



Program Management Team
Quarterly Progress Report

to the

CAHSRA Board Operations Committee

March 2012



PMT Quarterly Progress Report – March 2012

Environmental Milestone Schedule

Section/Activity	Assigned Weight	5%	15%	5%	12%	13%	33%	5%	10%	2%	100%	30% Design							
		Scoping Report	Board Briefing to Approve Release of the AA Report	Release Preliminary AA Report	Board Briefing to Approve Supplemental AA Report	Release Supplemental AA Report	Checkpoint A Concurrence	Draft Technical Reports	Checkpoint B Concurrence	Admin Draft EIR/EIS Submitted to FRA/USACE	15% Design	Draft EIR/EIS to Public Review	Checkpoint C Concurrence	Final EIR/EIS	NOD/ROD	Percent Complete Toward NOD/ROD			
San Francisco - San Jose	Baseline Current PMT Target Actual / Current RC Plan % Complete	May-12 Mar-10 A Mar-10 A 100%	Apr-10 Apr-10 A Apr-10 A	Apr-10 Apr-10 A Apr-10 A	Jul-10 Aug-10 A Aug-10 A	Jul-10 Aug-10 A Aug-10 A	Mar-12 Apr-12	Sep-10 Sep-13 Aug-14	Jul-12 Aug-12	Sep-10 Dec-13 Nov-14	Oct-10 May-13 May-14	Oct-10 Feb-14 Jan-15	Jun-14 May-15	Jul-11 Oct-14 Sep-15	Sep-11 Dec-14 Nov-15	0%	0%	69%	Sep-11 Sep-15 Aug-16
San Jose - Merced	Baseline Current PMT Target Actual / Current RC Plan % Complete	Oct-12 Mar-10 A Mar-10 A 100%	May-10 Mar-10 A Mar-10 A	May-10 Jun-10 A Jun-10 A	Aug-10 Jun-11 A Jun-11 A	Aug-10 Jun-11 A Jun-11 A	Nov-11 A Nov-11 A	Apr-11 Sep-12 Sep-12	Sep-12 Oct-12	Apr-11 Nov-12 Jan-13	Dec-10 Oct-12 Feb-13	Jul-11 Feb-13 Apr-13	Jun-13 Aug-13	Feb-12 Oct-13 Dec-13	Apr-12 Dec-13 Feb-14	0%	0%	75%	Mar-12 Nov-14 Dec-15
Merced - Fresno	Baseline Current PMT Target Actual / Current RC Plan % Complete	Mar-10 Mar-10 A Mar-10 A 100%	Apr-10 Apr-10 A Apr-10 A	Apr-10 Apr-10 A Apr-10 A	Jun-10 Aug-10 A Aug-10 A	Jun-10 Aug-10 A Aug-10 A	Feb-11 A Feb-11 A	Aug-10 Sep-10 A Sep-10 A	Jun-11 A Jun-11 A	Aug-10 May-11 A May-11 A	Sep-10 Jul-11 A Jul-11 A	Nov-10 Aug-11 A Aug-11 A	Mar-12 Mar-12 A	Jun-11 May-12 May-12	Aug-11 Jun-12 Jun-12	0%	0%	97%	Aug-11 Mar-12 Apr-12
Fresno - Bakersfield	Baseline Current PMT Target Actual / Current RC Plan % Complete	Mar-10 Mar-10 A Mar-10 A 100%	Dec-09 Jun-10 A Jun-10 A	Mar-10 Jun-10 A Jun-10 A	Jun-10 Dec-11 A Dec-11 A	Jun-10 Dec-11 A Dec-11 A	Feb-11 A Feb-11 A	Sep-10 Mar-12 May-12	May-12 Jul-11 A	Sep-10 Mar-12 Mar-12 A	Aug-10 Mar-12 May-12	Jan-11 Jun-12 Jun-12	Sep-12 Sep-12	Jun-11 Dec-12 Dec-12	Aug-11 Jan-13 Jan-13	0%	0%	84%	Aug-11 Jun-13 Nov-13
Bakersfield - Palmdale	Baseline Current PMT Target Actual / Current RC Plan % Complete	Mar-10 Mar-10 A Mar-10 A 100%	Aug-10 Sep-10 A Sep-10 A	Aug-10 Aug-10 A Aug-10 A	Oct-10 Feb-12 A Feb-12 A	Nov-10 Feb-12 A Feb-12 A	Jun-12 Jul-12	Sep-11 Nov-12 Nov-12	Oct-12 Dec-12	Sep-11 Feb-13 Feb-13	Nov-11 Feb-13 Feb-13	Dec-11 May-13 May-13	Sep-13 Aug-13	Jun-12 Dec-13 Dec-13	Sep-12 Feb-14 Feb-14	0%	0%	44%	Sep-12 Aug-14 Jun-14
Palmdale - Los Angeles	Baseline Current PMT Target Actual / Current RC Plan % Complete	Jun-09 Mar-10 A Mar-10 A 100%	May-10 Jul-10 A Jul-10 A	May-10 Jul-10 A Jul-10 A	Aug-10 Apr-12 Apr-12	Aug-10 Apr-12 Apr-12	May-12 May-12	Oct-10 Jan-13 Jan-13	Sep-12 Sep-12	Oct-10 Oct-12 Oct-12	Oct-10 Sep-12 Sep-12	Jan-11 Feb-13 Feb-13	Apr-13 May-13	Aug-11 Aug-13 Sep-13	Oct-11 Oct-13 Nov-13	0%	0%	65%	Jun-12 Apr-14 Apr-14
Los Angeles - Anaheim	Baseline Current PMT Target Actual / Current RC Plan % Complete	Aug-09 Mar-10 A Mar-10 A 100%	Not Applicable Applicable	Apr-09 Apr-09 A Apr-09 A	Jun-10 Jul-10 A Jul-10 A	Jun-10 Jul-10 A Jul-10 A	Aug-12 Sep-12	Sep-10 Aug-13 Jun-13	Feb-13 Feb-13	Sep-10 Sep 13 Aug-13	Aug-10 Mar-13 Mar-13	Jan-11 Feb-14 Feb-14	Jun-14 Apr-14	Jul-11 Sep-14 Aug-14	Sep-11 Dec-14 Dec-14	0%	0%	65%	Aug-11 Jun-15 Jun-15
Los Angeles - San Diego	Baseline Actual / Current Plan % Complete	Jun-10 Jun-10 A 100%	Jul-10 Mar-11 A	Jul-10 Mar-11 A	Dec-12	Dec-12	TBD	TBD	TBD	Feb-15	Feb-15	Aug-15	TBD	Mar-17	Jun-17	20%		Sep-17	
Merced - Sacramento	Baseline Actual / Current Plan % Complete	Feb-10 Apr-10 A 100%	Aug-12	Sep-12 70%	TBD	TBD	TBD	TBD	TBD	Feb-15	Feb-16	Aug-16	TBD	Mar-18	Jun-18	16%		Sep-17	
Allamont Corridor	Baseline Actual / Current Plan % Complete	Feb-10 Mar-10 A 100%	Nov-10 Feb-11 A 100%	Dec-10 Feb-11 A 100%	Oct-12	TBD	TBD	TBD	TBD	Feb-15	Feb-16	Aug-16	TBD	Mar-18	Jun-18	25%		Sep-17	

Blue text = Actual dates / Red text indicates a date change from last month's EMS

Notes:

1. "Current PMT Target" dates reflect target dates based the Program's discussions and working agreements with environmental review and approval agencies
2. "Actual / Current RC Plan" dates reflect what is currently shown in the RC schedules
3. % Progress is updated from the Regional Consultant's Monthly Progress Reports (MPRs)
4. Merced - Fresno: 30% Design will be prepared in several packages. The 30% Design date shown above reflects completion for the first contract package
5. San Francisco to San Jose Section Environmental Milestone Schedule is pending further direction from the Authority.
6. Phase 2 Sections will be rescheduled when anticipated funding levels are forecast.

Prepared for the March 2012 MPR

Executive Summary of PMT Activities

The following paragraphs identify the recent major Accomplishments and Key Issues for the program during the period of January 1, 2012 through March 31, 2012. More specific and detailed information about these items is included in the PMT and respective Regional Consultant Monthly Progress Reports.

ACCOMPLISHMENTS

- **Business Plan:** Completed the Revised 2012 Business Plan for presentation at the April 5 Board meeting. Also revised the Funding Plan for Board actions.
- **Procurement:** Received and evaluated five submitted responses to the Request for Qualifications (RFQ) for Construction Package 1 (CP1), and selected all five firms for the short list. Issued formal Request for Proposal (RFP) to these teams on March 21. Preparing the first RFP addendum to be issued in May. Receiving and processing Requests for Information (RFIs) in accordance with the Authority procedure.
- **Right of Way:** Received ROW funding for preliminary ROW activities in January 2012. However, the ROW schedule and resultant Construction Schedule are at risk due to the schedule delay caused by the lack of funding for ROW acquisition activities. Potential schedule slippage is difficult to quantify due to the number of variables involved. Anticipate that appraisals will begin in April for those parcels in the first constructed packages within the Merced to Fresno section, since there has been a designation of the preferred alternative. This will allow negotiations to commence after the NOD/ROD and receipt of funding, and all other necessary requirements are in place in the Summer and Fall of 2012, and proceed with first written offers to the property owners.
- **Engineering and Design Management:** Prepared and submitted responses to the FRA comments on draft procurement drawings for Contract Package 1A. Incorporated technical documents, including design criteria, standard drawings and technical specifications in the RFP. Presented Verification and Validation as well as Self-certification approach to the Authority. Completed the CHSTP Design Criteria Manual for inclusion in the RFP for Contract Package 1. This is the first manual prepared in the United States that provides design criteria for infrastructure and systems elements for 220 mph high-speed train operation.
- **Environmental:** Work by the PMT Regional Consultants and approving State and Federal agencies continues to progress toward target dates shown on the attached Environmental Milestone Schedule, which is updated on a monthly basis.
- **Small and Disadvantaged Business Enterprise Program:** Completed a 75-day public comment period regarding the draft Small and Disadvantaged Business Enterprise

(S/DBE) Program with over 430 comments received. Each comment was considered for inclusion in the S/DBE Program. Revised the draft S/DBE Program accordingly for presentation at the April Board Meeting. Presented the Title VI Program Policy and Plan at the March Board Meeting. The Board adopted the Policy and approved the Plan. Completed an 85-day Solicitation of Interest for membership on the 20 member Authority Business Advisory Council. Participated in two S/DBE Forums in Fresno.

- **San Francisco to San Jose:** Work on the Draft EIR/EIS continues to be on hold, pending outcome of the review of a “blended system” with Caltrain. Continued work in support of the San Jose to Merced Draft EIR/EIS, primarily in the San Jose Station area. Continued progress on the Partially Revised Program DEIR, as well as focusing on completing responses to comments and technical memos to support the environmental analysis.
- **San Jose to Merced:** Completed a revised Visual Design Guidelines draft including Roles and Responsibilities, for discussion with the City of San Jose Community Working Group. The guidelines were well received by both the Working Group and City, with the Authority agreeing to conduct additional outreach to engage the wider community before approval by the City Council and HSRA Board.
- **Merced to Fresno:** Received Checkpoint C letters of Concurrence for EPA and Corps of Engineers.
- **Fresno to Bakersfield:** Submitted Administrative Draft of the Revised Draft EIR/ Supplemental EIS to the FRA, USEPA and Corps of Engineers.
- **Bakersfield to Palmdale:** Presented the Supplemental Alternatives Analysis (SAA) to the Board in February. Continued refining the environmental footprint in support of the SAA. Collecting data and scheduling staff for field surveys and preparation of technical reports. Continued 15% alignment design development.
- **Palmdale to Los Angeles:** Updated the Draft SAA based on FRA and Authority comments. Drafted a Memorandum of Understanding (MOU) which identifies local transportation improvements along Metro-owned right of way proposed to be shared by the high-speed train.
- **Los Angeles to Anaheim:** Continued to focus on identifying phased implementation projects and defining blended operations and early investment opportunities, as discussed in the Revised 2012 Business Plan.
- **Los Angeles to San Diego:** The Authority approved funds to continue coordination and support in this section. Coordination activities included meeting in San Diego with Intermodal Transit Terminal stakeholders.

- **Merced to Sacramento:** Continued revisions to the Preliminary Alternative Analysis report for presentation to the Board at its August 2012 meeting. The team is providing support in developing blended service concepts for a consolidated Northern California rail network in conjunction with the San Joaquin Rail Commission.
- **Altamont Corridor:** Continued refinements of alternatives as part of development of the SAA report. Examining efforts required to analyze this corridor as it relates to future potential operation of conventional rail in the first section of the Central Valley (integrated services), and the concept of blended services as feeders to the high-speed train.
- **Revenue and Ridership:** Attended three day "blended service" FRA sponsored workshop with rail service providers from ACE, Caltrans division of Rail, Caltrain, Metrolink and various funding Agencies to determine scope for blended services linking CHSTP to the State Rail Plan and providing integrated conventional rail service designed to increase ridership on the high speed rail system while providing early benefit to the rail riding public in the State of California. Conducted forecast runs and prepared analysis for selected operating scenario options. Prepared extensive materials for inclusion in the Revised 2012 Business Plan. Participated in the Ridership Peer Review Panel meeting including presentation to and follow-up responses to panel questions.
- **Program-wide Planning:** Supported development of strategy to implement the 2012 Revised Business Plan's "blended" systems/operation approach. A series of meetings are being held with the City of Fresno to address aesthetic design guidelines for non-station structure improvements, which may serve as a Program wide framework. The "Sustainability, Livability Communities Team," consisting of State and Federal agencies, continues to meet to ensure maximum coordination between all involved entities.
- **Program Management/Construction Management:** Conducted a two-day value engineering workshop, which identified a number of potential savings across the parcels in the first constructed packages. Conducted a two-day Construction Schedule Risk Workshop for CP1 to identify opportunities to reduce risk. Developed the RFI process specifically for the RFP phase of CP1. Evaluated Statement of Qualifications (SOQ), involving participation in the past performance, key personnel and the technical sub-committees. Compiled past performance and key personnel sub-committee report.
- **FY 12/13 Annual Work Program (AWP):** Initiated work on AWP with proposed scope, hours and costs for FY 12/13, as well as forecasts of annual expenditures through completion of the NOD/RODs and 30% Designs.

KEY ISSUES

- **Right of Way (ROW):** The ROW schedule and resultant Construction Schedule are at risk due to the lack of funding for ROW acquisition activities. Work to access available funding must be progressed as quickly as possible in order to minimize delay. Additionally, it is not clear whether expenditure of capital funds can begin after the NOD/ROD or whether an additional legislative approval process is required, potentially delaying acquisitions until early Fall 2012.

- **Environmental:**
 - The Merced to Fresno Biological Assessment (BA) was submitted to the US Fish and Wildlife Service (FWS) and National Marine Fisheries Service (NMFS) on December 1, 2011. These agencies have 135 days to review and render their Biological Opinion (BO). The 135-day period ends April 16, 2012. In March, the USFWS raised design issues related to wildlife permeability and additional wildlife crossings have been proposed in response to their concerns. As a result, changes are being incorporated into the Final EIR/EIS to secure the BO prior to the issuance of the ROD. Issuance of the USFWS BO is not expected to occur until June 1, 2012.
 - Funding limitations will delay permitting activities during FY 11/12, which will place these activities on the critical path to ensure that permits from the resource agencies are in place by February 2013, one month following anticipated issuance of a Notice to Proceed.
 - The schedule for the MF Section 106 consultation process with the local agencies (City and County of Fresno and City of Madera) and the Section 4(f) "di minimis" concurrence by the City of Madera and California Department of Fish and Game for Riverside Park Camp Pashayan, respectively, are on the critical path and will be required to complete prior to issuance of the ROD. The Section 106 consultation requires expedited review periods by the agencies and the Section 4(f) concurrence has not yet been secured.
 - The Bureau of Reclamation raised Section 106 issues related to HSR crossings of their irrigation canals in late March just before the close of the agency comment period. These issues are currently being addressed.
 - Section environmental schedules need to be rectified with the Section 404 (b)1 MOU Checkpoint process to better integrate the two processes. This is to ensure that the Authority has the benefit of EPA and USACE input into the selection of alternatives (Supplemental AA process) and the input of the Least Environmental Damaging Practicable Alternative (LEDPA) prior to identifying an Authority preferred alternative.

- **Funding for procurement of Construction Management Services:** Funds need to be available by August 2012 in order to contract for Design-Build work on a schedule to meet the 2012 Revised Business Plan operational systems requirement dates.

- **Power Supply:** Currently there is no high-voltage power supply in the Bakersfield-Palmdale Tehachapi Mountains. This is a critical path for Southern California Edison to design, receive environmental clearance, and construct the feeder lines and subsystems, and may require advance funding by the HSR program. Agreements to support feasibility and impact studies by Southern California Edison need to be executed and funded to allow progress.
- **Railroad Agreements:** Negotiations of Agreements with both the BNSF and UPRR are underway, but are progressing slowly due to the requirements by the State and Federal funding agencies to include contract flow down provisions, which are objectionable to the railroads. Both railroads have also raised indemnification as a broad issue, which must be addressed before negotiations can be concluded.