



CAHSRA Program Monthly Progress Report

September 2010

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Foreword

This Monthly Progress Report covers work accomplished during the period from September 1, 2010 through September 30, 2010. It addresses work performed by the Program Management Team (PMT) and the eight Regional Consultants (RCs).

The PMT continues to work with the Regional Consultants on reporting progress using earned value methodology for the current planning stage of the program. This work is progressing well and will continue to evolve with the aim of articulating and expressing the value of work produced for the cost paid by the Authority.

Cost Performance Reports (based on earned value methodology) for the PMT as well as for six of the Regional Consultants which include data from the inception of the work through September 2010 are being analyzed. These reports show the Planned/Actual and Earned Value calculated percentage progress completeness as well as the Cost and Schedule Performance Indices for each. There will likely be some refinement in the results shown as the supporting data are validated and competency in the generation and use of the reports increase over the next few months.

These Monthly Progress Reports continue to be refined in response to management requests and best management practices. The project controls and reporting activities also continue to evolve in order to better capture the highlights, issues, concerns and progress for the project as it is moving toward NOD/ROD and 30% design. Implementation of these enhancements is an evolutionary process which will allow the major planning and environmental work to remain focused on the priority work necessary to achieve NOD/ROD and 30% design, while concurrently implementing the project controls and reporting process improvements and project controls improvements.

Environmental Milestones Schedule:

The Environmental Milestones Schedule has been updated to reflect current status through September. It defines the eleven (11) significant milestones/steps needed to obtain the critical Notice of Determination/Record of Decision (NOD/ROD) for each of the ten CAHSR sections. It shows the planned and actual dates for the accomplishment of these milestones and the percent completion of each step as determined by the responsible Regional Consultant and reviewed by the Regional Manager. Additionally, the current forecast completion date for each milestone is shown. The Percent Complete toward the NOD/ROD value has been calculated, based on a relative value of each milestone and its current status.

The Environmental Milestones Schedule (EMS) forecast dates have been updated for September using data extracted from each of the Regional Consultant's Summary Primavera Schedules. While the EMS indicates that work is on track to meet the Board Approved schedule for the four ARRA sections, the PMT has identified discrepancies between some of the forecast dates reported in August, the Regional Consultants Summary Primavera Schedules and their individual Environmental Milestone Summaries. With the award of the ARRA grant for the San Joaquin Valley and the focus of Authority, PMT and Regional Consultant staff to meet the schedule requirements, the overall program will be undergoing a complete reassessment and forecast over the next few weeks. Hence, the next issue of the Environmental Milestone Schedule will likely show significant changes.

Regional Consultant Teams:

The hours, costs and progress of the Regional Consultants and their sub-consultants are presented in each Regional Consultant's Monthly Progress Report submittal. These reports accompany each invoice submittal in addition to being provided to the Authority's Contracts Director and posted on the ProjectSolve2 website each month.

Planned and actual hours and costs for each Regional Consultant and the PMT are summarized in this Executive report.

Program Management Team:

The hours, costs and progress of this management group and its sub-consultants are presented in a separate report along with summary versions of its monthly activities and identification of key issues. This report has been extracted from the significantly more detailed information which is submitted to the Authority by the PMT as support for its monthly services invoice.

Program Summary Schedules:

Updates Summary Schedules for each Regional Consultant are an integral part of their respective monthly Progress Reports which are included as support to their monthly invoice submittals to the Authority. These schedules are extracts from their detailed schedules and are included as part of this report, as is the three page PMT summary schedule.

Environmental Milestones Schedule

	Assigned Weight	5%		15%		5%	12%	13%	33%	5%	10%	2%	100%
Section/Activity	Plan Actual/Forecast % complete	Scoping Report	Board Briefing to Approve Release of the AA Report	Release Preliminary Report AA	Board Briefing to Approve Supplemental AA Report	Release Supplemental AA Report	Technical Reports	Admin Draft EIR/EIS	15% Design	Draft EIR/EIS	Final EIR/EIS	NOD/ROD	Percent Complete Toward NOD/ROD
San Francisco - San Jose	Plan	May '09	Apr. 8, 2010	Apr. '10	Jul. 1, 2010	Jul. '10	Sept. '10	Sept. '10	Dec. '10	Dec. '10	July '11	Sept. '11	68%
50 miles	Actual/Forecast	Mar. 10 A	Apr. 8, '10 A	Apr. '10 A	Aug. 5, '10 A	Aug. '10 A	Nov'10	Sept'10A	Dec'10	Mar'11	Aug'11	Sept. '11	
	% Complete	100%		100%		100%	85%	85%	66%	0%	0%	0%	
San Jose - Merced	Plan	Oct. '09	May. 6, 2010	May '10	Aug. 5, 2010	Aug. '10	Apr. '11	Apr. '11	Dec '10	Jul '11	Feb. '12	Apr. '12	55%
120 miles	Actual/Forecast	Mar. '10 A	Jun. 3, 2010	June '10 A	Nov'10	Nov'10	Apr'11	Apr'11	Mar'11	Feb'12	Apr'12	May'12	
	% Complete	100%		100%		25%	53%	30%	70%	0%	0%	0%	
Merced - Fresno	Plan	Mar. '10	Apr. 8, 2010	Apr. '10	Jun. 3, 2010	June '10	Aug. '10	Aug. '10	Sept. '10	Nov. '10	June '11	Aug. '11	73%
65 miles	Actual/Forecast	Mar. 10 A	Apr. 8, 2010	Apr. '10 A	Aug. 5, '10 A	Aug. '10 A	Sept '10 A	Sept. '10A	Dec. '10	Dec. '10	Aug'11	Sept. '11	
	% Complete	100%		100%		100%	65%	100%	83%	0%	0%	0%	
Fresno - Bakersfield	Plan	Mar. '10	Dec. 3, 2009	Mar. '10	Jun. 3, 2010	June '10	Sept. '10	Sept. '10	Aug. '10	Jan. '11	July '11	Sept. '11	74%
110 miles	Actual/Forecast	Mar. 10 A	Jun. 3, 2010	June '10 A	Sept. 2, 2010	Sept. '10	Mar'11	Sept'10A	Feb'11	Mar'11	July'11	Sept'11	
	% Complete	100%		100%		95%	82%	98%	82%	0%	0%	0%	
Bakersfield - Palmdale	Plan	Mar. '10	Aug. 5, 2010	Aug. '10	Oct. 7, 2010	Nov. '10	Sept. '11	Sept. '11	Nov. '11	Dec. '11	June '12	Sept. '12	32%
85 miles	Actual/Forecast	Mar. '10 A	Sept. 2, 2010	Sept. '10	Nov'11	Nov'11	Nov'12	Oct'12	July'12	Apr'13	Sep'13	Nov'13	
	% Complete	100%		100%		0%	6%	1%	31%	0%	0%	0%	
Palmdale - Los Angeles	Plan	June '09	May. 6, 2010	May '10	Aug. 5, 2010	Aug. '10	Oct. '10	Oct. '10	Oct. '10	Jan. '11	Aug. '11	Oct. '11	60%
60 miles	Actual/Forecast	Mar. 10 A	Jul. 8 '10 A	Jul. '10 A	Oct'10	Oct. '10	Jun'11	Feb'11	June'11	June'11	Nov'11	Jan'12	
	% Complete	100%		100%		100%	46%	2%	90%	0%	0%	0%	
Los Angeles - Anaheim	Plan	Aug. '09	Not	Apr. 24, 2009	Jun. 3, 2010	June '10	Sept. '10	Sept. '10	Aug. '10	Jan. '11	July '11	Sept. '11	82%
30 miles	Actual/Forecast	Mar. 10 A	Applicable	Apr. 24, 09 A	Jul. 8, '10 A	July '10 A	Dec'10	Nov'11	Nov'11	May'11	Aug'11	Sept'11	
	% Complete	100%		100%		100%	85%	85%	82%	51%	51%	47%	
Los Angeles - San Diego	Plan	June '10	Jul'10	Jul. '10	Jan. 6, 2011	Jan. '11	Aug. '12	Aug. '12	Aug. '12	Feb. '13	Sept. '14	Dec. '14	19%
167 miles	Actual/Forecast	June '10 A	Mar. '11	Mar'11	Mar'11	Mar'12	Dec'12	June'13	June'13	Dec'13	Aug'13	Dec'13	
	% Complete	100%		95%		0%	0%	0%	0%	0%	0%	0%	
Merced - Sacramento	Plan	Feb. '10	Feb. 3, 2011	Feb. '11	May. 5, 2011	May '11	Sept. '11	Sept. '11	Oct. '11	Jan. '12	Nov. '12	Mar. '13	5%
110 miles	Actual/Forecast	Apr. '10 A	Feb. '11	Feb. '11	April'11	April'11	Jul'13	Nov'13	Oct'13	Mar'14	Apr'14	Aug'14	
	% Complete	100%		0%		0%	0%	0%	0%	0%	0%	0%	
Altamont Corridor Rail Project	Plan	Feb. '10	Nov. 4, 2010	Dec. '10	Mar. 3, 2011	Mar. '11	Nov. '11	Nov. '11	Dec. '11	Mar. '12	Sept. '12	Dec. '12	12%
85 miles	Actual/Forecast	Mar. 10 A	Deec'10	Dec'10	Dec'10	Mar'11	Oct'12	Aug'12	Nov'12	July'12	Sep'13	Nov'13	
	% Complete	100%		40%		0%	0%	0%	2%	0%	0%	0%	

Note: The forecast dates shown on this schedule are those provided in the September issue of the Regional Consultants Summary Schedules

Programmatic Concerns

Issues to be addressed with the Authority:

- An Authority policy decision is needed regarding Right-of-Way (ROW) acquisition, the approach the Authority intends to use in planning, accomplishing, monitoring and reporting the necessary ROW activities in a cost and schedule effective manner – including recruitment/hiring/appointment of a manager and staff responsible for this critical and costly component of the HSR program
- Timely resolution of HSR/freight interface issues, shared ROW, access/adjacency issues and other interface concerns with both UPRR and BNSF railroads throughout the project
- Developing and finalizing a cooperative approach with the FRA for an execution strategy and a detailed schedule to meet the ARRA funding deadlines as well as assignment of a grant manager to coordinate the necessary activities and ensure that all deadlines are met.
- Formalization of the use of the Authority's HSR program funds for funding other Federal, State and Local agency staff to support the CAHSR program – also must include definitive commitments of these staff to work closely with HSR staff, including the PMT, in meeting the HSR schedule deadlines.

Executive Summary of Program Activities in September 2010

The following paragraphs identify the Key Accomplishments and Key Issues for the program in the month of September. More specific and detailed information about these items in each section is included in the PMT and respective Regional Consultant Monthly Progress Reports.

Accomplishments

- ◆ **Administrative Draft EIR/EIS Report:** Worked with the Authority staff, FRA, AG, Regional Consultants and other Stakeholders to ensure that the Administrative Draft EIR/EIS reports for the four ARRA sections were submitted on schedule at the end of September 2010.
- ◆ **Bay Area-Central Valley Program EIR/EIS:** Continued to support preparation of responses to the Bay Area to Central Valley Program EIR/EIS. These responses were presented to the Board in September, when the Board re-certified the Pacheco Pass route.
- ◆ **Brisbane Maintenance Facility Site:** The Regional Consultant team continued to meet with the City of Brisbane to brief them on the San Francisco-San Jose Supplemental AA and proposed maintenance facility in Brisbane. We plan to continue working with the city to move forward on studies for this location.
- ◆ **Fresno-Bakersfield Response to USEPA:** Response was completed on a request from the USEPA for more information on the UPRR alternatives B1 and B2 to demonstrate that these route alignments are not likely to contain the Least Environmentally Damaging Practicable Alternative (LEDPA). Will follow up until this issue is resolved.
- ◆ **Palmdale to LA:** All comments on the Supplemental AA have been incorporated from the PMT, Authority, FRA and AG. The report is to be issued on the Authority website prior to the Authority Board meeting in November. The document incorporates details of further study to tunnel alignment options north of LAUS and subsequent discussion with State Parks, proposing that two tunnel alignments and one above ground alternative be taken forward for full study through the EIR/EIS process, discusses refinement to SR14 east alignment option between Palmdale and Sylmar to address school district concerns, and includes the recommended station locations which best meet the project objectives. The date for presentation to the Authority Board has been rescheduled to November and will be held in Sacramento.

Another issue could affect presentation of the Supplemental AA to the Board in November. The RC seismic sub-consultant reports further analysis undertaken on the Verdugo fault (in the San Fernando Valley) and San Gabriel Fault (south east of Santa Clarita), and considers both faults to be capable and requiring consideration of movement in the CHSTP operational lifetime. The Verdugo fault runs parallel to the HSTP alignment for approximately 8 miles, with movement of up to 7' expected and HSTP alignment crosses the San Gabriel fault in tunnel, 300' deep, with up to 13' of movement expected. The PMT continues to work closely with the RC on this issue and expects to have a recommendation for Authority consideration in mid to late October.

- ◆ **LA to Anaheim:** The Administrative Draft EIR/EIS with all baseline environmental settings and the Dedicated Track Alternative EIR/EIS sections was completed on September 28. The EIR/EIS technical sections for the Consolidated Shared Track Alternative are to be delivered in early October. The 15% Design for the Consolidated Track Share Alternative was submitted

on September 17, and the Stations Volume on September 24. The review of that submittal by the PMT continues and a Design Review Meeting will be held with STV in mid October.

The Gateway Cities (GC) COG and its consultant, Jerry Wood, developed a presentation on the results of their analysis for the GCCOG Technical Working Group defining the alternatives available for the LOSSAN Corridor. The findings indicate that to accommodate the future BNSF, Metrolink, Amtrak and High Speed Rail Trains forecast, the Consolidated Shared Track Alternative provides the maximum corridor capacity with minimal impacts to the surrounding communities. Additional information will be sent to the GCCOG in October, and a meeting with CHSRA CEO and GCCOG is expected in November.

- ◆ **LA to San Diego:** The revised date (March 2011) for the LA-SD Preliminary AA report was distributed to the So Cal ICG followed by the team's e-blast. Strong opposition to the LA-SD UPRR and UPRR adjacent alternatives is being voiced in the gateway cities COG area, spearheaded by the City of Pico Rivera. The PMT continued follow up meeting with numerous cities and agencies to understand the community acceptance level and address current issues. Good progress has been made in the San Gabriel Valley (SGV) in developing a forum for both collaboration on both technical and policy issues, including a meeting in Southern California with the SGVCOG and CHSRA CEO. As such, the SGVCOG has decided that it does not need a MOU, as it wants to remain independent.

- ◆ **Regional Consultant's Progress toward NOD/ROD:** Closely monitored the Regional Consultants progress in preparing the Administrative Draft EIR/EIS documents needed to meet the mandated September 2011 NOD/ROD date for the four ARRA-eligible sections: SF-San Jose, Merced-Fresno, Fresno-Bakersfield and LA-Anaheim. Environmental work in these sections progressed on schedule and the Administrative DEIR/DEIS documents were submitted at the end of September. However, since there is no float in any of these four sections' schedules, it is necessary to monitor progress continually through weekly meetings with the ARRA-section Regional Consultants, and determine and implement ways of streamlining the process and saving time wherever possible. The PMT augmented its environmental review team in order to achieve the dates for the ARRA sections.

- ◆ **Environmental Milestone Progress:** The accompanying updated Environmental Milestones Schedule shows estimated percent complete toward NOD/ROD for each of the sections and the current schedule for upcoming Board briefings on Alternatives Analysis (AA) reports. In September, the Fresno-Bakersfield Supplemental AA and Bakersfield-Palmdale Preliminary AA reports and Program EIR/EIS were presented.

Key Issues

- ◆ **State Budget:** An additional Limited Notice to Proceed 2 (LTNP2) was issued to the PMT and each Regional Consultant on October 12 to provide funding to 50% of the respective organizations FY 10-11 Annual Work Programs.
- ◆ **Third-Party Agreements:** Several important third-party agreements which are essential to advancing the project on schedule are being held up by the Department of General Services. Pending resource agency funding agreements, utility funding agreements, and a Memorandum of Understanding with BNSF are in limbo impeding environmental reviews, utility engineering/coordination and railroad coordination.
- ◆ **Railroad and Highway Coordination:** On-going discussions with the BNSF and UPRR, which own right-of-way adjacent to the proposed CHSTP alignments, are continuing to ensure the HST preliminary engineering plans properly account for necessary railroad operational and safety requirements. Similarly, the Authority must continue working closely with Caltrans to identify interfaces with, and mitigate potential impacts to, the state highway system.
- ◆ **Metrolink MOU:** Urgent resolution is required between the Authority, LA County Metro and Metrolink on an agreement for provision of services and resources by Metrolink, to allow provision of technical information and review of designs, safety training and provision of supporting safety staff for site investigations, and to support future design and planning for advance works and construction phases of utility and track relocation in order to allow construction of the Project while maintaining fully operational services for Metrolink, Amtrak and UPRR.
- ◆ **LA to Anaheim:** The Gateway Cities COG (GCCOG) prepared a report on its activities, including assumed right-of-way take information, a noise and vibration discussion and a corridor city-specific action list of key issues on which to focus attention on. As a follow on activity, the GCCOG has requested a tremendous amount of additional information and plans to prepare its LA-Anaheim corridor recommendation in the month of November.
- ◆ **ROW Acquisition:** Authority staff is currently developing a right-of-way (ROW) acquisition approach, organization and assignment of responsibilities to launch this key activity soon.
- ◆ **FRA Coordination:** Continued close coordination with FRA on the ARRA Track 2 program will help with execution of the initial Cooperative Agreement and obtaining FRA concurrence with the redefined ARRA Design/Build Section scopes that were the basis for the FY10 Service Development Program applications.
- ◆ **Rule of Particular Applicability:** FRA review of the CHSTP System Requirements packages is behind the planned schedule of review, which may affect the schedule for the Authority's Petition for a Rule of Particular Applicability (RPA). A two-phase approach for an HSR RPA has been discussed with FRA, and the PMT is preparing an outline of an initial RPA for Authority and FRA comment.
- ◆ **Decision on which ARRA Section is Funded:** After FRA announces the award of FY10 Service Development Program funding, which would augment and enhance the ARRA funding awarded in January 2010, the PMT will assist the Authority by developing staging and contract packaging plans for whichever of the four ARRA-eligible sections is selected to receive the

federal funding so that the Project's resources can focus on planning for the start of construction in 2012.

- ◆ **FRA Planning Grant:** The Authority is also awaiting an announcement by FRA on the agency's \$16.6 million PRIIA planning grant applications. Obtaining federal funding of the Phase 2 corridors is essential to advancing the planning and environmental work on the LA-San Diego, Merced-Sacramento and Altamont Rail corridors this year.

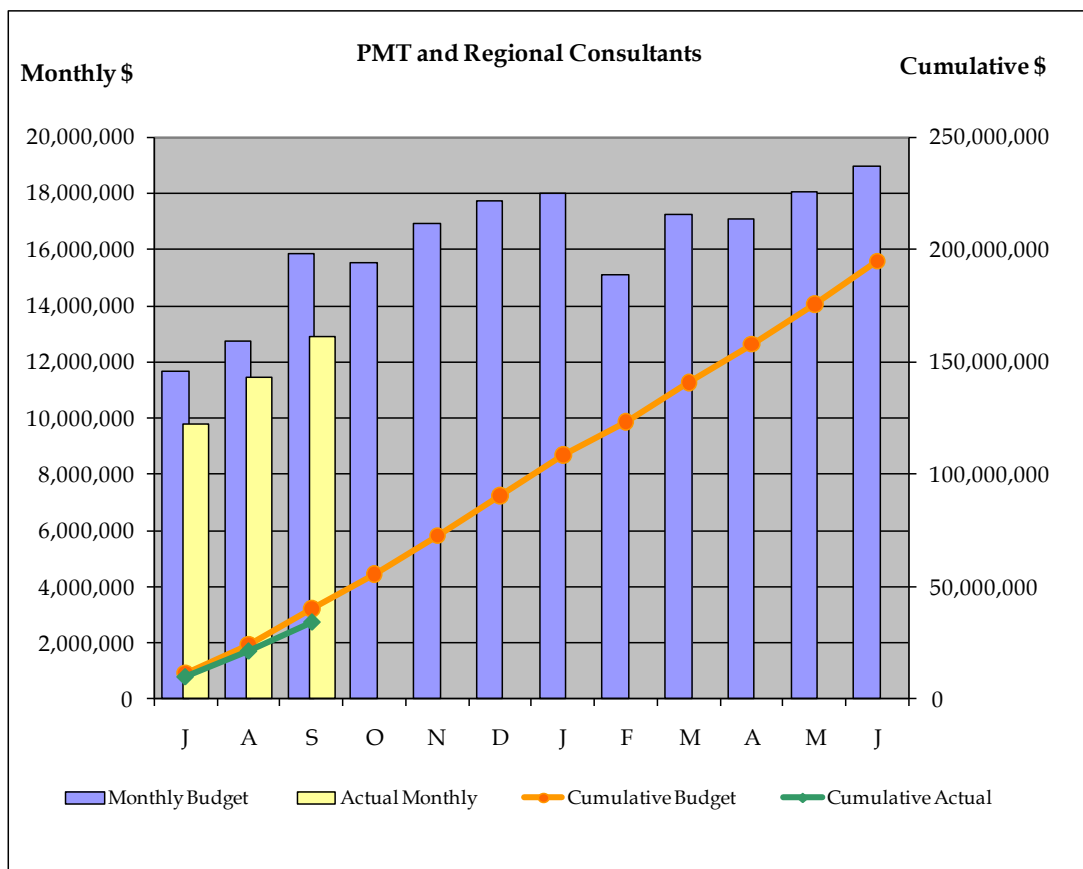
Executive Summary Financials

Costs

Planned expenditures for FY 10/11 for calendar months from July 1, 2010 through June 30, 2011 are shown in Figure 1. Actual costs shown are based on the PMT, RCs and sub-consultant billing periods that vary by team, spanning the period from September 1 to September 30, 2010.

In September, the PMT and Regional Consultants billed a total of \$12.89 million, 81% of the plan for the month as extracted from the respective Annual Work Programs.

Figure 1: Billings for PMT and Regional Consultants – September 2010



As shown in Table 1, billings for the PMT and Regional Consultants are shown to be \$6.15 Million (15%) under their AWP budgets for FY 10/11 including the Program Management Team which has under-spent its September budget by \$0.80 Million. This under-spending for September is due primarily to:

1. The limited notices to proceed impacting the Regional Consultants work, particularly in the Phase 2 sections.
2. Slower increase in staffing than was assumed in the FY 10/11 AWP

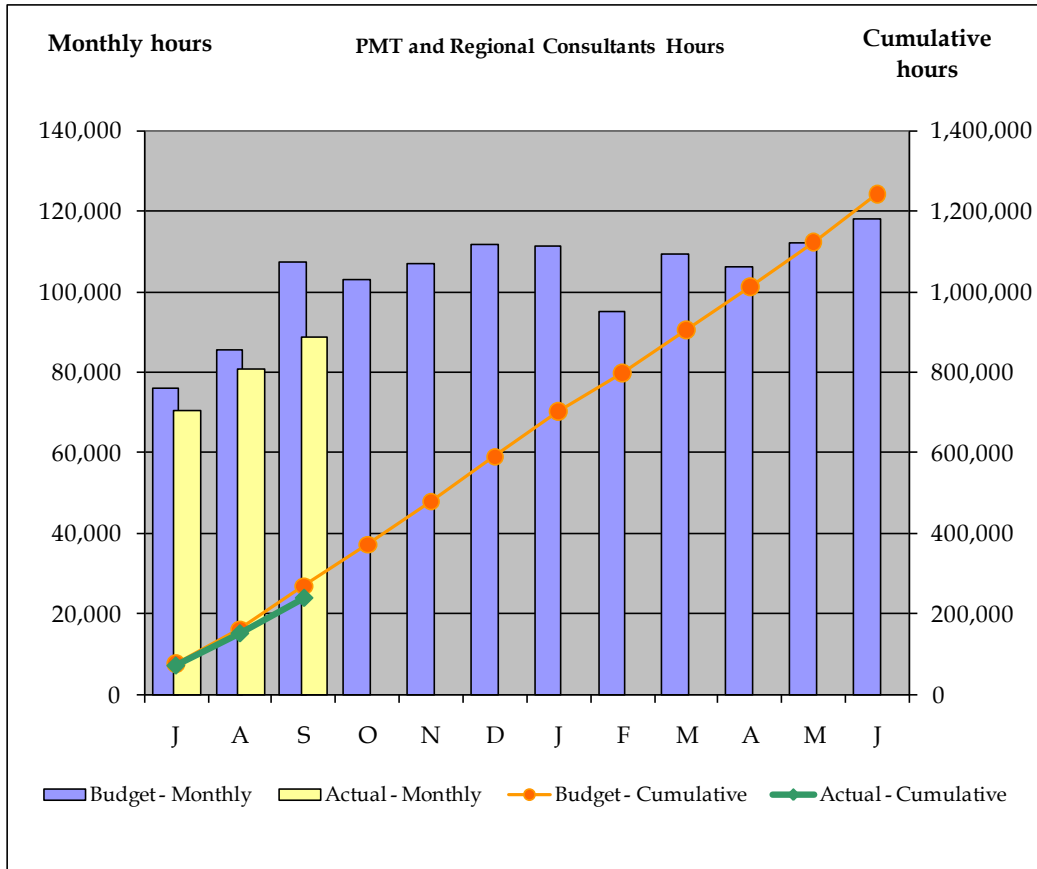
Table 1: Billings for PMT and Regional Consultants – September 2010

CHSRA Program Components	Month (\$)		Cumulative (\$)				Total FY Budget (\$)
	Planned	Actual	Planned	Actual	Variance Over / -Under	% Over / -Under	
Program Management (PB)	2,928,901	2,985,737	8,170,901	7,369,881	(801,020)	-10	38,537,538
San Francisco - San Jose (HNTB)	3,359,577	2,858,502	6,478,446	5,977,371	(501,076)	-8	24,875,000
San Jose - Merced (Parsons)	994,369	879,147	2,479,208	2,365,070	(114,138)	-5	24,516,265
Merced - Fresno (AECOM)	1,579,483	1,374,700	4,184,253	3,819,782	(364,471)	-9	14,837,500
Fresno - Bakersfield (U-H-A)	2,049,856	1,379,415	6,114,934	5,080,242	(1,034,692)	-17	36,694,808
Bakersfield - Palmdale (U-H-A)	112,301	88,910	315,058	272,409	(42,649)	-14	817,512
Palmdale - Los Angeles (H-U-A)	2,880,209	1,670,296	6,531,941	4,497,796	(2,034,145)	-31	33,840,443
Los Angeles - Anaheim (STV)	1,065,304	1,142,637	3,358,904	3,158,268	(200,636)	-6	9,925,411
Los Angeles - San Diego (HNTB)	299,038	286,184	843,867	824,345	(19,522)	-2	3,439,338
Sacramento - Merced (AECOM)	304,762	106,171	894,854	305,507	(589,347)	-66	4,299,808
Altamont (AECOM)	302,390	127,203	907,170	451,790	(455,380)	-50	3,036,180
TOTAL	15,876,190	12,898,901	40,279,537	34,122,460	(6,157,076)	-15	194,819,803

Hours Worked

In September 2010, 88,810 hours were billed to the program versus 107,483 planned hours, an 11% under usage of the planned program hours. The hours worked during September were less than planned for all of the Regional Consultants.

Figure 2: Hours worked by PMT and Regional Consultants – September 2010



As would be expected, the variances of actual to budget hours are similar to those of the billings; both September hours and costs are below budget. Table 2 illustrates the planned and actual hours worked on the program for the current month, and a total under-spending of 11% for FY 10-11.

Table 2: Hours Worked by PMT and Regional Consultants – September 2010

CAHSRA Team Components	Month		Cumulative				Total FY Budget
	Planned	Actual	Planned	Actual	Variance Over/-Under	% Over / -Under	
Program Management (PB)	16,362	16,495	45,606	40,831	-4,775	-10	215,161
San Francisco - San Jose (HNTB)	22,821	19,704	44,035	40,918	-3,117	-7	159,793
San Jose - Merced (Parsons)	7,051	6,458	18,288	17,730	-558	-3	159,850
Merced - Fresno (AECOM)	11,611	10,434	30,885	30,172	-713	-2	106,223
Fresno - Bakersfield (U-H-A)	15,735	10,862	47,282	42,620	-4,662	-10	246,343
Bakersfield - Palmdale (U-H-A)	838	540	2,341	2,037	-304	-13	6,050
Palmdale - Los Angeles (H-U-A)	20,705	13,772	42,560	36,082	-6,478	-15	227,108
Los Angeles - Anaheim (STV)	7,544	7,376	23,980	19,356	-4,624	-19	65,685
Los Angeles - San Diego (HNTB)	1,922	1,719	5,346	5,372	26	0	22,135
Sacramento - Merced (AECOM)	1,138	698	3,303	2,109	-1,194	-36	17,730
Altamont (AECOM)	1,757	752	5,277	2,765	-2,512	-48	15,996
Program TOTAL Hours	107,483	88,810	268,903	239,992	-28,911	-11	1,242,074

Fiscal Year (FY 10/11) progress

Each Regional Consultant has provided an estimate of its percent completion progress for the Fiscal Year 10/11 as shown in Table 3. The planned progress shown for each Regional Consultant is as reported in its Section Summary Schedule, which is based on its planned activities, staff hours and related costs. The PMT progress is based on a combination of the:

- General program management and Regional Management level of effort hours and costs for oversight activities.
- Production of deliverables identified in the PMT annual work plan where applicable.

Table 3. Hours, Dollars and Progress – September 2010

	Hours billed as % of Total FY Budget		Dollars billed as % of Total FY Budget		% Progress of FY Work	% Progress of Program Toward NOD/ROD**
	Planned	Actual	Planned	Actual	Physical	Physical
CAHSRA Team Components						
Program Management (PB)	21%	19%	21%	19%	21%	n/a
San Francisco - San Jose (HNTB)	28%	26%	26%	24%	13%	68%
San Jose - Merced (Parsons)	11%	11%	10%	10%	25%	55%
Merced - Fresno (AECOM)	29%	28%	28%	26%	25%	73%
Fresno - Bakersfield (U-H-A)	19%	17%	17%	14%	14%	74%
Bakersfield - Palmdale (U-H-A)	39%	34%	39%	33%	33%	32%
Palmdale - Los Angeles (H-U-A)	19%	16%	19%	13%	5%	60%
Los Angeles - Anaheim (STV)	37%	29%	34%	32%	25%	82%
Los Angeles - San Diego (HNTB)	24%	24%	25%	24%	32%	19%
Sacramento - Merced (AECOM)	19%	12%	21%	7%	8%	5%
Altamont (AECOM)	33%	17%	30%	15%	16%	12%
Phase I TOTAL - SF - Anaheim	23%	21%	22%	20%	19%	42%
Phase II TOTAL	25%	19%	25%	17%	22%	14%
Program TOTAL*	22%	19%	21%	18%	17%	35%

*Program Total is a weighted average based on FY 10/11 contract value for the Regional Consultants.

**% Progress of Program Total is a weighted average from the Environmental Milestone Schedule with Program total weighted, based on contract. In addition the percent complete found in the schedule is reflective of all activities beyond NOD/ROD including 30% design, permitting, bid

Cost Performance Report

The PMT and Regional Consultants are implementing Earned Value Methodology (EVM) in their analysis and reporting of progress based on their total scopes of work from program inception through the FY 10/11 AWP forecast.

More detailed information about the EVM implementation and reporting for the program is included in the PMT Monthly Progress Report. This methodology and reporting is being progressively introduced and presented for all Regional Consultants. Meetings have been conducted with PMT Staff, Regional Managers and Regional Consultants to explain the EVM process including data reporting and analysis and use of the results. This has resulted in the development of Cost Performance Reports for the PMT and six sections, with plans to include the remaining four sections in the October report.

As shown in the attached seven Cost Performance Reports, the two key performance indicators, Cost Performance Index (CPI) and Schedule Performance Index (SPI), indicate the following.

Project Management Team	CPI =1.02	SPI =0.96	Under budget; behind schedule
San Francisco to San Jose	CPI = 1.00	SPI = 0.98	On budget; slightly behind schedule
San Jose to Merced	CPI = 0.99	SPI = 0.99	Slightly over budget; slightly behind schedule
Fresno to Bakersfield	CPI = 1.00	SPI =0.91	On budget; behind schedule
Bakersfield to Palmdale	CPI = 0.99	SPI = 0.98	Slightly over budget; slightly behind schedule
Altamont	CPI = 0.86	SPI = 0.47	Over budget; behind schedule
Los Angeles to Anaheim	CPI = 0.97	SPI = 0.86	Over budget; behind schedule

We will be reviewing the Cost Performance Reports and supporting data in detail over the next month to validate the data, analyze results and confirm reasonableness of the reported indices.



Program Management Team

Planned Progress: 30.6%

Actual Progress: 29.5%



Figure 1

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	\$23,328	\$7,000	\$6,689	\$7,000	\$16,328	\$23,016	1.05	1.00
2	Public Outreach & Comm	\$3,393	\$3,063	\$2,826	\$3,063	\$330	\$3,156	1.08	1.00
3	Engineering & Design Mgmt	\$72,950	\$26,370	\$26,109	\$24,901	\$46,665	\$72,774	0.95	0.94
4	Environmental	\$10,749	\$3,054	\$2,786	\$3,054	\$7,695	\$10,481	1.10	1.00
5	Regional Managers	\$45,673	\$11,380	\$10,858	\$11,370	\$34,294	\$45,152	1.05	1.00
6	Right of Way Acquisition	\$5,198	\$506	\$93	\$194	\$4,692	\$4,784	2.09	0.38
7	RR Operations & Ridership	\$13,726	\$4,354	\$3,351	\$4,354	\$9,372	\$12,722	1.30	1.00
8	Construction & Procurement	\$9,493	\$706	\$434	\$450	\$8,796	\$0	1.04	0.64
Total		\$184,510	\$56,433	\$53,145	\$54,386	\$128,171	\$172,086	1.02	0.96

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

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

\$1,241

ON BUDGET 2.3%

Percent under (+) or over (-) budget

Current Schedule Variance (SV) to Date (EV - PV):

(\$2,046)

BEHIND SCHEDULE -3.6%

Percent ahead (+) or behind (-) schedule

Figure 2

Earned Value Analysis

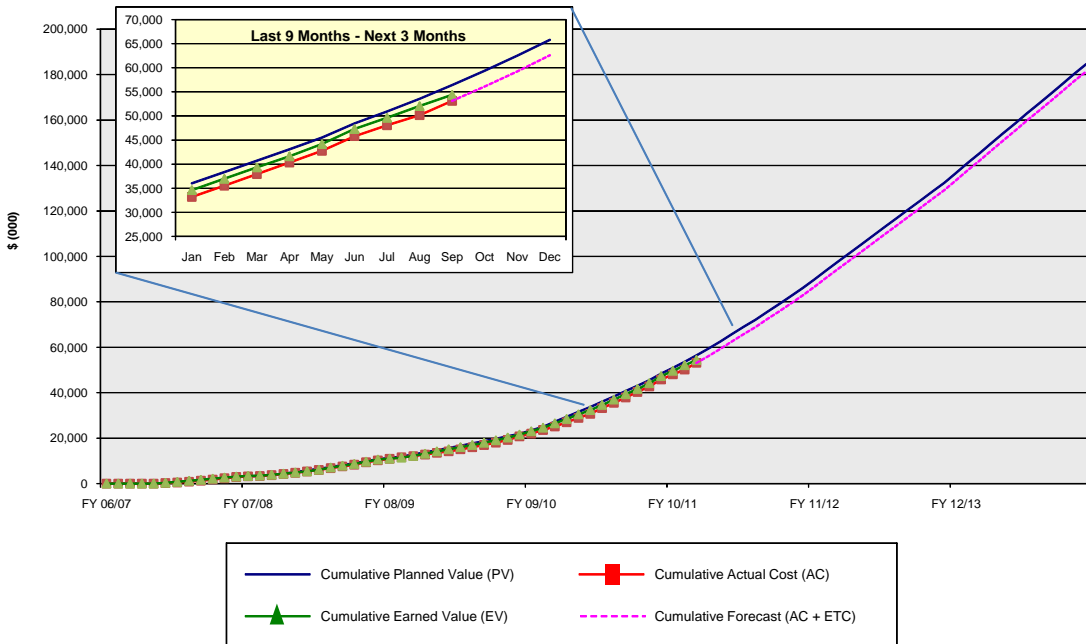


Figure 3

Cumulative Performance Trends to Date

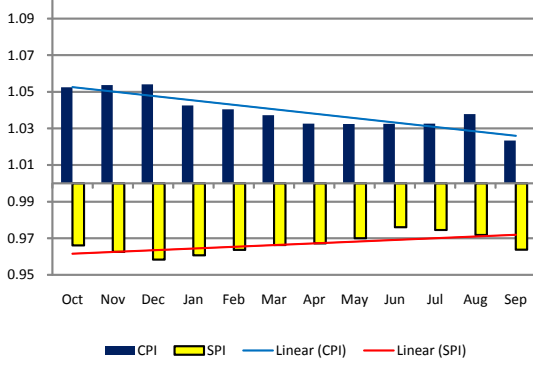
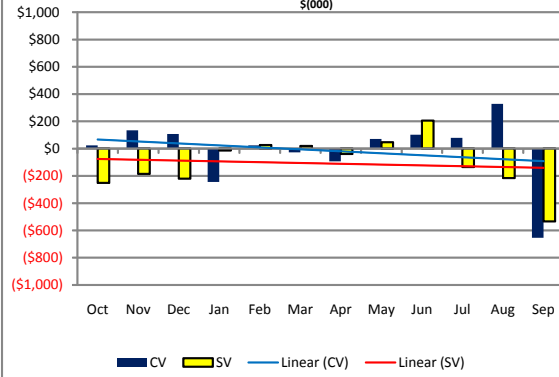


Figure 4

Monthly Cost & Schedule Variances





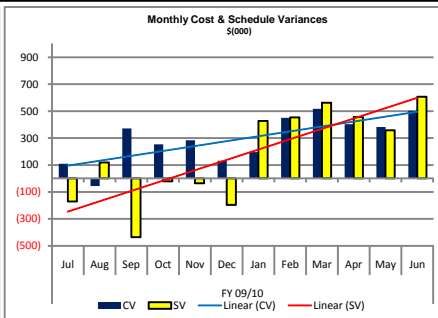
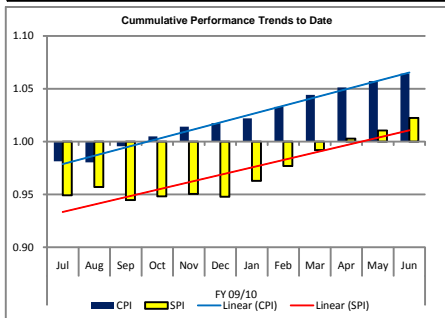
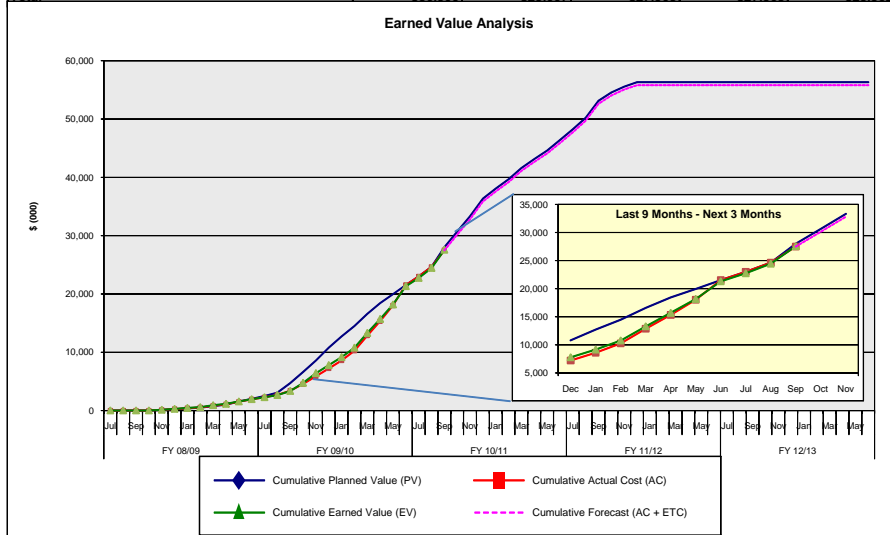
San Francisco to San Jose

Planned Progress **HNTB**

Actual Progress **49.0%**

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	Project Management	\$4,727	\$2,134	\$2,125	\$2,183	\$2,593	\$4,718	1.03	1.02
2	Public / Agency Participation	\$4,693	\$2,728	\$2,693	\$2,721	\$1,965	\$4,657	1.01	1.00
3	Project Definition	\$2,151	\$2,078	\$2,040	\$2,130	\$73	\$2,113	1.04	1.02
4	Preliminary Engineering	\$32,039	\$12,300	\$11,776	\$11,691	\$19,739	\$31,515	0.99	0.95
5	EIR/EIS Analysis	\$8,415	\$6,998	\$7,365	\$7,108	\$1,418	\$8,783	0.97	1.02
6	Station Area Planning	\$1,721	\$1,247	\$1,037	\$1,243	\$475	\$1,512	1.20	1.00
7	Draft and Final EIR/EIS	\$2,379	\$513	\$463	\$487	\$1,866	\$2,329	1.05	0.95
8	Certification of EIR/EIS and ROD	\$87	\$0	\$0	\$0	\$87	\$0	NA	NA
9	ROW Preservation and Acquisition	\$97	\$9	\$3	\$3	\$87	\$0	0.98	0.33
Total		\$56,309	\$28,007	\$27,503	\$27,568	\$28,302	\$55,627	1.00	0.98





San Jose to Merced

Planned Progress 22.01%

Actual Progress 21.85%

PARSONS

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	Project Management	\$6,062	\$2,028	\$2,008	\$2,440	\$4,053	\$6,062	1.21	1.20
2	Public / Agency Participation	\$3,197	\$1,034	\$1,036	\$1,287	\$2,161	\$3,197	1.24	1.24
3	Project Definition	\$2,052	\$1,812	\$1,465	\$1,865	\$600	\$2,065	1.27	1.03
4	Preliminary Engineering	\$58,632	\$9,911	\$9,942	\$8,577	\$48,690	\$58,632	0.86	0.87
5	EIR/EIS Analysis	\$6,665	\$3,300	\$3,526	\$3,129	\$3,147	\$6,673	0.89	0.95
6	Station Area Planning	\$402	\$0	\$0	\$0	\$402	\$402	NA	NA
7	Draft and Final EIR/EIS	\$3,646	\$0	\$0	\$547	\$3,646	\$3,646	NA	NA
8	Certification of EIR/EIS and ROD	\$832	\$6	\$0	\$0	\$832	\$832	NA	0.00
9	ROW Preservation and Acquisition	\$185	\$1	\$0	\$0	\$185	\$185	NA	0.00
Total		\$81,673	\$18,091	\$17,977	\$17,844	\$63,716	\$81,693	0.99	0.99

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

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

(\$133)

Percent under (+) or over (-) budget

-0.7%

OVER BUDGET

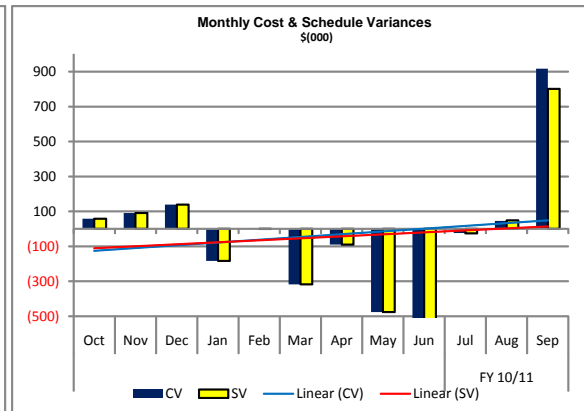
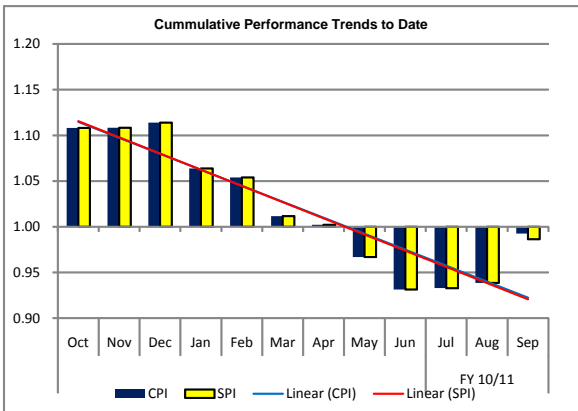
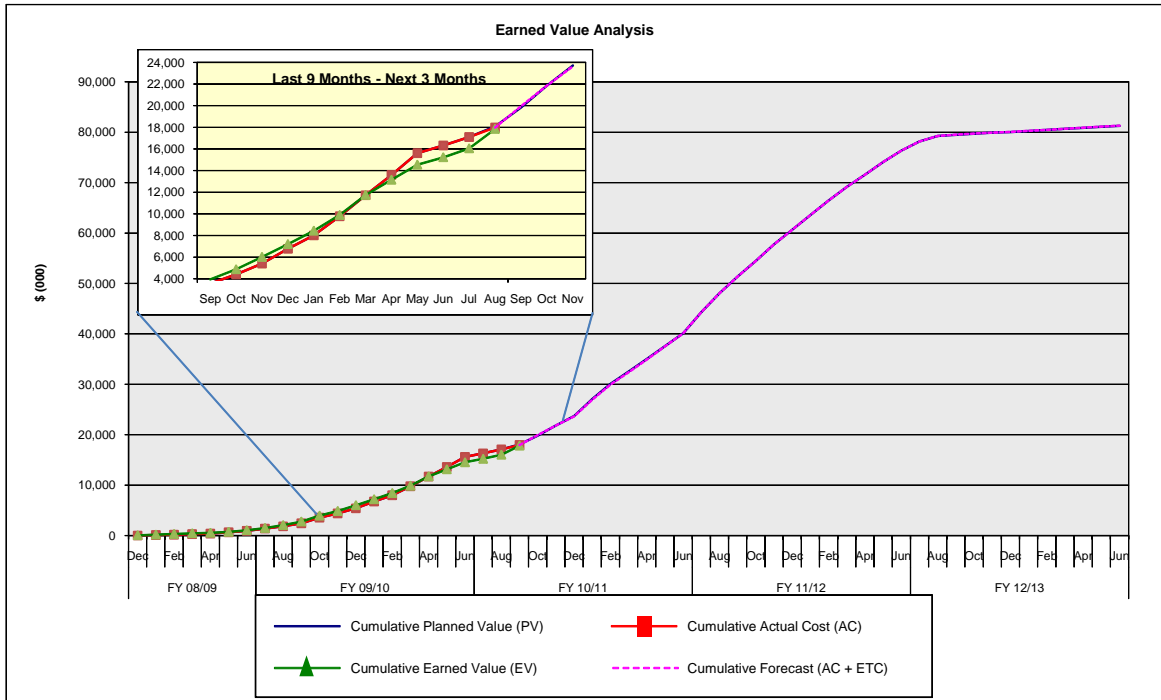
Current Schedule Variance (SV) to Date (EV - PV):

(\$247)

Percent ahead (+) or behind (-) schedule

-1.4%

BEHIND SCHEDULE





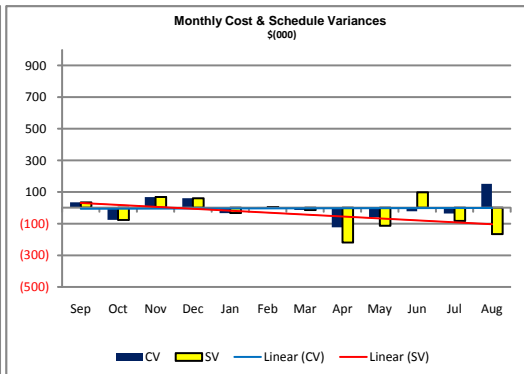
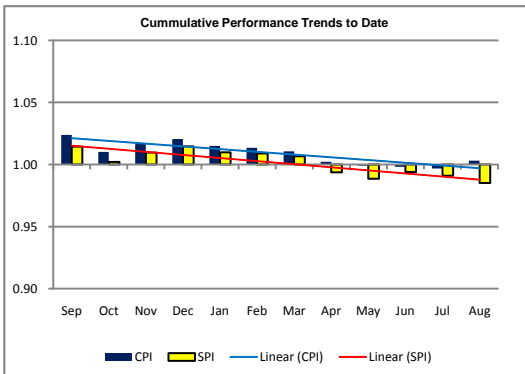
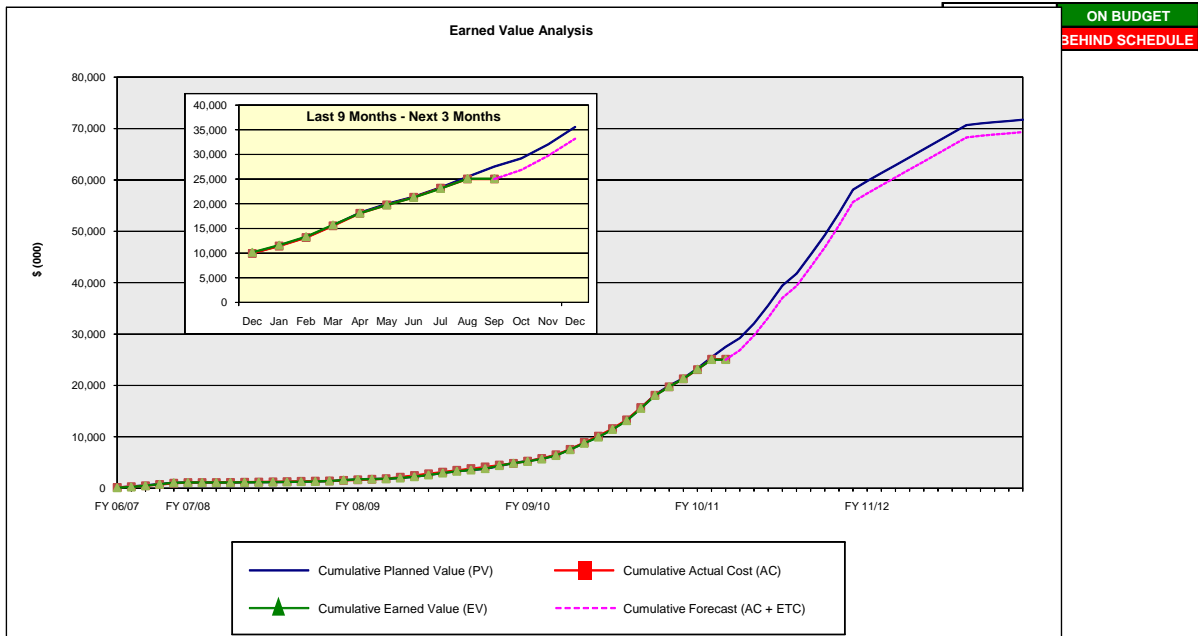
Fresno to Bakersfield



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	Project Management	\$6,669	\$2,771	\$2,678	\$2,666	\$4,088	\$6,767	1.00	0.96
2	Public / Agency Participation	\$3,193	\$1,761	\$1,859	\$1,756	\$1,506	\$3,365	0.94	1.00
3	Project Definition	\$3,645	\$3,645	\$3,468	\$3,645	\$0	\$3,468	1.05	1.00
4	Preliminary Engineering	\$42,118	\$8,543	\$7,980	\$8,036	\$34,138	\$42,118	1.01	0.94
5	EIR/EIS Analysis	\$10,913	\$9,702	\$8,492	\$8,403	\$2,137	\$10,630	0.99	0.87
6	Station Area Planning	\$463	\$463	\$425	\$463	\$0	\$425	1.09	1.00
7	Draft and Final EIR/EIS	\$1,602	\$305	\$88	\$96	\$1,515	\$1,602	1.10	0.32
8	Certification of EIR/EIS and ROD	\$2,810	\$315	\$28	\$28	\$2,782	\$2,810	0.99	0.09
9	ROW Preservation and Acquisition	\$302	\$17	\$0	\$0	\$302	\$302	NA	0.00
Total		\$71,717	\$27,523	\$25,019	\$25,095	\$46,467	\$71,487	1.00	0.91

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





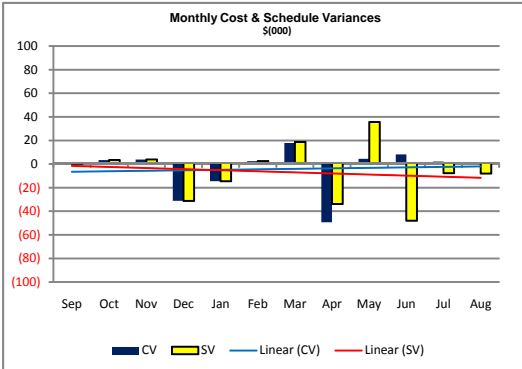
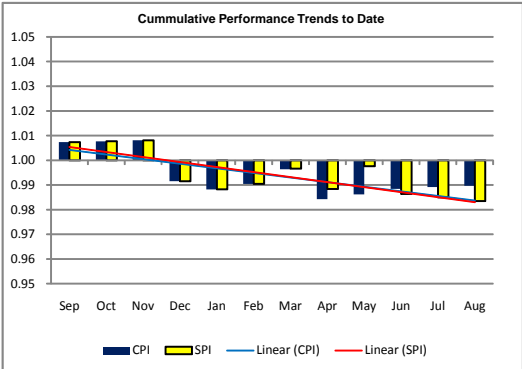
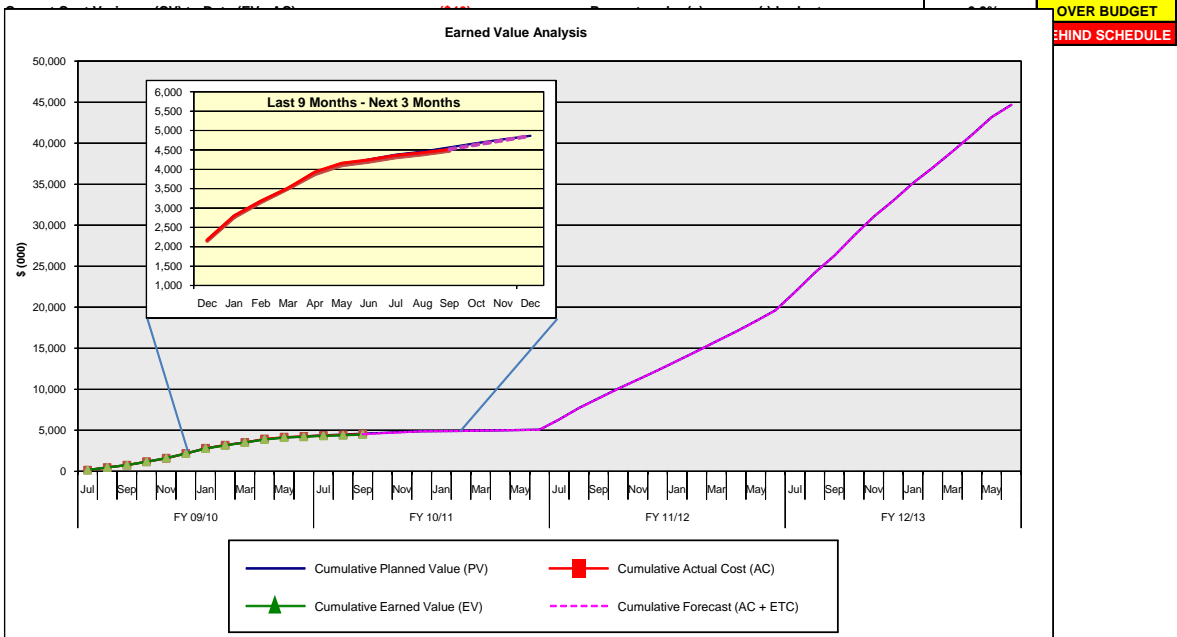
Bakersfield to Palmdale



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	Project Management	\$5,201	\$718	\$788	\$677	\$4,456	\$5,244	0.86	0.94
2	Public / Agency Participation	\$1,447	\$250	\$240	\$260	\$1,209	\$1,449	1.08	1.04
3	Project Definition	\$1,258	\$859	\$744	\$800	\$468	\$1,211	1.08	0.93
4	Preliminary Engineering	\$28,010	\$2,156	\$2,141	\$2,141	\$25,843	\$27,984	1.00	0.99
5	EIR/EIS Analysis	\$7,676	\$584	\$604	\$599	\$7,091	\$7,695	0.99	1.02
6	Station Area Planning	\$0	\$0	\$0	\$0	\$0	\$0	NA	NA
7	Draft and Final EIR/EIS	\$1,754	\$0	\$0	\$0	\$1,754	\$1,754	NA	NA
8	Certification of EIR/EIS and ROD	\$3,500	\$0	\$0	\$0	\$3,500	\$3,500	NA	NA
9	ROW Preservation and Acquisition	\$272	\$0	\$0	\$0	\$272	\$272	NA	NA
Total		\$49,118	\$4,568	\$4,516	\$4,476	\$44,593	\$49,109	0.99	0.98

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





Altamont Corridor

Planned Progress: 15.3%

Actual Progress: 7.1%



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	Project Management	\$2,136	\$984	\$732	\$464	\$1,193	\$1,925	0.63	0.47
2	Public / Agency Participation	\$2,337	\$780	\$394	\$743	\$1,576	\$1,970	1.89	0.95
3	Project Definition	\$2,899	\$2,230	\$1,263	\$684	\$869	\$2,132	0.54	0.31
4	Preliminary Engineering	\$15,656	\$867	\$231	\$270	\$14,832	\$15,062	1.17	0.31
5	EIR/EIS Analysis	\$5,574	\$0	\$14	\$93	\$5,574	\$5,588	6.60	NA
6	Station Area Planning	\$1,291	\$47	\$13	\$19	\$1,244	\$1,257	1.48	0.40
7	Draft and Final EIR/EIS	\$1,447	\$0	\$0	\$11	\$1,447	\$1,447	NA	NA
8	Certification of EIR/EIS and ROD	\$0	\$0	\$0	\$0	\$0	\$0	NA	NA
9	ROW Preservation and Acquisition	\$726	\$0	\$0	\$0	\$726	\$0	NA	NA
Total		\$32,065	\$4,907	\$2,647	\$2,284	\$27,461	\$29,382	0.86	0.47

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

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

(\$363)

Percent under (+) or over (-) budget

-13.7%

OVER BUDGET

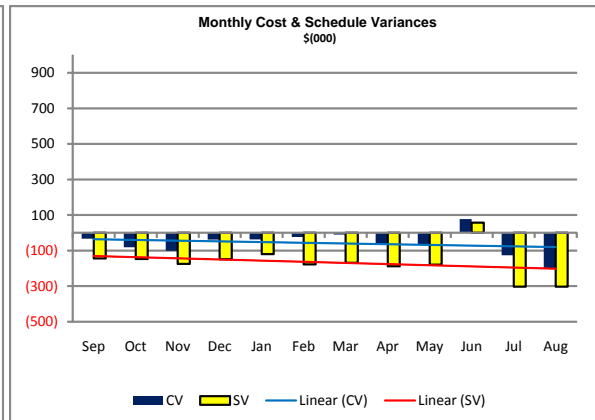
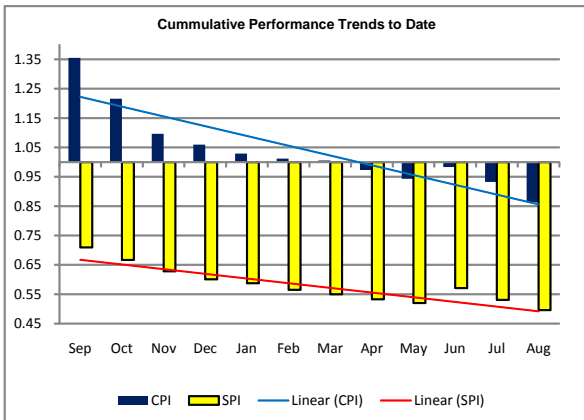
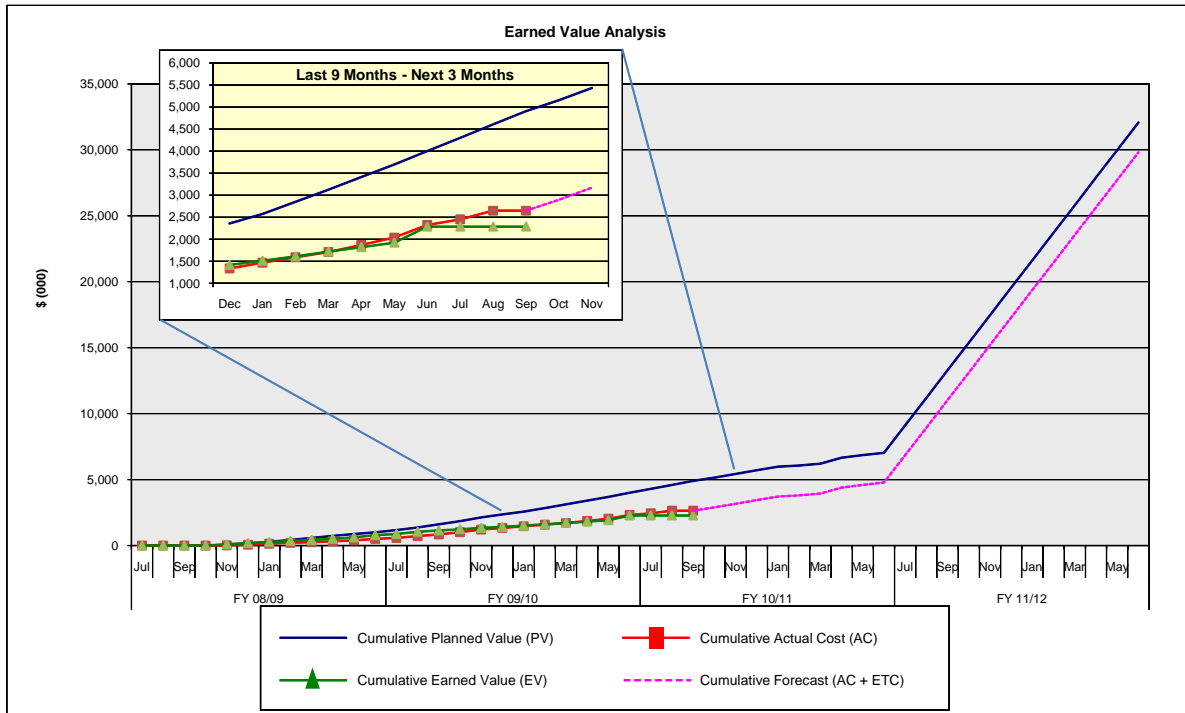
Current Schedule Variance (SV) to Date (EV - PV):

(\$2,623)

Percent ahead (+) or behind (-) schedule

-53.5%

BEHIND SCHEDULE





Los Angeles-Anaheim

Planned Progress: 69.4%

Actual Progress: 59.5%

STV

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	Project Management	\$7,143	\$5,292	\$4,547	\$4,143	\$1,852	\$6,398	0.91	0.78
2	Public / Agency Participation	\$2,754	\$1,872	\$1,589	\$1,597	\$882	\$2,471	1.01	0.85
3	Project Definition	\$581	\$545	\$483	\$570	\$0	\$483	1.18	1.05
4	Preliminary Engineering	\$18,004	\$9,537	\$8,568	\$8,102	\$7,429	\$15,997	0.95	0.85
5	EIR/EIS Analysis	\$9,750	\$8,932	\$8,200	\$8,287	\$817	\$9,017	1.01	0.93
6	Station Area Planning	\$778	\$778	\$625	\$622	\$0	\$625	1.00	0.80
7	Draft and Final EIR/EIS	\$2,270	\$1,760	\$1,392	\$1,271	\$510	\$1,902	0.91	0.72
8	Certification of EIR/EIS and ROD	\$197	\$0	\$0	\$92	\$197	\$0	NA	NA
9	ROW Preservation and Acquisition	\$1,096	\$844	\$753	\$636	\$253	\$0	0.84	0.75
Total		\$42,572	\$29,558	\$26,156	\$25,320	\$11,940	\$36,893	0.97	0.86

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

Current Cost Variance (CV) to Date (EV - AC): **(\$835)** Percent under (+) or over (-) budget: **-3.2%** **OVER BUDGET**
 Current Schedule Variance (SV) to Date (EV - PV): **(\$4,238)** Percent ahead (+) or behind (-) schedule: **-14.3%** **BEHIND SCHEDULE**

