

California High Speed Rail Authority
Projects & Initiatives Report
December 2018

Key:

■	Satisfactory, no corrective action	↔	No Change	COMPLETED
◆	Caution, need for corrective action now or soon	↑	Trending Up	▲ At or under Timeline / Budget
●	Escalate, immediate corrective action required	↓	Trending Down	▼ Over budget Timeline / Budget
★	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 Roy Hill	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; Publish Draft EIR/EIS: 1/24/2019 3/31/2020; Publish Final EIR/EIS and Obtain ROD: 1/31/2020 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 Roy Hill	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 Roy Hill	Future civil contracts will proceed only when all prerequisites are in place. We will not advance until we obtain environmental approvals, complete all necessary third-party agreements and advance right of way acquisition for the segment. The Project Development Schedules are being updated to align with the Baseline Plan and identify activities and procurements that need to proceed to complete the prerequisites for the Civil Packages. The tunnel symposium planning preparations continue. The Program target is to make a decision on authorizing the preparation of civil packages in Northern California by March 2019. 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 Roy Hill	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 9/4/2018; Publish Final EIR/EIS and Obtain ROD: 3/10/2019 7/31/2019. 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. The delay in obtaining the FRA approval to circulate the Draft EIR/EIS for the CVY will likely delay its public 45-day circulation. The Authority is now awaiting NEPA Assignment to release the Supplemental Draft EIR/EIS.	12/10/2012	2/28/2018 8/31/2018 3/31/2019 3/10/2019 7/31/2019	●	↓	■	↔
Central Region Heavy Maintenance Facility (HMF)	Program Delivery Roy Hill	Perform Environmental Planning, Engineering and Support Services and obtain ROD: 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	★	↔	★	↔
Locally Generated Alternative (F-B)	Program Delivery Roy Hill	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 may result in the Authority taking CEQA action in October, prior to FRA's NEPA decision. This action may impact ROD delivery. Supplemental Final EIR was approved by the Board on October 16, 2018.	7/26/2015	8/31/2017 1/31/2018 10/31/2018 10/4/2018 TBD	●	↓	■	↔
Central Region Construction Package 1 (CP1)	Program Delivery Roy Hill	The project consumed approximately 82.9% 84.4% 85.8% of the contract time through the end of September October 2018. About 56.1% 56.9% 57.7% of the current contract amount has been spent during that time. The CP1 Design-Build contractual substantial completion date currently is 08/31/2019 which was revised via change order for delays up through December 2015. There are several significant issues that will affect the new contractual completion date. Currently the main issues that will affect the contract completion date are: the storm drain ROW, AT&T cut-over durations, UPRR submittal reviews, and Kinder Morgan pipeline relocation. The contractor has communicated 16 different delays that will affect the completion date. Additionally, there are several monetary issues that will significantly may affect the project budget. Major cost contributors are Intrusion Protect Barrier (IPB), Herndon Ave, North Extension, Excluded 3rd, Parties, and the MSE to CIP wall issue.	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 Roy Hill	Based on the revised completion date of May 22, 2020, the project consumed approximately 64.3% 66% 67.7% of the contract time through the end of September October 2018. About 39.0% 39.5% 41.3% of the current contract amount has been spent during that time. Delays have contributed to an extended design phase and is anticipated that much of the design will be substantially complete by mid- end of 2018. The field Operations to date primarily have included primarily clearing and grubbing, and earthwork, including embankment for the first 2.5 miles of guideway, embankment for the overhead structures at Kent and Kansas Avenues, embankment for the guideway between Floral and Nebraska Avenues, embankment for the guideway between Mountain View Avenue and Willow Avenue, and embankment for the guideway between Davis Avenue and State Route 43. The Authority staff and DFJV are working together to resolve issues associated with the commencement of construction for up to five overhead structures which would make for significant progress. DFJV submitted a revised baseline schedule as requested by the Change Order #45, however it has been rejected by the Authority as the submittal did not meet the contract requirements. CHSRA is working with DFJV in establishing a proposed revised schedule. The construction package end date has been changed to align with the recently approved 2018 Baseline. to agree and finalize the revised baseline schedule.	7/25/2015	6/14/2019 (Substantial Completion) 5/22/2020 (Final Acceptance) 3/31/2022	●	⋮	◆	↔
Central Region Construction Package 4 (CP4)	Program Delivery Roy Hill	The project consumed approximately 75.8% 78.5% 81.1% of time through the end of August September October 2018. About 20.9% 21.2% 21.5% of the budget has been spent during that time. The CP 4 Design-Build contract contractual completion date currently remains at the original contract date. There are several significant issues and identified potential changes that may affect the contractual completion date or require contractor mitigation to achieve the contractual completion date. These issues include challenges in third party coordination with both utilities and water districts, slow design progression by the Design-Build which directly impacts acquisition of right-of-way and environmental clearance, and the potential additional scope of work due to the widening of SR-46 underpass. In addition to potential delays to project completion, a number of the identified issues also include significant potential cost impacts, such as the potential additional scope of work at SR-46, and the impacts of Authority revisions to Intrusion Protection Barriers (IPB) requirements. Neither the potential SR-46 additional scope nor the changes to IPB were considered in the original determination of contingency amount for the CP 4 contract. The construction package end date has been changed to align with the recently approved 2018 Baseline.	3/1/2016 4/15/2016	8/28/2019 4/4/2019 (Substantial Completion) 6/3/2019 (Final Acceptance) 8/31/2021	●	⋮	◆	↔
Track and Systems	Rail Delivery Frank Vacca	Documents are being completed to be procurement ready. Milestones to be determined.	TBD	TBD	n/a	n/a	n/a	n/a
Southern CA Region Bakersfield to Palmdale	Program Delivery Roy Hill	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; Publish Draft EIR/EIS: 6/11/2018 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 Roy Hill	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; 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 not 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 Roy Hill	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; 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	■	↔	■	⋮

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Southern CA Region Los Angeles to Anaheim	Program Delivery Roy Hill	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; Publish Draft EIR/EIS: 5/20/2018 11/30/2018; date to be determined; Publish Final EIR/EIS and Obtain ROD: 3/1/2019 10/31/2019 TBD. 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	●	↔	■	↑	
High-Speed Rail Trains	Rail Delivery Frank Vacca	Refine and Finalize Performance Specifications: 10/17/2016; Issue Final Request for Proposal: TBD; Issue Notice to Proceed for Contract: TBD Documents are being completed to be procurement ready. Milestones to be determined.	TBD	TBD	n/a	n/a	n/a	n/a	
North Early Investment (Caltrain Modernization / Electrification Program)	Program Delivery Roy Hill	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 \$76.5 \$90.4M has been expended. \$36M is budgeted for the 2018-2019 fiscal year.	7/21/17	Estimated 2022	n/a	n/a	n/a	n/a	
South Early Investment	Program Delivery Roy Hill	• 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 Roy Hill	Milestones to be determined.	TBD	4/16/2020 TBD	n/a	n/a	n/a	n/a	
Hiring and Staffing	Administrative Office Jeannie Jones	The Authority currently has a total of 226 authorized positions, 194 190 of which are currently filled. We have 32 36 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 14.2% 15.9%. • 13 19 positions are under recruitment. Of the 13 19 under recruitment, two (2), three (3); zero (0) are awaiting final offer. • Seventeen (17) positions are in the process of initiating recruitment.	7/1/2015	6/30/2016 12/31/2016 6/30/2017 ONGOING	◆	↔	n/a	↔	

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Environmental Mitigation Management and Assessment Application - EMMA 2.0	Program Delivery Mark McLoughlin	<p>EMMA is a web-based geospatially enabled application created to assist the Authority with environmental compliance. Key functions include (1) maintaining CEQA documentation, approvals, and permits, (2) tracking compliance of environmental permits, (3) tracking mitigation efforts, and (4) tracking other environmental commitments prescribed by various regulatory agencies. 300+ users are estimated. Initial functionality was completed and accepted (5/31/17).</p> <p>Approach: Custom build application, deploy in cloud (Amazon Web Services) (complete). Utilizing Agile deployment. Additional enhancements and modules are planned in the next work plan, such as disconnected editing, dynamic help, cultural resource management, and mitigation tracking have been identified in Work Plan 2C. Enhancements and modules will be deployed at the end of each iteration cycle.</p> <p>Milestones: Identify and define business requirements (02/19/16); Assess Integration Requirements (03/04/16); Assess and procure software (3/25/16); Initial Functionality Design and Build (10/30/16); Initial Functionality Data Migration (11/11/16); Initial Functionality Test (12/23/16); Initial Functionality Deploy (01/02/17), Initial Functionality Scope Final Acceptance – 60 Day (5/31/17). Additional enhancements and modeled defined in Work Plan 2C.</p> <p>Iterations: M1: Project Charter (Due 07/03/17, Completed 07/03/17); M2: Iteration 1 Application Agent (Due 09/30/17, Completed 09/30/17); M3: Iteration 2 Agent Administrator (Due 12/31/17, Completed 12/31/17); M4: Iteration 3 System Administrator (Due 03/31/18, Completed 03/31/18); M5: Iteration 4 Sustainability Module Implementation (Due 06/30/18, Completed 6/30/18); M6: Iteration 5 Dashboards and Reporting Implementation (Due 09/30/18); M7: Iteration 6 Program Level Module Implementation (Due 12/31/18); M8: Project Closeout (Due 02/28/19).</p>	1/1/2016	10/31/2016 1/2/2017 3/28/2017 6/30/2017 TBD 5/31/2017 Initial Functionality Accepted Future-Enhancements TBD 2/28/19	■	↔	■	↔
Financial System (FIMS)	Financial Office Russell Fong	FI\$Cal 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	★	↔	★	↔
PMIS - Business Intelligence Center	Program Delivery Roy Hill	<p>The PMIS Business Intelligence Center or PMIS Portal is a reporting site that pulls and aggregates data from Risk Management System (RMS), Schedule Management System (P6), Cost Management System (Ecosys), Geographical Information System (GIS), and Safety Management System (ISMS).</p> <p>Approach: Development of the portal will be an iterative approach. The initial release will provide the initial connectivity with the identified systems that are in production and provide a set of reports received from Program Controls. Further iterations will be identified after requirements are identified from the sponsors and stakeholders.</p> <p>Milestones: M1: Sprint 1: Risk Management, Schedule (Due 10/13/17, Completed 10/13/17); M2: Sprint 2: GIS Server, Contract Management (Due 10/20/17, Completed 10/20/17); M3: Sprint 3: Fiscal Year Capture (Due 10/27/17, Completed 10/27/17); M4: Sprint 4: Additional Feature Field, DNS and Firewall Test (Due 11/03/17, Completed 11/03/17); M5: Sprint 5: Risk Module Integration (Due 11/10/17, Completed 11/10/17); M6: Sprint 6: DB Design and Architecture (Due 11/17/17, Completed 11/17/17); M7: Sprint 7: Testing (Due 11/22/17, Completed 11/22/17); M8: Prototype Release 1 (Due 11/22/17, Completed 12/15/17) Conceptual prototype has been released, however, project was developed out of scope and is under review. All work on the Portal has stopped while it is under review. This project has been cancelled.</p>	1/1/2016 Restart 9/22/2017 On hold Cancelled	12/30/2016 TBD Cancelled	★	↔	★	↔

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PMIS - Cost Management System	Program Delivery Roy Hill	<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 FI\$Cal. 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 FI\$Cal; 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). System is live, updates to support the 2018 Business Plan are in progress. Closeout will be delayed to allow for additional parallel report generation.</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	■	↔	◆	↔
Right of Way (ROW) Management System - geoAmps	Program Delivery Kristiyan Assouri	<p>The Right of Way (ROW) System (geoAMPS) is the Authority's tool for managing and tracking the acquisition of right of way property, including document generation for parcel ownership information, surveying, permitting, property management, and route planning. Key functions include (1) acquisition tracking, (2) relocation tracking, (3) condemnation tracking, (4) appraisals (5) property management, and (6) reporting. 100 users are estimated.</p> <p>Approach: Deploy system as a Software as a Service using Agile SDLC. Primarily configuration, limited customizations. Configuring modules to meet business workflow and process workflow by ROW discipline, which includes iterative building, testing, training and deployment of geoAMPS.</p> <p>Milestones: M1: Data Migration (Due 12/09/16, Completed 12/09/16); M2: Iteration 1 GIS Prototype (Due 03/03/17, Completed 03/03/17); M3: Iteration 2 Modules Package (Due 03/31/17, Completed 03/31/17); M4: Iteration 3 FedRAMP hosted Environment Setup (Due 03/31/17, Completed 03/03/17); M5: Iteration 4 Modules Package 2 (Due 04/15/17, Completed 04/15/17); M6: Iteration 5 Reports Package (Due 05/06/17, Completed 05/06/17); M7: System Security Plan (Due 05/26/17, Completed 05/26/17); M8: Iteration 6 Modules Integration (Due 06/01/17, Completed 06/01/17); M9: UAT and Regression Testing (Due 04/13/18, Completed 04/13/18); M10: Training (Due 4/20/18, Completed 04/27/18); M11: Pilot (Due 04/27/18, Completed 04/27/18); M12: Go-Live (Due 4/30/18, LATE, Completed 09/01/18); M13: Closeout (Due 8/31/18, LATE). Change Requests have been approved to implement that functionality as part of the current project effort, thus extending the Schedule as indicated by the revised milestone dates above. System cutover/go live completed on 9/1/2018. User acceptance period will run through the end of October and final closeout is anticipated on 11/2/18. This effort is complete.</p>	1/1/2017	12/29/2016 12/31/2017 2/28/2018 3/28/2018 6/30/2018 8/31/2018 11/2/2018	▲	↔	▲	↔

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Organization and Management Plan Program Management Plan	Program Delivery Roy Hill	The Program Management Plan final edits are complete and are waiting on approval from the Authority (CEO/COO) with an estimated completion date of October 15, 2018. The Program Management Plan was approved and published by the Authority on 10/8/2018.	4/1/2017	6/30/2017 TBD 12/30/17 02/28/18 04/30/2018 06/30/2018 8/21/2018 8/16/2018 8/31/2018 10/15/2018 10/8/2018	▲	↔	▲	↔
RDP Work Plan 2C Ext and Work Plan 3	Program Delivery Roy Hill	Development of Work Plan 3 was underway in collaboration with Authority Contracts staff. Scope, Deliverables and Resources are being identified and compiled for Work Plan 3 currently. The current RDP work plan 2C is being extended to September 30th. Work plan 3 is anticipated to commence October 1, 2018 and end June 30, 2020. Completed on October 15, 2018.	3/1/2016 1/2/2017 12/15/2017	6/15/2017 TBD 2/28/2018 6/30/2018 9/30/2018 10/15/2018	▼	↔	▼	↔
Small Business Disadvantaged Business Program Plan Revision	Program Delivery Roy Hill	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. 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. 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. Acceptance Criteria: The Small Business Advocate started on 06/21/2018 and will continue the review of the SB Program Plan Revision. The Plan Revision is considered complete when the Authority approves the final version, releases it to the public, and posts it to the Authority's website.	2/1/2017	6/30/2017 TBD	■	↑	■	↔
Title VI Program Plan Revision	Program Delivery Roy Hill	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. 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. 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. Acceptance Criteria: The Plan Revision is considered complete when the Authority approves the final version, releases it to the public, and posts it to the Authority's website.	2/1/2017	6/30/2017 TBD	■	↑	■	↔

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