CAHSR Program Monthly Progress Report

October 2010

Executive Summary Report

Introduction

Environmental Milestones Schedule

Programmatic Concerns

Summary of Program Activities

Summary of Costs and Hours

Cost Performance Reports

- PMT
- Regional Consultants (6)

Risk Management

Quality Management

Deliverables

Introduction

This Monthly Executive Summary Progress Report covers work accomplished during the period from October 1, 2010 through October 31, 2010.

The report summarizes the key information presented in the monthly progress reports presented by the Program Management Team (PMT) and Regional Consultants (RCS). Each of these reports is continually being refined in response to management requests and best management practices. For example, we have provided additional information in this report regarding the status of Risk Management and Quality Management activities, as well as overall Program Deliverables (with reference to ProjectSolve2 links for the PMT and Regional Consultants.

Regional Consultant Teams:

Planned and actual hours and costs for each Regional Consultant and the PMT are summarized in this Executive report. The planned and actual hours, costs and progress of the Regional Consultants and their respective 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.

Program Management Team:

The hours, costs and progress of this management group and its sub-consultants are presented in a separate PMT Monthly Progress 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. The PMTs monthly progress report is also available on Projectsolve2.

Program Summary Schedules:

Each Regional Consultant plans and manages its work using a detailed Primavera schedule. Updates Summary Schedules for each Regional Consultant are an integral part of its respective monthly Progress Reports which are included as support to the monthly invoice submittals to the Authority.

The project controls and reporting activities also continue to evolve in order to better capture the significant issues, concerns and progress for the project as it is moving toward NOD/ROD and 30% design. Additionally the reports will be modified as we move into implementation of the ARRA funded work to address right-of-way acquisition, permitting, utility relocation, procurement, and construction activities, in order to provide pertinent and timely information regarding each of these major program components.

Environmental Milestones Schedule:

The Environmental Milestones Schedule has been updated to reflect current status through October. 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 October using data extracted from each of the Regional Consultant's Summary Primavera Schedules. The EMS indicates that work is on track to meet the Board-approved schedule for two ARRA sections in the San Joaquin Valley. With the focus of Authority, PMT and Regional Consultant staff to meet the schedule requirements for the ARRA grant work, the overall program will be undergoing a complete reassessment and forecast over the next few weeks. Hence, the next issues of the Environmental Milestone Schedule will likely show significant changes for the remaining eight sections.

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 AA Report**	**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**	**30% Design**
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			Sept. '11
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	May'11	Nov'11	Dec'11			Apr'12
	% Complete	100%		100%		99%	87%	98%	75%	0%	0%	0%		**73%**	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			Mar. '12
120 miles	Actual/Forecast	Mar. '10 A	Jun. 3, 2010	June '10 A	Nov'10	Dec'10	Mar'11	Apr. '11	Apr'11	Apr'11	Apr'12	May'12			Jun. '12
	% Complete	100%		100%		70%	59%	30%	75%	0%	0%	0%		**59%**	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			Aug. '11
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	Nov. '10	Sep'11	Sep'11			Dec'11
	% Complete	100%		100%		100%	65%	100%	90%	90%	0%	0%		**80%**	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			Aug. '11
110 miles	Actual/Forecast	Mar. 10 A	Jun. 3, 2010	June '10 A	Sept. 10 A	Sept. '10 A	Dec'10	Sept'10A	Jan'11	Apr'11	Aug'11	Sep'11			Mar. '12
	% Complete	100%		100%		100%	85%	100%	89%	0%	0%	0%		**78%**	2%
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			Sept. '12
85 miles	Actual/Forecast	Mar. '10 A	Sep'10 A	Aug. '10 A	Sept'10 A	Feb'11	Aug'12	Oct'12	July'12	Feb. '13	Sep'13	Nov'13			Dec'13
	% Complete	100%		100%		6%	6%	1%	30%	0%	0%	0%		**32%**	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			Oct. '11
60 miles	Actual/Forecast	Mar. 10 A	Jul. 8 '10 A	Jul. '10 A	Dec'10	Dec'10	Jan'11	Feb'11	Jan'11	Oct'11	Dec'11	Mar'12			Aug'12
	% Complete	100%		100%		100%	46%	2%	90%	0%	0%	0%		**60%**	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			July '11
30 miles	Actual/Forecast	Mar. 10 A	Applicable	Apr. 24, 09 A	Jul. 8, '10 A	July '10 A	Apr. '11	Mar'11	Nov'10	Jul'11	Nov'11	Dec'11			Apr'12
	% Complete	100%		100%		100%	85%	90%	92%	0%	0%	0%		**77%**	0%
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			Sept. '14
167 miles	Actual/Forecast	June '10 A	Mar. '11	Mar'11	Sep'11	Sep'11	Dec'13	June'13	June'13	Dec'13	Aug'13	Dec'13			TBD
	% Complete	100%		64%		0%	0%	0%	0%	0%	0%	0%		**15%**	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			Nov. '12
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			Dec'14
	% Complete	100%		18%		0%	0%	0%	2%	0%	0%	0%		**8%**	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			Nov. '12
85 miles	Actual/Forecast	Mar. 10 A	Feb'11	Feb. '11	Feb'11	May'11	Oct'12	Aug'12	Nov'12	Jan'13	Nov'13	Jan'14			Jul'13
	% Complete	100%		40%		0%	0%	0%	2%	0%	0%	0%		**12%**	0%

Note: The forecast dates and percentage completions shown on this schedule are those provided in the October issues of the Regional Consultants' Summary Schedules, as discussed with the Authority. With the Program focus on the two ARRA Sections, the forecast milestone dates for all sections will be reassessed over the next few weeks and adjusted to reflect a re-planning of the work.

Programmatic Concerns

Issues to be addressed with the Authority:

- An Authority policy decision is needed regarding Right-of-Way (ROW) acquisition and 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.

- With an anticipated Board decision in the December Board meeting on the definition of the limits of the initial ARRA funded work, it will be important to reassess the overall program master schedule with respect to the planned pace of the NOD/ROD 15% and 30% Design work. This is critical to ensure the optimal use of Program resources and funding.

- Since the anticipated scope of work to be included in the ARRA funded package represents a composite of two different sections being performed by two Regional Consultants and two EIR/EIS documents, the NOD/ROD, 15% design and 30% design will have to be closely planned and executed, including the funding and expediting of the survey documentation.

- The second issue of Limited Notices to Proceed (LNTP2) may not be sufficient to allow the Regional Consultants to pursue their work in the manner and schedule as was proposed in their FY10/11 Annual Work Programs. Therefore it is important that LTNP3 be issued in a timely manner and with sufficient funding to allow work to proceed without delay.

- With respect to overall Environmental progress, there are several items of concern:

    - Review and completion of NEPA/Section 404 Integration MOU (still awaiting legal review from the USACE).
    - Review and completion of Section 106 Programmatic Agreement
    - Finalization of the eight funding agreements (EPA, COE, FWS, NMFS, SHPO, CDPR, CDFG, SWRCB). The Department of General Services approval is taking longer than anticipated.
    - Section 7 consultation completion and the FWS's 135 day review requirement.
    - Caltrans reviewing the PR/EDs within 30 days.
    - Methodology, guidance, consistency in preparing the EIR/EIS responses to comments and EPA and COE approving the responses.

Executive Summary of Program Activities in October 2011

The following paragraphs identify the Key Accomplishments and Key Issues for the program in the month of October. 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:** Conducted initial review of the Merced-Fresno section with the Authority, FRA and Attorney General (AG) staff. Mitigation measures for each of the four ARRA section reports were summarized, for review by the Authority and AG. Additionally, progress was made in the preparation of EIR/EIS sections including Project Background, ROW Maintenance Activities, Operations Service Plan, and Construction Scenario.

- **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. A possible alternative maintenance facility site at SFO has been identified and is being reviewed.

- **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:** The RC seismic sub-consultant reports further analysis undertaken on the Verdugo fault (in the San Fernando Valley) and San Gabriel Fault (southeast of Santa Clarita), and considers both faults to be capable and requiring consideration of movement in the CHSTP operational lifetime. The PMT continues to work closely with the RC on these faults and expects to have a recommendation for Authority consideration in late November. The date for presentation of the Supplemental AA to the Authority Board has been rescheduled to the spring of 2011.

- **LA to Anaheim:** The team continues to refine the Administrative Draft EIR/EIS but the schedule is delayed somewhat for the Draft EIR/EIS. Comments on the 15% Design for the Consolidated Track Shared Alternative were discussed with STV in mid October.

- **LA to San Diego:** The PMT and RC continue to work toward the LA-SD Preliminary AA Report presentation to the Board in March 2011. The PMT drafted and the Authority sent a letter on the LA-SD UPRR and UPRR adjacent alternatives to the Gateway Cities COG. Good progress has been made in the San Gabriel Valley (SGV) in developing a forum for both collaboration on both technical and policy issues.

Key Issues

- **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 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 FY10/11 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.

- **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.

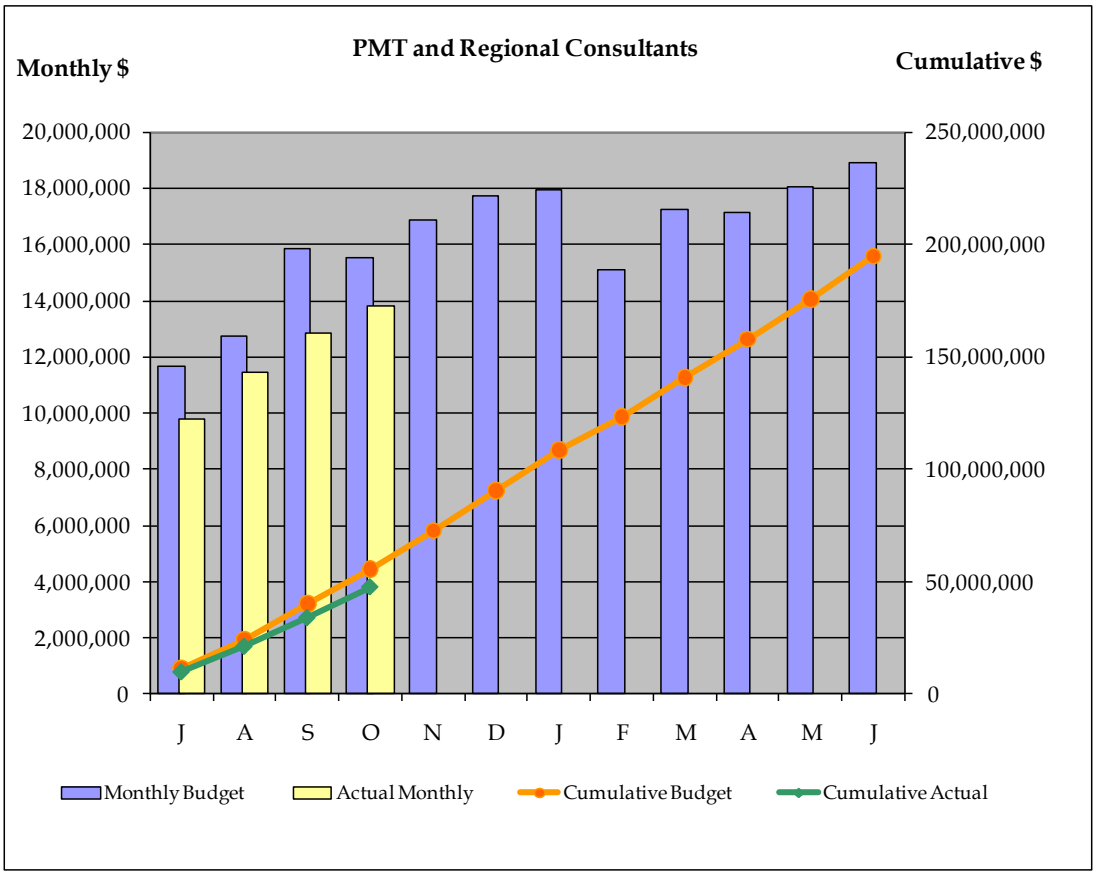
Summary Financials

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 October 1 to October 31, 2010.

In October, the PMT and Regional Consultants billed a total of $13.78 million, 89% of the plan for the month as extracted from the respective Annual Work Programs.

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



As shown in Table 1, billings for the PMT and Regional Consultants are shown to be $7.92 Million (14%) under their AWP budgets for FY 10/11 including the Program Management Team which has under-spent its planned budget to date by $0.87 Million. This under-spending for October 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

Three of the Regional Consultant Sections (Fresno-Bakersfield, Los Angeles-Anaheim and Altamont Pass) have exceeded their planned budget for the October. However, only the Los Angeles-Anaheim section has exceeded 1% of its FY10/11 planned budget to date through October.

Both the Fresno- Bakersfield and Los Angeles-Anaheim sections received extra attention due to their consideration and potential selection as ARRA funded sections.

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

CHSRA Program Components	Month ($)		Cumulative ($)				Total FY Budget ($)
	Planned	Actual	Planned	Actual	Variance Over / -Under	% Over / -Under	
Program Management (PB)	3,046,265	3,010,473	11,217,166	10,341,481	(875,685)	-8	38,537,538
San Francisco - San Jose (HNTB)	2,660,939	2,241,961	9,139,385	8,219,170	(920,215)	-10	24,875,000
San Jose - Merced (Parsons)	1,720,227	989,664	4,196,435	3,354,734	(841,701)	-20	24,515,000
Merced - Fresno (AECOM)	1,632,372	1,510,613	5,816,625	5,330,395	(486,230)	-8	14,837,500
Fresno - Bakersfield (U-H-A)	1,689,351	1,963,258	7,804,284	7,043,871	(760,413)	-10	36,694,807
Bakersfield - Palmdale (U-H-A)	108,747	58,237	423,805	330,646	(93,159)	-22	817,512
Palmdale - Los Angeles (H-U-A)	2,983,276	2,220,100	9,515,217	6,717,896	(2,797,321)	-29	33,840,443
Los Angeles - Anaheim (STV)	821,294	1,044,467	4,179,773	4,202,735	22,962	1	9,924,990
Los Angeles - San Diego (HNTB)	285,445	234,618	1,129,312	1,058,963	(70,349)	-6	3,439,338
Sacramento - Merced (AECOM)	311,506	158,010	1,206,360	463,517	(742,843)	-62	4,299,808
Altamont (AECOM)	249,390	348,811	1,156,560	800,601	(355,959)	-31	3,036,180
		-					
TOTAL	**15,508,812**	**13,780,212**	**55,784,922**	**47,864,009**	**(7,920,913)**	-14	**194,818,116**

Hours Worked

In October 2010, 101,361 hours were billed to the program versus 103,028 planned hours, a 2% under spend of the planned program hours.

While all of the Regional Consultants are on or within budget for the year to date, four sections exceeded their budget hours for the October. One reason for this is an acceleration of work that had previously been put on hold, while the Regional Consultants worked within the constraints of the Limited Notices to Proceed (LNTP), in place during the first quarter of the fiscal year. The PMT will continue to monitor this closely.

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

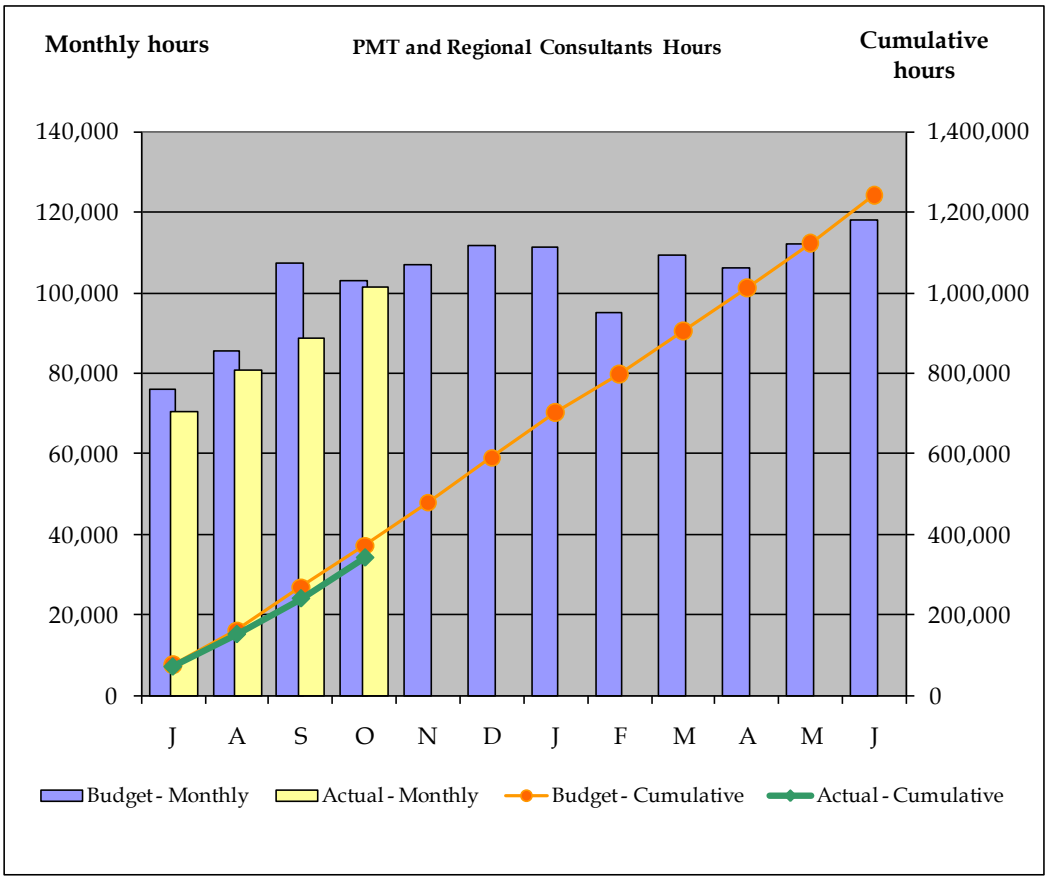


Table 2 illustrates the planned and actual hours worked on the program for the current month, and a total under-spend of 8% for FY 10/11 to date.

As also indicated in table 2, issuance of LNTPs enabled the increase in Regional Consultant staffing in October. Three of the four sections which had an increase were potential ARRA funded sections, so work was expedited to prepare information needed for the ARRA section selection process.

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

CAHSRA Team Components	Month		Cumulative				
	Planned	Actual	Planned	Actual	Variance Over/-Under	% Over / -Under	Total FY Budget
Program Management (PB)	16,952	16,740	62,558	57,355	-5,203	-8	215,161
San Francisco - San Jose (HNTB)	17,263	15,902	61,298	56,820	-4,478	-7	159,793
San Jose - Merced (Parsons)	11,424	8,028	29,712	25,758	-3,954	-13	159,850
Merced - Fresno (AECOM)	11,974	12,890	42,859	43,062	203	0	106,223
Fresno - Bakersfield (U-H-A)	13,076	16,180	60,358	58,800	-1,558	-3	246,343
Bakersfield - Palmdale (U-H-A)	810	425	3,151	2,462	-689	-22	6,050
Palmdale - Los Angeles (H-U-A)	21,450	19,062	64,010	55,144	-8,866	-14	227,108
Los Angeles - Anaheim (STV)	5,716	7,835	29,696	27,191	-2,505	-8	65,685
Los Angeles - San Diego (HNTB)	1,834	1,602	7,180	6,974	-206	-3	22,135
Sacramento - Merced (AECOM)	1,211	444	4,514	2,553	-1,961	-43	17,730
Altamont (AECOM)	1,318	2,253	6,595	5,018	-1,577	-24	15,996
Program TOTAL Hours	**103,028**	**101,361**	**371,931**	**341,138**	-30,793	-8	**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 reported in its respective 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 – October 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**
CAHSRA Team Components	**Planned**	**Actual**	**Planned**	**Actual**	**Physical**	**Physical**
Program Management (PB)	29%	27%	29%	27%	26%	n/a
San Francisco - San Jose (HNTB)	38%	36%	37%	33%	33%	73%
San Jose - Merced (Parsons)	19%	16%	17%	14%	33%	55%
Merced - Fresno (AECOM)	40%	41%	39%	36%	33%	77%
Fresno - Bakersfield (U-H-A)	25%	24%	21%	19%	19%	79%
Bakersfield - Palmdale (U-H-A)	52%	41%	52%	40%	41%	32%
Palmdale - Los Angeles (H-U-A)	28%	24%	28%	20%	13%	51%
Los Angeles - Anaheim (STV)	45%	41%	42%	42%	33%	81%
Los Angeles - San Diego (HNTB)	32%	32%	33%	31%	41%	15%
Sacramento - Merced (AECOM)	25%	14%	28%	11%	8%	8%
Altamont (AECOM)	41%	31%	38%	26%	29%	16%
Phase I TOTAL - SF - Anaheim	**32%**	**29%**	**31%**	**27%**	**27%**	**42%**
Phase II TOTAL	33%	27%	33%	25%	30%	**14%**
Program TOTAL*	30%	27%	29%	25%	25%	**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 inluding 30% design, permitting and bid docs

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 now six sections, with plans to include at least two of the four remaining sections in the November 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 = 1.04	SPI = 0.98
	Slightly over budget; slightly behind schedule	
San Francisco to San Jose	CPI = 1.01	SPI = 0.98
	Slightly over budget; slightly behind schedule	
San Jose to Merced	CPI = 1.02	SPI = 0.97
	Slightly over budget; slightly behind schedule	
Fresno to Bakersfield	CPI = 0.98	SPI =0.95
	Slightly under budget; slightly behind schedule	
Bakersfield to Palmdale	CPI = 0.99	SPI = 0.97
	Slightly under budget; slightly behind schedule	
Altamont	CPI = 1.10	SPI = 0.67
	Over budget; behind schedule	
Los Angeles to Anaheim	CPI = 1.01	SPI = 0.90
	Slightly Over budget; behind schedule	

The four remaining Sections (Palmdale to Los Angeles, Merced to Sacramento, Los Angeles to San Diego and Merced to Fresno) have also developed Earned Value Reports. However, the data are not sufficiently accurate at this stage, to carry out program level analysis. The PMT is continuing to work with the Regional Consultants to improve the quality of its reports.

California High Speed Rail Authority

Cost Performance Report
October 2010

Program Management Team

Planned Progress: 32.2%

Actual Progress: 31.5%

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	$7,281	$7,076	$7,170	$16,328	$23,404	1.01	0.98
2	Public Outreach & Comm	$3,393	$3,073	$2,816	$3,042	$330	$3,146	1.08	0.99
3	Engineering & Design Mgmt	$72,950	$27,771	$27,352	$28,269	$46,665	$74,017	1.03	1.02
4	Environmental	$10,749	$3,255	$3,015	$2,988	$7,695	$10,711	0.99	0.92
5	Regional Managers	$45,673	$12,058	$11,582	$11,759	$34,294	$45,875	1.02	0.98
6	Right of Way Acquisition	$5,198	$506	$93	$194	$4,692	$4,784	2.09	0.38
7	RR Operations & Ridership	$13,726	$4,689	$3,578	$4,192	$9,372	$12,950	1.17	0.89
8	Construction & Procurement	$9,493	$775	$508	$580	$8,796	$0	1.14	0.75
Total		$184,510	$59,407	$56,020	$58,196	$128,171	$174,888	1.04	0.98

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

Current Cost Variance (CV) to Date (EV - AC):	$2,175	ON BUDGET	3.9%	Percent under (+) or over (-) budget
Current Schedule Variance (SV) to Date (EV - PV):	($1,211)	BEHIND SCHEDULE	-2.0%	Percent ahead (+) or behind (-) schedule

Figure 2

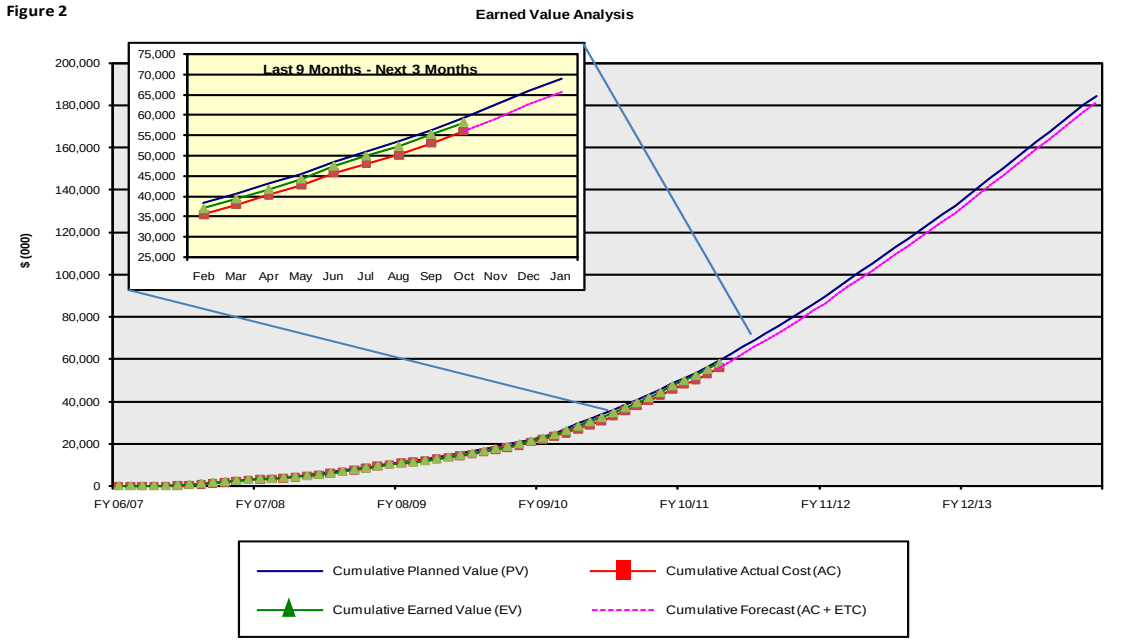


Figure 3

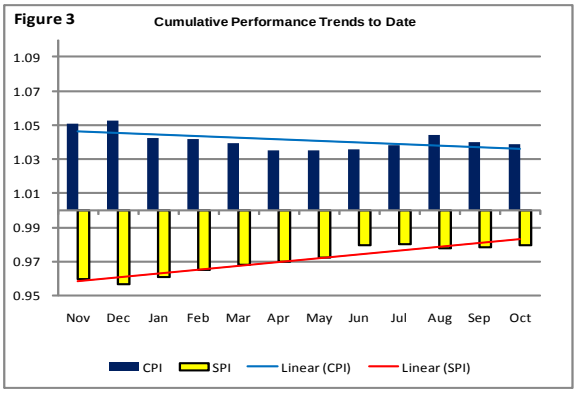
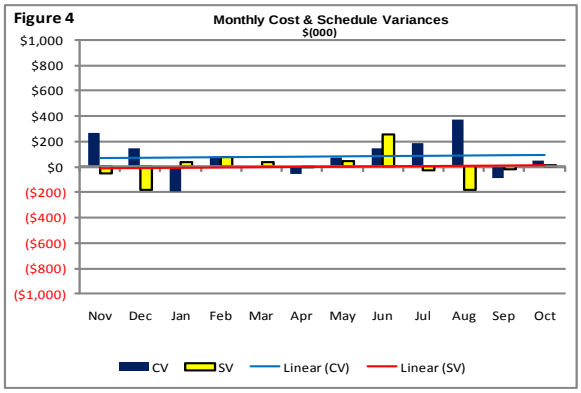


Figure 4



California High Speed Rail Authority

Cost Performance Report
October 2010

San Francisco to San Jose

Planned Progress 54.5%

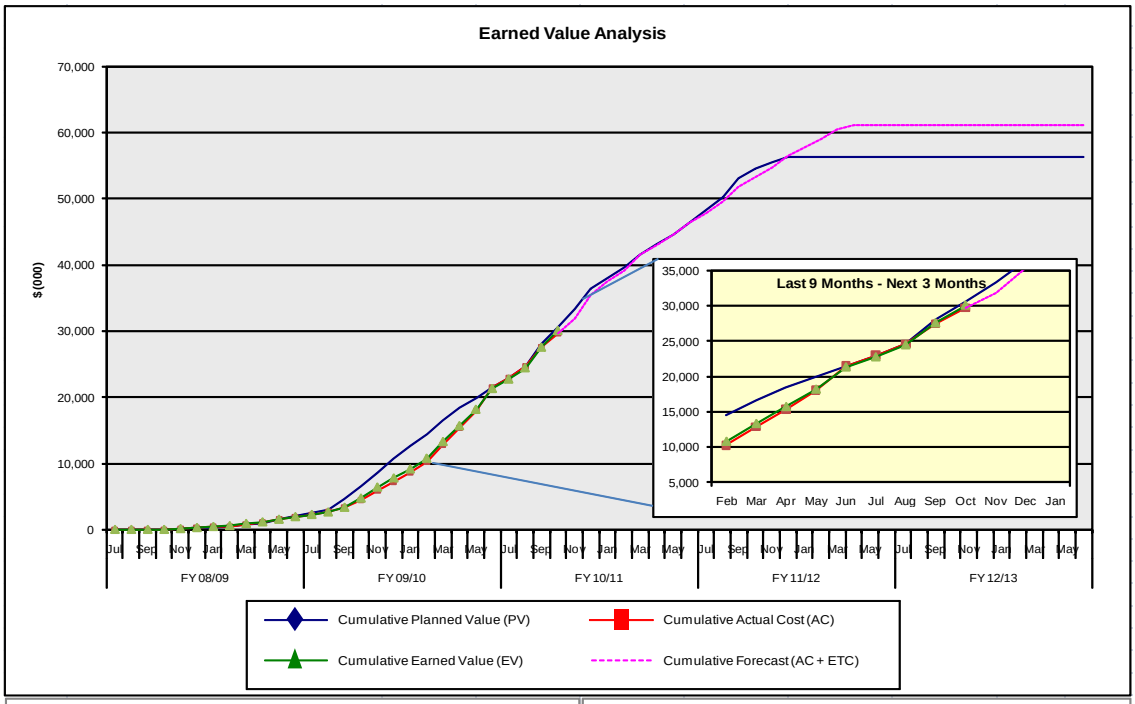
Actual Progress 53.5%

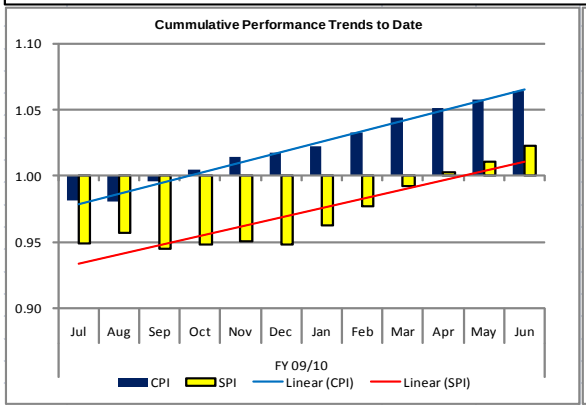
HNTB

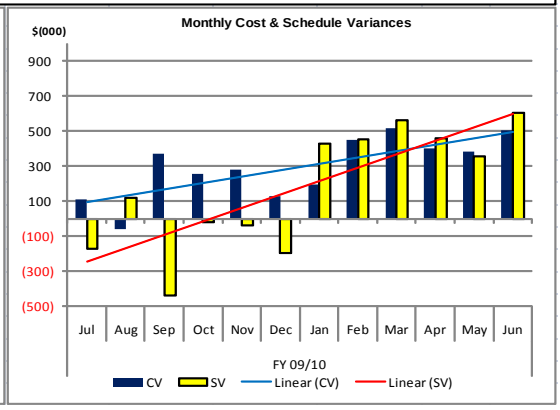
Dollar amounts in thousands

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	$2,295	$2,269	$2,283	$3,154	$5,423	1.01	0.99
2	Public / Agency Participation	$4,693	$2,902	$2,836	$2,843	$2,095	$4,931	1.00	0.98
3	Project Definition	$2,151	$2,136	$2,082	$2,130	$144	$2,227	1.02	1.00
4	Preliminary Engineering	$32,039	$14,116	$13,178	$13,742	$21,067	$34,246	1.04	0.97
5	EIR/EIS Analysis	$8,421	$7,158	$7,691	$7,197	$2,342	$10,032	0.94	1.01
6	Station Area Planning	$1,721	$1,378	$1,104	$1,312	$492	$1,596	1.19	0.95
7	Draft and Final EIR/EIS	$2,379	$669	$582	$594	$1,962	$2,544	1.02	0.89
8	Certification of EIR/EIS and ROD	$87	$0	$0	$0	$126	$0	NA	NA
9	ROW Preservation and Acquisition	$97	$14	$3	$3	$51	$0	1.01	0.22
Total		$56,314	$30,668	$29,744	$30,104	$31,434	$60,998	1.01	0.98

Current Cost Variance (CV) to Date (EV - AC):	$359	Percent under (+) or over (-) budget	1.2%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	($564)	Percent ahead (+) or behind (-) schedule	-1.8%	BEHIND SCHEDULE







California High Speed Rail Authority

Cost Performance Report
October 2010

San Jose to Merced

Planned Progress 23.22%

Actual Progress 23.63%

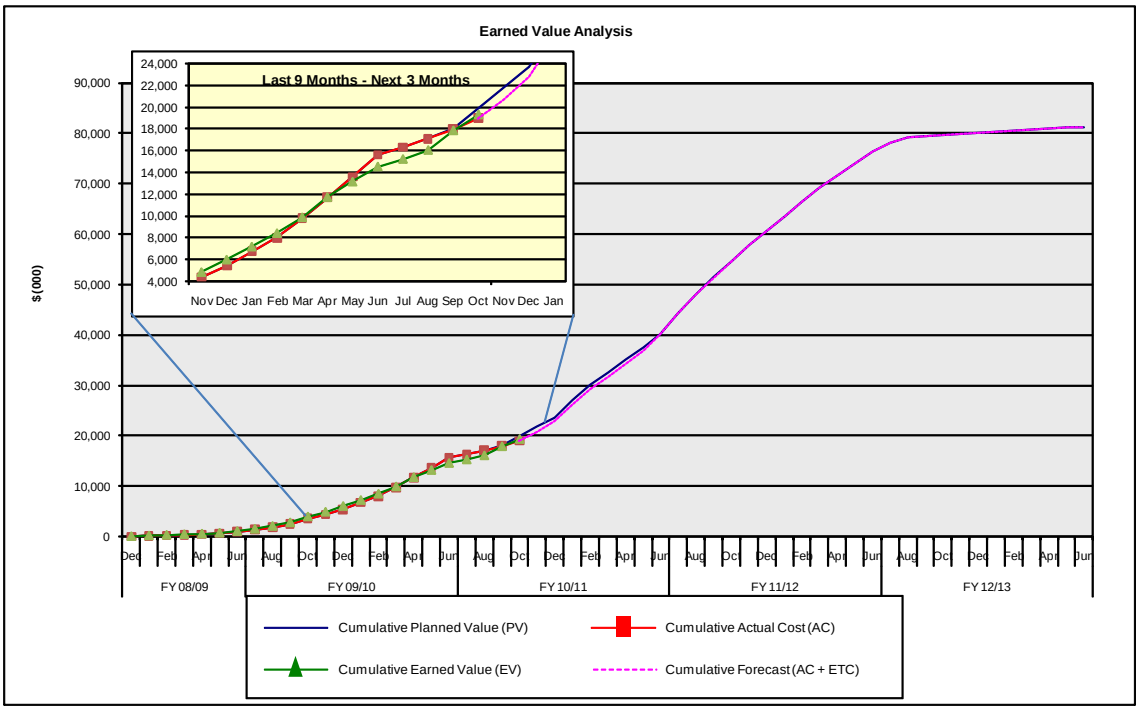
PARSONS

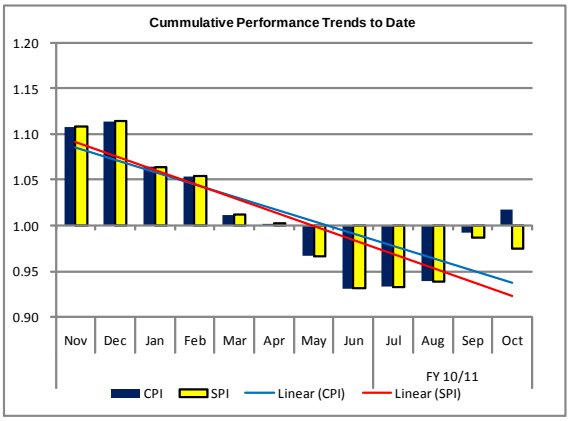
Dollar amounts in thousands

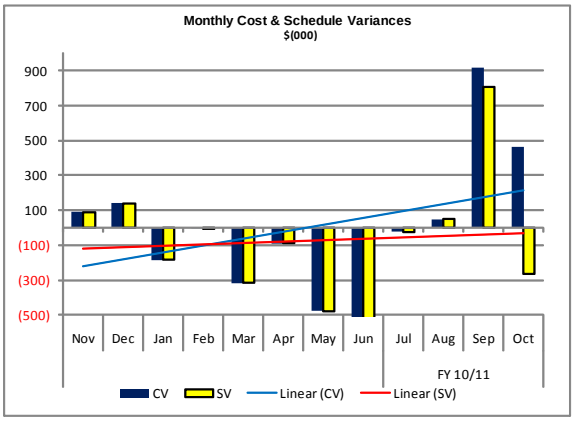
WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	$6,062	$2,213	$2,114	$2,537	$3,947	$6,062	1.20	1.15
2	Public / Agency Participation	$3,197	$1,107	$1,061	$1,338	$2,136	$3,197	1.26	1.21
3	Project Definition	$2,052	$1,882	$1,581	$1,866	$484	$2,065	1.18	0.99
4	Preliminary Engineering	$58,632	$10,605	$10,334	$9,580	$48,282	$58,615	0.93	0.90
5	EIR/EIS Analysis	$6,665	$3,948	$3,873	$3,376	$2,793	$6,665	0.87	0.85
6	Station Area Planning	$402	$2	$0	$0	$402	$402	NA	0.00
7	Draft and Final EIR/EIS	$3,646	$12	$4	$602	$3,641	$3,646	138.39	48.17
8	Certification of EIR/EIS and ROD	$832	$39	$0	$0	$832	$832	NA	0.00
9	ROW Preservation and Acquisition	$185	$1	$0	$0	$185	$185	NA	0.00
Total		$81,673	$19,808	$18,967	$19,298	$62,702	$81,669	1.02	0.97

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

Current Cost Variance (CV) to Date (EV - AC):	$332	Percent under (+) or over (-) budget	1.7%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	($510)	Percent ahead (+) or behind (-) schedule	-2.6%	BEHIND SCHEDULE







California High Speed Rail Authority

Cost Performance Report
October 2010

Fresno to Bakersfield

Planned Progress 40.7%

Actual Progress 38.7%

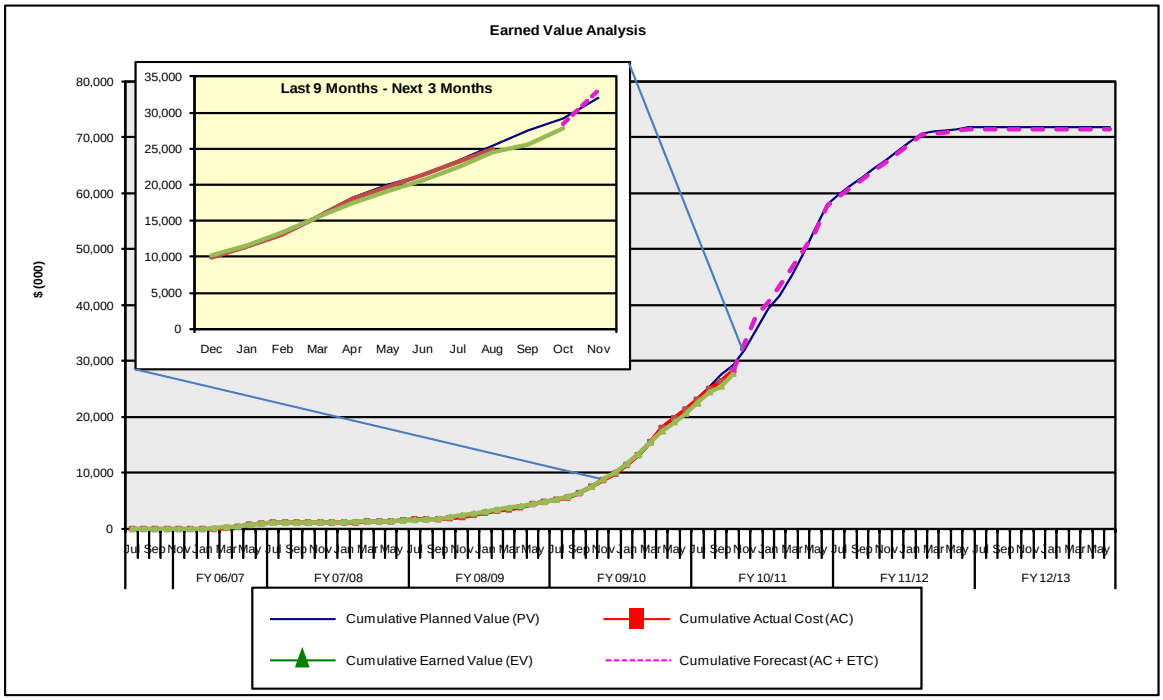
URS | HMM | ARUP
CALIFORNIA HIGH-SPEED TRAIN

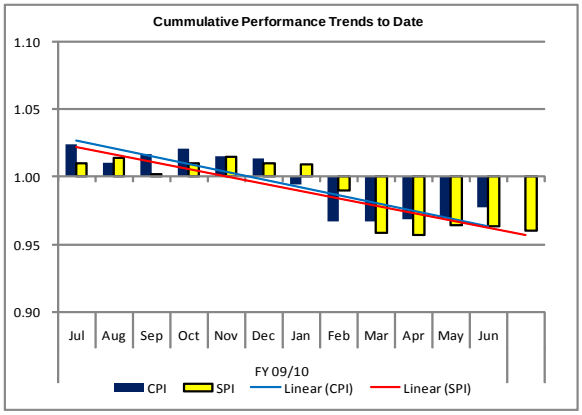
Dollar amounts in thousands

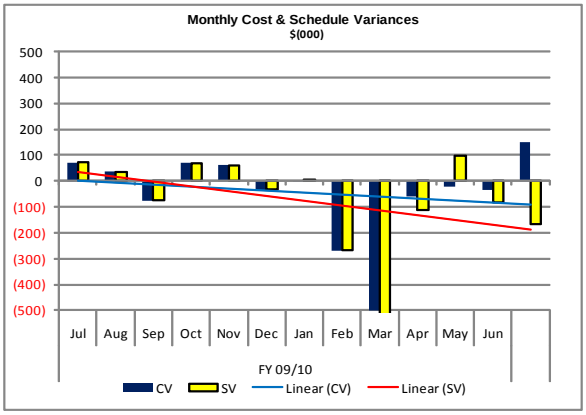
WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	$6,669	$2,956	$3,106	$3,066	$3,692	$6,798	0.99	1.04
2	Public / Agency Participation	$3,193	$1,831	$2,064	$2,012	$1,198	$3,262	0.97	1.10
3	Project Definition	$3,645	$3,645	$3,468	$3,645	$0	$3,468	1.05	1.00
4	Preliminary Engineering	$42,118	$9,061	$9,502	$8,462	$32,616	$42,118	0.89	0.93
5	EIR/EIS Analysis	$10,913	$10,406	$9,401	$9,713	$1,186	$10,586	1.03	0.93
6	Station Area Planning	$463	$463	$425	$463	$0	$425	1.09	1.00
7	Draft and Final EIR/EIS	$1,602	$398	$306	$320	$1,296	$1,602	1.05	0.80
8	Certification of EIR/EIS and ROD	$2,810	$415	$90	$84	$2,720	$2,810	0.93	0.20
9	ROW Preservation and Acquisition	$302	$35	$0	$0	$302	$302	NA	0.00
Total		$71,717	$29,212	$28,362	$27,766	$43,009	$71,372	0.98	0.95

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

Current Cost Variance (CV) to Date (EV - AC):	($596)	Percent under (+) or over (-) budget	-2.1%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	($1,446)	Percent ahead (+) or behind (-) schedule	-5.0%	BEHIND SCHEDULE







California High Speed Rail Authority

Cost Performance Report
October 2010

Bakersfield to Palmdale

Planned Progress 9.5%

Actual Progress 9.2%

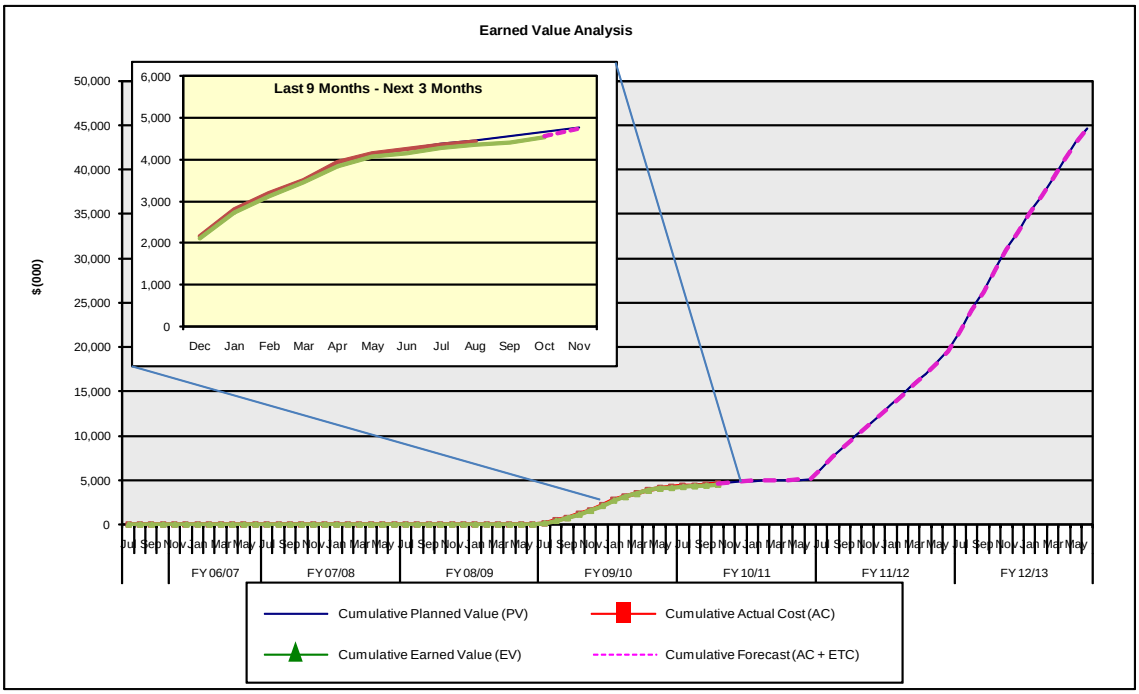
URS | HMM | ARUP
CALIFORNIA HIGH-SPEED TRAIN

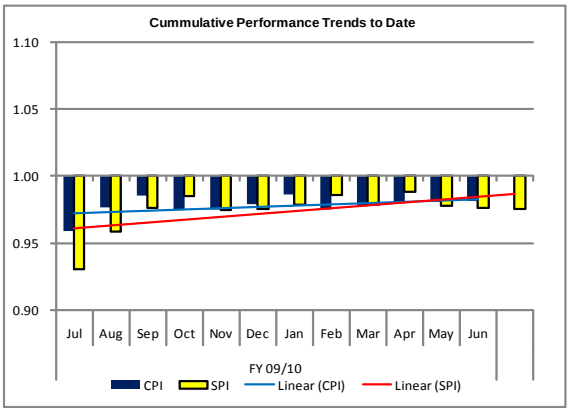
Dollar amounts in thousands

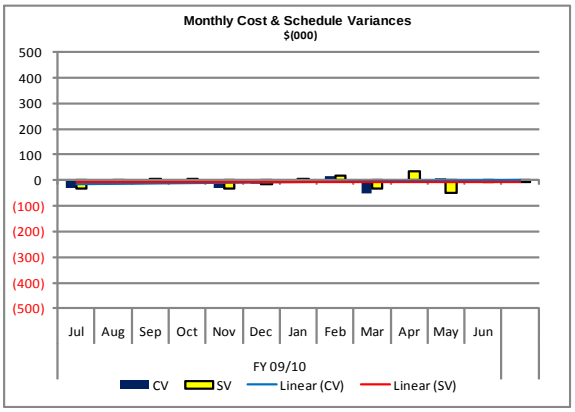
WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	$5,201	$730	$801	$781	$4,440	$5,241	0.98	1.07
2	Public / Agency Participation	$1,447	$268	$252	$275	$1,197	$1,449	1.09	1.03
3	Project Definition	$1,258	$931	$766	$800	$445	$1,211	1.05	0.86
4	Preliminary Engineering	$28,010	$2,164	$2,153	$2,084	$25,857	$28,010	0.97	0.96
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**	**$4,677**	**$4,574**	**$4,538**	**$44,557**	**$49,131**	**0.99**	**0.97**

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

Current Cost Variance (CV) to Date (EV - AC):	**($36)**	**Percent under (+) or over (-) budget**	**-0.8%**	**OVER BUDGET**
Current Schedule Variance (SV) to Date (EV - PV):	**($139)**	**Percent ahead (+) or behind (-) schedule**	**-3.0%**	**BEHIND SCHEDULE**







California High Speed Rail Authority

Cost Performance Report
October 2010

Altamont Corridor

Planned Progress: 9.9%

Actual Progress: 6.6%

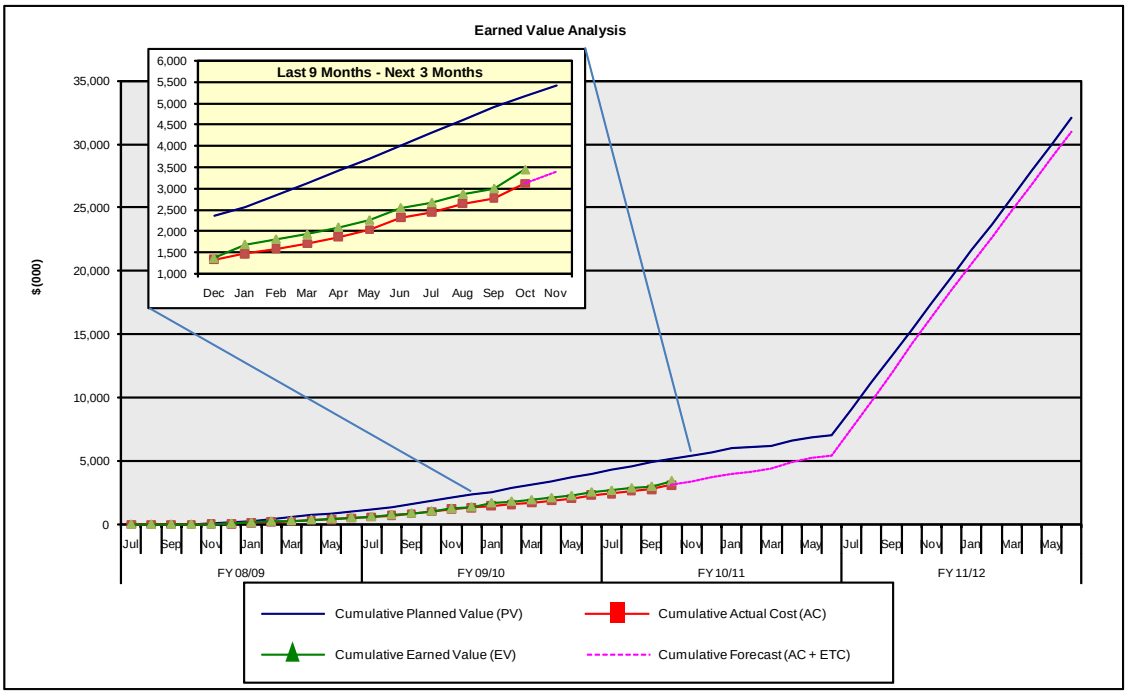
AECOM

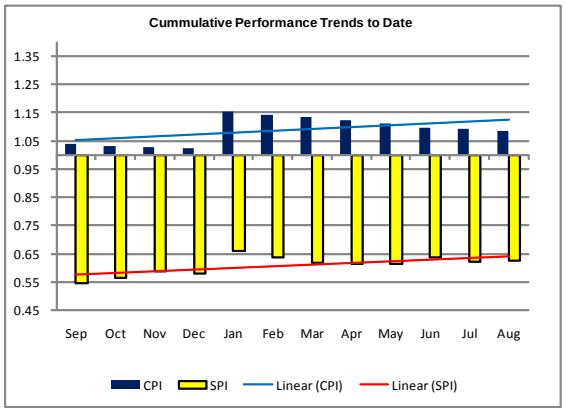
Dollar amounts in thousands

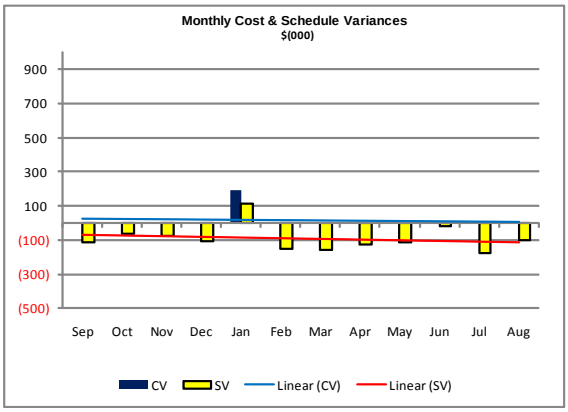
WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	$4,065	$1,025	$792	$792	$3,082	$3,873	1.00	0.77
2	Public / Agency Participation	$3,356	$798	$446	$446	$2,576	$3,022	1.00	0.56
3	Project Definition	$2,899	$2,380	$1,628	$1,943	$1,034	$2,662	1.19	0.82
4	Preliminary Engineering	$29,913	$907	$231	$231	$29,656	$29,887	1.00	0.25
5	EIR/EIS Analysis	$5,845	$0	$14	$14	$5,845	$5,859	1.00	NA
6	Station Area Planning	$1,291	$47	$13	$13	$1,244	$1,257	1.00	0.27
7	Draft and Final EIR/EIS	$2,722	$0	$0	$0	$2,722	$2,722	NA	NA
8	Certification of EIR/EIS and ROD	$911	$0	$0	$0	$911	$0	NA	NA
9	ROW Preservation and Acquisition	$1,262	$0	$0	$0	$1,262	$0	NA	NA
Total		$52,264	$5,156	$3,123	$3,438	$48,332	$49,282	1.10	0.67

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

Current Cost Variance (CV) to Date (EV - AC):	$315	Percent under (+) or over (-) budget	10.1%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	($1,719)	Percent ahead (+) or behind (-) schedule	-33.3%	BEHIND SCHEDULE







California High Speed Rail Authority

Cost Performance Report
October 2010

Los Angeles-Anaheim

Planned Progress: 71.4%

Actual Progress: 64.5%

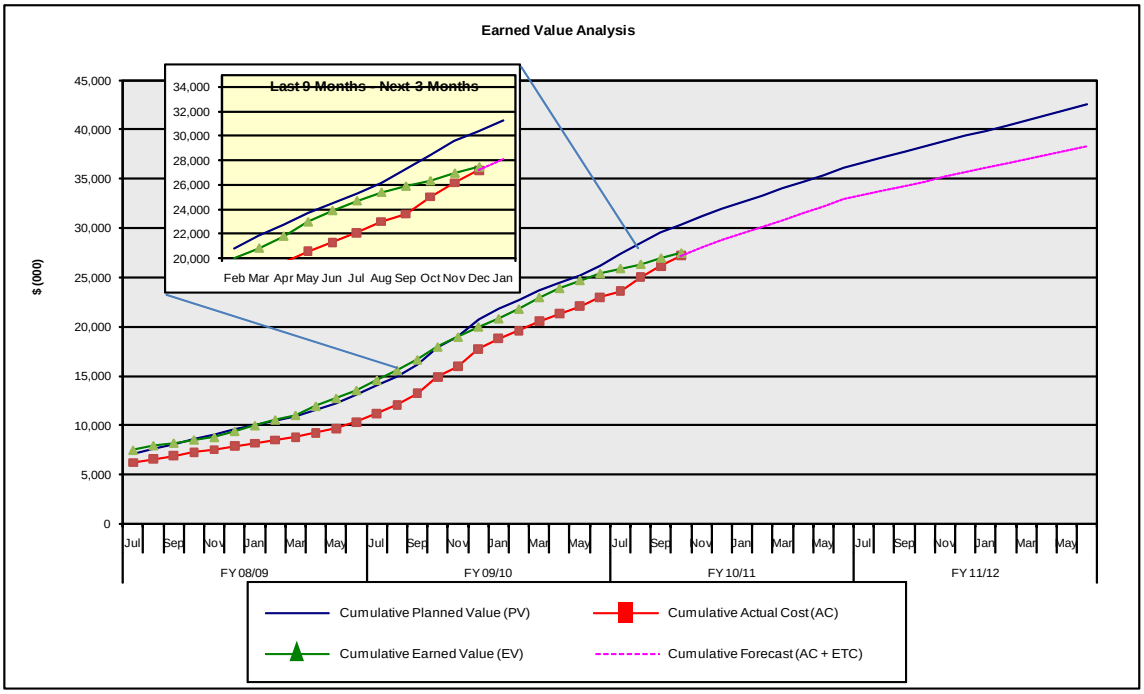
STV

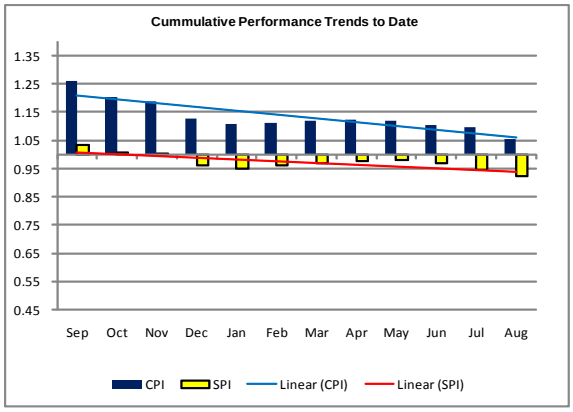
Dollar amounts in thousands

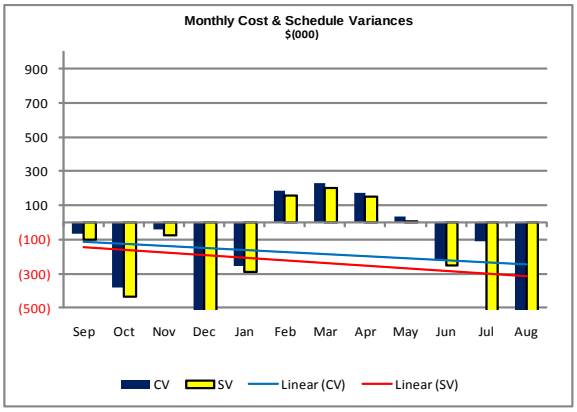
WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	$7,143	$5,380	$4,631	$5,093	$1,763	$6,395	1.10	0.95
2	Public / Agency Participation	$2,754	$1,940	$1,649	$1,964	$813	$2,462	1.19	1.01
3	Project Definition	$581	$556	$495	$580	$25	$520	1.17	1.04
4	Preliminary Engineering	$18,004	$9,920	$8,884	$8,619	$7,046	$15,930	0.97	0.87
5	EIR/EIS Analysis	$9,749	$9,087	$8,556	$8,441	$663	$9,219	0.99	0.93
6	Station Area Planning	$778	$778	$625	$792	$0	$625	1.27	1.02
7	Draft and Final EIR/EIS	$2,270	$1,854	$1,547	$1,341	$415	$1,963	0.87	0.72
8	Certification of EIR/EIS and ROD	$197	$0	$8	$0	$197	$0	0.00	NA
9	ROW Preservation and Acquisition	$1,096	$864	$804	$648	$233	$0	0.81	0.75
Total		$42,572	$30,379	$27,200	$27,479	$11,155	$37,114	1.01	0.90

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

Current Cost Variance (CV) to Date (EV - AC):	$278	Percent under (+) or over (-) budget	1.0%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	($2,901)	Percent ahead (+) or behind (-) schedule	-9.5%	BEHIND SCHEDULE







Ri

Risk Management

The PMT has been working with the Regional Consultants to facilitate development of the risk management capability across the Program. This is an evolving process that will be further refined and developed, with the output recorded within the programs Risk Register document, (as referenced TM 0.6, "Risk Register and Development Protocol"). A summary of the progress and results will also be included in the PMT and Regional Consultants Monthly Progress Reports.

Since September, risk management workshops have been carried out with six of the ten Regional Consultants, including all four ARRA sections. This is a continuous process that has been designed to align with the key project milestones. Thus, initial workshops are planned to take place up to three months prior to the 15% Design submittal, when there is an appropriate level of project information to maximize the output.

In addition, the PMT has conducted a separate "top down" identification work shop of the program-wide ("Programmatic") risks.

A standard Risk Identification and Qualification approach has been adopted to ensure consistency, while allowing analysis at a program-wide level. The technique is an industry standard, endorsed by the Project Management Institute (PMI) and the American Association of Cost Engineering International (AACEI).

Currently the PMT has developed a composite program Probability-Impact matrix, which summarizes the risk register prepared for the six Regional Consultants completed so far. A similar matrix exists for the six sections where the risk management workshops were conducted.

- **Summary Probability-Impact Matrix for six sections submitting Risk Registers in September 2010**

# of Risks

MAXIMUM IMPACT -->	1	2	3	4	5
5	0	8	19	16	19
4	4	13	30	28	19
3	9	38	26	17	14
2	5	2	2	4	2
1	0	1	0	0	0
	PROBABILITY -->				

# of Risks Per Zone

	HIGH	183
	MEDIUM	76
	LOW	17
	NO SCORE	9
	RESOLVED RISKS	1
TOTAL		286

As expected at the current phase of the program, there is a predominance of medium and high level risks. Each individual risk is recorded in greater detail within each sections the Risk Register.
The PMT objective is to ensure that the process is applied continuously and consistently, while highlighting major risks to the Authority, as appropriate throughout the program. To that extent, this section of each Monthly Progress Report (which is still work in progress), will evolve to reflect these requirements.

Quality Management

The PMT has renewed its focus on Quality Assurance by conducting a series of audits on the Regional Consultants in accordance with the PMT Quality Plan. This is a continuous work stream and entails evaluating each RC's quality plan for its work to ensure that it is compliant with the plan and recommend Quality Control measures where appropriate. The results will be documented in a series of project binders as well as being posted on Projectsolve2.

Initially significant effort has been made co-coordinating with the Regional Consultants to plan different audits. Quality Surveillance audits have been initiated for the San Francisco – San Jose, Fresno-Bakersfield and Merced-Fresno sections. The PMT Quality Assurance team has also been carrying out preparatory work for the remaining sections, through review of Regional Consultants QA/QC Plans and Monthly Progress Reports.

An area that is receiving special attention is the RC's compliance with the Programs' Earned Value procedure. This procedure was implemented in August 2010 and has been adopted by the Regional Consultants. It is important that this methodology is being applied consistently by each of the Regional Consultants

Deliverables

The PMT and each Regional Consultant has a specified list of deliverables to be completed in accordance with the Authority approved FY10/11 Annual Work Program (AWP). These AWPs are available on the respective entity's section of Projectsolve2.

Each Regional Consultant provides a monthly status update of its AWP Deliverables in its Monthly Progress Report. This can be accessed on ProjectSolve2 via the following link:

My ProjectSolve > CAHSR - Program Mgmt (13259) > 01. Program Management & Admin > 45. Regional Consultant Section

The PMT Annual Work Program Deliverables are also summarized within the PMT Progress Report and can be accessed on Projectsolve2 via the following link:

My ProjectSolve > CAHSR - Program Mgmt (13259) > 01. Program Management & Admin > 25. Contract Administration > 25. Program Management Progress Reports > 2010/11 Program Management Progress