

California High-Speed Rail Authority
Projects & Initiatives Report
June 2019

Key:								
■	Satisfactory, no corrective action	↔	No Change	COMPLETED				
◆	Caution, need for corrective action now or soon	↑	Trending Up	▲	At or under Timeline / Budget			
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★	On Hold	M#	Milestone (IT Projects)					
Projects	Division	Milestones/Status	Start Date	End Date	Timeline Rating	Timeline Trend	Budget Rating	Budget Trend
Northern CA Region San Francisco to San Jose	Program Delivery Joe Hedges	Perform Environmental Planning, Engineering and Support Services and obtain ROD: Board Selection of Preliminary Preferred Alternative for Draft EIR/EIS: 08/31/2018 12/31/2019 9/30/2019; Publish Draft EIR/EIS: 1/24/2019 3/31/2020; Publish Final EIR/EIS and Obtain ROD: 1/23/2020 03/31/2021. The revised dates are consistent with the Project Delivery Baseline Plan and dates to be posted on the Federal Dashboard. The budgets and forecasts reflect the approved Baseline.	1/1/2016	7/31/2018 1/31/2020 3/31/2021	■	↔	■	↔
Northern CA Region San Jose to Merced	Program Delivery Joe Hedges	Board Selection of Preliminary Preferred Alternative for Draft EIR/EIS: 05/31/2018 09/30/2019; Publish Draft EIR/EIS: 10/21/2018 12/31/2019; Publish Final EIR/EIS and Obtain ROD: 10/17/2019 11/30/2020. The revised dates are consistent with the Project Delivery Baseline Plan and dates to be posted on the Federal Dashboard. The budgets and forecasts reflect the approved Baseline.	1/1/2016	8/31/2018 10/31/2019 10/17/2019 11/30/2020	■	↔	■	↔
Northern CA Region Civil Packages	Program Delivery Joe Hedges	Future civil contracts will proceed only when all prerequisites are in place. We will not advance until we obtain funding, environmental approvals, complete all necessary third-party agreements and advance right of way acquisition for the segment. The Project Development Schedules align with the Baseline Plan and identify activities and procurements that need to proceed to complete the prerequisites for the Civil Packages. We anticipate using design-build for the next set of major civil works contracts, but we will continue to consider other procurement models that best match the levels of complexity of future contracts including early/enabling works.	TBD	TBD 4/1/2027	n/a	n/a	n/a	n/a
Central Region Central Valley Wye (CVY)	Program Delivery Joe Hedges	Perform Environmental Planning, Engineering and Support Services and obtain ROD: Board Selection of Preliminary Preferred Alternative for Draft SEIR/SEIS: Completed; Publish Draft EIR/EIS: 3/5/2018 9/30/2018 9/1/2018 3/15/19 TBD 4/26/19 5/3/19; Publish Final EIR/EIS and Obtain ROD NOD: 3/10/2019 7/31/2019 1/3/20 TBD 2/12/20 . These dates have slipped due to FRA delays in issuing NEPA Assignment. Dates reflect CEQA milestones only. The Authority is in communication with FRA about NEPA assignment and is evaluating options. The revised dates are not consistent with the Project Delivery Baseline Plan and dates to be posted on the Federal Dashboard. The budgets and forecasts have been updated to reflect the current need for resolution on path forward for completing environmental clearance for CEQA and NEPA forecast for ROD date changes. Delays will have day to day impacts on the CVY ROD schedule. The Authority is advancing the CVY draft supplemental EIR/EIS under a CEQA-First strategy. The Draft EIR/EIS was released under CEQA on May 3, 2019 and the public comment period will close on June 20, 2019. The Authority and Regional Consultants will then begin preparing responses to comments received and preparing the Final EIR. The Authority will proceed with releasing the Draft EIR/EIS under the State authority under the California Environmental Quality Act (CEQA) under a CEQA first strategy to advance the environmental review. The Authority is currently evaluating options and risks associated with the delays to NEPA and the Record of Decision (ROD).	12/10/2012	2/28/2018 8/31/2018 3/31/2019 3/10/2019 7/31/2019 1/3/2020 TBD	●	↓	■	↔
Central Region Heavy Maintenance Facility (HMF)	Program Delivery Joe Hedges	Perform Environmental Planning, Engineering and Support Services and obtain ROD: Awaiting Board Selection of Preliminary Preferred Alternative for Draft EIR/EIS: TBD; Publish Draft EIR/EIS: TBD; Publish Final EIR/EIS and Obtain ROD: TBD Schedule update pending further coordination with FRA.	8/1/2015	TBD	★	↔	★	↔

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Locally Generated Alternative (F-B)	Program Delivery Joe Hedges	Perform Environmental Planning, Engineering and Support Services and Obtain ROD: Board Selection of Preliminary Preferred Alternative for Draft EIR/EIS: Completed; Publish Draft Supplemental EIR/EIS: Completed; Publish Final Supplemental EIR and NOD: 10/31/2018; Publish EIS and Obtain ROD: TBD, pending NEPA/FRA approval. Obtaining FRA approval to publish the Final EIR/EIS for LGA has been delayed and resulted in the Authority taking CEQA action in October 2018, prior to FRA's NEPA decision. Supplemental Final EIR was approved by the Board on October 16, 2018 and NOD issued Oct. 17, 2018. The Authority is in communication with the FRA about NEPA assignment and is evaluating options. Delays will have day to day impacts on the CVY ROD schedule. The Authority is currently evaluating options and risks associated with these delays.	7/26/2015	8/31/2017 1/31/2018 10/31/2018 10/4/2018 TBD	●	↓	■	↔	
Track and Systems	Rail Delivery Joe Hedges	Documents are being completed to be procurement ready. Milestones to be determined. February March 2019 Business Oversight Committee approved legal support to complete the procurement documents to shelf-ready status. Industry Draft ready on May 10 for Issuance to Industry for review and comment. Procurement milestones to be determined.	TBD	TBD	n/a	n/a	n/a	n/a	
Southern CA Region Bakersfield to Palmdale	Program Delivery Joe Hedges	Perform Environmental Planning, Engineering and Support Services and Obtain ROD: Board Selection of Preliminary Preferred Alternative for Draft EIR/EIS: 3/14/2018 10/31/2018 Completed; Publish Draft EIR/EIS: 6/1/2018 7/31/2019; Publish Final EIR/EIS and Obtain ROD: 6/5/2019 6/30/2020. The revised dates are consistent with the Project Delivery Baseline Plan and dates to be posted on the Federal Dashboard. The budgets and forecasts reflect the approved Baseline.	3/14/2014	3/31/2018 6/30/2019 6/5/2019 6/30/2020	■	↔	■	↔	
Southern CA Region Palmdale to Burbank	Program Delivery Joe Hedges	Perform Environmental Planning, Engineering and Support Services and Obtain ROD: Board Selection of Preliminary Preferred Alternative for Draft EIR/EIS: 4/11/2018 11/30/2018 Completed; Publish Draft EIR/EIS: 10/22/2018 12/31/2019; Publish Final EIR/EIS and Obtain ROD: 1/1/2020 1/31/2021. The revised dates are consistent with the Project Delivery Baseline Plan and dates to be posted on the Federal Dashboard. The budgets and forecasts have been updated to reflect the revised ROD date changes.	7/1/2015	9/30/2018 1/31/2020 1/1/2020 1/31/2021	■	↔	◆	↔	
Southern CA Region Burbank to Los Angeles	Program Delivery Joe Hedges	Perform Environmental Planning, Engineering and Support Services and Obtain ROD: Board Selection of Preliminary Preferred Alternative for Draft EIR/EIS: 3/14/2018 11/30/2018 Completed; Publish Draft EIR/EIS: 5/30/2018 9/30/2019; Publish Final EIR/EIS and Obtain ROD: 2/27/2019 7/31/2020 The revised dates are consistent with the Project Delivery Baseline Plan and dates to be posted on the Federal Dashboard. The budgets and forecasts reflect the approved Baseline.	7/1/2015	5/31/2018 2/28/2019 2/27/2019 7/31/2020	■	↔	◆	↔	
Southern CA Region Los Angeles to Anaheim	Program Delivery Joe Hedges	Perform Environmental Planning, Engineering and Support Services and Obtain ROD: Board Selection of Preliminary Preferred Alternative for Draft EIR/EIS: 3/14/2018 11/30/2018 Completed; Publish Draft EIR/EIS: 5/20/2018 11/30/2018 ; TBD; Publish Final EIR/EIS and Obtain ROD: 3/1/2019 10/31/2019 TBD. Business Oversight Committee (BOC, Feb 2019) approved extension of ROD/NOD to Nov 2021 and budget increase to account for inclusion of additional BNSF facilities. The revised dates are consistent with the Project Delivery Baseline Plan and dates to be posted on the Federal Dashboard. The budgets and forecasts reflect the approved Baseline. There are currently project issues being addressed with Southern CA stakeholders that will delay publishing Draft EIR/EIS.	7/1/2015	6/30/2018 3/31/2019 3/1/2019 10/30/2019 10/31/2019 TBD	●	↓	●	↓	

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South Early Investment	Program Delivery Joe Hedges	<ul style="list-style-type: none"> Connectivity Projects (Metrolink/LOSSAN/NCTD PTC, MTS Blue Line, Metro Regional Connector, Metrolink locomotives and cars): Funds expended; projects in operation or under construction/delivery Southern California MOU (grade separations, LA Union Station): Project development underway by lead agencies, Rosecrans/Marquardt Grade Separation Project Management and Funding Agreement executed (HSR17-19). Will provide early benefits to Southern California while setting the stage for future high-speed rail. 	TBD	TBD	n/a	n/a	n/a	n/a	
Southern CA Region Civil Packages	Program Delivery Joe Hedges	Milestones to be determined.	TBD	4/16/2020 TBD	n/a	n/a	n/a	n/a	
High-Speed Rail Trains	Rail Delivery Joe Hedges	Documents are being completed to be procurement ready. Milestones to be determined. March 2019 Business Oversight Committee approved legal support to complete procurement documents to be shelf-ready. Milestones to be determined.	TBD	TBD	n/a	n/a	n/a	n/a	
North Early Investment (Caltrain Modernization / Electrification Program)	Program Delivery Joe Hedges	Electrification project implemented by Caltrain will both electrify and modernize the Caltrain system and at the same time provide the necessary foundational improvements for the Authority to run high-speed rail service to San Francisco. The Board has approved \$714M funding for this \$1.9B Caltrain project. Caltrain Electrification Ground Breaking occurred 7/21/17. To date approximately \$106.2M has been expended under HSR16-53 with \$36M is budgeted (\$32M encumbered) for the 2018-2019 fiscal year. To date approximately \$28.6M \$42.9M has been expended under HSR18-40 with \$149.2 encumbered for FY18/19.	7/21/17	Estimated 2022	n/a	n/a	n/a	n/a	
Hiring and Staffing	Administrative Office Jeannie Jones	<p>The Authority currently has a total of 226 authorized positions, 180 182 of which are currently filled. We have 46 44 total vacant positions that are either awaiting final offer, currently under recruitment or currently in the process of initiating recruitment. The Authority vacancy rate is currently 20.35% 19.47%.</p> <ul style="list-style-type: none"> 38 35 positions are under recruitment. Of the 38 35 under recruitment, eight (8) seven (7) are awaiting final offer. Eight (8) Nine (9) positions are in the process of initiating recruitment. 	7/1/2015	6/30/2016 12/31/2016 6/30/2017 ONGOING	◆	↔	n/a	↔	
Financial System (FIMS)	Financial Office Brian Annis	FISCal is not ready to integrate with other financial systems at this point. FIMS is on hold.	1/1/2016	12/31/2015 12/31/2016 7/1/2017 TBD	★	↔	★	↔	

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PMIS - Cost Management System	Program Delivery Patty Nisonger	<p>The PMIS Cost Management System (Ecosys EPC) will be the single source of program cost information and provide timely and accurate program cost reports. The solution addresses the program cost management lifecycle: (1) project/WBS set-up, (2) fund management, (3) estimation, (4) what-if analysis, (5) business plan budgeting, (6) expenditure tracking [actual invoiced and accrued cost], (7) earned value, (8) forecasting, (9) what-if forecast, (10) what-if change, (11) change management, (12) month close processing, and (13) program cost reporting. The solution will integrate with the Schedule Management System [P6], Project Cost Data Tables, and the Authority's security applications. The solution does not replace the Financial Management System need or FISCAL. 20 users are estimated.</p> <p>Approach: Deploy COTS system on AWS cloud through standard waterfall SDLC. Primarily configuration, limited customizations. No automated interface for financial data from FISCAL; invoice data will be manually entered. Historical data will be converted. Deployment delayed pending validation and mapping of historical data. No future phases or functionality defined. Due to the complexity of the system and required data validations, the acceptance period and project closeout may be extended.</p> <p>Milestones: M1: Initiation/PMP (Due 01/04/16, Completed 09/02/16); M2: Requirements (Due 07/05/16, Completed 09/27/16); M3: Design/Configuration (Due 10/21/16, Completed 08/14/17); M4: Testing (Due 11/14/16, Completed 09/27/17); M5: Data Readiness (Due 03/09/18, Completed 04/26/18); M6: UAT (Due 05/08/18, Completed 5/8/18); M7: Training (Due 05/08/18, Completed 5/8/18); M8: Go-Live (Due 05/25/18, Completed 5/23/18); M9: Closeout (Due 12/11/18 4/17/19). System is live, updates to support the 2018 Business Plan have been completed. Month end activities are complete; working on regular production schedule. Cap Outlay reports have been generated and match specifications. Parallel report generation and validation expected through March. Project closeout in April. FCP reports have been generated and match specification. Parallel report generation and validation in progress; two months of parallel FCP report validation completed with all defects resolved. Resolution of Cap Outlay Report defects in progress. Project has been completed.</p>	7/1/2015	1/5/2017 2/21/2017 7/14/2017 8/18/2017 10/18/2017 TBD 12/13/17 11/29/17 TBD 9/12/2018 12/11/18 4/17/19 Complete	▲	↔	▲	↔
Small Business Disadvantaged Business Program Plan Revision	Administrative Office Jeannie Jones	<p>The purpose of the Small Business Program Plan is to provide policies and requirements regarding this Program. This document is for the Small Business community, and is an external document that will be posted to the California High-Speed Rail Authority's public website.</p> <p>Received NOA for Draft 3 - 09/04/2018 and submitted to Authority's Deputy Contract Director on 09/11/2018. The Small Business team will continue to provide edits and respond to comments as additional internal and external reviews are completed.</p> <p>11/02/2018 - Received executed Change Request to modify Draft 4 acceptance criteria to enable consultant to submit Draft 4 to the Small Business Advocate.</p> <p>12/20/2018 - Small Business Advocate signed NOA for Draft 4.</p> <p>Acceptance Criteria: The Small Business Advocate started on 06/21/2018 and will continue the review of the SB Program Plan Revision.</p>	2/1/2017	6/30/2017 TBD 6/30/2020	■	↔	■	↔

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- ↓ Trending Down
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Projects	Division	Milestones/Status	Start Date	End Date	Timeline Rating	Timeline Trend	Budget Rating	Budget Trend
Title VI Program Plan Revision	Administrative Office Jeannie Jones	<p>The purpose of the Title VI Program Plan is to provide policies and requirements regarding this Program. This document is geared to the Title VI community and is an external document that will be posted to the California High-Speed Rail Authority's public website.</p> <p>Received NOA for Draft 2 - 09/04/2018 and submitted to Authority's Deputy Contract Director on 09/06/2018. The Title VI Civil Rights team will continue to provide edits and respond to comments as additional internal and external reviews are completed.</p> <p>11/02/2018 - Received executed Change Request to modify Draft 3 acceptance criteria to enable consultant to submit Draft 3 to the Small Business Advocate.</p> <p>12/19/2018 - Received NOA for Draft 3. Completed 3 review sessions with internal stakeholders during month of January, on track to submit Draft 4 to Task Lead and Manager for review on June 30, 2019.</p> <p>Acceptance Criteria:</p> <p>03/18/2019 - Finished Tier 2 Review (Small Business Advocate, Title VI Program Manager, Title VI Technical Associate)</p>	2/1/2017	6/30/2017 10/1/2017 6/30/2020	■	↔	■	↔
Central Region Construction Package 1 (CP1)	Program Delivery Joe Hedges	<p>The project consumed approximately 92.9% 94.3% of the approved contract duration through to the end of March April 2019; about 59.8% 60.2% of the current contract value has been earned during that time; In addition, work performed was as follows; Grading and compaction from Avenue 7 to San Joaquin River Viaduct (SJR); At Avenue 15, Four (4) girders have been set; Pavement and guardrail placement completed at Avenue 11 and working to finish the structure and move to Avenue 10; Downtown Fresno Viaduct footings concrete poured at abutment 43. The Authority is working with TPZP in establishing a Revised Baseline Schedule. The CP Team requested that TPZP submit the UPRR crossing applications and workplans together to reduce the approval timeframe. continued grading at irrigation and wildlife crossing box culvert; Guideway 1 wing walls construction; Avenue 12 start backfill at east abutment; Road 27 formworks, concrete pouring, and strip girder closures; San Joaquin River Viaduct (SJR) ongoing work at span barrier rail and anti-graffiti coating; Avenue 15 ongoing work at retaining wall footings; Avenue 11 final walkthrough and punch list; Avenue 8 final grade and installation of aggregate base rock; and Downtown Fresno Viaduct falsework girders leading up to SR99. TPZP and the PCM are working together to prioritize all UPRR submittals, such as utility crossing applications and work plans. The Authority is working with TPZP to conclude a Revised Baseline Schedule.</p>	10/15/2013	6/30/2019 (Substantial Completion) 8/31/2019 (Final Acceptance) 12/31/2020	●	↔	●	↔

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Central Region Construction Package 2-3 (CP2-3)	Program Delivery Joe Hedges	Based on the revised contract completion date of May 22, 2020, the project consumed approximately 76.3% 78.0% of the contract time through the end of March April 2019; about 44.6% 44.8% of the current contract amount has been earned during that time; design is forecast to be substantially complete by December 31, 2019. nine (9) of 13 Caltrans-impacted locations have SPR/concept approval; there are five (5) structures with design issues pushing that date (Nebraska OH - access for DFJV geotech rigs; Dutch John Cut - access for DFJV geotech rigs; Caltrans Curve Bridge - Caltrans; Cross Creek - CDFW; and Deer Creek - CDFW); Construction work underway includes demolition, earthwork, and utility relocations; HSR embankment from Houston to Lansing delayed due to weather; continuing structure works on Kent and Kansas Ave.; installation of diaphragm rebar for Kent Ave structure; construct bent cap for Kansas Ave structure; started excavation for Excelsior Ave structure abutments; AT&T and Frontier relocations are underway at fifteen (15) locations; DFJV precast plant has satisfactorily completed casting girders for eleven (11) bridges; There are nine critical PG&E relocation sites and PG&E has approved the design for these nine locations. The project team is arranging an inspection/walkthrough with PG&E for these sites to allow the contractor to commence works. DFJV is expected to mobilize in early May 2019 to start work. abutment works in Excelsior Ave overcrossing; AT&T and Frontier relocations are underway at fifteen (15) locations; DFJV precast plant has satisfactorily completed casting girders for eleven (11) bridges; There are nine critical PG&E relocation sites and PG&E has approved the design for these nine locations. The project team is arranging an inspection/walkthrough with PG&E for these sites to allow the contractor to commence works. DFJV is expected to mobilize in early May 2019 to start work.	7/25/2015	6/14/2019 (Substantial Completion) 5/22/2020 (Final Acceptance) 3/31/2022	●	↔	◆	↔	
Central Region Construction Package 4 (CP4)	Program Delivery Joe Hedges	The project consumed approximately 56.8% 58.3% of the contract time through the end of March April 2019; about 26.2% 36% of the current contract amount has been earned during that time; the Authority and the Contractor executed a change order (CO-00032) that represented a settlement agreement regarding project delay through the period of January 31, 2019. The settlement also included the resolution of specified disputed change orders. The agreement increased the contract value by \$40.5M and an extended completion milestones by 25 months. The Contractor is currently developing a revised baseline schedule consistent with the contract provisions. Beyond the settlement are a number of the identified issues which include significant potential cost impacts, such as the potential additional scope of work at SR-46, and the IPB requirement changes based on Authority directives. The SR46 scope addition is due to the third party agreement with Kern County and Caltrans. The IPB is not new, it is due to changing requirements of railroads and resulting design criteria.	3/1/2016 4/15/2016	8/28/2019 4/4/2019 (Substantial Completion) 6/3/2019 (Final Acceptance) 8/31/2021	●	↔	◆	↔	

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