



CAHSR Program Monthly Progress Report

January 2011

Executive Summary Report

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Introduction

This Monthly Executive Summary Progress Report covers work accomplished during the period from January 1, 2011 through January 31, 2011.

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 refined in response to management requests and best management practices.

Regional Consultant Teams:

Planned and actual hours and costs for each Regional Consultant and the PMT are summarized in this Executive Summary Report. The planned and actual hours, costs and progress of the PMT and each 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 as well as being provided to the Authority's Contracts Director and posted on the ProjectSolve2 website on a monthly basis.

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 PMT's Monthly Progress Report is also available on ProjectSolve2.

Program Summary Schedules:

Each Regional Consultant plans and manages its work using a detailed Primavera schedule. The updated Summary Schedules for each Regional Consultant are an integral part of its respective monthly Progress Report and is provided as support to the monthly invoice submittals to the Authority.

The project controls and reporting activities capture the significant issues, concerns and progress for the project as it moves toward NOD/ROD and 30% design. Included in this report is a program summary, showing the respective consultant contract values and expenditures to date for the environmental and preliminary engineering phase.

As the Program moves into the implementation phase of the ARRA-funded work to address right-of-way acquisition, permitting, utilities relocations, procurement and construction activities, the reports will be modified to provide pertinent information regarding each of these major program components.

Environmental Milestones Schedule:

The Schedule 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, forecast 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. The Percent Complete toward the NOD/ROD value has been calculated based on a relative value of each milestone and its current status.

Following detailed planning this month and liaison with environmental agencies regarding approval cycle timescales, the PMT and Authority have worked to provide greater definition to the environmental activities. Additionally, the schedule has been developed to reflect the current direction of the Program, since the Board approved ARRA section and subsequent Limited Notices to Proceed 3 budget authorizations. As a result a revised forecast has been developed for the Phase 1 sections initially, with the Phase 2 sections to be reforecast over the coming months.

The revised forecasts will be reviewed and discussed with each of the Regional Consultants and form the basis for the planned work going forward. Each Regional Consultant will reflect this in its respective schedules over the coming months.

Environmental Milestones Schedule – January 2011

Section/Activity	Plan Feb 11	Actual/PMT plan % complete	Assigned Weight	5%	Scoping Report	15%	Board Briefing to Approve Release of the AA Report	Release Preliminary AA Report	5%	Board Briefing to Approve Supplemental AA Report	Release Supplemental AA Report	12%	Checkpoint A	Technical Reports	13%	Checkpoint B	Admin Draft EIR/EIS	33%	15% Design	5%	Draft EIR/EIS	10%	Checkpoint C	Final EIR/EIS	2%	NOD/ROD	100%	Percent Complete Toward NOD/ROD	30% Design			
																														Mar. '09	Apr. 8, 2010	Apr. 10
San Francisco - San Jose	Plan				May '09		Apr. 8, 2010	Apr. 10		Jul-10	Jul-10		Sep-10	Sep-10		Sep-10	Oct-10		Oct-10		Oct-10	Jul-11	Sep-11									
	Actual / PMT plan Feb 11				Mar. 10 A		Apr. 8, '10 A	Apr. '10 A		Aug. 5, '10 A	Aug. '10 A		Jun-12	Jun-12		Aug-12	Mar-12		Oct-12		Oct-12	Mar-13	Jun-13									
	% Complete				100%		100%	100%		100%	100%		90%	90%		98%	93%		0%		0%	0%	0%	0%	0%	0%	0%	0%	79%	0%		
San Jose - Merced	Plan				Oct. '09		May. 6, 2010	May '10		Aug. 5, 2010	Aug-10		Apr-11	Apr-11		Apr-11	Dec-10		Jul-11		Jul-11	Feb-12	Apr-12									
	Actual / PMT plan Feb 11				Mar. '10 A		Jun. 3, 2010	June '10 A		Aug. 5, 2010	Jun-11		Jul-11	Jul-11		Sep-11	Jun-11		Jan-12		Jan-12	Sep-12	Nov-12									
	% Complete				100%		100%	100%		70%	70%		70%	70%		40%	62%		0%		0%	0%	0%	0%	0%	0%	0%	58%	0%			
Merced - Fresno	Plan				Mar. '10		Apr. 8, 2010	Apr. '10		Jun. 3, 2010	Jun-10		Aug-10	Aug-10		Aug-10	Sep-10		Nov-10		Nov-10	Jun-11	Aug-11									
	Actual / PMT plan Feb 11				Mar. 10 A		Apr. 8, 2010	Apr. '10 A		Aug. 5, '10 A	Aug. '10 A		Feb. 3 '11 A	Sept '10 A		Sept. '10A	Jan-11		Aug-11		Aug-11	Dec-11	Feb-12									
	% Complete				100%		100%	100%		100%	100%		100%	100%		100%	87%		75%		0%	0%	0%	0%	0%	0%	0%	82%	0%			
Fresno - Bakersfield	Plan				Mar. '10		Dec. 3, 2009	Mar. '10		Jun. 3, 2010	Jun-10		Sep-10	Sep-10		Sep-10	Aug-10		Jan-11		Jan-11	Jun-11	Aug-11									
	Actual / PMT plan Feb 11				Mar. 10 A		Jun. 3, 2010	June '10 A		Sept. 10 A	Sept. '10 A		Feb. 3 '11 A	Sept. '10 A		Sept. '10 A	Feb-11		Aug-11		Aug-11	Dec-11	Feb-12									
	% Complete				100%		100%	100%		100%	100%		93%	93%		100%	99%		66%		0%	0%	0%	0%	0%	0%	0%	85%	2%			
Bakersfield - Palmdale	Plan				Mar. '10		Aug. 5, 2010	Aug. '10		Oct. 7, 2010	Nov-10		Sep-11	Sep-11		Sep-11	Nov-11		Dec-11		Dec-11	Jun-12	Sep-12									
	Actual / PMT plan Feb 11				Mar. '10 A		Sep '10 A	Aug. '10 A		Sep '10 A	Jun-11		May-11	Jan-12		Mar-12	Dec-11		Jun-12		Jun-12	Feb-13	Apr-13									
	% Complete				100%		100%	100%		16%	16%		6%	6%		1%	30%		0%		0%	0%	0%	0%	0%	0%	0%	33%	0%			
Palmdale - Los Angeles	Plan				June '09		May. 6, 2010	May '10		Aug. 5, 2010	Aug-10		Oct-10	Oct-10		Oct-10	Oct-10		Jan-11		Jan-11	Aug-11	Oct-11									
	Actual / PMT plan Feb 11				Mar. 10 A		Jul. 8 '10 A	Jul. '10 A		Aug. 5, 2010	Mar-11		May-11	Nov-11		Dec-11	Oct-11		Mar-12		Mar-12	Oct-12	Jan-13									
	% Complete				100%		100%	100%		90%	90%		63%	63%		60%	81%		0%		0%	0%	0%	0%	0%	0%	0%	67%	0%			
Los Angeles - Anaheim	Plan				Aug. '09		Not Applicable	Apr. 24, 2009		Jun. 3, 2010	Jun-10		Sep-10	Sep-10		Sep-10	Aug-10		Jan-11		Jan-11	Jul-11	Sep-11									
	Actual / PMT plan Feb 11				Mar. 10 A		Not Applicable	Apr. 24, 09 A		Jul. 8, '10 A	July '10 A		May-11	Jul-12		Sep-11	Sep-12		Jun-12		Nov-12	Jun-13	Sep-13									
	% Complete				100%		100%	100%		100%	100%		85%	85%		90%	93%		0%		0%	0%	0%	0%	0%	0%	0%	78%	0%			
Los Angeles - San Diego	Plan				June '10		Jul'10	Jul. '10		Jan. 6, 2011	Jan-11		Aug-12	Aug-12		Aug-12	Aug-12		Feb-13		Feb-13	Sep-14	Dec-14									
	Actual / PMT plan Feb 11				June '10 A		Jul'10	Jul. '10		Jan. 6, 2011	Jan-11		Aug-12	Aug-12		Aug-12	Aug-12		Feb-13		Feb-13	Sep-14	Dec-14									
	% Complete				100%		90%	90%		0%	0%		0%	0%		0%	0%		0%		0%	0%	0%	0%	0%	0%	0%	19%	0%			
Merced - Sacramento	Plan				Feb. '10		Feb. 3, 2011	Feb. '11		May. 5, 2011	May-11		Sep-11	Sep-11		Sep-11	Oct-11		Jan-12		Jan-12	Nov-12	Mar-13									
	Actual / PMT plan Feb 11				Apr. '10 A		Feb. 3, 2011	Feb. '11		May. 5, 2011	May-11		Sep-11	Sep-11		Sep-11	Oct-11		Jan-12		Jan-12	Nov-12	Mar-13									
	% Complete				100%		100%	20%		19%	19%		0%	0%		0%	0%		0%		0%	0%	0%	0%	0%	0%	0%	9%	0%			
Altamont Corridor	Plan				Feb. '10		Nov. 4, 2010	Dec. '10		Mar. 3, 2011	Mar-11		Nov-11	Nov-11		Nov-11	Dec-11		Mar-12		Mar-12	Sep-12	Dec-12									
	Actual / PMT plan Feb 11				Mar. 10 A		Nov. 4, 2010	Dec. '10		Mar. 3, 2011	Mar-11		Nov-11	Nov-11		Nov-11	Dec-11		Mar-12		Mar-12	Sep-12	Dec-12									
	% Complete				100%		95%	95%		0%	0%		0%	0%		0%	2%		0%		0%	0%	0%	0%	0%	0%	0%	20%	0%			

Blue text = Actual dates

Red text indicates a date change from last months MPR

"PMT Plan Feb 11 dates" reflect target dates agreed between the Authority and PMT based on working agreements with environmental review and approval agencies

Phase 2 Sections will be rescheduled over the next few months

Programmatic Concerns

- Agreement on the definition and extent of the Initial Operating Section (IOS).
- Develop and finalize a cooperative approach with the FRA of an execution strategy and a detailed schedule to meet the ARRA deadlines. Work has commenced to ensure optimal use of Program resources and funding.
- 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 including definitive commitments of these staff to work closely with the Authority, PMT and RCs in meeting the HSR schedule deadlines.
- 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 be closely planned and executed, including the funding and expediting of necessary survey work.
- Authority appointment of a Financial Consultant.
- 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 January 2010

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

Accomplishments

- ◆ **Merced to Fresno:** Conducted a comprehensive cost containment review to identify potential lower cost alternatives, particularly with a view of eliminating high aerial structures. Significant potential savings were identified and are being more thoroughly assessed. Meetings with affected stakeholders commenced. The cost containment measures will require some modifications to both the Checkpoint B submission and the Draft EIR/EIS documentation. A revised Checkpoint B will be resubmitted in February.
- ◆ **Fresno-Bakersfield:** Conducted a comprehensive cost containment review to identify potential lower cost alternatives, particularly with a view of eliminating high aerial structures. Significant potential savings were identified and are being more thoroughly assessed. Meetings with affected stakeholders commenced. In particular, we have had good meetings with the City of Fresno. The cost containment measures will require some modifications to the existing Checkpoint B submission as well as the draft EIR/EIS documentation. A revised Checkpoint B will be resubmitted in February.
- ◆ **ARRA/SDP 10 funding agreements:** Completed evaluation and recommendable initial build section. Prepared grant agreement documents.
- ◆ **San Francisco to San Jose:** Since the Central Valley was selected as the priority section of the Statewide project, the work was rescheduled for San Francisco to San Jose reflecting later dates than previously forecast.
- ◆ **Palmdale to LA:** The Supplemental AA presentation to the Authority Board has been set for March 2011. The PMT will present proposals for alignment alternatives to be studied further in the EIR/EIS process for the segment between Sylmar and Los Angeles. The PMT will also be providing an update on current analysis between Palmdale and Sylmar as well as recommending further coordination and study with the local communities prior to recommending alternatives for EIR/EIS study.
- ◆ **LA to Anaheim:** The PMT will update the Board in March 2011, and will recommend a phased implementation approach for the corridor.
- ◆ **LA to San Diego:** The PMT will present the Preliminary AA Report to the Board in March 2011. The Preliminary AA Report will recommend that the UPRR / UPRR Adjacent alignments be dropped from further consideration and that the I-10 and SR 60 alignments be carried forward in the environmental process.
- ◆ **Bakersfield to Palmdale:** An additional Limited Notice to Proceed (LNTP) was issued to the Regional Consultant to advance the environmental studies.

- ◆ **Agency and Railroad Interfaces:** Two critical staff members were added to the Project Management Team to fill existing voids in dealing with other government agencies, Railroads and other third parties. Gregg Albright joined the PMT to identify all agencies, utilities and third parties with whom interfaces were needed, to establish frames of reference (Memorandums of Understanding) for dealing with these entities and to assist the Authority in formalizing relationships with them. Gil Mallery joined the PMT to work the issues with the Burlington Northern Santa Fe Railroad and Union Pacific Railroad as well as interface with local rail entities in the Southern California metropolitan area. Additionally, a specialist in dealing with the agricultural community and their interests was identified and hired by one of the Regional Consultants to facilitate the interactions with this constituency which is critical to the project's successful implementation.
- ◆ **Real Property/Right-of-Way Acquisition:** The Authority hired a Director of Real Property, Patricia Jones, to address the acquisition of the property and easements needed for the project. The PMT engaged the services of a Real Estate consulting firm to assist the Authority in establishing the systems and protocols needed to acquire the right-of way parcels and clear them for use by the project.
- ◆ **Business Model:** To address partially the Legislative Peer Review Panel's concerns about the risk of not having a well-defined business model for the HSR program and in the absence of the Authority having a Financial Consultant under contract, the PMT has developed some possible scenarios for ownership and operation of the system.
- ◆ **"Time-Chainage Charts":** The PMT has developed a series of Time-Chainage Charts to facilitate understanding of the time distance and physical features of the various alternatives for the system with particular emphasis on the Central Valley (and possible extensions both north and south) in order to assess development alternatives and cost impacts. This tool has been widely accepted and has been used to explain the interfaces and tie-in options with existing Amtrak services to achieve Independent Utility options associated with various development schemes.
- ◆ **FRA Grants Administrator:** With concurrence of the Authority, the PMT has engaged the services of an independent consultant experienced with FRA grants and the reporting requirements for same. This will help ensure that the Authority is fully compliant with the federal rules and regulations for administering the funds for this major rail program. Work is already underway for the initial required reports submittals in late February.
- ◆ **FY 11/12 Annual Work Program:** The Authority has issued instructions for preparing the Annual Work Program to the PMT and Regional Consultants and work is well underway for submittal and negotiations of these contractual documents over the next two months.

Key Issues

- ◆ **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 address for necessary railroad operational and safety requirements. Similarly, the Authority is continuing to work 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. Metrolink has agreed to draft the MOU Agreement, and send to CHSRA and the PMT for review.
- **Palmdale to LA:** The Acton and Agua Dulce communities have raised objections to the alignments proposed for further study in the Preliminary AA (SR14 east and west). The PMT has subsequently met with Supervisor Antonovich staff to discuss issues and the Soledad Canyon alignment. A conference call has been arranged with staff and Environmental Agencies on February 23 to discuss the Soledad Canyon alignment alternative and why it was not proposed for further study at the Preliminary AA stage.
- ◆ **LA to Anaheim:** The CHSRA CEO, Deputy Director and the PMT met with the Gateway Cities COG to answer questions from its October 2010 letter. The GCCOG consultant also discussed his Phase Two Final Report, which presents a phased implementation approach for the corridor. This phased approach was discussed on February 18 with the FRA.
- ◆ **LA to San Diego:** The PMT continues to discuss the I-10 Alternative with the San Gabriel Valley Working Group at the monthly working group level. Two communities have publicly expressed support only for tunneling in the I-10 median and there is a key meeting of the San Gabriel Valley COG on February 17.
- ◆ **Rule of Particular Applicability:** In discussion with FRA staff, it has been confirmed that development of the petition for a Rule of Particular Applicability should proceed in a form of “RPA Guidance Document” until selection of trainset technology is finalized by the CHSRA. The RPA Guidance document will be endorsed by FRA to support CHSTP’s procurement process and will allow for continued coordination with FRA technical staff until formal rulemaking proceedings. PMT will target completion CHSTP’s RPA Guidance Document no later than June 30th, 2011 for submission to FRA for review and endorsement via the Authority.

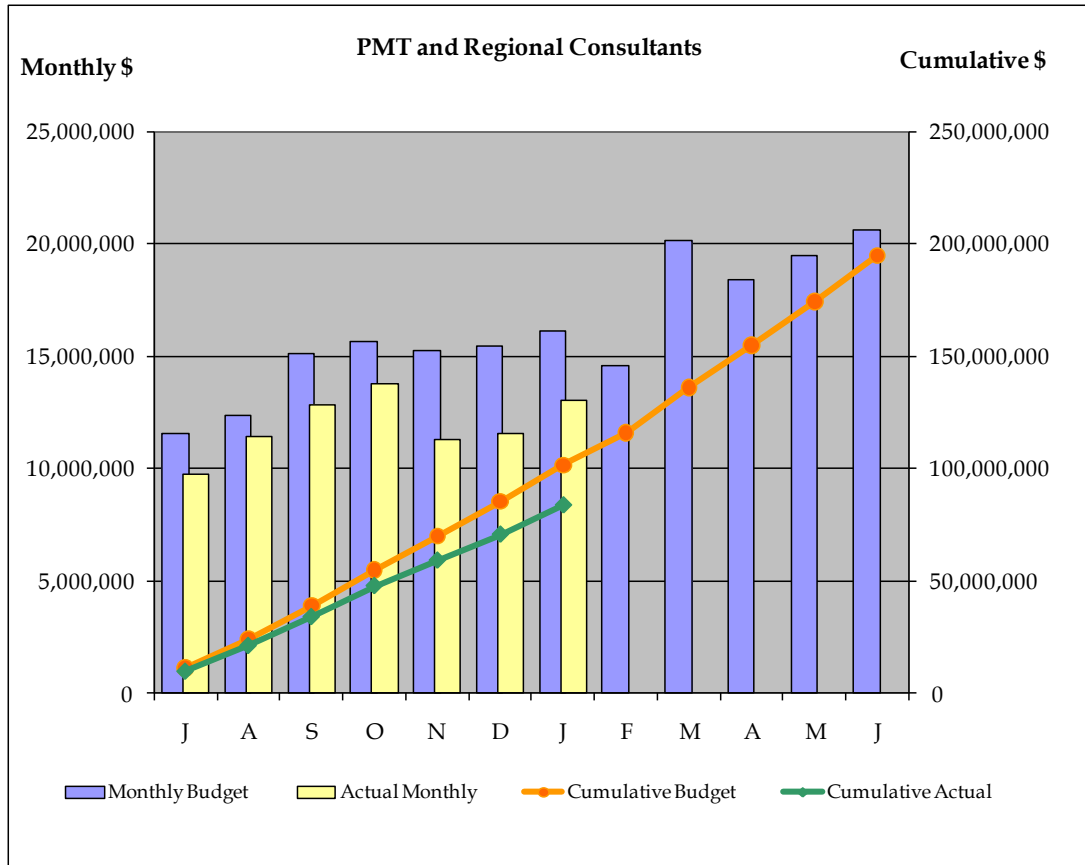
Summary Financials

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 January 1 to January 31, 2011.

During January, the PMT, RCs and Sub-Consultants billed a total of \$13.0 million, 80% of the plan for the month as extracted from the respective Annual Work Programs and 78% of the plan for FY10/11 to date.

Figure 1: Billings for PMT and Regional Consultants – January 2011



As shown in Table 1, billings for the PMT and Regional Consultants are shown to be \$17.89 Million (18%) under their combined AWP budget for FY 10/11 including the Program Management Team which has under-spent its planned budget to date by \$1.24 Million. 6% under-spending through January 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 – January 2011

CHSRA Program Components	Month (\$)		Cumulative (\$)				Total FY Budget (\$)
	Planned	Actual	Planned	Actual	Variance Over / -Under	% Over / -Under	
Program Management (PB)	3,313,315	3,608,339	21,054,005	19,809,893	(1,244,112)	-6	38,537,532
San Francisco - San Jose (HNTB)	1,725,561	1,217,374	16,552,817	13,094,731	(3,458,086)	-21	24,875,000
San Jose - Merced (Parsons)	3,104,282	1,888,501	10,327,196	7,262,627	(3,064,569)	-30	24,700,000
Merced - Fresno (AECOM)	1,297,058	1,650,263	10,213,778	9,281,057	(932,721)	-9	14,837,500
Fresno - Bakersfield (U-H-A)	2,242,849	1,748,088	12,545,974	12,274,030	(271,944)	-2	36,694,807
Bakersfield - Palmdale (U-H-A)	239,357	285,957	640,493	687,093	46,600	7	2,068,430
Palmdale - Los Angeles (H-U-A)	2,780,563	1,451,498	17,700,771	11,165,895	(6,534,876)	-37	33,840,443
Los Angeles - Anaheim (STV)	428,376	368,126	6,239,048	5,599,954	(639,094)	-10	8,500,001
Los Angeles - San Diego (HNTB)	307,801	297,829	2,049,349	1,933,907	(115,442)	-6	3,439,338
Sacramento - Merced (AECOM)	420,224	272,393	2,292,499	1,074,107	(1,218,392)	-53	4,299,808
Altamont (AECOM)	273,221	219,686	1,985,772	1,521,672	(464,100)	-23	3,036,180
TOTAL	16,132,608	13,008,055	101,601,703	83,704,966	(17,896,737)	-18	194,829,039

FY 10/11 work scope and budget was recently reevaluated and LNTPs issued which reduced the Total FY Budget by \$30.6m. The RCs are currently revising their existing work plans to match the available funding for the remainder FY10/11. Revisions will be reflected in table 1, when available.

Hours Worked

In January 2011, 91,242 hours were billed to the program versus 104,083 planned hours, a 13% under usage of the planned program hours for the month.

Figure 2: Hours worked by PMT and Regional Consultants – January 2011

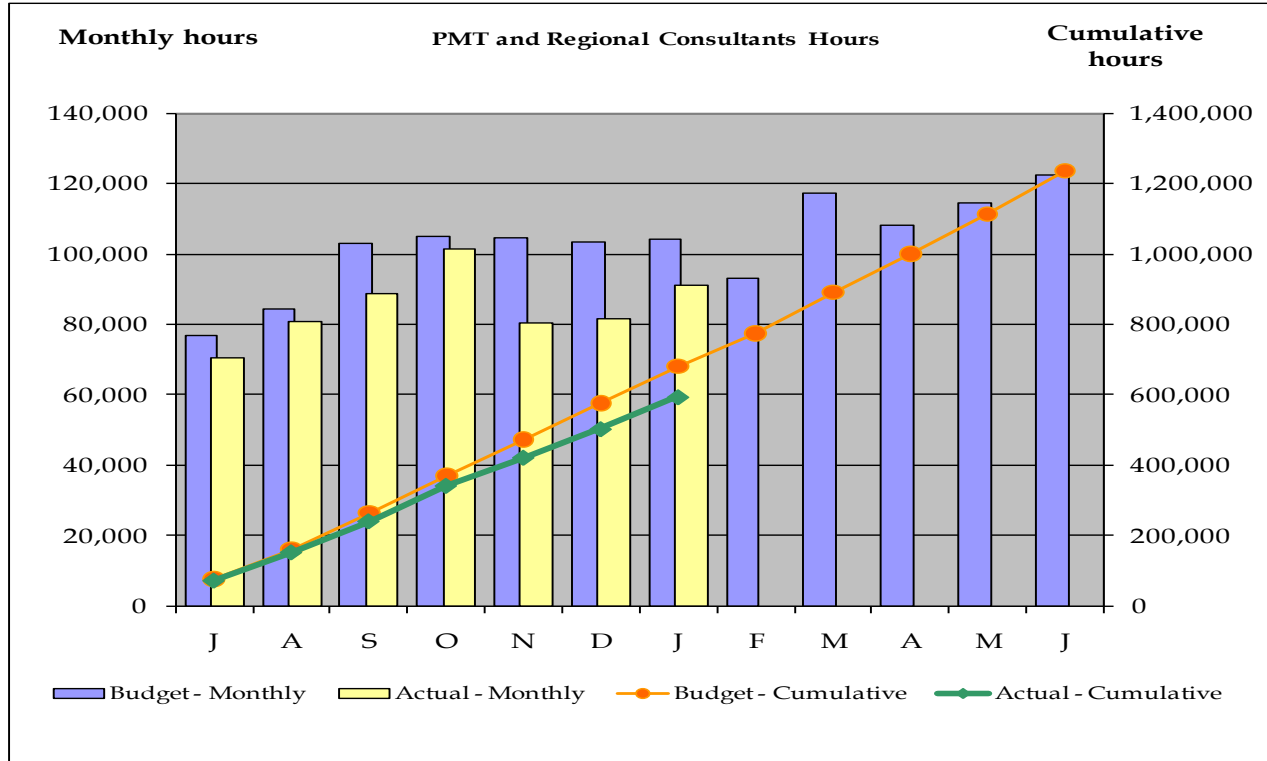


Table 2: Hours Worked by PMT and Regional Consultants – January 2011

CAHSRA Team Components	Month		Cumulative				Total FY Budget
	Planned	Actual	Planned	Actual	Variance Over/-Under	% Over / -Under	
Program Management (PB)	18,919	20,089	118,767	109,868	-8,899	-7	218,492
San Francisco - San Jose (HNTB)	10,721	8,019	104,122	89,381	-14,740	-14	159,793
San Jose - Merced (Parsons)	21,204	15,786	77,360	57,800	-19,560	-25	159,850
Merced - Fresno (AECOM)	9,655	13,384	75,264	75,583	319	0	106,223
Fresno - Bakersfield (U-H-A)	15,886	12,841	100,545	99,347	-1,198	-1	237,549
Bakersfield - Palmdale (U-H-A)	1,537	2,139	4,512	5,111	599	13	13,046
Palmdale - Los Angeles (H-U-A)	18,741	11,834	123,721	91,167	-32,554	-26	227,108
Los Angeles - Anaheim (STV)	2,685	2,250	43,659	37,022	-6,637	-15	57,833
Los Angeles - San Diego (HNTB)	1,971	2,065	13,084	13,023	-60	0	22,135
Sacramento - Merced (AECOM)	1,277	1,351	8,371	6,090	-2,281	-27	17,730
Altamont (AECOM)	1,487	1,485	11,379	9,564	-1,815	-16	15,996
Program TOTAL Hours	104,083	91,242	680,784	593,957	-86,827	-13	1,235,756

Fiscal Year (FY 10/11) progress

Each Regional Consultant has provided an estimate of its percent completion progress for 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.
- However, it does not include the recent addition of independent consultants work, special projects and Authority directed assignments.

Table 3. Hours, Dollars and Progress – January 2011

	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)	54%	50%	55%	51%	48%	n/a
San Francisco - San Jose (HNTB)	65%	56%	67%	53%	44%	79%
San Jose - Merced (Parsons)	48%	36%	42%	29%	15%	58%
Merced - Fresno (AECOM)	71%	71%	69%	63%	58%	87%
Fresno - Bakersfield (U-H-A)	42%	42%	34%	33%	33%	85%
Bakersfield - Palmdale (U-H-A)	35%	39%	31%	33%	49%	33%
Palmdale - Los Angeles (H-U-A)	54%	40%	52%	33%	12%	67%
Los Angeles - Anaheim (STV)	75%	64%	73%	66%	50%	78%
Los Angeles - San Diego (HNTB)	59%	59%	60%	56%	60%	19%
Sacramento - Merced (AECOM)	47%	34%	53%	25%	8%	9%
Altamont (AECOM)	71%	60%	65%	50%	55%	20%
Phase I TOTAL - SF - Anaheim	54%	48%	51%	45%	39%	47%
Phase II TOTAL	60%	53%	60%	47%	46%	17%
Program TOTAL*	55%	48%	52%	43%	35%	39%

*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 the contract value. In addition the percent complete shown in the schedule is reflective of all activities beyond NOD/ROD including 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 all ten sections, only eight of which have cost performance reports sufficiently developed to use at this time.

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

Project Management Team	CPI = 1.01 SPI = 0.96 Slightly over budget; slightly behind schedule
San Francisco to San Jose	CPI = 0.99 SPI = 0.90 Slightly under budget; behind schedule
San Jose to Merced	CPI = 0.90 SPI = 0.78 Under budget; behind schedule
Merced to Fresno	CPI = 1.13 SPI = 0.78 Over budget; behind schedule
Fresno to Bakersfield	CPI = 1.00 SPI = 0.99 On budget; slightly behind of schedule
Bakersfield to Palmdale	CPI = 1.01 SPI = 1.02 Slightly over budget; slightly ahead of schedule
Los Angeles to Anaheim	CPI = 0.98 SPI = 0.87 Slightly under budget; behind schedule
Merced to Sacramento	CPI = 1.27 SPI = 0.77 Over budget; behind schedule
Altamont	CPI = 1.08 SPI = 0.96 Over budget; slightly behind schedule

The two remaining Sections (Palmdale to Los Angeles and Los Angeles to San Diego) have also developed Earned Value Reports. However, the data are not sufficiently accurate currently, to carry out program level analysis. The PMT continues to work with the Regional Consultants to improve the quality of their respective reports.

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California High Speed Rail Authority

Cost Performance Report
January 2011

Program Management Team

Planned Progress: 37.4%

Actual Progress: 35.7%



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	\$23,763	\$8,285	\$8,329	\$7,863	\$15,486	\$23,815	0.94	0.95
2	Public Outreach & Comm	\$3,033	\$3,033	\$2,796	\$3,033	\$0	\$2,796	1.08	1.00
3	Engineering & Design Mgmt	\$72,807	\$32,327	\$31,664	\$31,622	\$40,480	\$72,144	1.00	0.98
4	Environmental	\$10,800	\$3,868	\$3,682	\$3,175	\$6,923	\$10,605	0.86	0.82
5	Regional Managers	\$45,718	\$14,214	\$13,493	\$14,223	\$31,486	\$44,978	1.05	1.00
6	Right of Way Acquisition	\$5,198	\$687	\$93	\$511	\$4,511	\$4,603	5.50	0.74
7	RR Operations & Ridership	\$13,695	\$5,626	\$4,507	\$4,859	\$8,072	\$12,578	1.08	0.86
8	Construction & Procurement	\$9,514	\$975	\$712	\$671	\$8,539	\$9,251	0.94	0.69
Total		\$184,529	\$69,016	\$65,276	\$65,955	\$115,496	\$180,771	1.01	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): \$679

\$679

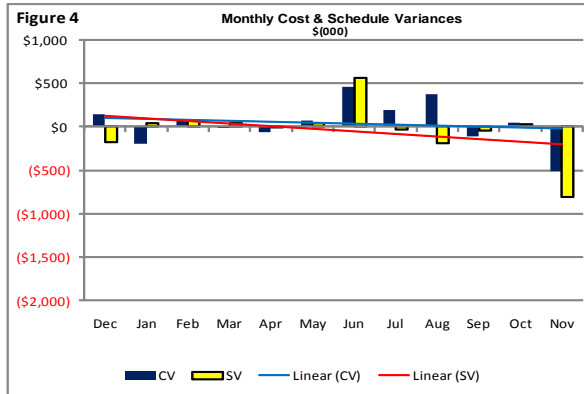
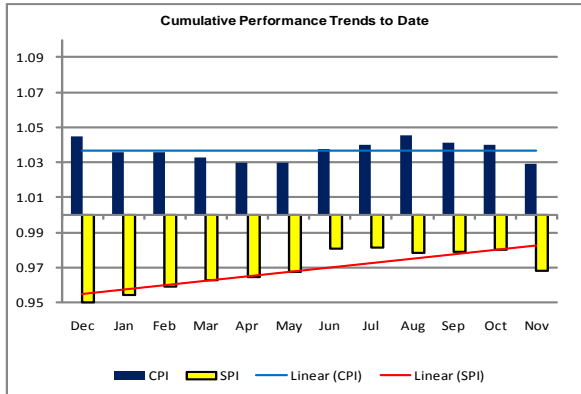
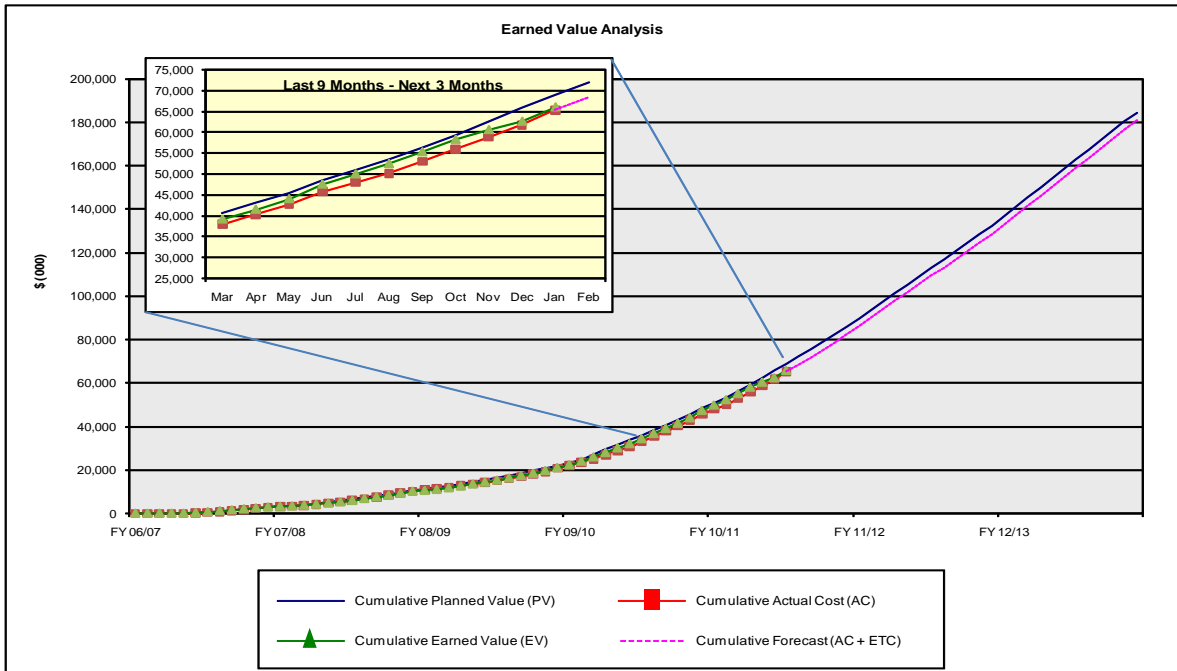
Current Schedule Variance (SV) to Date (EV - PV): (\$3,061)

(\$3,061)

ON BUDGET	1.0%
BEHIND SCHEDULE	-4.4%

Percent under (+) or over (-) budget

Percent ahead (+) or behind (-) schedule



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California High Speed Rail Authority

Cost Performance Report
January 2011

San Francisco to San Jose

Planned Progress **67.6%**

Actual Progress **60.9%**



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	\$2,823	\$2,734	\$2,812	\$2,414	\$5,148	1.03	1.00
2	Public / Agency Participation	\$4,693	\$3,543	\$3,166	\$3,482	\$1,893	\$5,059	1.10	0.98
3	Project Definition	\$2,151	\$2,151	\$2,189	\$2,151	(\$20)	\$2,170	0.98	1.00
4	Preliminary Engineering	\$32,039	\$19,096	\$16,488	\$16,465	\$12,633	\$29,121	1.00	0.86
5	ER/EIS Analysis	\$8,421	\$7,568	\$8,135	\$7,365	\$2,469	\$10,604	0.91	0.97
6	Station Area Planning	\$1,721	\$1,669	\$1,271	\$1,407	\$274	\$1,545	1.11	0.84
7	Draft and Final ER/EIS	\$2,379	\$1,170	\$634	\$628	\$1,887	\$2,521	0.99	0.54
8	Certification of ER/EIS and ROD	\$87	\$0	\$0	\$0	\$114	\$0	NA	NA
9	ROW Preservation and Acquisition	\$97	\$61	\$3	\$3	\$25	\$0	1.01	0.05
Total		\$56,314	\$38,082	\$34,620	\$34,313	\$21,691	\$56,168	0.99	0.90

Current Cost Variance (CV) to Date (EV - AC): (\$307)

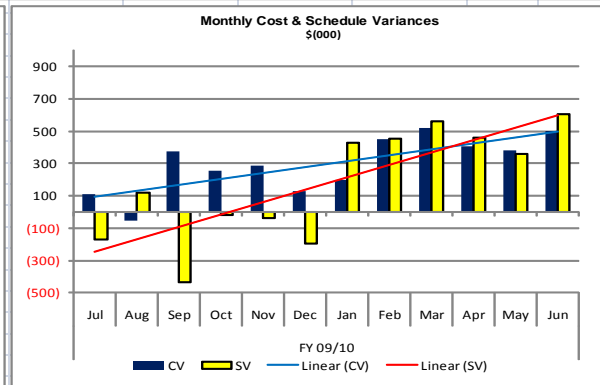
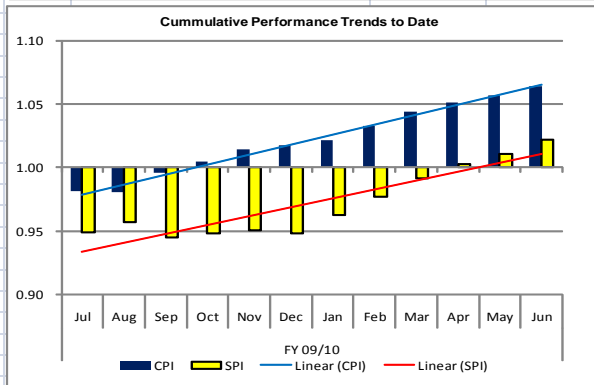
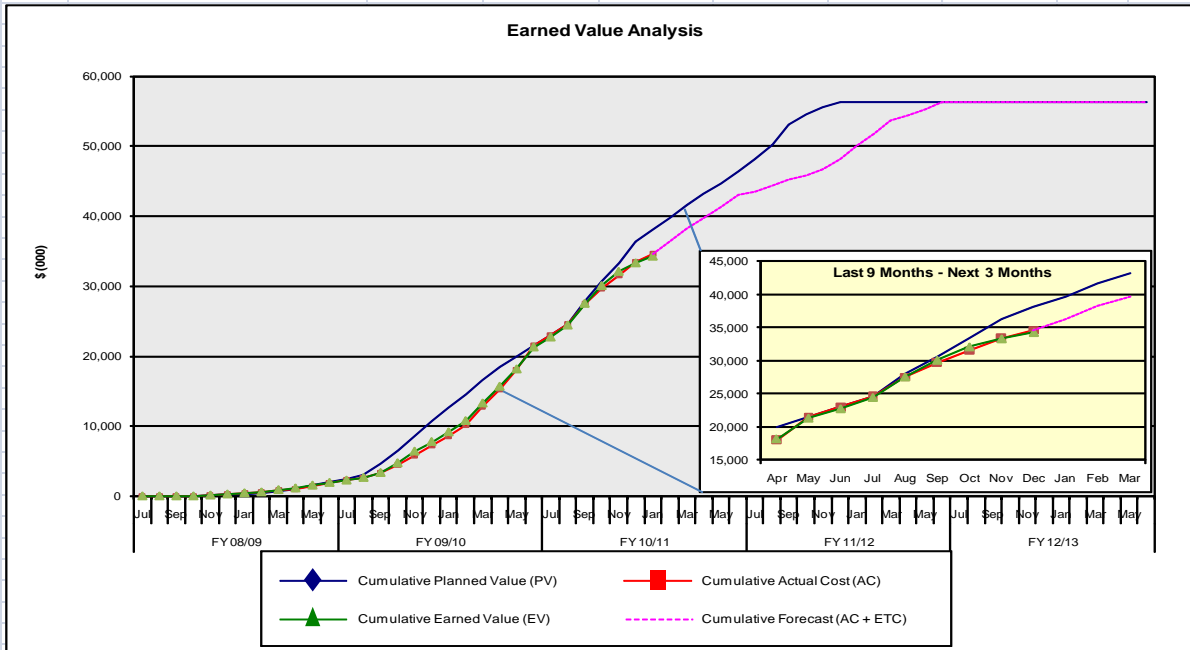
Percent under (+) or over (-) budget -0.9%

OVER BUDGET

Current Schedule Variance (SV) to Date (EV - PV): (\$3,769)

Percent ahead (+) or behind (-) schedule -9.9%

BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
January 2011

San Jose to Merced

Planned Progress 27.45%
Actual Progress 24.72%

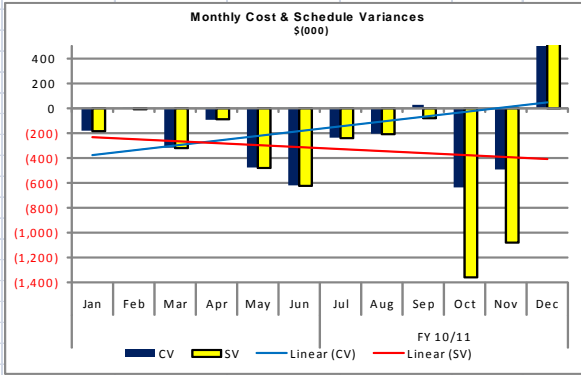
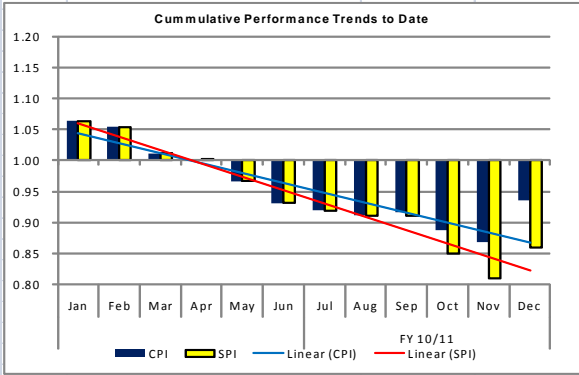
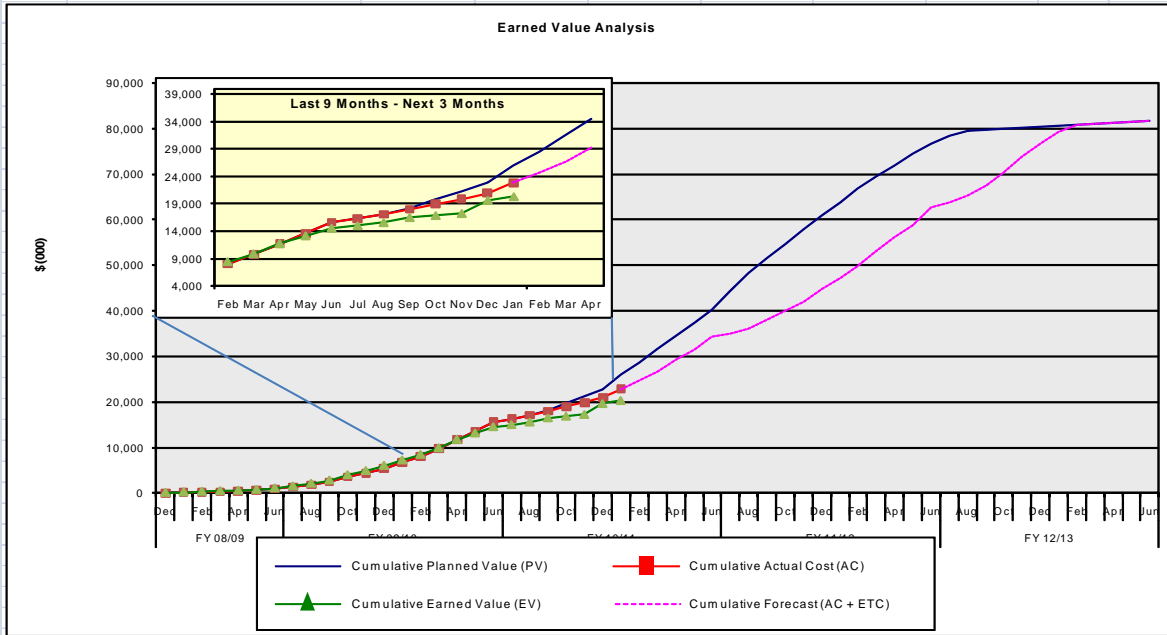
PARSONS

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	\$2,708	\$2,463	\$2,516	\$3,599	\$6,062	1.02	0.93
2	Public / Agency Participation	\$3,197	\$1,308	\$1,228	\$1,311	\$1,969	\$3,197	1.07	1.00
3	Project Definition	\$2,052	\$2,029	\$1,881	\$2,012	\$322	\$2,202	1.07	0.99
4	Preliminary Engineering	\$58,632	\$14,557	\$12,235	\$10,103	\$45,119	\$57,353	0.83	0.69
5	EIR/EIS Analysis	\$6,665	\$4,947	\$4,579	\$4,204	\$2,087	\$6,665	0.92	0.85
6	Station Area Planning	\$402	\$13	\$0	\$0	\$402	\$402	NA	0.00
7	Draft and Final EIR/EIS	\$3,646	\$253	\$39	\$38	\$3,607	\$3,646	0.99	0.15
8	Certification of EIR/EIS and ROD	\$832	\$121	\$0	\$5	\$832	\$832	NA	0.04
9	ROW Preservation and Acquisition	\$185	\$3	\$0	\$0	\$185	\$185	NA	0.00
	EXTRA WORK								
Total		\$81,673	\$25,939	\$22,423	\$20,188	\$58,121	\$80,544	0.90	0.78

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

Current Cost Variance (CV) to Date (EV - AC):	(\$2,235)	Percent under (+) or over (-) budget	-10.0%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$5,751)	Percent ahead (+) or behind (-) schedule	-22.2%	BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
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Merced-Fresno

Planned Progress 80.6%
Actual Progress 62.8%

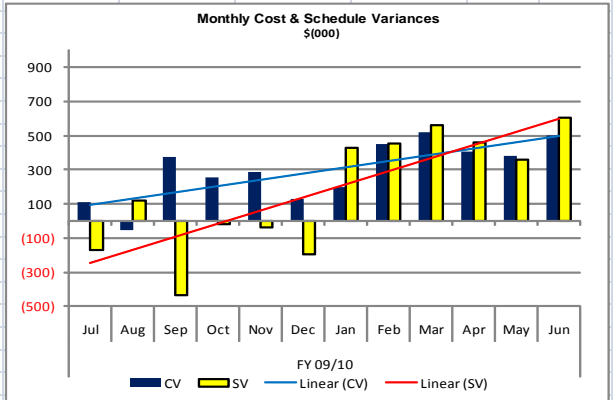
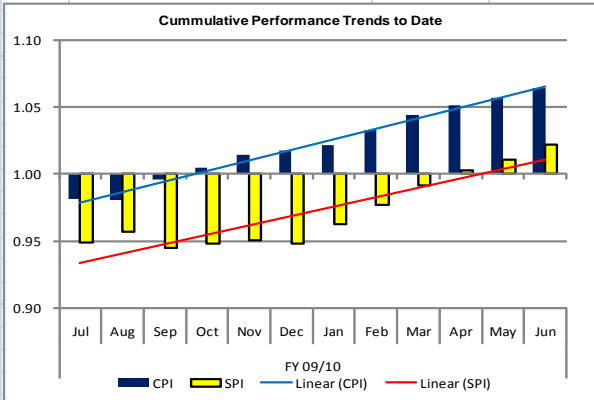
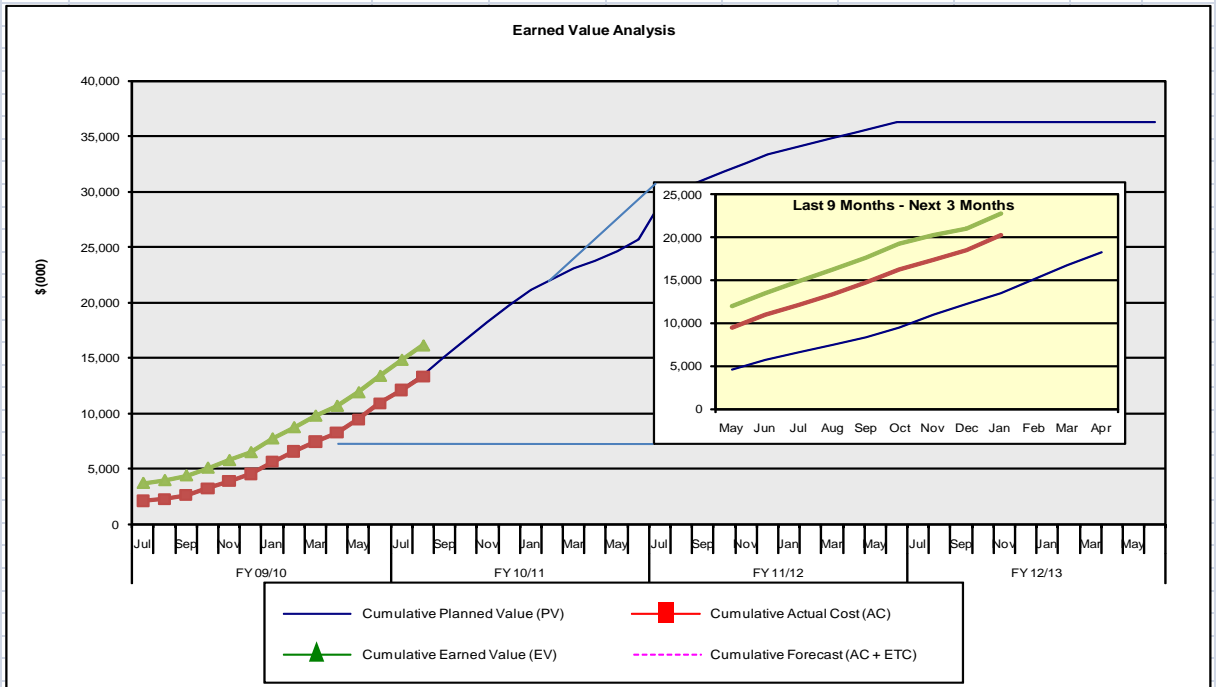
AECOM

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	\$3,255	\$1,644	\$1,328	\$2,307	\$1,611	\$2,939	1.74	1.40
2	Public / Agency Participation	\$1,715	\$1,304	\$1,145	\$1,277	\$412	\$1,557	1.12	0.98
3	Project Definition	\$2,090	\$2,081	\$2,068	\$2,007	\$11	\$2,079	0.97	0.96
4	Preliminary Engineering	\$15,223	\$14,938	\$5,940	\$6,636	\$8,411	\$14,351	1.12	0.44
5	EIR/EIS Analysis	\$10,701	\$8,185	\$9,129	\$9,924	\$2,516	\$11,645	1.09	1.21
6	Station Area Planning	\$457	\$457	\$484	\$422	\$0	\$484	0.87	0.92
7	Draft and Final EIR/EIS	\$2,062	\$593	\$103	\$227	\$1,468	\$1,572	2.20	0.38
8	Certification of EIR/EIS and ROD	\$808	\$54	\$0	\$0	\$788	\$0	NA	0.00
9	ROW Preservation and Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	NA	NA
Total		\$36,311	\$29,256	\$20,197	\$22,800	\$15,218	\$34,627	1.13	0.78

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

Current Cost Variance (CV) to Date (EV - AC):	\$2,603	Percent under (+) or over (-) budget	12.9%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$6,455)	Percent ahead (+) or behind (-) schedule	-22.1%	BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
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Fresno to Bakersfield

Planned Progress 47.3%
Actual Progress 46.6%

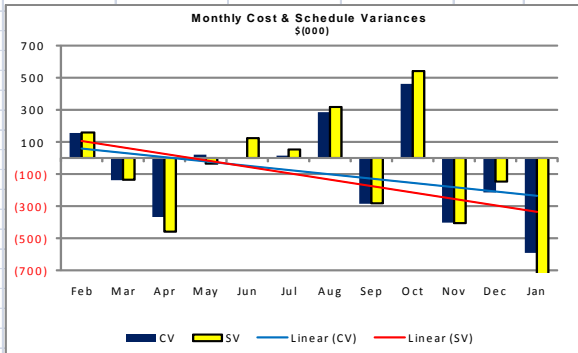
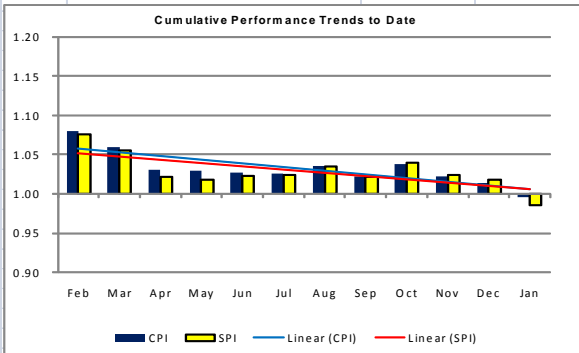
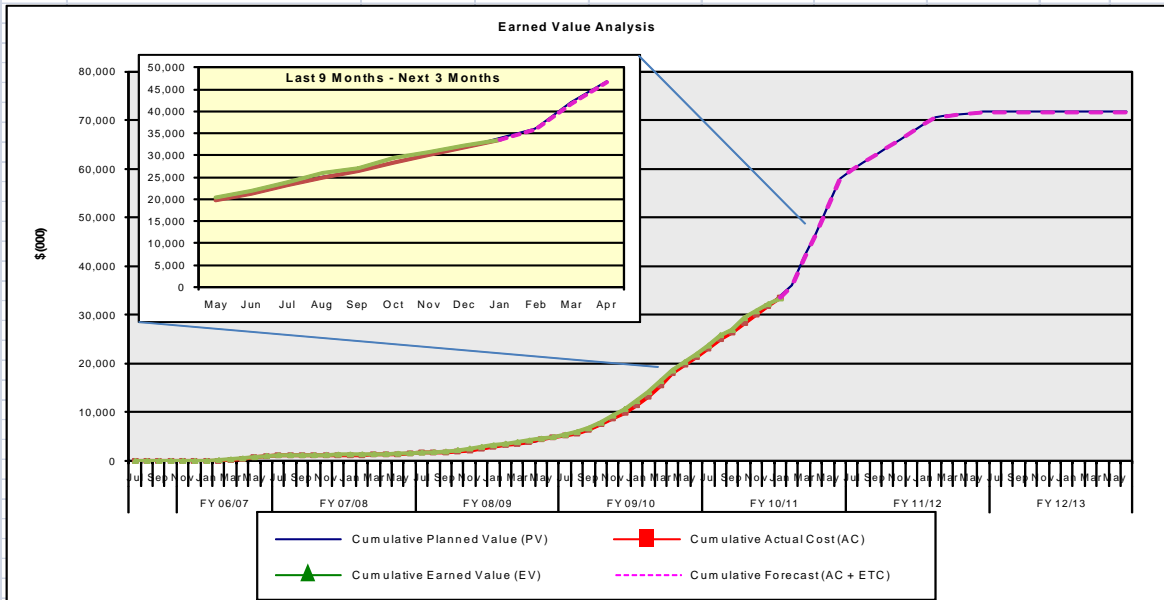


Dollar amounts in thousands

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	\$3,527	\$3,788	\$3,576	\$3,249	\$7,037	0.94	1.01
2	Public / Agency Participation	\$3,193	\$2,053	\$2,335	\$2,219	\$1,222	\$3,557	0.95	1.08
3	Project Definition	\$3,645	\$3,645	\$3,468	\$3,645	\$0	\$3,468	1.05	1.00
4	Preliminary Engineering	\$42,118	\$12,497	\$12,155	\$12,058	\$29,579	\$41,734	0.99	0.96
5	EIR/EIS Analysis	\$10,613	\$9,944	\$9,928	\$10,104	\$495	\$10,422	1.02	1.02
6	Station Area Planning	\$463	\$463	\$425	\$463	\$0	\$425	1.09	1.00
7	Draft and Final EIR/EIS	\$2,253	\$1,323	\$1,281	\$1,194	\$1,130	\$2,411	0.93	0.90
8	Certification of EIR/EIS and ROD	\$2,460	\$407	\$192	\$172	\$2,053	\$2,246	0.90	0.42
9	ROW Preservation and Acquisition	\$302	\$95	\$20	\$21	\$289	\$309	1.05	0.22
Total		\$71,717	\$33,954	\$33,592	\$33,453	\$38,017	\$71,609	1.00	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):	(\$139)	Percent under (+) or over (-) budget	-0.4%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$501)	Percent ahead (+) or behind (-) schedule	-1.5%	BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
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Bakersfield to Palmdale

Planned Progress 9.2%
Actual Progress 9.4%

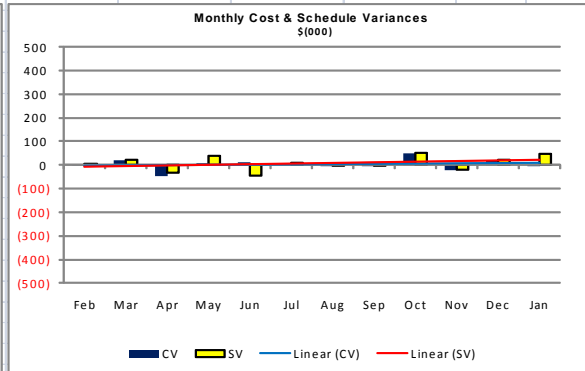
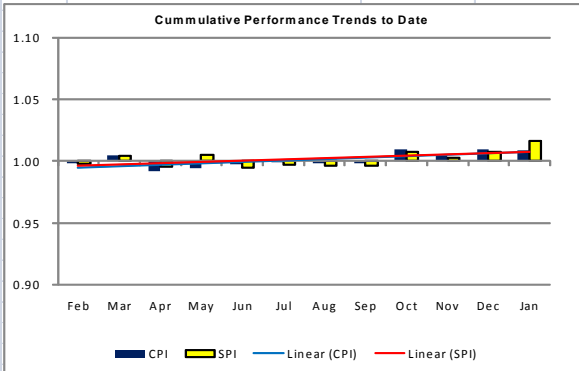
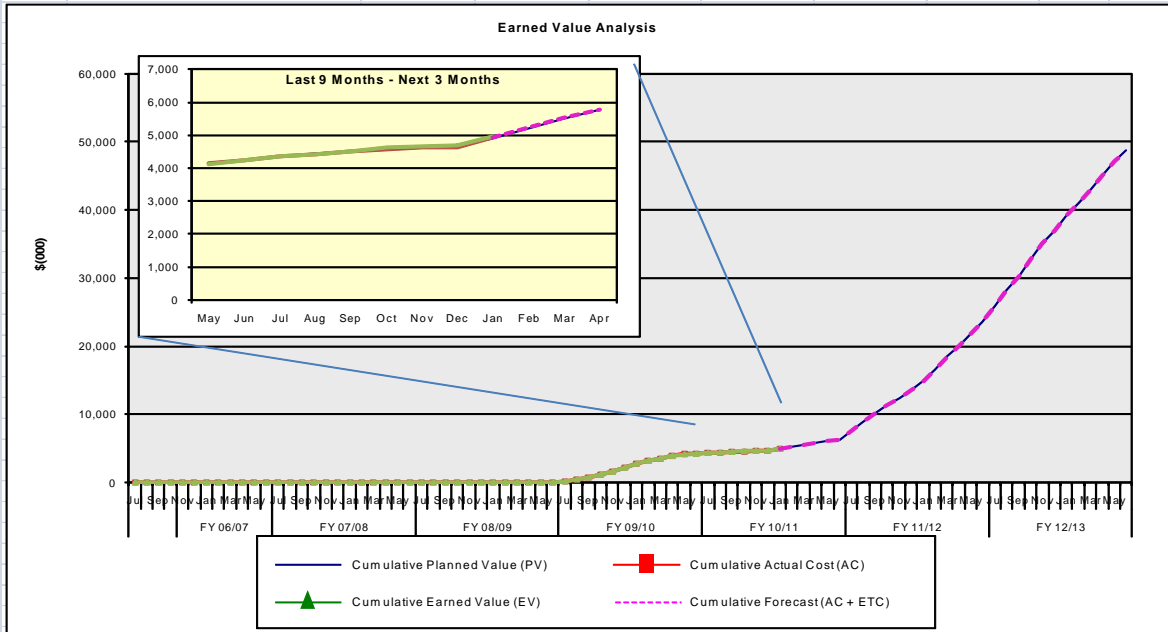


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$5,528	\$835	\$841	\$857	\$4,730	\$5,571	1.02	1.03
2	Public / Agency Participation	\$1,503	\$303	\$277	\$308	\$1,227	\$1,504	1.11	1.01
3	Project Definition	\$1,208	\$884	\$816	\$811	\$345	\$1,161	0.99	0.92
4	Preliminary Engineering	\$28,928	\$2,286	\$2,392	\$2,389	\$26,510	\$28,902	1.00	1.05
5	EIR/EIS Analysis	\$10,425	\$584	\$604	\$610	\$9,840	\$10,444	1.01	1.04
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		\$53,118	\$4,893	\$4,931	\$4,976	\$48,178	\$53,109	1.01	1.02

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

Current Cost Variance (CV) to Date (EV - AC):	\$45	Percent under (+) or over (-) budget	0.9%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	\$82	Percent ahead (+) or behind (-) schedule	1.7%	ON SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
January 2011

Los Angeles-Anaheim

Planned Progress: 78.8%

Actual Progress: 68.4%

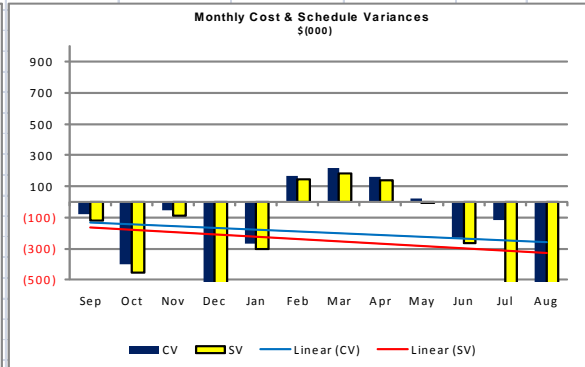
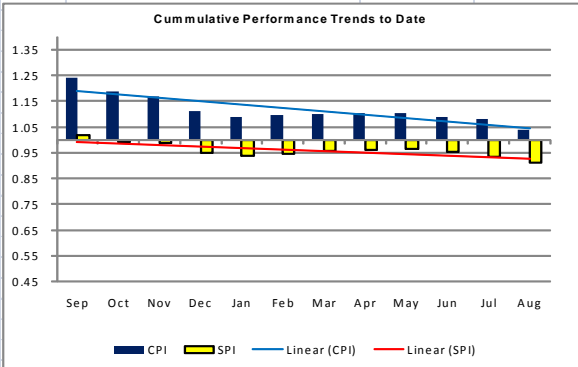
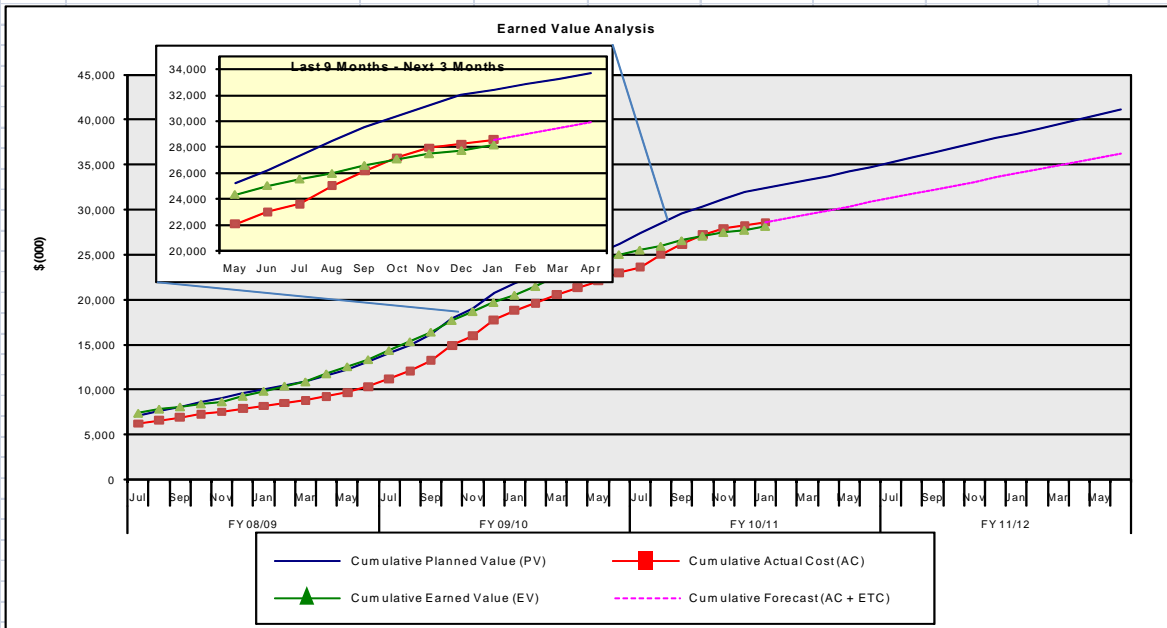


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,066	\$5,655	\$4,816	\$5,239	\$1,411	\$6,227	1.09	0.93
2	Public / Agency Participation	\$2,619	\$2,146	\$1,745	\$1,942	\$473	\$2,218	1.11	0.90
3	Project Definition	\$595	\$583	\$496	\$617	\$11	\$508	1.24	1.06
4	Preliminary Engineering	\$16,786	\$10,788	\$9,529	\$8,534	\$4,960	\$14,490	0.90	0.79
5	EIR/EIS Analysis	\$10,045	\$9,497	\$8,884	\$9,043	\$548	\$9,433	1.02	0.95
6	Station Area Planning	\$778	\$778	\$625	\$824	\$0	\$625	1.32	1.06
7	Draft and Final EIR/EIS	\$2,195	\$2,077	\$1,624	\$1,348	\$117	\$1,742	0.83	0.65
8	Certification of EIR/EIS and ROD	\$90	\$7	\$9	\$0	\$83	\$0	0.00	0.00
9	ROW Preservation and Acquisition	\$973	\$907	\$870	\$598	\$66	\$0	0.69	0.66
Total		\$41,147	\$32,439	\$28,597	\$28,145	\$7,671	\$35,241	0.98	0.87

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

Current Cost Variance (CV) to Date (EV - AC):	(\$453)	Percent under (+) or over (-) budget	-1.6%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$4,294)	Percent ahead (+) or behind (-) schedule	-13.2%	BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
January 2011

Merced-Sacramento

Planned Progress 14.1%
Actual Progress 10.8%

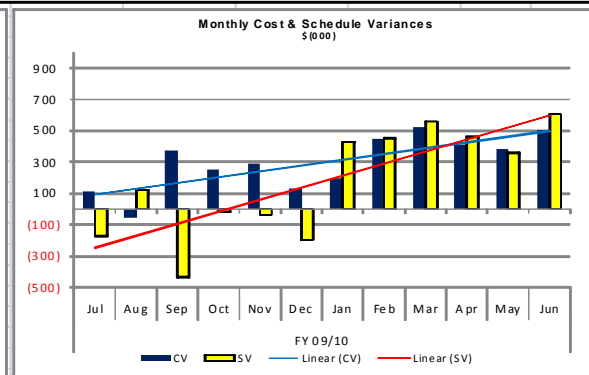
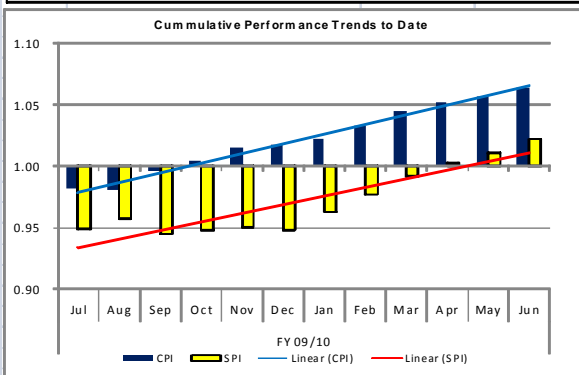
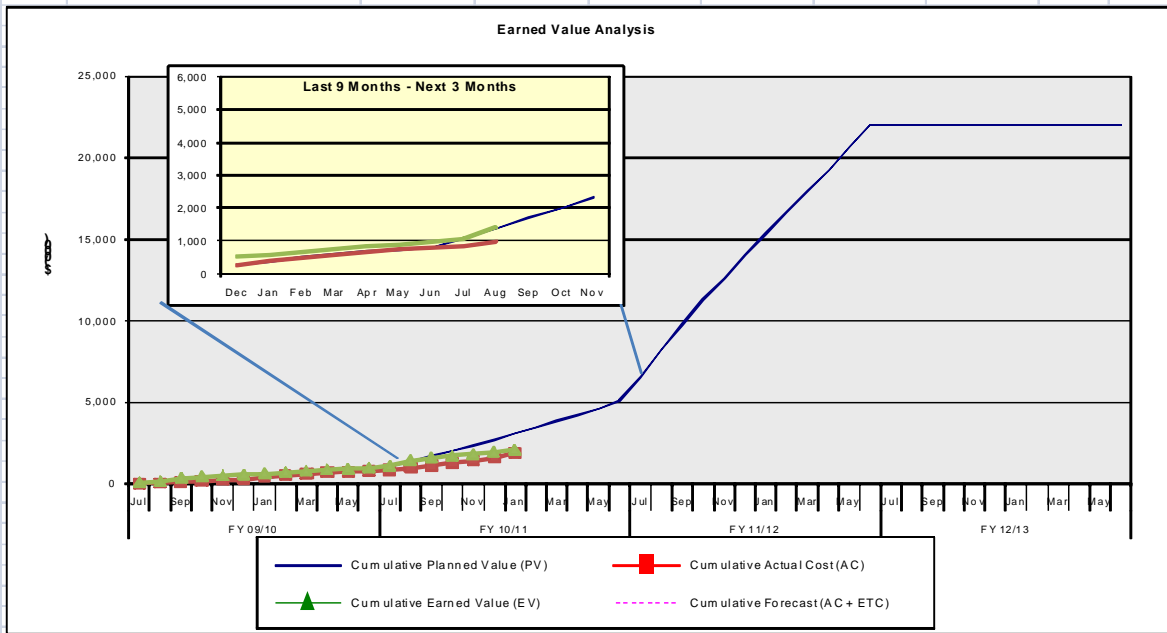


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$1,135	\$406	\$321	\$310	\$730	\$1,050	0.97	0.76
2	Public / Agency Participation	\$1,262	\$590	\$389	\$389	\$672	\$1,061	1.00	0.66
3	Project Definition	\$1,236	\$819	\$479	\$323	\$418	\$896	0.67	0.39
4	Preliminary Engineering	\$8,224	\$151	\$25	\$247	\$8,184	\$8,209	10.07	1.63
5	EIR/EIS Analysis	\$6,042	\$163	\$104	\$230	\$5,888	\$5,992	2.20	1.41
6	Station Area Planning	\$1,024	\$81	\$26	\$80	\$952	\$977	3.09	0.98
7	Draft and Final EIR/EIS	\$1,476	\$0	\$0	\$34	\$1,476	\$1,476	NA	NA
8	Certification of EIR/EIS and ROD	\$0	\$0	\$0	\$0	\$0	\$0	NA	NA
9	ROW Preservation and Acquisition	\$78	\$0	\$0	\$0	\$78	\$0	NA	NA
20	Special Assignments	\$1,500	\$879	\$528	\$769	\$621	\$0	1.46	0.88
Total		\$21,978	\$3,089	\$1,871	\$2,382	\$19,018	\$19,662	1.27	0.77

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

Current Cost Variance (CV) to Date (EV - AC):	\$511	Percent under (+) or over (-) budget	27.3%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$708)	Percent ahead (+) or behind (-) schedule	-22.9%	BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
January 2011

Altamont Corridor

Planned Progress: 8.5%
Actual Progress: 8.2%

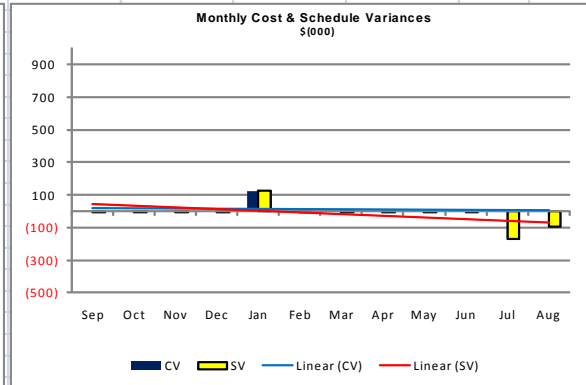
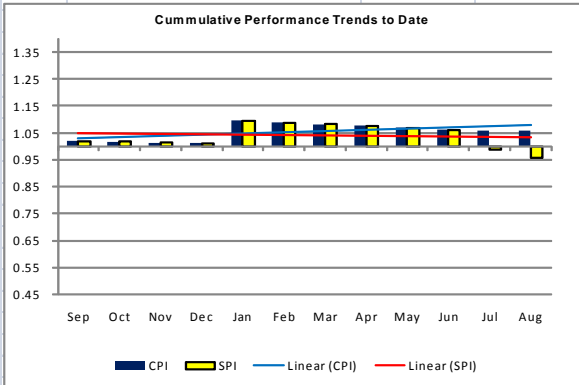
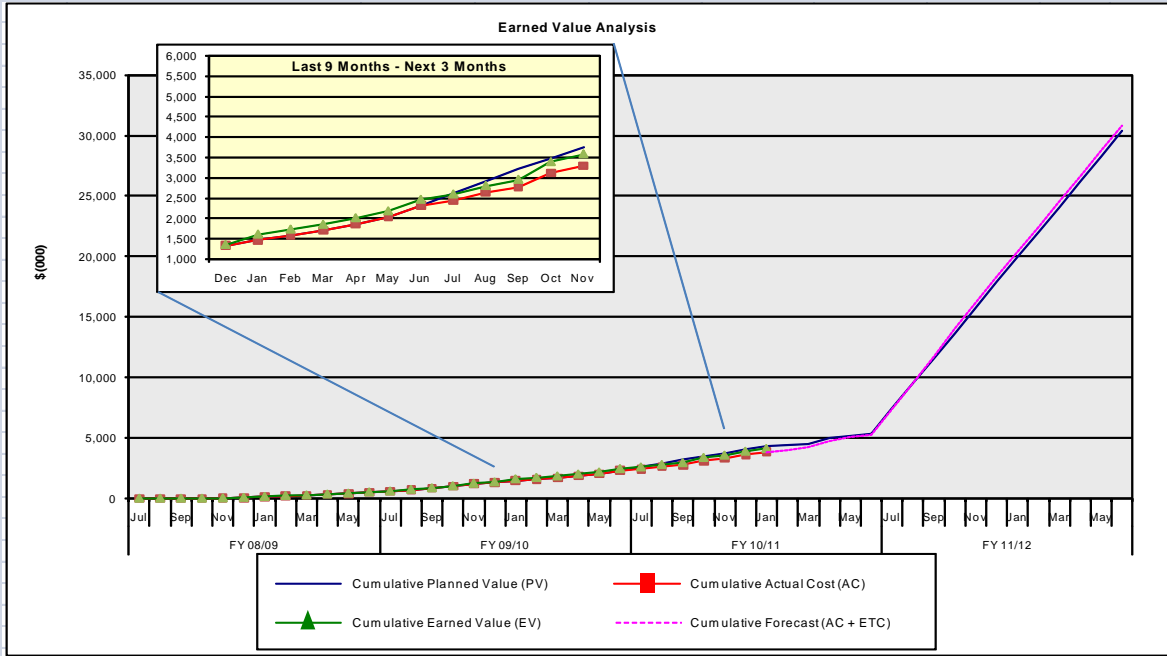


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$3,853	\$936	\$907	\$986	\$2,958	\$3,865	1.09	1.05
2	Public / Agency Participation	\$2,992	\$489	\$580	\$580	\$2,521	\$3,101	1.00	1.19
3	Project Definition	\$2,401	\$2,401	\$2,051	\$2,266	\$494	\$2,545	1.10	0.94
4	Preliminary Engineering	\$29,329	\$455	\$279	\$279	\$29,529	\$29,808	1.00	0.61
5	EIR/EIS Analysis	\$5,859	\$14	\$14	\$14	\$5,845	\$5,859	1.00	1.00
6	Station Area Planning	\$1,257	\$13	\$13	\$13	\$1,244	\$1,257	1.00	1.00
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		\$50,586	\$4,308	\$3,844	\$4,138	\$47,487	\$49,157	1.08	0.96

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

Current Cost Variance (CV) to Date (EV - AC):	\$294	Percent under (+) or over (-) budget	7.6%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$170)	Percent ahead (+) or behind (-) schedule	-3.9%	BEHIND SCHEDULE



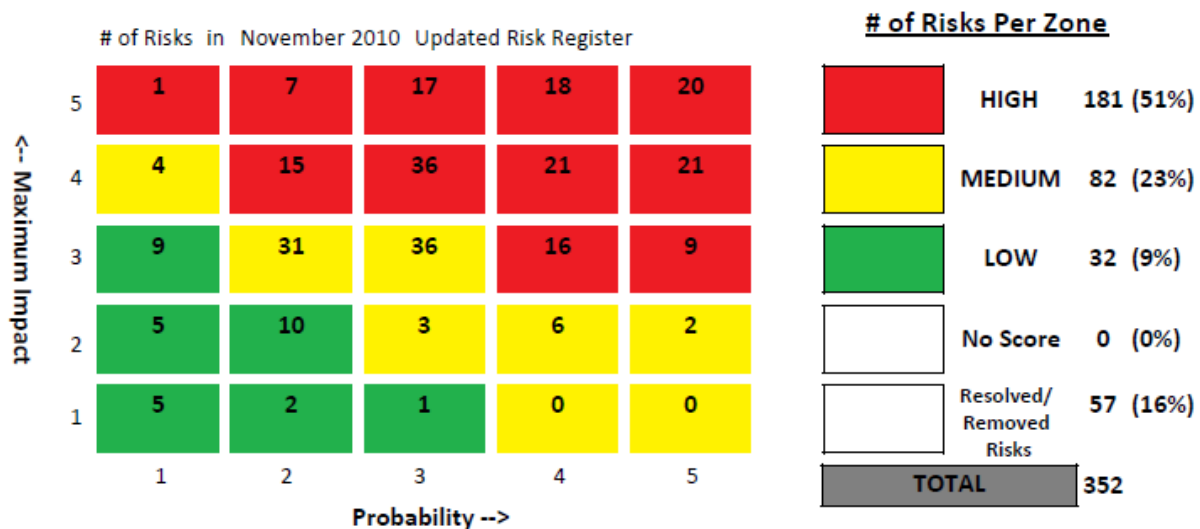
Risk Management

The PMT is working with the Regional Consultants to develop the risk management capability across the Program. This is an evolving process that will be further refined, with the output recorded in the program’s Risk Register document, (as referenced TM 0.6 Risk Register and Development Protocol).

Risk reviews are being held with the Regional Consultants on a bi-monthly basis, with the next update due in February. Additional information relating to risk management activities within each month is included within the PMT Progress Report.

The following Probability-Impact Matrix is a summary of all risks identified to date on the program. A similar matrix exists for each of the six sections completed to date.

Figure 3 – Probability Impact Matrix: Six Sections



As expected at the current phase of the program, there is a predominance of medium and high level risks. More detail about each risk is recorded in greater detail in each Regional Consultant’s Risk Register.

The PMT objective is to ensure that the process is applied continually and consistently throughout the program and highlights major risks to the Authority, throughout the program. To that extent, this section of each Monthly Progress Report (which is still a work in progress), will evolve to reflect these requirements.

Quality Management

The PMT is continuing its focus on Quality Assurance by conducting audits of the Regional Consultants in accordance with the PMT Quality Plan. This is a continuous activity and entails evaluating each RC's quality plan for its respective work to ensure that it is compliant with that plan and recommend Quality Control enhancements where appropriate.

To date, audits have been completed for four sections, with dates for an additional three sections scheduled in February. Additional information is provided in the PMT Monthly Progress Report for January and the completed audit reports can also be accessed via ProjectSolve2.

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

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 AWP's 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 Monthly 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](#)

Cost Overview - Environmental and preliminary Engineering Phase

The information below provides the current status of the Program in its Environmental and Preliminary Engineering phase. Table 4 illustrates the planned and actual expenditure by fiscal year for the PMT and each of the ten sections, throughout the term of the respective contracts.

Table 4 – Actual Costs v Plan

(\$M)		Contract Value	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	
							(Thru Jan)					
Program Management	PB	plan	187.7	3.0	7.8	11.2	26.5	38.5	47.4	53.3	-	-
		actual	66.4	2.9	7.3	10.6	25.8	19.8	-	-	-	-
San Francisco - San Jose	HNTB	plan	56.3	-	-	2.0	19.5	24.9	9.9	-	-	-
		actual	34.6	-	-	1.9	19.6	13.1	-	-	-	-
San Jose - Merced	Parsons	plan	81.7	-	-	1.0	14.7	24.7	36.4	4.9	-	-
		actual	22.9	-	-	1.0	14.7	7.3	-	-	-	-
Merced - Fresno	AECOM	plan	36.3	0.3	0.3	1.4	8.9	14.8	10.6	-	-	-
		actual	20.2	0.3	0.3	1.4	8.9	9.3	-	-	-	-
Fresno - Bakersfield	URS	plan	71.7	1.1	0.8	3.1	16.5	36.7	13.6	-	-	-
		actual	33.6	1.1	0.7	3.0	16.4	12.3	-	-	-	-
Bakersfield - Palmdale	URS	plan	53.1	-	-	-	4.3	4.8	14.6	25.0	4.4	-
		actual	4.9	-	-	-	4.2	0.7	-	-	-	-
Palmdale - Los Angeles	HMM	plan	84.5	2.2	1.4	2.7	14.2	33.7	30.3	-	-	-
		actual	30.0	2.2	1.4	2.7	14.2	9.5	-	-	-	-
Los Angeles - Anaheim	STV	plan	41.1	2.5	4.0	6.6	13.1	8.5	6.4	-	-	-
		actual	28.6	1.9	3.9	4.5	12.7	5.6	-	-	-	-
Los Angeles - San Diego	HNTB	plan	83.2	0.9	0.4	1.7	4.6	3.4	43.2	21.8	7.1	-
		actual	9.6	0.9	0.4	1.7	4.6	1.9	-	-	-	-
Merced - Sacramento	AECOM	plan	22.0	-	-	-	0.8	4.3	16.9	-	-	-
		actual	1.9	-	-	-	0.8	1.1	-	-	-	-
Altamont Pass	AECOM	plan	51.4	-	-	0.5	1.8	3.0	25.8	9.9	8.1	2.1
		actual	3.8	-	-	0.5	1.8	1.5	-	-	-	-
TOTAL		Actual	256.5	9.4	14.1	27.3	123.7	82.0	-	-	-	-

Figure 4 illustrates the total cumulative expenditures against plan for the PMT and ten RC contracts. The planned year of completion for each contract is also indicated.

Figure 4

