58	-34	910	797
	5G San Jose to Central Valley Wye	510	478	1,158	893	-266	-23	5,760	4,868
	5H San Francisco to San Jose	524	297	1,060	556	-504	-48	6,000	5,444

**CHSR Program Management Team
Progress Report**

August 2011

Table 2: Continued

Program Management Team									
FY 2011 / 2012 Hours		August		Cumulative				Total FY Hours	Remaining Budget
Task		Planned	Actual	Planned	Actual	Variance	% Over/ -Under		
6	Real Property	1,073	400	2,052	800	-1,252	-61	5,936	5,136
	6.01 Right of Way Program Management	246	53	471	107	-364	-77	2,546	2,439
	6.02 Right of Way Guidelines & Management Approach	34	40	65	80	15	24	206	126
	6.03 Standardization of Right of Way Acquisition Process	20	40	39	80	41	106	230	150
	6.04 Acquisition Strategy & Protocols	221	40	423	80	-343	-81	1,000	920
	6.05 Relocation Planning	160	40	307	80	-227	-74	674	594
	6.06 Right of Way Engineering & Appraisal	246	53	470	107	-363	-77	470	363
	6.07 Acquisitions	110	67	210	133	-76	-36	405	272
	6.08 Relocation & Property Management	36	67	68	133	65	95	405	272
7	RR Operations & Ridership	2,864	2,348	5,481	4,492	-989	-18	30,942	26,450
	7.01 Rail Systems Operations Management	508	154	972	360	-612	-63	5,766	5,406
	7.02 Operations Planning	621	449	1,189	900	-289	-24	7,055	6,155
	7.03 Ridership and Revenue Forecasts	655	1,109	1,250	2,164	914	73	7,847	5,683
	7.04 Risk Analysis Forecasts	243	0	466	0	-466	-100	3,627	3,627
	7.05 Maintenance	459	410	884	602	-282	-32	2,933	2,331
	7.06 Concepts of Operations	377	226	721	466	-255	-35	3,714	3,248
8	Commercial Operations	2,119	789	4,320	1,267	-3,054	-71	21,890	20,624
	8.01 Staging and Construction Planning	0	0	0	0	0	0	0	0
	8.02 Procurement and Bid Packages	1,948	789	3,992	1,267	-2,725	-68	19,940	18,674
	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	172	0	329	0	-329	-100	1,950	1,950
9	Station Area Planning	1,402	567	2,682	962	-1,720	-64	14,570	13,608
	9.01 Station Area Planning	367	157	701	308	-394	-56	5,080	4,773
	9.02 High-Speed Track System Planning	76	35	145	54	-91	-63	980	926
	9.03 Agency Planning	78	6	148	6	-142	-96	1,660	1,654
	9.04 Sustainability	235	22	450	22	-428	-95	2,380	2,358
	9.05 Stakeholder Coordination	647	347	1,237	573	-665	-54	4,470	3,897
	9.06 Customer Experience	0	0	0	0	0	0	0	0
10	Construction Management	1,545	184	2,274	344	-1,930	-85	11,830	11,486
	10.01 Construction Management Planning Policies	42	0	81	8	-73	-90	480	472
	10.02 Construction Management Procedure(s)	700	20	973	48	-925	-95	2,560	2,512
	10.03 CM Interface Requirements for Procurement Packages	457	0	875	0	-875	-100	5,190	5,190
	10.04 Construction Management Manual	240	0	240	0	-240	-100	2,505	2,505
	10.05 CM Engineering & Procurement Support	105	164	105	288	183	174	1,095	807
TOTAL		24,364	20,317	46,679	39,399.00	-7,280	-16	267,205	227,806

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 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.

Additional sub-tasks have been included in the Work Breakdown Structure to enable better 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 were revised to calculate both historic data and the additional sub-tasks going forward. In the July report, the cumulative Actual Progress for the PMT was 46.2% against planned progress of 48.6%. In August, cumulative Actual Progress has reduced to 45.9%, against a planned progress of 50.9%, due to these revisions to the data.

CHSR Program Management Team Progress Report

August 2011



California High Speed Rail Authority

Cost Performance Report
August 2011

Program Management Team

Planned Progress: 50.9%

Actual Progress: 45.9%

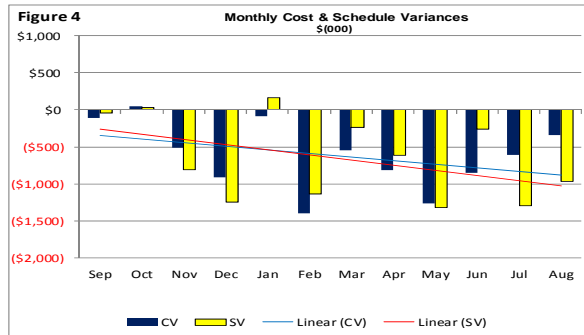
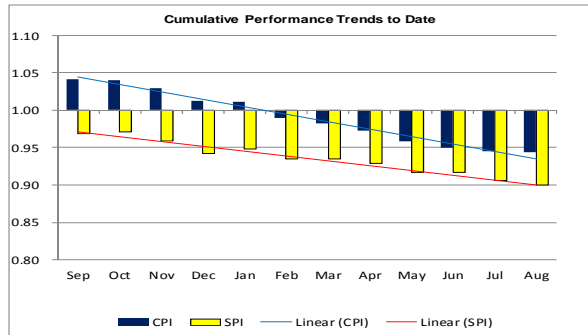
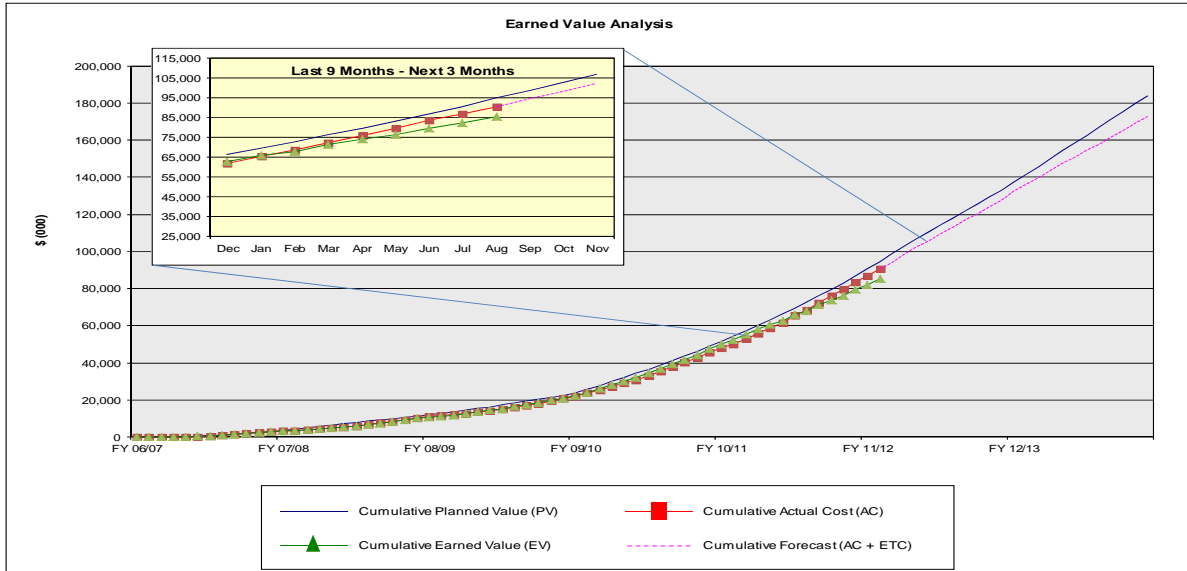


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Program Management	\$27,669	\$11,618	\$12,614	\$10,786	\$15,856	\$28,469	0.86	0.93
2	Public Outreach & Comm	\$2,942	\$2,942	\$2,796	\$3,033	\$0	\$2,796	1.08	1.03
3	Engineering	\$64,952	\$43,383	\$42,725	\$40,898	\$20,464	\$63,190	0.96	0.94
4	Environmental	\$11,180	\$5,834	\$4,943	\$4,292	\$5,515	\$10,458	0.87	0.74
5	Regional Management	\$31,088	\$18,590	\$17,839	\$16,565	\$7,083	\$24,922	0.93	0.89
6	Real Property	\$3,657	\$1,313	\$508	\$586	\$3,412	\$3,919	1.15	0.45
7	RR Operations & Ridership	\$18,845	\$8,100	\$7,172	\$7,295	\$9,345	\$16,517	1.02	0.90
8	Commercial Operations	\$11,209	\$2,186	\$1,611	\$1,443	\$10,442	\$12,053	0.90	0.66
9	Station Area Planning	\$5,846	\$461	\$153	\$405	\$3,867	\$4,020	2.66	0.88
10	Construction Management	\$6,577	\$390	\$99	\$46	\$6,059	\$6,158	0.47	0.12
ODC	Other Direct Costs	\$5,415	\$1,604	\$1,667	\$1,667	\$3,602	\$5,470	NA	NA
Total		\$189,379	\$96,423	\$92,127	\$87,017	\$85,846	\$177,973	0.94	0.90

Current Cost Variance (CV) to Date (EV - AC): **(\$5,111)**
 Current Schedule Variance (SV) to Date (EV - PV): **(\$9,406)**

OVER BUDGET	-5.5%	Percent under (+) or over (-) budget
BEHIND SCHEDULE	-9.8%	Percent ahead (+) or behind (-) schedule



Since the PMT FY 10/11 AWP, Tasks 8, 9 and 10 were modified. Further refinement of the reporting data is underway and will be provided in the September report.

Progress and Accomplishments by Task


Task 1. Program Management and Controls

- Finalized FY 10/11 year-end deliverables status for the PMT and drafted a report for final review prior to issue to the Authority
- Reviewed draft Change Control Procedure with the Authority for final comments prior to sign off.
- Continued to manage the Program-wide Change Control Procedure with 52 Change Requests submitted, including 22 approved to date.
- 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 the respective RC 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 report 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 RCs.

All complete Audit reports are available on ProjectSolve2:

 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 August included:

- Review of Bakersfield to Palmdale RCs revised QA/QC Plan.
- Continued coordination with LA to Anaheim RC and RM regarding outstanding NCR issues (both internal and external).
- Continued review of LA to Anaheim RC's revised QA/QC Plan.
- Conducted PMT Internal Quality Audit on San Jose to Merced section and began preparation of PMT Internal Quality Audit Report.

Task 1.5 Risk Management

The PMT is working with the RCs to enhance the risk management capability across the Program. Output is provided through updates to the Regional Risk Report. In addition, 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 August included:

- Program-wide risk workshop in support of Business Plan.
- Procurement task force and committee support.
- Draft of Risk Management chapter of Business Plan - multiple meetings, telecons regarding Chapter 8 (now 9); multiple re-writes edits and revisions to this chapter.
- Monthly risk register updates for both ICS teams (Merced-Fresno and Fresno-Bakersfield) with focus on identification and assessment - multiple meetings and telecons (updates to management and mitigation action sections are reflected in the September update).
- Quarterly San Jose-Merced risk workshop (PMT and RC) - developed/updated San Jose-Merced risk register.
- Developed top-down cost risk model and conducted initial cost risk analysis for ICS cost estimates (low cost scenario).
- Multiple meetings with Palmdale to LA RC to transition and update risk register for the section – this risk register (identification, assessment, management and action items) will be reflected in the September update to the Program risk register.
- Multiple meetings with LA to Anaheim team RC to transition and update risk register for the section. This risk register (identification, assessment, management and action items) will be reflected in the September update to the Program risk register.

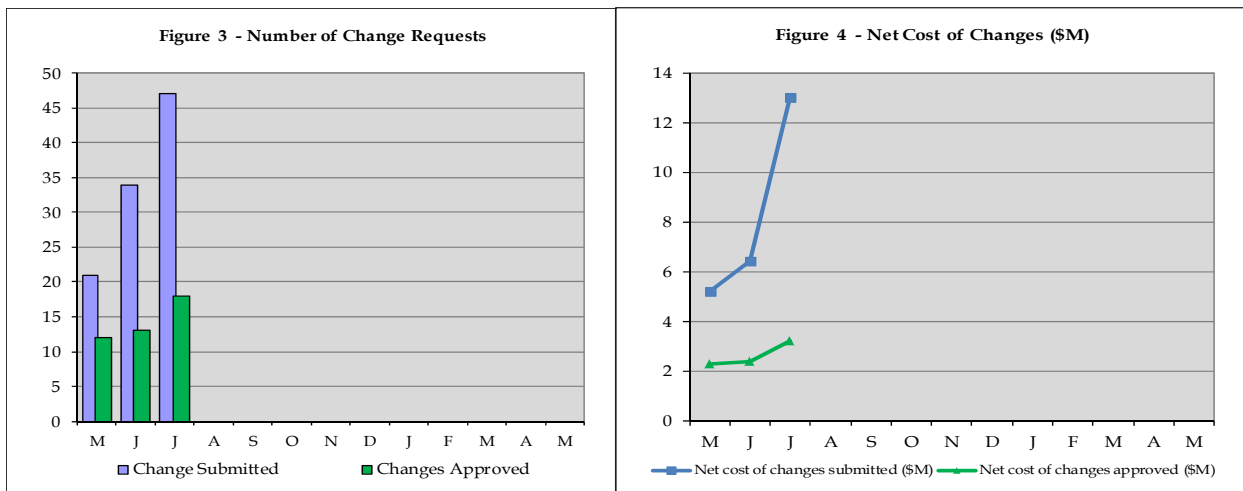
Program Change Control

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.

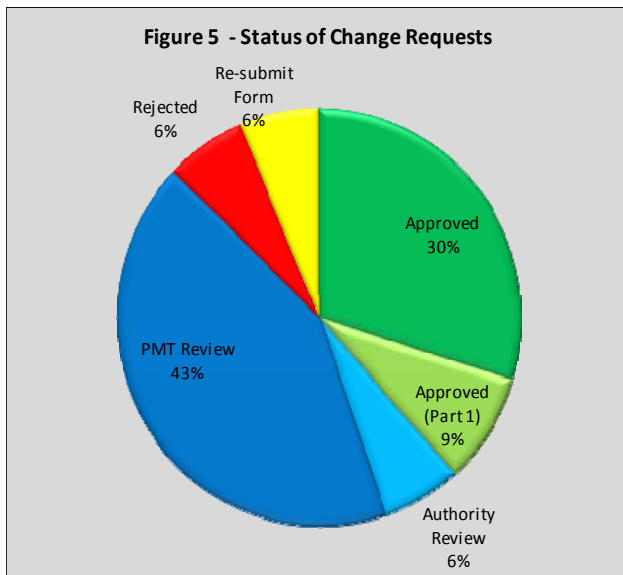
A Change Request log is being maintained and can be accessed on ProjectSolve2 via:

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 August 2011. This includes both submitted and approved changes. Through August, 52 changes have been submitted with a total estimated cost of \$12.5M, including 22 Approved changes with a cost of \$3.4M.



Status of the 52 change requests submitted through August 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-submit 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 a detailed list is available on ProjectSolve2 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

Table 3 shows a summary of the number of deliverables by Task for FY 11/12.

- The total number of deliverables is extracted from the draft FY 11/12 AWP, version 4. As work progresses, this number may be subject to revision via the change control process.
- Approximately 60% of the 559 Deliverables have planned completion dates in June 2012.
- The "Planned" column shows the cumulative number of deliverables due.
- The "Actual" column shows complete deliverables, including deliverables which were planned and deliverables that were completed ahead of plan.
- The "Del. Past due" column shows planned deliverables, which are not complete. A list showing each deliverable is provided to respective task managers on a monthly basis.

Table 3 – Summary of FY 11/12 Deliverables by Task.

Task	FY 11/12 Plan	Total (year to date)		Del. past due
		Planned	Actual	
Program Management	110	4	2	2
Engineering and Design Management	74	3	0	3
Environmental	62	0	0	0
Regional Management	141	23	12	11
Real Property	26	2	0	2
Railroad Operations and Ridership	44	2	0	2
Commercial Operations	21	2	1	1
Station Area Planning	45	3	1	3
Construction Management	36	0	0	0
Total	559	39	16	24

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 (TMs) and Hundred Series TMs
 - In Progress
 - TM 0.7.1 30% Design Submittals- Initial Release
 - TM 2.1.5 Track Design- Initial Release
 - TM 1.1.5 CADD Standards, R3
 - TM 1.1.22 Cost Estimating 30% Methodology- Initial Release
 - 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- Initial Release
 - TM 2.7.5 Utility Requirements for 30% Design- Initial Release
 - TM 2.10.6 Rupture Analysis and Mitigation- Initial Release
 - TM 2.10.10 Track Structure Interaction- Address TAP Comments
 - TM 100.02 Cost Comparison- Initial Release
 - TM 200.02 Utility Strategy- Initial Release
 - TM 200.04 Production Guide for Special Provisions- Initial Release
 - TM 200.05 Production Guidance for Standard Specifications- Initial Release
 - TM 200.07 Outreach Process Aesthetics- Initial Release
 - TM 200.08 Signage and Graphics- Initial Release
 - TM 300.05 CHSTP RAMS Policy- Initial Release
 - TM 600.03 Interoperability- Initial Release
 - TM 700.01 Systems Engineering Management Plan - Initial Release
 - Released
 - None this period
- Task 3.2.2 Technical Advisory Panel (TAP)
 - PMT Responses complete to TAP comments
 - Begin TM revision
- Task 3.2.4 Seismic Design
 - Continued 30% design support
- Task 3.2.6 Shared Use Corridors
 - This work is planned to start in January 2012.
- Task 3.3.2 System Design
 - Overhead Contact System – Continued interdisciplinary review on OCS Simulations
 - Traction Power Supply – Began Design Calculations and Merced to Fresno and Fresno to Bakersfield simulations
 - Communications – Began conceptual study on System Engineering Process and Evaluate Technology Alternatives, Vendor Outreach
 - Train Control System – Began interdisciplinary review of design and interoperability of shared use corridors.

- Electro Magnetic Compatibility (EMC)- Draft EMC Plan and prepare EMC Design Criteria
- Task 3.3.3 Performance Specifications
 - Traction Power Supply – No significant progress this period
 - Overhead Contact System – No significant progress this period
 - Train Control System – Commenced inter-disciplinary review.
 - Communications – No significant progress this period
 - Electro Magnetic Compatibility (EMC) - No significant progress this period
- Task 3.6 Rolling Stock
 - Continued Rolling Stock Peer Review of performance specifications.
- Task 3.7.1 FRA Petition for Rule of Particular Applicability
 - Held working sessions at FRA Headquarters to review passenger equipment section of the Guidance Document. Developed rough draft addressing safety topics identified by FRA.
- Task 3.7.2 CPUC Petition for Order Instituting Rulemaking
 - No significant progress this month.
- 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
 - Continued identification and specification of requirements (infrastructure related).
- Task 3.7.5 Value Engineering Management
 - Prepared VE Policy and 3-day Workshop Agenda in preparation of the workshop planned for Fresno-Bakersfield section in the middle of September.
- Task 3.8.2 CHSR Standard Drawings Infrastructure
 - 3.8.2.INF Continued review of the drawings.
- Task 3.8.3 Systems
 - 3.8.3.OCS No significant progress this period.
 - 3.8.4.TPS No significant progress this period.
 - 3.8.5.COM No significant progress this period.
 - 3.8.5.TC No significant progress this period.
 - 3.8.7 CADD Manual Update- Continued CADD manual update.
- Task 3.9 CHSR Standard Specifications
 - Revised sets structure.
 - Began review of Set 1
 - Division 1- General Requirements
 - Division 2- Existing Conditions
- Task 3.11 CHSR Design Manual
 - Infrastructure
 - Continued incorporating Set 1 into civil package.
 - Continued incorporating Set 2 into civil package
 - Began incorporating Set 3 into civil package.
 - Systems
 - Began conceptual design feasibility of Set 2.
 - Began conceptual design feasibility of Set 3.
 - Began conceptual design feasibility of Set 4.
- Task 3.12 Design Reviews in progress:
 - Submitted comments on the following Design Submittal Packages for Merced to Fresno 15% Design:
 - Track Alignment Plan, Profile and Typical Sections Hybrid Ave 21 Alternative

- Structure Plans Hybrid Ave 21 Alternative
- Roadway Plans Hybrid Ave 21 Alternative
- Geotechnical Investigation Work Plan for ARRA Section 1
- Traction Power
- Merced Stations-Site C Plans
- Submitted comments on the following Design Submittal Packages for San Jose to Merced 15% Design:
 - Alignment and Typical Section Plans
 - Civil and Grade Separation Plans, Volumes I and II
 - Structure, Viaduct and Tunnel Plans
 - Station Plans
- Submitted comments on the following Design Submittal Packages for Fresno to Bakersfield 15% Design:
 - Alignment Plans, Profile and Cross Sections, Parts 1 and 2
 - Roadway Overhead Planning Studies, Plan, Elevation and Typical Sections
 - Roadway and Grade Separation Plans, Parts 1 and 2
 - Draft Utility Impact Report
 - Caltrans Impacted Facility Structure Plans, HST and Roadway Overhead Planning Studies, Plan, Elevation and Typical Sections
 - Roadway Structural Overhead Planning Studies
 - Structural Plans, Elevations and Typical Sections, Parts 1 and 2
- 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
- Submitted comments on the following Design Submittal Packages 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
- Task 3.13 Risk Management
 - Continued updating the engineering risk register
- Task 3.14 Procurement Support (Procurement Task Force)
 - Continued to meet with Merced to Fresno and Fresno to Bakersfield regional teams (RM/RE/RC) to coordinate Contract Procurement Package 1.
 - Issued updated Recommendation No. 2, including review and incorporation of PMT comments.
 - Updated procurement packaging matrix for RFP Package 1
 - Coordinate and lead meetings with PMT, RCs, to resolve various issues
 - Prepared draft listing of scope elements and work items
 - Prepared draft TOC for Scope and Design Baseline Report for RC/PMT input
 - Prepared draft Technical Deliverables Tracking Tool for RC/PMT input
 - Continued to update various exhibits to document Contract Package 1
- Task 3.15 Survey Control
 - No significant progress this period.
- Task 3.16 System Integration
 - 3.16.1 System Requirement/Procurement Support
 - Comparison of 75% and 95% system requirements.
 - Being review of infrastructure standard specifications
 - 3.16.2 Design Manual/Procurement Document Review

- Finalize system integration review of design manual chapters on Corrosion Control, OCS and SCADA.
- 3.16.3 RC Submittal Reviews
 - No significant progress this period.
- 3.16.4 Design and Construction Interface Control Manual
 - Began tabulating interfaces
- 3.16.5 Integrated Cross Sections and Tracking Facility Layouts
 - No significant progress this period.

Issues and areas of concern

- PG&E Study Plan Agreement has been signed by both parties. PMT is currently awaiting DGS to issue the Study Plan fee to PG&E so the technical studies can commence. The Central Valley connection points between Merced and Bakersfield – specifically two locations near Fresno will be the initial focus.

Action items and planned work next month

- Continue the following 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 status of OIR Petition outreach process, and to confirm overall direction with respect to the process and content of the petition.
- Continue development of V&V model and Certifiable Items List (CIL) in support of self-certification requirements to be included in RFPs.
- Prepare Value Engineering workshop Agendas, assemble VE Team and schedule VE study workshop on Fresno - Bakersfield section in the second week of September.
- Continue development of the Standard Specifications.
- Continue development of the Standard Drawings.
- Continue development of the Design Manual.
- Continue risk management review and process for engineering.
- Provide general technical support including Design Submittal reviews and procurement strategy support.
- System Integration to conduct integration workshops.
- Produce IOS segment integration matrix.
- System requirements review.
- Review performance/systems specifications.
- Review early warning, alarm and rappers responses system requirements with engineering and operations team.

Task 4. Environmental Review

Key developments and accomplishments

Program-Wide

- Attended Section 106 conference call to discuss Programmatic Agreement (PA) implementation issues.
- Attended Authority kick-off meeting with NMFS staff.
- Met with State Water Resources Control Board staff to discuss scope and budget issues for interagency funding agreement.
- At the request of the Authority, PB acoustics specialists evaluated a virtual audio presentation system developed by Arup Acoustics as a potential substitute audio demonstration. PB discussed the system, including its special acoustic requirements, with the Arup developers and attended a special demonstration of the Arup system. PB then prepared an evaluation and comparison of the Arup system with the initial audio demonstration that had been under development. The PB evaluation focused on the suitability of each system to satisfy the public participation needs of the project's environmental analysis and clearance process. Knowing the acoustic environment required by Arup's system, PB further researched the audio/visual equipment needs for presenting the initial audio demonstration currently under development at public workshops. The audio/visual equipment needs were sufficiently developed for comparison purposes. However, at this point it was decided that neither audio demonstration system was sufficiently developed or practicable for use during the first public environmental workshops, but might be appropriate for future phases of project evaluation by the public. Thus, the audio demonstration preparation is on hold at this time.
- Revised draft Approach for Environmental Approvals and Permits Report per quality review comments of July 26.
- PB CommentSense enhancements and changes:
 - Implemented Inbox feature to create CommentSense records automatically via email submission.
 - Set up corresponding CommentSense email accounts for the ten project sections and also a program-wide inbox.
 - Coordinated with the Authority to set up email forwards for project email accounts.
 - Added attachment handling capability for email submissions.
 - Copied field changes from Fresno-Bakersfield section to all project sections.
 - Updated the comment assignment page to display user's organization/specialty next to the name.
 - Added spell check feature on the rich text editor.
 - Synchronized user groups/permissions for all project sections.
 - Reassigned users to groups and deleted inactive users.
 - The document "CAHST_MF_FB_Standard_Responses_Review_DRAFT_Vol1_081511" was developed as an update to the July 25 version for Authority review. Development of this document included:
 - Review and organization of standard responses to Program Level environmental documents
 - Review and organization of Project Level questions and standard responses for Merced to Fresno and Fresno to Bakersfield sections
 - Review of public comment and Authority responses conducted during 2011 Authority Board meetings

- CommentSense : Re-fresh training and training for new PMT staff was completed.
- Updated Comment Management Decision Diagram (as of August 11, 2011)
- CommentSense enhancements to e-mail inbox features and report development features deployed.
- Received and reviewed more than 600 comments including statewide, Fresno to Bakersfield, and Merced to Fresno in CommentSense.
- CommentSense Training was held in Sacramento for Merced to Fresno and Fresno to Bakersfield team members on August 29.
- Prepared Comment Management Organizational Chart
- Worked with the RCs regarding CommentSense implementation and staffing.
- Public comment form changes (<http://www.cahighspeedrail.ca.gov/contact.aspx>):
 - Added new question to categorize EIS/EIR comments
 - Updated auto-response messages customized for EIS/EIR comments versus non-EIR/EIS comments
- Clarified language and refined assumptions for statewide energy and greenhouse gas analysis.
- Updated existing statewide GIS graphics and figures.
- Converted Engineering CADD/Google Earth files for use in GIS.
- Developed protocols for Authority and PMT admin. staff regarding the handling of letters, calls and visitors coming into the Authority office and admin staff.
- Created a QR code. A QR code is a “scanner” like image that allows people with smart phones to take a picture of the graphic which will then take them directly to a website. The QR code in this case was created for the EIR/EIS documents and linked to the Authority’s website.
- Launched efforts to develop expected public and agency questions and draft responses to comments in ProjectSolve2. This involves PMT and RC experts and this database will be the basis statewide for subsequent EIS/EIRs. Using ProjectSolve2 to post draft questions and answers and then importing into CommentSense for tracking/responding to comments in FEIS.
- Coordinated environmental information with the 2011 Business Plan Team to ensure consistency.
- Worked with Sallye Perrin to develop the approach on the permitting and mitigation database development for the project.
- Developed protocols for responding to questions raised following release of the Draft EIR/EIS.
- Worked with ICF’s Terry Rivasplata to join the PMT and work on the draft responses to comments.
- Devised a work plan to support the biological-related activities coordinating the environmental work with USACOE and USEPA.
- Provided environmental talking points for the CEO report to the CAHSRA Board meeting.
- Participated in and/or facilitated the following meetings/teleconferences/webinars:
 - Weekly Authority, FRA, PMO, and PMT calls alternating between the north and south sections.
 - Prepared the agendas and minutes as well as participated in the weekly Authority, FRA, AG, PMO and PMT environmental coordination meetings.
 - Initiated and participated in the Merced to Fresno Highlights document review teleconference
 - Participated in the Merced to Fresno and Fresno to Bakersfield Section 404 permit applications revisions teleconference.
 - Participated in the Authority’s biological issues teleconference.
 - Participated in the Merced to Fresno weekly environmental calls.
 - Initiated and participated in the land owner teleconference regarding EIR/EIS notification.
 - Initiated and participated in the EPA/COE guidance document discussions with the Authority, FRA, AG, and RCs.
 - Participated in the Authority’s monthly RC biological meeting.
 - Initiated and participated in the archaeological technical reports posting teleconference.

- Initiated and participated in the PMT background discussion regarding the EIRs/EISs.
- Initiated and participated in the FRA, Authority, PMT Checkpoint B, Checkpoint C and Guidance document teleconference.
- Initiated and participated in the PMT noise simulation teleconferences.
- Participated in work-load balancing discussion with Authority staff.
- Discussed the Checkpoint B requirements with the San Jose to Merced Team.
- Initiated and participated in the Guidance Document discussions with the EPA, COE, FRA, Authority and RCs.
- Participated in the FRA, Authority and RC teleconference regarding follow-up with the NMFS and the EPA/COE regarding Checkpoint C.
- Initiated and participated in a schedule discussion with the RCs.
- Participated in teleconference with the NMFS regarding its August 3 letter about the CA Central Valley Steelhead for Fresno to Bakersfield.
- Participated in the biological assessment and interdependent/interrelated issues with the FRA, Authority and RCs.
- Attended the Merced to Fresno team meeting.
- Initiated and participated in the CRAM sampling plan teleconference.

San Francisco to San Jose

- Confirmed that final edits were incorporated in the Wetlands Technical Report.

San Jose to Merced

- Attended initial meeting with EPA and Corps staff to discuss Checkpoint B (Range of Alternatives) issues as part of NEPA/Section 404 integration process, August 17.
- Reviewed the Noise and Vibration Technical Report.
- Talked with RC to determine modifications to EIR/EIS biological chapter to streamline the chapter.
- Reviewed Section 3.12 Socioeconomics, Communities, and Environmental Justice.

Merced to Fresno - ARRA

- Worked with the Merced to Fresno and Fresno to Bakersfield teams to revise their individual Section 404 applications for submittal to the Corps of Engineers.
- Met with State Clearinghouse and Attorney General (AG) staffs to discuss Notice of Availability submittal requirements for releasing the Draft EIR/EIS.
- Worked with the Merced to Fresno and Fresno to Bakersfield (section) teams to prepare environmental documentation needed for geotechnical investigation work.
- Participated in the revisions to the 404 applications Teleconference.
- Attended EPA/Corps meeting to discuss Section 404 evaluation criteria.
- Attended section team meeting to discuss National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) coordination issues.
- Attended internal coordination meeting with Merced to Fresno and Fresno to Bakersfield team members to discuss preparing NMFS and USFWS biological assessments.
- Attended section meeting to discuss project design features for wildlife access.
- Participated in the section meeting to discuss CRAM (California Rapid Assessment Method) methodology as part of Checkpoint C and Section 404 permitting process.
- Designed, built and launched capability of HSRA website to accommodate insertion of Draft EIR/EIS document.
- Collected, organized and posted Draft EIR/EIS documents, and confirmed document titles matched online links.

-
- Replaced and deleted technical reports and other Draft EIR/EIS backup documents on the Authority website documents per request of FRA, Authority, PMT and RCs.
 - Refined air quality analysis for the Heavy Maintenance Facility.
 - Created GIS graphics and figures.
 - Converted Engineering CADD/Google Earth files for use in GIS.
 - Reviewed and approved Public Meeting Presentation Materials
 - Worked on the air quality health risk analysis.
 - Evaluated CARB HARP (Hot Spots Analysis and Reporting Program) applicability to the project.
 - Worked with CH2M and Ogilvey to provide review comments to finalize Highlights document.
 - Commented on the Summary chapter for the Draft EIR/EIS.
 - Provided numerous review comments on the Draft EIR/EIS brochure for public distribution.
 - Reviewed letters to land owners, Tribal nations, tenants, organizations and public officials and provided comments to RC.
 - Reviewed notices of availability for FRA and State Clearinghouse.
 - Developed protocols for responding to questions raised following release of the Draft EIR/EIS using teleconferences, written direction and meetings.
 - Reviewed “eblast” materials for public communication on Draft EIR/EIS.
 - Met with RCs to discuss PMT office physical arrangements to address responses to comments.
 - Provided several rounds of comments on the public meeting materials to be used for September workshops.

Fresno to Bakersfield - ARRA

- Attended Revision of 404 Applications Teleconference.
- Prepared for and participated in the monthly biology conference call with the RCs.
- Reviewed the draft presentation slides for the Draft EIR/EIS public workshops and submitted comments to the Regional Manager (RM).
- Participated in the monthly Fresno-Palmdale conference call.
- Reviewed/commented on the Draft EIR/EIS exhibit boards for the public workshops.
- Participated in discussions regarding the NMFS August 3 letter concerning federally listed CA Central Valley Steelhead, August 19.
- Reviewed/commented on the Draft Compensatory Mitigation Plan.
- Attended meeting with NMFS staff to discuss “may affect, not likely to adversely affect” finding for crossing of the Kings River.
- Reviewed/commented on RC’s EIR/EIS comments/responses.
- Consolidated PMT, PMO and AG comments on the Draft Compensatory Mitigation Plan and posted the document on ProjectSolve2.
- Designed, built and launched capability of HSRA website to accommodate insertion of Draft EIR/EIS document.
- Collected, organized and posted Draft EIR/Draft EIS documents, and confirmed document titles matched online links.
- Refined air quality analysis for the Heavy Maintenance Facility.
- Evaluated CARB HARP (Hot Spots Analysis and Reporting Program) applicability to the project.
- Created GIS graphics and figures.
- Converted Engineering CADD/Google Earth files for use in GIS.
- Reviewed and approved Public Meeting Presentation Materials.
- Commented on URS Summary chapter for the Draft EIR/EIS.
- Provided review comments on the Draft EIR/EIS brochure.

-
- Reviewed letters to land owners, Tribal nations, tenants, organizations and public officials and provided comments to RC.
 - Reviewed notices of availability for FRA and State Clearinghouse
 - Developed protocols for responding to questions raised following release of the Draft EIR/EIS using teleconferences, written direction and meetings
 - Met with RCs to discuss PMT office physical arrangements to address responses to comments
 - Provided several rounds of comments on the public meeting materials to be used for September workshops

Bakersfield to Palmdale

- Participated in the monthly Fresno - Palmdale conference call.
- Reviewed graphics for the Noise and Vibration Technical Report.

Los Angeles to Anaheim

- Participated in monthly team meeting to discuss project status.

Palmdale to Los Angeles

- No substantial Environmental PMT activities during August.

Los Angeles to San Diego

- No substantial Environmental PMT activities during August.

Merced to Sacramento

- No substantial Environmental PMT activities during August.

Altamont

- No substantial Environmental PMT activities during August.

Issues and Areas of Concern

- Finalization of the funding agreements. The Department of Fish and Game and State Water Resources Control Board funding agreements are still pending.
- Section 7 consultation completion and the FWS's 135 day review requirement.

Task 5. RC Oversight

Key developments and accomplishments

San Francisco to San Jose

- Work and project expenditure has reduced following the slow-down of work on this section.
- Caltrain operations modeling work continues. Caltrain has made several public presentations on the topic and the information has been well received. Caltrain and the Authority continue to coordinate efforts on plans for operational analysis for the Caltrain corridor. This is expected to continue for the next few months.

San Jose to Merced

- Prepared improved version of Action Items Log; it is now fully integrated in ProjectSolve2 and updated weekly.
- Provided status report on the RC's unpaid invoices, with special attention on invoices that are not related to RC performance issues or errors.
- Provided clarification on RC's \$3.9M expenditure from FY10/11 (FY10/11 close-out change request).
- Continued extensive coordination efforts with RC and PMT Project Controls on pending Change requests:
 - EIR/EIS Support to Authority
 - Cost Containment Evaluation
 - HASR Schedule Logic
 - FY10-11 Close-out
 - SR152 Wyes Engineering and Environmental
 - 15% Design Final Record Set (transfer of funds from FY10/11)
- Schedule extension, public outreach and SAA for SJVDG – under development
- RE completed coordination with PMT on preparation of response document to Modified Tunnel Proposal. PMT will provide a cover memo.
- Attended Caltrain comment resolution meeting. Caltrain noted impacts to operations during construction as a major concern.
- SR152 Wyes: Despite sufficient funds to proceed, the RC has not advanced any engineering efforts. It will not do so until NTP is received on the Change Request Form (CRF) submitted on 8 August – PMT review comments submitted 19 August.
- Cost Containment Exercise: Despite sufficient funds to proceed, RC has not advanced any evaluation efforts. It will not do so until NTP is received on CRF (RM already recommended approval, but a formal NTP remains outstanding).
- Completed coordination between San Francisco to San Jose and San Jose to Merced RCs to integrate plans and technical reports into RCs deliverables. Index of Drawings for San Francisco to San Jose portion has been finalized.
- Completed PMT coordination on preparation of response document to Modified Tunnel Proposal.
- 15% Draft submittal comment resolution meeting was held.
- Guidance on GIP Storage of Core Samples: Example of core sample storage strategy used in the Central Valley was provided to RC to support in determining strategy for this section.
- Forwarded NTD06 Stand Alone Radio Sites.
- Collected comments from City of San Jose and uploaded to ProjectSolve2.

Merced to Fresno

- Coordinated and finalized input for publication of the Draft EIR/EIS, as scheduled.
- Final 15% Engineering record set for the Hybrid 21 alternative progressed on schedule. Preliminary 30% design progressed in parallel with PMT providing an over-the-shoulder review.
- Public Information Workshops were held in Merced, Madera and Fresno. Good response from general public. Comments received were logged using “CommentSense”.
- Documents reviewed:
 - RC June Invoice.
 - PMT Monthly Deliverable update.
 - PMT Weekly schedule.
 - Generated list of comments in preparation for comment resolution meeting.
 - In-progress review of Design Plans.
 - Review Meeting, TPSS for Hybrid/Ave 21 Alignment.
 - Review of RC staff changes with recommendation to Authority.
 - In-progress review and comment of CP1 Utility Plan.
 - Hydrology/Hydraulics Memo from CH2M Hill.
 - ICS Section Schedule and RC Schedule.
 - RC FY11/12 AWP Version 4 scope changes.
 - FRA 15% Review Comments.

Fresno to Bakersfield

- The Draft EIR/EIS was released to the public on August 8. NOA was published in Federal Register on August 12.
- RC submitted the following deliverables and materials during this period:
 - Weekly Schedule Status.
 - July Monthly Progress Report and Invoice.
 - Responses to July Monthly Progress Report and Invoice comments.
 - Outreach and Technical meeting minutes.
 - USACE 404 Permit Application & Public Notice.
 - Mitigations list for FB section.
 - Deliverables and drawing lists for Procurement Package 1.
 - Progress print of Procurement Package 1 Interdisciplinary Review drawings.
 - Memorandum documenting tie-in data for Golden State Blvd with MF team.
 - KMZ Files for access for Potential CRAM Review.
 - Checkpoint C: LEDPA Determination Technical Work Plan.
 - USFWS Coordination Draft Biological Assessment.
 - Checkpoint C Technical Work Plan.
 - Draft Biological Assessment and Appendices.
 - Draft Final CatEx documentation for Geotech Investigations in Fresno.
 - Permission to Enter Letter for CRAM analysis.
 - Shared draft structures report with MF team for coordination purposes.
 - Revised QA Plan.
 - 15% Record Set Utility Report.
 - Construction Feasibility Memo.
 - Design development memo for redirecting the 96” storm drain.
 - Preliminary Jurisdictional Water and Wetland Cover Letter Response to USACE.
 - Draft Roll Plot for Corcoran alignment concept.
 - Draft Roll Plot for Wasco Eastern BNSF Alignment concept.

- Completed review of the following documents:
 - Updated risk register.
 - Weekly Schedule Updates.
 - Additional materials for the EIR/EIS workshops.
 - Updated Corcoran “hybrid” alignment plan and sections.
 - Drawing list for Package 1.
 - Construction Feasibility Memo.
 - Design Development Memo for 96” storm drain.
 - Deliverables list for Package 1.
 - Draft Final CatEx documentation for Geotech Investigations in Fresno
 - Draft Roll Plot for Corcoran alignment concept.
 - Draft Roll Plot for Wasco Eastern BNSF Alignment concept.

Bakersfield to Palmdale

- RC completed its Value Engineering (VE) exercise for the existing alignment alternatives to improve the practicability and cost effectiveness of the design by reducing the height of viaducts, reducing length of tunnels and bringing the elevation to grade or onto lower height earth-retained structures/embankments where possible. An additional, shorter alignment has also been developed to the north of Rosamond, potentially shortening the route by approximately 1 ½ miles. The alignment through Lancaster has been brought to grade with options adjacent to and inside the UPRR ROW.
- Revised Supplemental AA to describe modifications to plans and profiles in response to stakeholder comments and to provide recommendations for alternatives to be carried forward into environmental analysis. Finalized work on the internal draft Supplemental AA report and the supporting engineering work to be incorporated in the report.
- Completed alignment studies to refine the lengths of tunnels and the heights of the structures between Bakersfield and Palmdale with the objective of determining more detailed quantities and cost estimate. Presented plans and profiles for the revised alternatives to the environmental team.
- The RC updated the outreach coordination plan for outreach activities associated with the I-5 (Grapevine) Feasibility Study. This plan is being implemented as necessary by the Bakersfield to Palmdale and Palmdale to Los Angeles RCs.
- Completed review of the following documents:
 - Revised plan and profile drawings
 - Revised schedule for production of documentation and completion of studies to meet September Board
 - Revised quantity assessments following above VE exercises.

Palmdale to Los Angeles

- I-5 (Grapevine) alignment alternative: The RC has substantially completed engineering analysis of available corridors, leading to conclusion that feasible alignments meeting the Project criteria (acceptable gradients, crossing active fault zones at-grade etc.) exist. Presentation to the Authority Board is now planned for November. Significant outreach and stakeholder involvement continues with Tejon Ranch, the cities of Palmdale, Lancaster, Santa Clarita and Rosamond, Acton and Agua Dulce communities and Los Angeles County staff.
- RC has refined alignment options to reduce cost wherever feasible and reassessed associated quantities and costs.
- After the meeting held with the RCs, CHSRA and PMT to discuss possible locations, constraints, layouts and operational criteria for a Level 3 Maintenance Facility, there was

- agreement that the Branford Street location is the only feasible solution in the San Fernando Valley. The RC is progressing the 15% design and tie-in to main HSR alignment.
- RC is now completing the Supplemental AA studies through the entire Palmdale to Sylmar corridor, incorporating the additional localized alternatives through both the Sand Canyon and Acton/Agua Dulce areas.
 - The RC made an In-Progress submittal of a 15% design for the Alignment portion (Submittal 1) of the Palmdale-LA section. The PMT reviewed the submittal and provided comments, and the comments were discussed with the RC on 31 August.
 - Quantities Assessment: RC has further assessed and revised the quantity measurements for the section, incorporating the value engineering to refine alignments undertaken through the Palmdale to Sylmar mountainous section, with results made available to PMT for cost analysis.
 - 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 write-up, including the alignment and profile analysis, cost analysis, and a preliminary look at environmental issues.

Los Angeles to Anaheim

- Work focused on continued identification of phased implementation projects. Review of current concepts at LAUS, ARTIC, Fullerton and Norwalk/Santa Fe Springs, Buena Park HST stations and Metrolink station relocation plans. Another key item was refinement of the proposal for phased implementation, as well as development of preliminary phased implementation projects.
- The PMT is awaiting submission of RC's work plan schedule refinement for review. Other activities included:
 - Continued coordination with LOSSAN agencies.
 - Continued the oversight of the RC's phased implementation project identification.
 - 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.
 - Continued coordination with Gateway COG and respective Corridor Cities.
 - Continued coordination with Metro and Metrolink/HDR on the LAUS alternatives.
- Documents reviewed (design/environmental/outreach)
 - Reviewed second draft of the Phased Implementation White Paper, dated August 5, 2011.
 - Review station charette materials.
 - Reviewed the quarterly risk registry submission.
 - Confirmed update to July 8, 15% submittal included the missing sections identified in July.
 - Continued coordination with PMT Operations on ridership forecast modeling results and modal splits.
 - Reviewed latest station concepts for intermediate HST stations (Norwalk/Santa Fe Springs and Fullerton), and Buena Park Metrolink relocation)
 - Provided responses to RC regarding Technical Memoranda (TM) inquiries for various disciplines as requested.

Los Angeles to San Diego

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

Merced to Sacramento

- Revised the AWP and budget development for FY 11/12.
- Responded to Authority requests regarding project start-up, the Alternatives Analysis (AA) process and Merced Interim Track Connection (MITC) coordination.
- Met with transit providers and agencies involved in Sacramento Valley Station development.
- Presented in-progress draft Business Plan to Central Valley Rail Working Group in Stockton.
- Re-initiated data collection, analysis, and development of the Preliminary AA Report.
- Updating alternatives descriptions and track alignment graphics.
- Developing maps and figures for AA report.
- Completed draft alignment drawings in support of the Preliminary AA Report.

Altamont

- Submitted FY 11/12 Project Management Plan update.
- Submitted Version 5.0 of the FY 11/12 Annual Work Program.
- Conducted strategy sessions to identify potential public outreach needs and opportunities.
- Identified potential to produce a project video highlighting accomplishments and potential future concepts for the Altamont Corridor Rail Project.
- Updated stakeholder database.
- Continued potential “interim phase” strategies in East Bay, Sunol, Tri-Valley, and Tracy areas.
- Participated in exploratory meeting with River Islands developer in Lathrop regarding potential Altamont station.
- Initiated new study of “south of airport” alignment/profile alternative between San José and Warm Springs.
- Continued refinement of alignment/profile alternatives between San José and Warm Springs and of East Bay Hills tunnel alternatives between Warm Springs and Sunol.
- Continued study of critical alignment sections in East Bay, Tri-Valley and Central Valley.
- Initiated new study for connection to BART in Livermore at Greenville Road with new potential BART station location.
- Documents reviewed (design/environmental/outreach):
 - Reviewed Version 4.0 of RC’s FY 11/12 Annual Work Program.
 - Reviewed the RC’s FY 11/12 Project Management Plan.

Issues and Concerns

San Francisco to San Jose

- The RC has been directed to delay recommencement of activities by a further three months to January 2012. This delay in re-starting the engineering and environmental process results in the milestone schedule being delayed by several months. The EMS for this section has been placed on hold.
- RC has adopted the schedule for the work required for the San Jose to Merced Section and is coordinating closely with the San Jose to Merced RC. The engineering and environmental work associated for those sections has been updated based on SR-152 Wyes.

San Jose to Merced

- RC delay in submitting adequate Change Request Forms (CRF) in addition to the corresponding approval process, continues to impact progress on the SR 152 Alternative, preparation of 15% Design Final Record Set, and other work. The RC will not proceed with any work without approved Notices to Proceed (NTP). RM will schedule workshop to resolve any remaining issues following review of revised CRFs.

- RC to issue Design Memo to California Department of Corrections and Reform (CDCR) to inform of AA level SR-152 Wye Alignment. Though alignment is outside CDCR property, alignment may create unfavorable vantage points, looking into the secure facility. RC will provide this to CDCR, based on J. Abercrombie and PMT comments.
- Authority has agreed to RC's requested extension to submit of FY11/12 AWP version 4.

Merced to Fresno

- Authority decision to proceed with Draft EIR/EIS without A3 alternative (contrary to EPA and COE request) has been identified as a schedule risk, in the event the COE and EPA cannot be convinced by Authority that A3 elimination was appropriate.
- Authority decided to extend the Public comment period by up to 15-days (from 9/28 to 10/13). This was based on some distributed DVDs being corrupt in and requests for extension from the public.
- Procedure for approval of Caltrans resources to support the 30% PE accelerated schedule needs to be finalized. The first ARRA section includes re-alignment of 9,000 ft of SR 99 which needs significant Caltrans support/review, with requirement to complete the ARRA 30% PE by 28 October.
- UPRR response to HSR adjacency of at-grade alignment is needed to determine if proposed at-grade alignment is viable (north of Fresno and Merced Station traveling south). Absence of UPRR co-operation continues to be a major risk to the currently proposed alignments. Some straddle bent columns will be on UPRR property for the south of San Joachin (SJ) River crossing, making this even more critical.
- RC notified that FY 10/11 authorization had exceeded by \$492,000. RC to provide details and notify Authority of situation. RM will support to gain approval for payment (presumably by CR). At 8/31, RC has still not submitted request.
- The RCs FY 11/12 AWP does not include any provision for response to RFIs, once the RFP for Design-Build Contract has been issued. Decision is needed on who has responsibility for RFI responses
- The RC's LNTP Authorization of \$2M for Design will be expended before the end of September. Additional Authorization is required by mid-September to maintain the 30% design schedule requirement.

Fresno to Bakersfield

- The issue of funding for the RC needs to be resolved in September or the EIR/EIS completion will be in jeopardy. Because the RC began work on the unfunded ROW appraisal tasks in July and August, the "Acquisition" budget is being depleted quicker than planned. The RC was directed to stop ROW appraisal tasks and to preserve budget for on-going Outreach, EIR/EIS efforts and for Procurement Package 1. At the current burn rate, "Acquisition" budget will be depleted by the end of September, and "Design" budget will be depleted by January. EIR/EIS scope falls under the "Acquisition" budget. A recommendation was prepared and submitted describing how a revised NTP with a shift of budget from "Design" to "Acquisition" could allow all work to proceed into December. A meeting with the Authority and PMT on September 12 did not result in resolution. The Authority indicated that funding may not be available in the near term. We may be left with asking the RC to take a risk position of working without funding, which may be untenable. This is a Program Critical issue.
- After submission of the FY 11/12 Version 3 AWP, the PMT requested that four design packages be delivered in FY 11/12 on a two-month rolling schedule from October 2011 through April 2011. These packages extend from north of Fresno to south of Shafter. This packaging extended the route length to be delivered in FY 11/12 from 86 miles (ARRA-

funded segment assumed in Version 3 AWP) to 101 miles, an increase of 15 miles (17%). Additionally, the Authority and PMT has requested that the RC perform additional work in the FY including additional public outreach (approximately \$400,000) and environmental (over \$700,000) activities. This additional work is documented in Section 6 of the RC's July and August Monthly Progress. The RC will be adding the new work, totaling approximately \$1.3 million, to the Version 4 AWP, while still maintaining the same allocated budget of \$23.5 million. This included an approximate \$1 million reduction in Engineering budget. As a result of this increased scope and alignment length, the RC's Version 4 AWP will indicate that it is not able to complete all four design packages within the requested schedule during FY 11/12. Current forecast shows that an additional \$2.3 million is needed to complete all four packages. If, after detailed review of the Version 4 AWP, the \$2.3 million figure remains valid, PMT will work with the RC to prepare a Change Request for additional funding for later in the FY 11/12 to accomplish all four procurement packages.

- The PMT discovered that the RCs traffic analysis was potentially inconsistent with the engineering plans. These discrepancies are in the process of being analyzed to determine the effect on the Draft EIR/EIS and the corresponding mitigations. The issue has been raised to the RC and its Board of Control. The RC is undertaking a complete consistency review of the Draft EIR/EIS, with the complete review to be completed in September and documented in a memorandum.
- Follow-up meetings were convened with the RC to discuss possible impacts related to revising the HST cross-section in areas where it is too close to BNSF tracks. The RC is completing the BNSF adjacency analysis for all possible alignments. The RC has been directed to carefully categorize the type and acreage of the impacts, if any, and prepare for a meeting with the Authority and AG on the subject.
- The Procurement Task Force (PTF) re-emphasized the importance of submitting an integrated set of plans and specs in the upcoming draft Package 1 deliverable. This request would require that the RC delay its draft submittal until September 30 to align with the Merced to Fresno RC schedule. PMT has issued overriding guidance to the RC and in order to meet the final submittal date of October 28, have directed the RC to submit on September 16 with integration taking place before October 28.
- On May 6, 2011, the RC submitted a personnel request form (PRF) to add Tim Corcoran, a Tier 1 employee from Arup, to the team as the Integration Manager. Mr. Corcoran's role had been discussed with the PMT and Authority. Based on PMT input, the RC has refined the Integration Manager role. The RC is anxious to receive approval from the Authority to add Mr. Corcoran to the team.

Bakersfield to Palmdale

- The RC overspent its FY 10/11 funding based on LNTP 4, issued by the Authority. The overspend of \$740K includes some trailing costs that have not yet been invoiced. This issue requires urgent resolution with the Authority.
- While the FY 11/12 AWP, version 3 has not been approved by the Authority, it is being used as the basis of reporting work completed to date documented in the August MPR and Invoice. Work tasks not included in AWP 3 are summarized in the RC MPR and will be incorporated in AWP version 4, which will be submitted next month for approval.
- Limited progress is being made overall, with Preliminary Engineering and Environmental studies, significantly below that planned to date for FY 11/12. While the Alternatives Analysis has slipped a further month to September 2011, it is essential that engineering commences on other disciplines associated around the alignment (tunnels, viaducts, utilities etc). RM to review scope and schedule with RC. The RC only achieved 15% of planned FY AWP scope for the month.

- The Palmdale to LA section (below) includes concerns in relation to extended schedule and revisions required to FY 11/12 AWP scope, should Grapevine studies be taken further to the same level of detail as the Antelope Valley (AV) alignments.
- Environmental field studies were halted due to budget restrictions in June 2011 and need to be restarted. Lost time for certain seasonal measurements will now require further analysis next season to complement the information currently obtained. Studies will also be required in association with High Voltage (HV) supply alignment corridors (see below) and for the new T3 alignment alternative through the Mojave Desert.
- Ability to deliver HV power to the isolated mountain areas of the alignment has not yet been resolved, such that a new transmission corridor may be required with corresponding additional engineering, and environmental field survey requirements in the spring of 2012. RM/RC to resolve with EMT Systems. Working session will be set up next month to discuss this and other technical issues.
- Approval of Key Staff: The RC continues to wait for approval of the submitted Personnel Request Form (PRF) for Tim Corcoran – Integration Manager, as noted in the Fresno to Bakersfield section of this report.

Palmdale to Los Angeles

- The RC's schedule continues to suffer slippage with deliverable dates delayed for a number of reasons. The RM is working with the RC to mitigate affects and recover time where possible:
 - Presentation of Grapevine Conceptual Studies has slipped from the August to the November Board Meeting, also delaying the Supplemental AA for the Palmdale to Sylmar section of the alignment. This has resulted in 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.
 - Should the Board approve the proposal to continue studies of the Grapevine alternatives to the same level of engineering and environmental detail as the AV alignments allowing overall comparison of options in an all-encompassing Alternatives Analysis document, it will likely add between 9 to 12 months to the overall schedule. This is while scoping is undertaken, and full environmental analysis/engineering design completed. This will also need to be incorporated into the overall Project Master Schedule and the FY 11/12 AWP scope for both this section and the Bakersfield to Palmdale section will need to be revisited.
- There remains strong opposition to the Project alignment alternatives in the Acton/Agua Dulce area. The Antelope Valley cities remain opposed to the Grapevine studies. The Project has asked that these cities demonstrate economic viability for alignments through the AV and support the project in attempting to resolve issues with the Acton/Agua Dulce communities. It could receive some additional assistance in this area from LA Metro management. The RM is working with the RC and other stakeholders to develop a strategy to address community concerns and reduce opposition to the planned alignments in this area
- Agreement is required with UPRR (and LA Metro / Metrolink) to progress the Project's desire to share UPRR-owned or operated ROW through the San Fernando Valley and the corridor through Palmdale, where the most cost effective alignments with least impact to the communities, are proposed. LA Metro owns much of the ROW intended for use, and must be a part of the overall discussions with the UPRR. Metrolink operates trains on the ROW.
- The AWP, version 4 was submitted to the Authority, but has not yet been approved.

Los Angeles to Anaheim

- BNSF is a major ROW owner in the LA County portion of the section and it is vital that agreement is reached for the implementation of the HST system on BNSF's portion of the LOSSAN Corridor. BNSF appears to agree with a Joint Corridor Use Agreement mechanism of collaboration. Upon concept approval of this mechanism, BNSF claims it will provide technical input. Review meetings are required with BNSF to refine track relocations, crossover locations and Hobart Yard modifications.
- The LOSSAN Corridor between LA and Anaheim is generally a 110 MPH rail corridor with adjacent residential, commercial and industrial properties. There has been strong concern over potential impacts to adjacent properties that may occur upon the introduction of HST. The RC has prepared a white paper for consideration of proposed variances in track spacing/cross section that may reduce the amount of ROW required. 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 development of the Phased Implementation projects that may provide an early investment opportunity in the section. PMT will set up a task force with RC to develop criteria and standards to address a Class 7 railroad.
- The various LOSSAN corridor organizations/agencies (passenger and freight) each have separate infrastructure plans. The ongoing consolidated ridership modeling is aimed at developing a coordinated rail service plan with an accompanying coordinated infrastructure plan to support it. Due to the institutional infrastructure complexity of the LOSSAN Corridor, identification and development of the phased implementation projects may take longer than anticipated. Development of the phased implementation projects is intended to integrate Authority objectives, input from the So Cal Passenger Rail Planning Coalition, suggestions from the RC and consolidated ridership needs. The RC FY11/12 AWP schedule anticipates the potential projects for a phased implementation effort to be included in the preview final 15% PE submittal, scheduled for December 2011 (to support the Environmental schedule objectives) and the Final 15% PE (including phased implementation plan) scheduled for June, 2012. A delay in developing a list of projects to advance by the end of September 2011 will impact the engineering schedule and the subsequent environmental analysis. The PMT and the RC will set up a task force to develop criteria. PMT has requested that the RC develop a preliminary list of suggested projects. Discussions began in August and will continue in September on the various infrastructure plans of the Coalition members (near, medium and long-term planning horizons). Concurrence from the agencies will be sought through the monthly rail coalition sessions.
- The LAUS site is a very complex location that will require a coordinated effort to implement, e.g. the shared services separate prior to their entrance to LAUS, necessary fire roads around the perimeter of the track area, pedestrian circulation, etc. A meeting was conducted with Metrolink and its consultant (HDR) to review the platform width scenarios to meet the TM guidance as previously noted. A follow-up dispersed parking session is needed with City LA and Metro. Also, a charette session is needed with Metro once lines of communication have been cleared.
- Coordination with OCTA and the City of Anaheim continues over ARTIC station. Two meetings were conducted during August to ensure consistent understanding of each parties goals and objectives. A dispersed parking discussion will begin with OCTA and Anaheim shortly, with the RC continuing to refine the alternatives to meet all goals.
- No further engineering work was completed on the proposed Maintenance Yards for the Anaheim and Montebello sites, following verbal Authority direction that the Palmdale to LA

- section will include the maintenance facilities. The RC is awaiting written direction to remove these Maintenance Yards from its scope.
- The RC MPR requests that direction be provided from PMT/Authority on whether to proceed with over-night storage at LAUS in the vicinity of 8th Street, or in the vicinity of the ARTIC station.
 - Based on recent changes to the EMS template provided to the RC teams for incorporation, the time frame between the issuance of the Administrative draft and the NOD/ROD continues to be refined to incorporate recent experiences in the two Central Valley draft environmental documents. The RC will submit a schedule for review and discussions will take place in October to confirm the range of alternatives and what is to be included/excluded. Confirmation of the appropriate pace of development of the Section is required from the Authority.
 - The RC's FY 11/12 AWP, version 3 was submitted to the Authority. However, formal approval has not been provided, with an LNTP currently in place.

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 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 received a LNTP, but total budget availability for FY 11/12 and subsequent years remains a concern.
- Based on the RC Earned Value data, the project is operating 11.1 percent under budget and 2.3 percent behind schedule. Variation in budget and schedule are attributable to a realignment of activities and expectations requested by the Authority, based on limitations in overall funding for the Altamont Corridor. Activities included committing additional time and effort to the early refinement of alternatives, through stakeholder participation, working group presentations and team analysis. This work continues with current focus on the Supplemental Alternatives Analysis Report. The rationale for greater effort in the alternatives analysis process and public outreach is based in a desire to limit the number of alternatives for design and to be investigated in a future draft EIR/EIS. The current schedule established as part of the FY 11/12 AWP process is based on anticipated annual funding levels over the next five years.

Task 6. Right-of-Way Acquisition and Assessment

This Task is being managed by the Authority, with support provided by Paragon Partners, a sub-consultant to the PMT. Work accomplished by Paragon Partners is reported as follows:

Key developments and accomplishments

Sub-Task 6.01 Right-of-way Program Management

- Oversight, Coordination and Reporting: During August support was provided to the Director of Real Property by attending meetings, participating in conference calls and offering advice/input on relevant real estate issues/matters.
- Optimize and Maintain ROW Management Database: The system is complete pending implementation. Hardware procurement and placement of server remain outstanding. An instruction to stop work was received from the Authority/PMT in July.

Sub-Task 6.02 Right-of-way Guidelines and Management Approach

- Maintain Caltrans' ROW Manual for Authority Use: In June, Caltrans provided the Authority with the Microsoft Office Word version of the Caltrans Manual. A draft version of the Manual was completed for the Authority and provided to the Authority's Director of Real Property.
- Comments on the Draft Manual are awaited.
- Implement Delegation of Authority Recommendations: Comments on the draft delegations were received and modifications are in process.

Sub-Task 6.03 Standardization of Right-of-way Acquisition Process

- Maintain Forms and Documents Using Caltrans' Standards: In June, Caltrans provided the Authority with the Microsoft Office Word version of the Caltrans Exhibits. Caltrans Forms were not provided and there is no expectation that they will be provided in the future. Customization of the Exhibits and Forms to complement the Authority Manual referenced in Sub-task 6.02 is ongoing.
 - The scope of this work is to modify the Forms and Exhibits for five (5) Chapters. As the Manual chapters are interrelated, modification of the Forms and Exhibits for eleven (11) Chapters is recommended and is being undertaken.
 - In August, draft initial edits to Exhibits for five Chapters and the Forms for two Chapters have been completed by administrative staff. Initial edits to Exhibits for two additional Chapters are in process.
- Update and Support Existing ROW Software: The system is complete and pending implementation. The system is complete pending implementation. Hardware procurement and placement of server remain outstanding. An instruction to stop work was received from the Authority/PMT in July.
- Maintain and Enhance ROW Software for Program Wide Use: See Above.

Sub-Task 6.04 Acquisition Strategy and Protocols

- No activity this period

Sub-Task 6.05 Relocation Planning

- Draft Relocation Impact Report: RC prepared a Draft Report for the initial construction segment. Report is being reviewed and analyzed.
- Prepare Relocation Plans: Schedule for the activity is to be determined.

Sub-task 6.06 Right-of-Way Engineering and Appraisal

- LAUS Evaluation: The LAUS Appraisal was completed in June and delivered to the Authority Director of Real Property. Due to the sensitivity of this potential acquisition, knowledge of and access to the appraisal has been controlled.
 - A study to accompany the valuation report is being considered.
 - An updated and validated train count is needed.

Sub-task 6.07 Acquisitions

- LAUS Due Diligence: Schedule to be determined.
- Public Agency, Utility Company, Special District Property Acquisition: Schedule to be determined.

Sub-task 6.08 Relocation and Property Management

- Temporary and permanent Relocation Assistance Oversight and Coordination: Schedule to be determined.
- Business, Residence, Farm Relocation Assistance: Schedule to be determined.
- Interim (During Construction) Property/Asset Management: Schedule to be determined.

Issues and Areas of Concern

- Sub-task 6.01:
 - ROW Database pending implementation approval. Hardware procurement and placement of server remain outstanding.
- Sub-task 6.02:
 - The original scope of work for this task was to modify five (5) chapters of the Manual. (Chapter 7: Appraisal; Chapter 8: Acquisition; Chapter 10: Relocation; Chapter 11: Property Management and Chapter 16: Excess Land). However, all chapters in the base Caltrans Manual reference companion chapters. Early in the Manual preparation process it was determined that due to the interdependence of the chapters, modification of only five (5) chapters was not advisable; therefore, eleven (11) chapters were modified.
 - The Manual and Delegations of Authority are intended to be developed in conjunction with the development of the Authority infrastructure and authority determinations.
- Sub-task 6.03:
 - The original scope of work for a portion of this task was to modify the Forms and Exhibits for five (5) chapters of the Manual. It was based on the expectation that Forms and Exhibits in an electronic format would be provided by Caltrans. In June, Caltrans provided the Exhibits in an electronic format that permits changes, but the electronic format for the Forms have not been tendered and there is no reasonable expectation that they will be provided.
 - Forms and Exhibits for eleven (11) chapters are required as the Manual and its Exhibits and Forms are inextricably intertwined.
 - Clarity is needed as to whether Caltrans refusal to provide the Forms is a result of lack of access to the base documents or whether it is a lack of permission. Staff is customizing the Forms, however clarification is urgently needed to verify that the use of these Forms is within the permissions granted by Caltrans.
 - The budget for modification of the Forms and Exhibits was based on the modifications to five (5) Chapters. Forms and Exhibits for eleven (11) Chapters are required in order to obtain optimal functionality of the Manual. In order to increase the rapidity in which the Forms and Exhibits are undergoing initial revisions,

augmentation of the approved list of employees to include additional administrative staff is suggested.

- Sub-task 6.04:
 - Preliminary ROW Requirement Reports from the RCs for each of the project segments are being collected for review and evaluation.
- Sub-task 6.05:
 - The Draft Report for the initial construction segment prepared by the RC is in review.
- Sub-task 6.06:
 - LAUS Evaluation:
 - A study to accompany the valuation report is being considered.
 - An updated and validated train count is needed.

Task 7. Railroad Operations Planning and Ridership/Revenue Forecasting

Key developments and accomplishments

Sub-Task 7.1 Operations Management

- 7.01.01 - Operations Service Plan Studies and Coordination
 - Continued participation and contribution in Business Plan development efforts for operations and maintenance issues including “Phased Implementation Strategies”.
 - Continued to develop supporting documentation for Operations and Maintenance (O&M) costs and furnish that information to the Authorities financial consultant KPMG.
 - Directed staff in preparation of a Safety and Security Policy briefing for PMT Senior Staff on August 19 and August 24.
 - Presented alternatives for Shared LOSSAN Corridor use to Authority representatives and RCs.
 - Further 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. Began written reports for appendices of the Business Plan.
 - Managed continued coordination and design reviews with the Engineering Management Team (EMT) as required.
 - Progressed operations assessment of Caltrain Corridor for “Blended Service” approach, including capacity assessment for HST on existing Caltrain alignment. Attended meetings with Caltrain on component parts of the Caltrain version of a capacity analysis. The Team also conducted an analysis of LTK model methodology to ensure proper validation of Caltrain results.
 - Conducted initial contact with UIC group lead by M. Loubinoux to establish scope for UIC sponsored “Peer Review “ of Life/Safety, Maintenance, Train Operations and other component elements of CHST.
 - Attended meeting with MTC consultant to review MTC Capacity model results.
- 7.01.02 – Design and Alternatives Analysis Review
 - Managed continued coordination, alignment reviews and trip time/speed analysis with Regional Teams as required.
 - Attended monthly EMT progress meeting.
- 7.01.03- Group Coordination and Progress Reporting

- Updated the weekly input for the PMT 90-Day and Weekly look-ahead planning documents. Prepared Progress report for Monthly submittal.

Sub-Task 7.2 Operations Planning

Work accomplished

- 7.2.1/7.2.2 Service Design and Service Planning:
 - Completed service plans and fleet size requirements used for the Business Plan composition process for following phases based on the revised ridership forecast results:
 - IOS (2 alternatives)
 - Bay to Basin
 - Phase 1
- 7.2.10 Safety and Security Planning:
 - Presented strategy for System Safety and Security Management to senior PMT Staff. Drafted and finalized 100-Series TMs for Safety/Security Policy Statement for Executive Committee and Project Committee review.
 - Prepared initial draft of Construction Safety and Security Program requirements for Procurement Group.

Sub-Task 7.3 Ridership and Revenue Forecasting

- Sub-subtask 7.3.1 Ongoing Forecasts:
 - Completed runs for six scenarios:
 - 11.027 (IOS candidate - Merced to Palmdale, feeders as access mode)
 - 11.028a-d (IOS South – Merced to San Fernando, feeders as access mode)
 - 11.029a-e (IOS candidate – San Jose to San Fernando)
 - 11.030a-b (Bay to Basin, revised frequency, feeders as access mode)
 - 11.031a-d (IOS North – San Jose & Merced to Palmdale)
 - 11.017a-c (Phase 1 – alternative “low” forecast base)
 - Completed coding alternate population and employment forecasts into existing model structure for scenario 11.017.
 - Incorporated May 2011 survey trip-making rates in model for scenario 11.017.
 - Presented Business Plan scenario results to senior Authority and PMT staff.
 - Adjusted Business Plan scenario results to reflect start-up years, added markets, and service changes. Prepared year-by-year 2020/2060 ramp up of riders and revenue for 24 scenarios requested by KPMG and entered in their spreadsheet.
- Sub-sub-task 7.3.2 EIR/EIS Support, Public Explanation:
 - Met with Authority Peer Review Panel in San Francisco to present results of May 2011 survey and impact on trip-making patterns, review progress on defining next generation model and answer questions related to review of current model structure and forecasts.
 - Continued work with business plan development team on O&M costs and detailed scenario definition. Presented results for Business Plan scenarios to senior Authority and PMT staff.
 - Revised O&M methodology for Business Plan work in response to review of O&M cost paper from Japanese ministry, comments on business approach from Authority CEO and review of capital replacement costs and timing with KPMG.
 - Prepared year-by-year 2019/2060 ramp-up of O&M cost for 24 scenarios requested by KPMG and entered into their spreadsheet.
 - Obtained final approval of station area parking guidance re-issue.

- Drafted and submitted several versions of chapter on ridership and revenue and chapter portion on O&M costs. Began work on technical memo supporting the ridership and revenue work for the Business Plan.

Sub-Task 7.4 Ridership and Revenue Model Upgrades and Updates

- Sub-sub-task 7.4.1 Manage and coordinate work
 - Prepared progress report for July 2011 CS activities in Sub-sub-task 7.4, and incorporated in PB report on overall activity.
- Sub-sub-task 7.4.2 Data collection:
 - Continued to update description of 2008 travel conditions based on UC Davis data as well as other data collected by CS.
 - Began review of classification of trips, method of sample expansion to the full state population, and effect on trips rates in the May 2011 survey data as requested by Peer Review Panel.
- Sub-sub-task 7.4.3 Model enhancements:
 - No activity this period.

Sub-Task 7.5 Maintenance

- 7.5.1 – Maintenance of Infrastructure
 - Prepared spreadsheet analysis of Life Cycle MOI Infrastructure component replacement costs.
 - Completed Work Breakdown Structure of O&M Scope of Work with timeline schedule details.
 - Research for comparative costing and life-cycle replacement characteristics of infrastructure components internationally.
 - Organized and presented two HSR Technology Testing and Inspection presentations for HSR Technical Staff with MERMEC and ENSCO.
 - Work with CAPEX/KPMG/EMT to clarify Track Systems/Structures nominal Life Cycles.
 - Research of HS technology and maintenance practices for analysis and incorporation in the CHST MOI requirements.
 - Worked with Safety and Security to develop Aerial and At-Grade ROW access requirements.
- 7.5.2 – Maintenance of Rolling Stock
 - Reviewed and revised the Rolling Stock Maintenance Plan and Maintenance Facility requirements. Developed draft Maintenance cycle plan.
 - Developing maintenance cycles of the trainsets
 - Initiated discussion with EMT regarding system RAMS requirements for Rolling Stock
 - 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 so as to agree 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
 - Conducted review of comments from Communication EMT on communications content and with Electric Traction EMT on TES sections and prepared revisions in Conops on applicable sections.
- 7.6.2 – Passenger Station Operating Plan
 - Reviewed comments received pertaining to Station Operations Plan.

- Participated in architects meeting regarding the station building footprints.
- 7.6.3 – Operation Control Center
 - No activity this period.
- 7.6.4 – “On Train” Operations and On-Board Services
 - No activity this period.

Issues and Areas of Concern

- None.

Action items and planned work next month

Task 7.1 Operations Management Requirements

- Will continue participation and contribution in Business Plan development efforts for operations and maintenance issues including “Phased Implementation Strategies”. Continue to develop supporting documentation for O&M costs and furnish that information to KPMG.
- Continue Safety and Security Policy meetings.
- Continue to refine 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. Continue written reports for appendices of the Business plan
- Manage continued coordination and design reviews with the Engineering Management Team (EMT) as required.
- Work with Peninsula team to finish Caltrain Capacity Study.
- Manage continued coordination, alignment reviews and trip time/speed analysis with Regional Teams as required.
- Attend monthly EMT progress meeting
- Update the weekly input for the PMT 90 Day and Weekly look-ahead planning documents

Task 7.2 Operations Planning

- Revise service plans and fleet size requirements for following phases based on the revised ridership forecast results:
 - IOS (2 alternatives)
 - Bay to Basin
 - Phase 1
- Resume development of Preliminary Hazard Analyses.
- Hold initial outreach meetings with Fresno City FD, Fresno County FD, Tulare County FD.
- Continue to develop Safety and Security strategy within the PMT and the Authority by establishing working Committees
- Conduct on-going TVA interviews and initiate Construction Security Plan.
- Develop plans to conduct comment review on Safety and Security sections and prepare revisions as necessary

Task 7.3 Ridership and Revenue Forecasting

- Conduct several Phase 1 runs for scenarios improving LOSSAN service and feeder connections to HST.
- Continue to respond to legal, board, legislative, and other questions.
- Complete Phase 1 scenario sensitivity testing, and various IOS extension testing of riders and revenue.

- Assist KPMG and PB Consult complete draft cash flow and benefit cost analyses.
- Assist with complete draft of business plan chapters and tech memos on ridership and revenue and operating and maintenance cost.
- Present additional information on HST and regional rail service in the LOSSAN corridor for the Southern California Passenger Rail Coalition Group.

Sub-Task 7.4 Ridership and Revenue Model Upgrades and Updates

- Begin calibration of improved model to 2008 travel data
- Begin drafting report on data and network upgrades

Sub-Task 7.5 Maintenance

- Further develop RAMS requirements and coordination of same.
- Develop more detail for Life Cycle replacements and costing. Site specific Infrastructure facility detail development with Regional Teams.
- Work with ICS design teams to establish MOI Facilities and Siding locations.
- Provide further review of RofI access locations where practical.
- Final review and distribution of MOI Facilities and Siding General Requirements.
- Refinement of draft maintenance cycle plan for rolling stock.
- Development of Phased Implementation Plan for Maintenance of Rolling Stock and Facilities requirements.
- Development of alternative MOE Facility layout for a northern IOS section

Task 8. Commercial Operations

- Worked with the AG and Authority to develop draft Conflict of Interest Policy for public comments.
- Received comments from the FRA regarding initial draft of the ICS Small Business Plan and submitted a revised draft for FRA review.
- Continued work toward staffing for development of the contract documents, including the necessary manuals for construction.
- Completed initial draft of Request for Qualifications and submitted to the FRA for review.
- Continued discussion with Authority and AG on proposed Owner-Controlled Insurance Program contract language.
- 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 and Associates to develop the Construction Contract Small Business Compliance Plan and Reporting Requirements for the ICS.
- 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 (IDIQ) A&E RFQs.

Agreements, MOUs/MOAs and Permits (AMMPs)

Key Developments and Accomplishments

- PMT continued to contact Third Party Entities (TPE) to validate accuracy of identified conflicts, discuss project concerns and obtain examples of contract terms, previously negotiated with other agencies similar to the Authority.

Issues and Areas of concern

- In order to be able to proceed to the next phases (Draft in Progress and Legal Review) with Third Party Utilities (TPUs) the PMT must have either an approved Agreement Template(s) prepared or have current draft agreements reviewed and edited in a timely manner by legal staff in both the PMT and Authority, before providing to the TPUs for legal review.
 - The Agreement Template is needed for TPUs which do not have either preferred sample utility agreement language or templates available and request an agreement drafted by the Authority/PMT.
 - The Sample Utility Agreement Language requested from each TPU is to be used as reference material to draft the Master Utility Agreements for each TPU in order to reduce negotiation time between the parties.
- Many TPUs have expressed concern regarding available resources to review the EIR/EIS documents and confirm conflicts for all proposed alignments. The TPUs would prefer to only deal with one rather than multiple alignments.
- TPUs also raised concerns regarding how the re-design and relocation work will be paid for and if they will be able to use local consultants for the work on their facilities.
- While most TPUs have been receptive to the project, some have expressed concerns.

Planned Work Next Month

- Meetings between the PMT and Authority to discuss the current status of the Third Party Agreements and contracting procedures.
- PMT continue to meet with TPUs as scheduled.

Task 9. Program-wide Planning Activities

Task 9.1- Station Area Planning

Sub-Task 9.1.1- Transportation and Community Planning

- The Authority has not released Station Area Planning funds (due to state contracting issues) and, beyond application development, limited direct engagement station area planning activities has occurred with local jurisdictions. However, the PMT continues to develop related technical memoranda and supporting documentation in preparation for Station Area Planning Funding Agreements release with an emphasis on coordination and training of RC and local staff.
- A focused review of applicable international experience in station development continues with specific analysis of the Spanish HSR system.
- Los Angeles Metro has begun work on the LA Union Station Master Plan (station area planning). This planning effort is neither currently part of the Authority's station area planning funding agreement program nor part of the Task 9 FY 11/12 AWP scope of work. However, as an important component of our Phase 1 program, we are participating to ensure that HST interests are considered.
- Work continues with the federal Sustainability Partners (USEPA/HUD/DOT) to ensure their planning grants and our station area planning funding are coordinated and complementary. Local recipients are being asked to report to both the state and federal governments concerning how these separate funding programs (but related planning efforts) will work together. Specific program requirements are under development.

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

- The FY 2011/12 AWP did not fund this activity and no targeted work has been done to engage the development community.

Sub-Task 9.1.3- Transit Connectivity

- Due to the delay in distribution of the Station Area Planning funding agreements, the only transit connectivity coordination has come through commenting on funding agreement applications.
- An initial inventory has begun to identify the status of transit connectivity for each HST station. However, full transit agency and related stakeholder engagement will occur after the Station Area Planning funding agreements have been executed.
- Initiated discussions with Caltrans' Division of Rail on the concept of operating the San Joaquin Amtrak service on the new HSR's initial construction segment if high-speed rail operations are delayed. Additionally, we discussed opportunities to collaborate on transitional or "blended" systems that could support early initial operating segments.

Sub-Task 9.1.4- Station Design Oversight

- Station design elements were addressed in the development of the final draft versions of TM 2.2.5 HST Station Descriptions and TM 200.06 Aesthetic Guidelines (see Sub-Task 9.2 for more detail).
- Advised SJ-Merced RCs on potential program framework for maintenance agreements.

Sub-Task 9.1.5- Concession Planning

- The FY 2011/12 AWP did not fund this activity.

Task 9.2- High-Speed Track System Planning

Sub-Task 9.2.1- Visual and Aesthetic Design Guidelines

- Continued work with the SJ - Merced Visual Design Guidelines is helping in the development of the program level Visual and Aesthetic Design Guidelines. Specific additions have been made to the Aesthetic Guidelines for Non-Station Structures, TM 200.06, based on the San Jose experience. The key emphasis has been on the development of Roles and Responsibilities.
- Visual design guidance has led to the need to define acceptable “air space” activities that will be allowed within the HST right-of-way. Since this will require new policy development, key factors are being inventoried and Caltrans’ air space encroachment permit process is being analyzed for adoption by the Authority.
- Working with local jurisdictions, we have identified the need for new policy concerning public art within the HST right-of-way. Issues are being framed to assess roles and responsibilities and, similar to “air space” uses, an encroachment permit process may be developed.
- Final aesthetic revisions have been made to TM 2.2.5 HST Station Descriptions.

Task 9.3- Agency Planning

Sub-Task 9.3.1- CHSRA Planning Fund Agreements

- Continued review and comment on Station Area Planning Funding Agreements submitted by the cities of San Jose, Gilroy, Merced, Fresno, Bakersfield and Palmdale. These applications are working through various stages of review, but no funding agreements have been executed. There remain a number of specific State contracting issues that the Authority must resolve before agreements can be executed.

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

- Participated in an invitation only Strategy Growth Council Strategic Planning Workshop to establish objectives and action plans for the next year. HSR is recognized as a critical solution for California’s mobility needs and integral to the Council’s broader sustainability objectives. The Council reinforced its commitment to coordinate the next round of Prop 84 grants to ensure HST station planning and transit connectivity are embedded in the grant criteria.

Sub-Task 9.3.3- Vision California

- Vision California planning and modeling tool information has been incorporated in the 2012 Business Plan and has helped to define co-benefits.
- Work has begun within the eight Central Valley counties to establish a coordinate assessment of land use scenarios. Vision California will use the Rapid Fire program to map performance measures and outcomes of different growth scenarios.

Sub-Task 9.3.4- California State Rail Plan

- Coordination with the California State Rail Plan continues with monthly meetings with Caltrans staff, and railroad representatives. Additional technical level meetings are being formed to support the broader program. The consultant’s scope of work is still being developed.

Task 9.4- Sustainability

Sub-Task 9.4.1- Construction Practices and Materials

- Additional coordination was required for the Authority's initial RFQs to ensure sustainability policy commitments are being addressed. This program will be further developed for the later RFPs.
- New issues identified during the RFQ process and initial construction contracts discussion are being considered in the development of our draft Construction Practices and Material Sustainability policy. Additionally, meetings with USEPA have helped to inform Authority policy development.

Sub-Task 9.4.2- Facility and Fleet Energy Efficiency Guidance

- Last month's Sustainability Planning Partnership MOU (Authority, FRA/USDOT, USHUD and USEPA) has continued generated interest and requests for information. "Planning for California's Green Future" is a key emphasis and this MOU positions the CHSRA to lead the nation in sustainable transportation.
- Further analysis and target-setting discussions have been initiated with PMT architects.
- This month's APTA conference in LA included a brief panel discussion on CHSRA's planning activities.

Sub-Task 9.4.3- Renewable Energy and Conservation Strategies

- Provided guidance through bi-weekly phone conferences with the National Renewable Energy Laboratory (USEPA Technical Assistance Program). In the preparation of our Strategic Energy Plan, NREL has finalized the workplan, developed survey questions and conducted key state and national stakeholders survey. Survey results are being formulated and will be used to direct the remaining analysis.

Sub-Task 9.4.4- Modal Alternative Analysis

- The FY 2011/12 AWP did not fund this activity.

Task 9.5- Stakeholder Coordination

Sub-Task 9.5.1- Environmental Stakeholders

- Worked with Next Generation regarding meetings with Cal PIRG, NRDC, Transform and Climate Plan on the HSR Business Plan. This preliminary inventory of issues will lead to building consensus and support for the program.
- Met with ClimatePlan to discuss HSR's role within the broader sustainable and equitable development (land use/transportation)
- Met with Conservation Strategy Group to discuss conservation and urban infill orientated development.

Sub-Task 9.5.2- Agriculture Stakeholders

- Working with Independent AG consultant to review applicable international experience with agriculture operations adjacent to the Spanish HSR system. Spain's experience emphasized compatibility and minimum impacts.
- Supporting agriculture policy documentation was provided for the Senate Select Committee on HSR hearing.

Sub-Task 9.5.3- Transportation and Community Planning Stakeholders

- Coordination and support for the San Joaquin Regional Rail Commission efforts to synchronize HSR and regional commuter rail operations. Transition and blended strategies were explored.

- Reviewed recommendations from Californians For High-Speed Rail on Business Plan development and station area planning value-capture.
- Participated in the California Interregional Blueprint Initiative meeting sponsored by Caltrans with a focus on HSR's role in the blueprint process and how funding and modeling programs can be coordinated.

Sub-Task 9.5.4- Advance Mitigation

- This work has been delayed as directed by Lupe Jimenez. After the present draft EIR/EIS documents have been processed.

Sub-Task 9.5.5- Climate Change Policy Compliance

- No reporting has been requested to comply with AB 32 guidelines. Program compliance is being reviewed by the Governors Administration.

Sub-Task 9.5.6- Ridership Peer Review Panel

- Significant support has been required for the Ridership Peer Review Panel as it prepared a second report on the CHSRA's (Cambridge Systematics) modeling program. This report is a significant step forward in verification and support for ridership and revenue forecasts used in the current EIR/EIS and 2012 Business Plan development. A third summary report is now being considered.
- Continued oversight of an independent sketch planning analysis of Cambridge Systematics ridership and revenue forecasting process is underway. This includes an international scan of modeling efforts. Preliminary results indicate the CS modeling program is reasonable and within expected ranges. However, the final report has not been completed.

Task 9.6- Customer Experience

Sub-Task 9.6.1- Customer Service – Planning and Branding

- The FY 2011/12 AWP did not fund this activity.

Sub-Task 9.6.2- Marketing Guidance

- The FY 2011/12 AWP did not fund this activity.

Issues and Concerns

- Staffing for the FY 11/12 AWP Task 9 is progressing but not completed. Task 9 is supported by four full-time Sacramento based positions and four FTE positions. At this time only the two of the full-time positions have been confirmed (the Program Manager and Sustainability Manager- who starts on October 12, 2011). The two remaining Sacramento based transportation planning position are still being screening. The remaining FTEs will be supported by independent consultants and PMT staff from various offices. Less than two FTE have been assigned work at this time and the delay in completing the entire staffing program 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) and to oversee Task 9 related elements.

Railroad Negotiations

Key developments and accomplishments

- SCRRRA/MetroLink: A reimbursement agreement was submitted to MetroLink for execution. This agreement will provide for services by MetroLink including the review of and comment on the Authority designs and planning phases of the Project. SCRRRA approved the agreement at its August 12 meeting and then forward it to DGS and Authority for final approval.
- Orange County Transportation Authority (OCTA): The Reimbursement Agreement was executed by OCTA. This document was 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 its 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 the Authority. 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 the Authority. 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 it is 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.

Issues and Concerns

- California Public Utility Commission (CPUC) Proposed Ruling Making; CPUC requested the Authority work with affected freight railroads and operating intercity and commuter rail passenger operators related to the proposed Ruling Making for the system wide electrification of the required 25 Kv overhead lines. Formal presentations have been made to Caltrain, Amtrak, LACMTA, SCRRRA, OCTA UPRR and BNSF in June and July. Formal comments have already been received from Caltrain and Amtrak to the draft Proposed Ruling Making with comments from LACMTA, UPRR and BNSF anticipated in September.

Task 10. Construction Management

Key developments and accomplishments

- Held workshops with core Construction Management (CM) group and ICS/IOS Construction Planning Deputy to develop the HSR Program's base CM operating philosophy. This is based on the premise that Design-Build teams will be responsible for implementing and performing self-verification and validation. Roles and responsibilities of the PMT CM home office and field staff were discussed and are currently being refined and integrated in the CM procedures, and manuals.
- Commenced work on development of the overarching Construction Management Operating policies and principles.
- Developing Draft Construction Management Operations Policy for home office and field office functions.
- Supported procurement team in identifying EMT requisite technical deliverables as well as conducted quality assurance reviews of the documents for accuracy and consistency.
- Commenced development of a draft CM Planning document for use in the RFP.
- Developed Flow diagrams depicting managerial processes to be employed by the PMT CM team and several supporting procedures including:
 - Construction Administration Procedure
 - Preconstruction Meeting Procedure
 - Submittal Procedure
- Developing Construction Management Manuals for:
 - Construction Safety and Security
 - Quality
- The CM is supporting Environmental staff with the construction air quality analysis for the Central Valley.

PMT Summary Schedule

See attached