



CHSR Program Monthly Progress Report

March 2011

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Introduction

This Monthly Executive Summary Progress Report covers work accomplished during the period from March 1, 2011 through March 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). These reports are continually being refined in response to management requests and best management practices.

Regional Consultant Teams:

Planned and actual hours and costs for each Regional Consultant are summarized in this Executive Summary Report. The planned and actual hours, costs and progress each Regional Consultant and its 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 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. 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 including 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 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 in February 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 (LNTP 3) budget authorizations. As a result revised forecasts have been developed for the Phase 1 sections initially, with the Phase 2 sections to be rescheduled over the coming months.

The revised forecasts are being reviewed and discussed with each of the Regional Consultants and will form the basis for the planned work going forward with the anticipated LNTP4s and FY 11/12 Annual Work Programs. Each Regional Consultant will reflect these results in the respective schedules over the coming months.

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Section/Activity	Plan Feb 11	Actual/PMT plan % complete	Scoping Report	Board Briefing to Approve Release of the AA Report	Release Preliminary Report AA	Board Briefing to Approve Supplemental AA Report	Release Supplemental AA Report	Checkpoint A	Technical Reports	Checkpoint B	Admin Draft EIR/EIS	15% Design	Draft EIR/EIS	Checkpoint C	Final EIR/EIS	NOD/ROD	Percent Complete Toward NOD/ROD	30% Design
San Francisco - San Jose	Plan Actual / PMT plan Feb 11 % Complete	May '09 Mar. 10 A 100%	Apr. 8, 2010 Apr. 8, 10 A	Apr-10 Apr. '10 A 100%	Jul-10 Aug. 5, '10 A	Jul-10 Aug. '10 A 100%	May-11	Sep-10 Jun-12 70%	Sep-11	Sep-10 Aug-12 50%	Oct-10 Mar-12 70%	Oct-10 Oct-12 0%	Dec-12	Jul-11 Mar-13 0%	Sep-11 Jun-13 0%	63%	Sep-11 Feb-14 0%	
San Jose - Merced	Plan Actual / PMT plan Feb 11 % Complete	Oct. '09 Mar. '10 A 100%	May. 6, 2010 Jun. 3, 2010	May '10 June '10 A 100%	Aug. 5, 2010	Aug-10 Jun-11 80%	May-11	Apr-11 Jul-11 80%	Oct-11	Apr-11 Sep-11 46%	Dec-10 Jun-11 68%	Jul-11 Jan-12 0%	May-12	Feb-12 Sep-12 0%	Apr-12 Nov-12 0%	62%	Mar-12 Jul-13 0%	
Merced - Fresno	Plan Actual / PMT plan Feb 11 % Complete	Mar. '10 Mar. 10 A 100%	Apr. 8, 2010 Apr. 8, 2010	Apr. '10 Apr. '10 A 100%	Jun. 3, 2010 Aug. 5, '10 A	Jun-10 Aug. '10 A 100%	Feb. 3 '11 A	Aug-10 Sept '10 A 100%	May-11	Aug-10 Sept. '10 A 100%	Sep-10 Jan-11 88%	Nov-10 Jun-11 66%	Oct-11	Jun-11 Dec-11 45%	Aug-11 Feb-12 0%	87%	Aug-11 Dec-11 0%	
Fresno - Bakersfield	Plan Actual / PMT plan Feb 11 % Complete	Mar. '10 Mar. 10 A 100%	Dec. 3, 2009 Jun. 3, 2010	Mar. '10 June '10 A 100%	Jun. 3, 2010 Sept. 10 A	Jun-10 Sept. '10 A 100%	Feb. 3 '11 A	Sep-10 76%	May-11	Sep-10 Sept. '10 A 100%	Aug-10 Feb-11 76%	Jan-11 Jun-11 74%	Oct-11	Jun-11 Dec-11 0%	Aug-11 Feb-12 0%	76%	Aug-11 Dec-11 2%	
Bakersfield - Palmdale	Plan Actual / PMT plan Feb 11 % Complete	Mar. '10 Mar. '10 A 100%	Aug. 5, 2010 Sep '10 A	Aug. '10 Aug. '10 A 100%	Oct. 7, 2010 Sept '10 A	Nov-10 Jun-11 40%	May-11	Sep-11 Jan-12 9%	Sep-11	Sep-11 Mar-12 0%	Nov-11 Dec-11 35%	Dec-11 Jun-12 0%	Oct-12	Jun-12 Feb-13 0%	Sep-12 Apr-13 0%	36%	Sep-12 Dec-13 0%	
Palmdale - Los Angeles	Plan Actual / PMT plan Feb 11 % Complete	June '09 Mar. 10 A 100%	May. 6, 2010 Jul. 8 '10 A	May '10 Jul. '10 A 100%	Aug. 5, 2010	Aug-10 Mar-11 100%	May-11	Oct-10 Nov-11 64%	Sep-11	Oct-10 Dec-11 66%	Oct-10 Oct-11 90%	Jan-11 Mar-12 0%	Jul-12	Aug-11 Oct-12 0%	Oct-11 Jan-13 0%	71%	Jun-12 Sep-13 0%	
Los Angeles - Anaheim	Plan Actual / PMT plan Feb 11 % Complete	Aug. '09 Mar. 10 A 100%	Not Applicable	Apr. 24, 2009 Apr. 24, 09 A 100%	Jun. 3, 2010 Jul. 8, '10 A	Jun-10 July '10 A 100%	May-11	Sep-10 Jul-12 85%	Sep-11	Sep-10 Sep-12 90%	Aug-10 Jun-12 93%	Jan-11 Nov-12 0%	Mar-13	Jul-11 Jun-13 0%	Sep-11 Sep-13 0%	78%	Aug-11 May-14 0%	
Los Angeles - San Diego	Plan Actual / PMT plan Feb 11 % Complete	June '10 June '10 A 100%	Jul '10	Jul. '10 100%	Jan. 6, 2011	Jan-11 0%		Aug-12 0%		Aug-12 0%	Aug-12 0%	Feb-13 0%		Sep-14 0%	Dec-14 0%	20%	Sep-14 0%	
Merced - Sacramento	Plan Actual / PMT plan Feb 11 % Complete	Feb. '10 Apr. '10 A 100%	Feb. 3, 2011	Feb. '11 30%	May. 5, 2011	May-11 0%		Sep-11 0%		Sep-11 0%	Oct-11 0%	Jan-12 0%		Nov-12 0%	Mar-13 0%	10%	Nov-12 0%	
Altamont Corridor	Plan Actual / PMT plan Feb 11 % Complete	Feb. '10 Mar. 10 A 100%	Nov. 4, 2010	Dec. '10 100%	Mar. 3, 2011	Mar-11 0%		Nov-11 0%		Nov-11 0%	Dec-11 2%	Mar-12 0%		Sep-12 0%	Dec-12 0%	21%	Nov-12 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

- Authority appointment of a Financial Consultant. Further delays are impacting the development of the Business Plan, but this is being discussed with the CEO and a plan to address these issues is being developed.
- Agreement on the definition and extent of the Initial Operating Segment (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 CHSR 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.
- With respect to overall Environmental progress, there are several items of concern:
 - USACE and EPA approval of the Fresno to Bakersfield and Merced to Fresno alternatives that are being analyzed in the Draft EIR/EIS, sans the UPRR (Checkpoint B).
 - Execution of Section 106 Programmatic Agreement.
 - Finalization of six funding agreements (FWS, NMFS, SHPO, CDPR, CDFG and 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.

Executive Summary of Program Activities in March 2011

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

Accomplishments

- ◆ **Federal Reporting:** Completed and submitted the Quarterly FRA Progress Report, Grant Budget and Schedule update.
- ◆ Completed and distributed FRA Grant Program Administrative Manual
- ◆ **FY 11/12 Annual Work Program (AWP):** PMT coordinated with all Regional Consultants on the submittal of Version One of the Fiscal Year 2011/2012 Annual Work Program on March 4. Integrated comments on the AWP Version One were prepared by the PMT and Version Two is expected to incorporate those comments and be submitted on April 1, 2011. Preparation for negotiations with the Regional Consultants in April has started.
- ◆ **Expressions of Interest (EOI):** Received 1140 EOI in response to the RFEI issued in February. These were reviewed; the responders were tabulated and posted on the Authority website. Responses to the questions raised were also tabulated into a 465 page spreadsheet. Original responses have been retained in hard and soft copy.
- ◆ **ROW Acquisition:** Following the Authority's hiring of a Real Properties Director to develop a right-of-way (ROW) acquisition approach, the PMT has contracted Paragon Partners for the provision of property acquisition services to assist the Authority.
- ◆ **Merced to Fresno:**
 - Met with USEPA and USACE regarding Checkpoint B submittal on March 14.
 - Reached consensus in principal for at-grade solution in Merced and North Fresno.
- ◆ **Fresno to Bakersfield:**
 - Checkpoint B package was revised and re-submitted to USEPA and USACE and discussed with them on March 17.
 - Value Engineering consultation concluded with Fresno Corcoran, Wasco and Shafter. Resolved wetland avoidance issue north of Corcoran
- ◆ **San Jose to Merced:** Completed initial review of Archaeological Survey and Historic Survey reports.
- ◆ **Palmdale to LA:** The Regional Consultant continues to refine the various alignments in the Palmdale to Sylmar area, and meet with the communities and major stakeholders in the area. They are also beginning to formalize an in-progress 15% Design Submittal for PMT's review.
- ◆ **LA to Anaheim:** The Regional Consultant continues to refine a number of engineering elements within the Consolidated Track Shared Alternative, and meet with major stakeholders to better refine the HSR plans and its Phased Implementation Approach and prepare for development of the Administrative Draft EIR/EIS work next year.

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- ◆ **LA to San Diego:** The PMT and Regional Consultant continue to meet with the corridor communities to refine the alignments remaining after the Preliminary AA Report presentation to the Board in March. Public open houses are being planned in April through June 2011 to meet with the local communities, get input on the process with them and share project information.

Key Issues

- ◆ **Third-Party Agreements:** Several important third-party funding agreements which are essential to advancing the project on schedule are being delayed by the Department of General Services.
- ◆ **Memorandum of Understanding (MOU):** Progress is being made towards the agreement of MOU with BNSF and UPRR. However, until these are agreed, environmental reviews, utility engineering/coordination and railroad coordination are being impeded.
- ◆ **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:** A draft reimbursement agreement has been presented to Metrolink for their review and further consideration. Urgent resolution is required between the Authority, LA County Metro and Metrolink on this agreement, for the provision of services and resources by Metrolink, to share 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.
- ◆ **Merced to Fresno and Fresno to Bakersfield:** Conclusion of agreement with UPRR for construction from San Joaquin River southward through Fresno is urgently requested to facilitate the start of early construction
- **Palmdale to LA:** Due to escalating capital costs for the section, a high-level review of the I-5 (Grapevine) alignment has been completed, since this alignment is about 25 miles shorter and could offer cost savings. A revised summary report has been discussed with the Authority, and the PMT recommendation that the Grapevine Alternative be studied further has been accepted. The Authority is discussing the development with key leaders before the decision is made public.

Meetings have been held with representatives from both the Acton and Agua Dulce communities, the Acton and Agua Dulce Unified School District (AADUSD) and Supervisor Antonovich's staff, to try to resolve objections to the alignments proposed for further study in the Preliminary AA (SR14 East and SR14 West). The PMT continues to meet with these affected communities and Supervisor Antonovich's office to resolve their concerns without legal action.

- ◆ **LA to Anaheim:** The PMT continues to meet with GCCOG and its consultant on their Consolidated Shared Service proposal for the corridor, and how that proposal can match with the Authority's implementation of HSR in the corridor and its Phased Implementation Approach.

- ◆ **LA to San Diego:** The PMT continues to coordinate with the Attorney General's Office on scoping and other concerns raised by the cities of Alhambra and Rosemead, and meet with the other I-10 corridor cities on numerous issues.
- ◆ **Rule of Particular Applicability: 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 30, 2011 for submission to FRA for review and endorsement via the Authority.
- ◆ **Utilities Management:** A strategy for managing utilities has been developed. Resources are needed from both the Authority and PMT to implement the strategy. Authority resources will be required to develop and execute statewide agreements and MOUs with utility owners and companies and to coordinate utility of associated right of way activities. PMT resources are required for coordination and oversight of the strategy, and to support activities related to the HV services and relocations. PMT has nearly completed a first draft of a Master Agreement Listing and has identified the initial set of agreements to execute to support the ARRA funded sections. PMT will start to assess agreements for priorities and start development of draft agreements for review and execution by the Authority to support procurement.
- ◆ **Service Agreements:** Execution of service agreements by the Authority is needed for the Utility Companies to perform the feasibility analysis and interconnection impacts assessments. PG&E Study Plan Agreement sent to the Authority for execution (\$400K). Additionally, RC requests for HV line relocations have begun and Utility Companies are indicating a need for agreements to support the RC requests regarding relocations. Authority has brought in an additional resource to support processing of agreements and EMT will assist and track progress. While additional resources have been brought in, there is no firm date for execution of these agreements. Traction power system feasibility cannot be confirmed without Utility Company assessments of CHSTP loads on their network.
- ◆ **Structural and Seismic Design:** Consistent with the recommendation by the PMT Structural and Seismic Design Technical Advisory Panel, the PMT has proposed an approach to develop ground motion data for use by the regional design teams during the project's 30% design phase. This approach proposes that a centralized team to develop the seismic design spectra using staff from the regional design teams and led by the PMT. A request memo has been approved by the Authority on March 8th. The effort was initiated following approval. Ground motion may not be completed in FY 10/11 as planned. Work will be prioritized to support ARRA funded sections.
- ◆ **Standard Design for Aerial Structures:** The EMT was requested to prepare a standard design for typical HST aerial structure for use during 30% design. This effort will be initiated in April, but will not be available at the anticipated start of the 30% design of the Merced to Fresno and Fresno to Bakersfield segments. EMT will coordinate with RM and confirm how best to support the ARRA funded sections and maintain planned schedule for procurement.

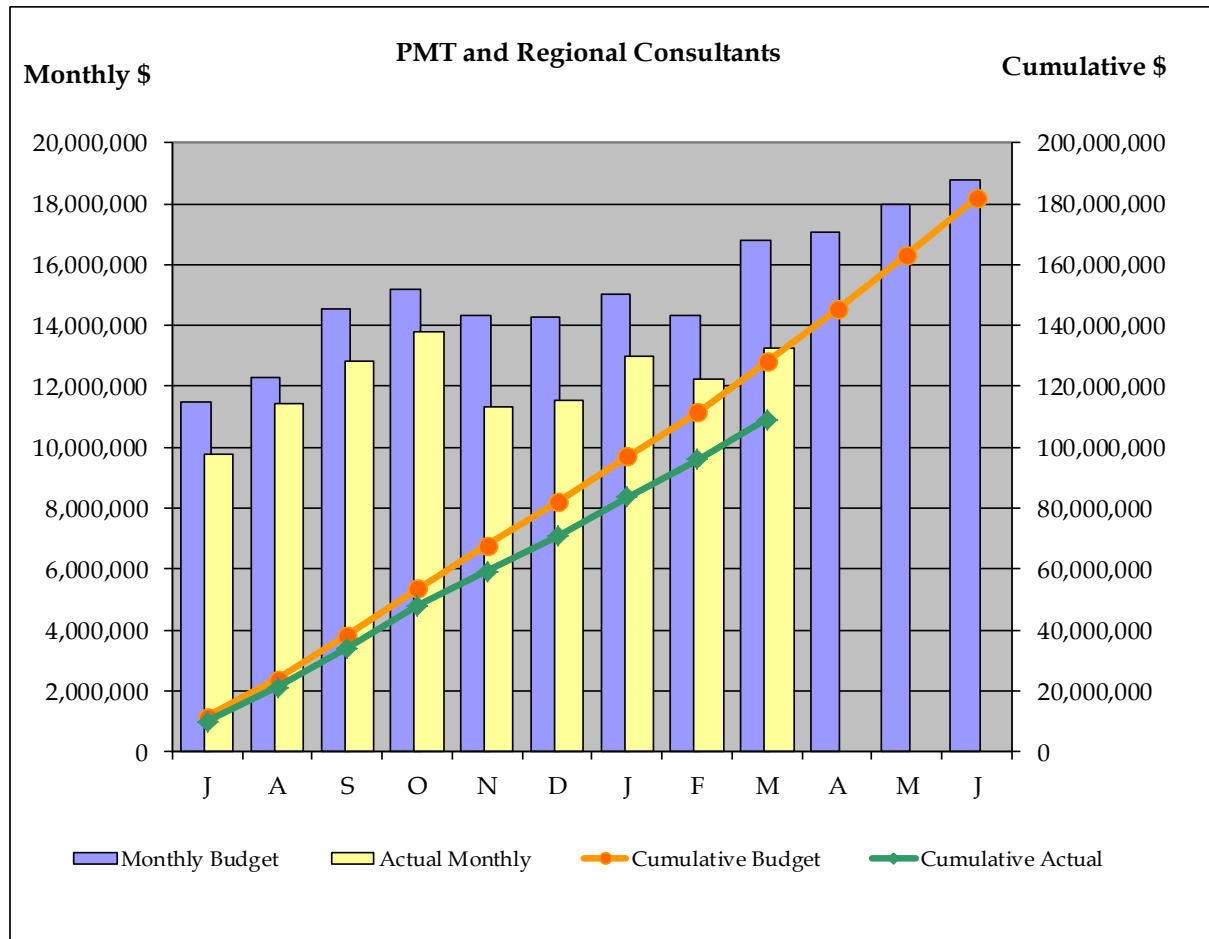
Summary Financials

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 March 1 to March 31, 2011.

During March, the PMT, RCs and Sub-Consultants billed a total of \$13.24 million, 79% of the plan for the month as extracted from the respective Annual Work Programs and 85% of the plan for FY10/11 to date.

Figure 1: Billings for PMT and Regional Consultants March 2011



As shown in Table 1, billings for the PMT and Regional Consultants are shown to be \$19.05 Million (15%) under the AWP budgets for FY 10/11 including the Program Management Team which has under-spent its planned budget to date by \$0.71 Million. This under-spending through March 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 – March 2011

CHSRA Program Components	Month (\$)		Cumulative (\$)				Total FY Budget (\$)
	Planned	Actual	Planned	Actual	Variance Over / -Under	% Over / - Under	
Program Management (PB)	3,634,518	3,943,329	27,813,456	27,100,538	(712,918)	-3	38,537,532
San Francisco - San Jose (HNTB)	1,809,196	1,214,127	15,891,643	15,296,574	(595,069)	-4	21,475,000
San Jose - Merced (Parsons)	2,437,000	2,104,028	15,447,197	11,893,621	(3,553,576)	-23	24,050,000
Merced - Fresno (AECOM)	948,714	1,947,939	12,164,900	12,870,937	706,037	6	14,837,500
Fresno - Bakersfield (U-H-A)	2,868,676	1,858,764	17,069,024	15,781,700	(1,287,324)	-8	26,694,111
Bakersfield - Palmdale (U-H-A)	899,040	420,928	2,554,104	1,323,713	(1,230,391)	-48	4,817,599
Palmdale - Los Angeles (H-U-A)	2,982,448	733,303	23,318,514	12,898,213	(10,420,301)	-45	33,840,443
Los Angeles - Anaheim (STV)	431,468	342,619	7,075,629	6,211,227	(864,402)	-12	8,500,001
Los Angeles - San Diego (HNTB)	339,390	256,756	2,681,883	2,516,825	(165,058)	-6	3,439,338
Sacramento - Merced (AECOM)	306,253	189,922	2,018,457	1,380,391	(638,066)	-32	2,854,342
Altamont (AECOM)	141,198	231,622	2,211,359	1,916,733	(294,626)	-13	3,036,180
TOTAL	16,797,900	13,243,338	128,246,165	109,190,472	(19,055,693)	-15	182,082,046

Hours Worked

In March 96,018 hours were billed to the program versus 107,909 planned hours, an 11% under spend of the planned program hours for the month.

Figure 2: Hours worked by PMT and Regional Consultants March 2011

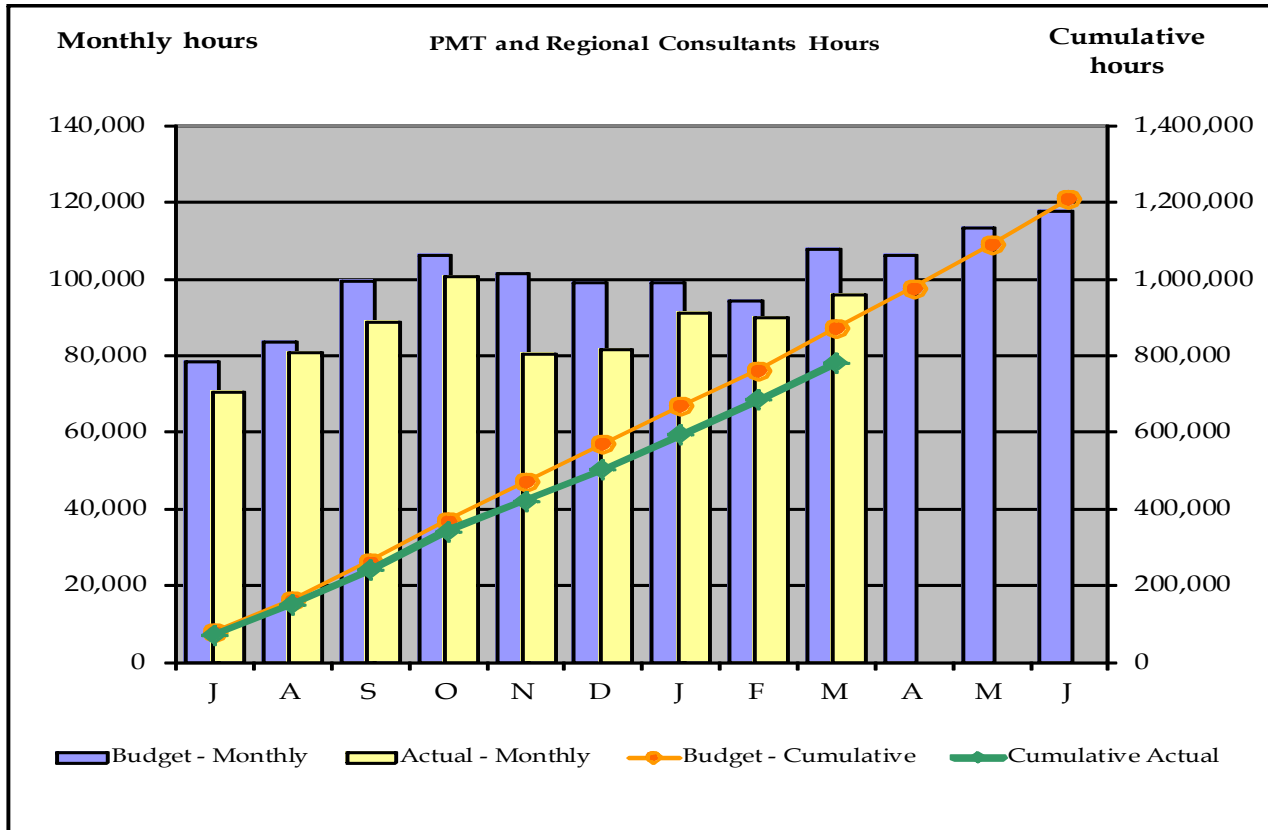


Table 2: Hours Worked by PMT and Regional Consultants – March 2011

CAHSRA Team Components	Month		Cumulative				Total FY Budget
	Planned	Actual	Planned	Actual	Variance Over-/Under	% Over / -Under	
Program Management (PB)	20,833	22,210	157,455	150,472	-6,982	-4	218,492
San Francisco - San Jose (HNTB)	10,309	8,010	106,054	103,754	-2,299	-2	140,021
San Jose - Merced (Parsons)	15,378	17,502	111,485	96,707	-14,778	-13	159,850
Merced - Fresno (AECOM)	7,023	15,648	90,041	106,166	16,125	18	106,223
Fresno - Bakersfield (U-H-A)	22,779	14,142	139,157	126,972	-12,185	-9	210,027
Bakersfield - Palmdale (U-H-A)	5,804	4,337	16,858	11,245	-5,613	-33	31,405
Palmdale - Los Angeles (H-U-A)	18,353	7,708	158,083	105,991	-52,092	-33	227,108
Los Angeles - Anaheim (STV)	2,705	2,110	48,904	40,964	-7,940	-16	57,833
Los Angeles - San Diego (HNTB)	2,172	1,867	17,132	16,846	-285	-2	22,135
Sacramento - Merced (AECOM)	1,709	1,111	11,604	7,951	-3,653	-31	17,730
Altamont (AECOM)	844	1,373	12,702	11,997	-705	-6	15,996
Program TOTAL Hours	107,909	96,018	869,474	779,066	-90,408	-10	1,206,821

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.

Table 3. Hours, Dollars and Progress – March 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)	72%	69%	72%	70%	60%	n/a
San Francisco - San Jose (HNTB)	76%	74%	74%	71%	72%	63%
San Jose - Merced (Parsons)	70%	60%	64%	49%	34%	62%
Merced - Fresno (AECOM)	85%	100%	82%	87%	75%	87%
Fresno - Bakersfield (U-H-A)	66%	60%	64%	59%	62%	76%
Bakersfield - Palmdale (U-H-A)	54%	36%	53%	27%	28%	36%
Palmdale - Los Angeles (H-U-A)	70%	47%	69%	38%	14%	71%
Los Angeles - Anaheim (STV)	85%	71%	83%	73%	50%	78%
Los Angeles - San Diego (HNTB)	77%	76%	78%	73%	79%	20%
Sacramento - Merced (AECOM)	65%	45%	71%	48%	8%	10%
Altamont (AECOM)	79%	75%	73%	63%	70%	21%
Phase I TOTAL - SF - Anaheim	71%	64%	70%	60%	51%	45%
Phase II TOTAL	75%	68%	75%	64%	59%	18%
Program TOTAL*	72%	65%	70%	60%	49%	38%

*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 nine sections.

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

Project Management Team	CPI = 0.98	SPI = 0.94	Slightly over budget; behind schedule
San Francisco to San Jose	CPI = 1.01	SPI = 0.99	Slightly under budget; slightly behind schedule
San Jose to Merced	CPI = 0.77	SPI = 0.67	Over budget; behind schedule
Merced to Fresno	CPI = 1.00	SPI = 0.77	On budget; behind schedule
Fresno to Bakersfield	CPI = 1.02	SPI = 0.98	Slightly under budget; slightly behind schedule
Bakersfield to Palmdale	CPI = 1.00	SPI = 0.82	On budget; behind schedule
Los Angeles to Anaheim	CPI = 0.99	SPI = 0.87	Slightly over budget; behind schedule
Merced to Sacramento	CPI = 1.09	SPI = 0.84	Under Budget; behind schedule
Altamont	CPI = 1.07	SPI = 1.00	Under budget; on schedule
LA to San Diego	CPI = 1.04	SPI = 1.02	Slightly under budget; slightly ahead of schedule

The LA to San Diego Section Cost Performance Report (CPR) has been added to the report this month. However, the Palmdale to LA CPR has not been included, due to the required refinement and development of the information. The PMT is working with the Regional Consultant to rectify the issues and the CPR will be included in the April report.

CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

Program Management Team

Planned Progress: 41.0%

Actual Progress: 38.6%



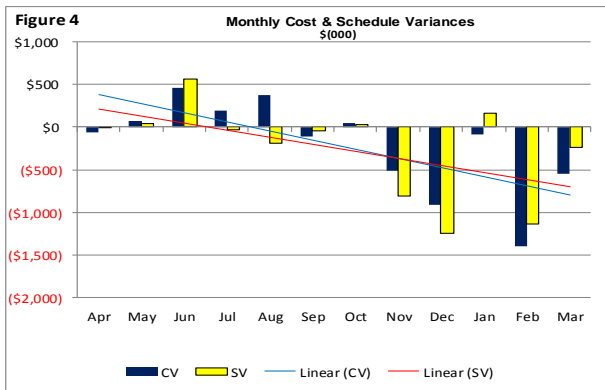
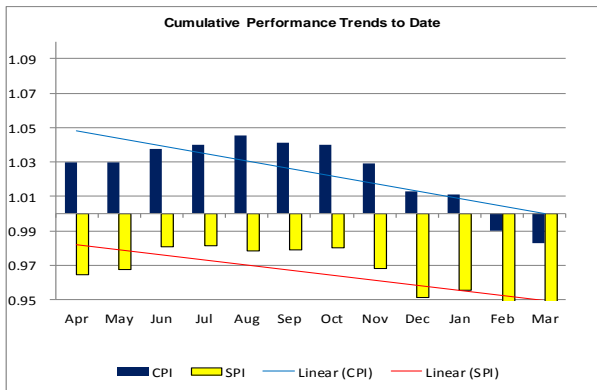
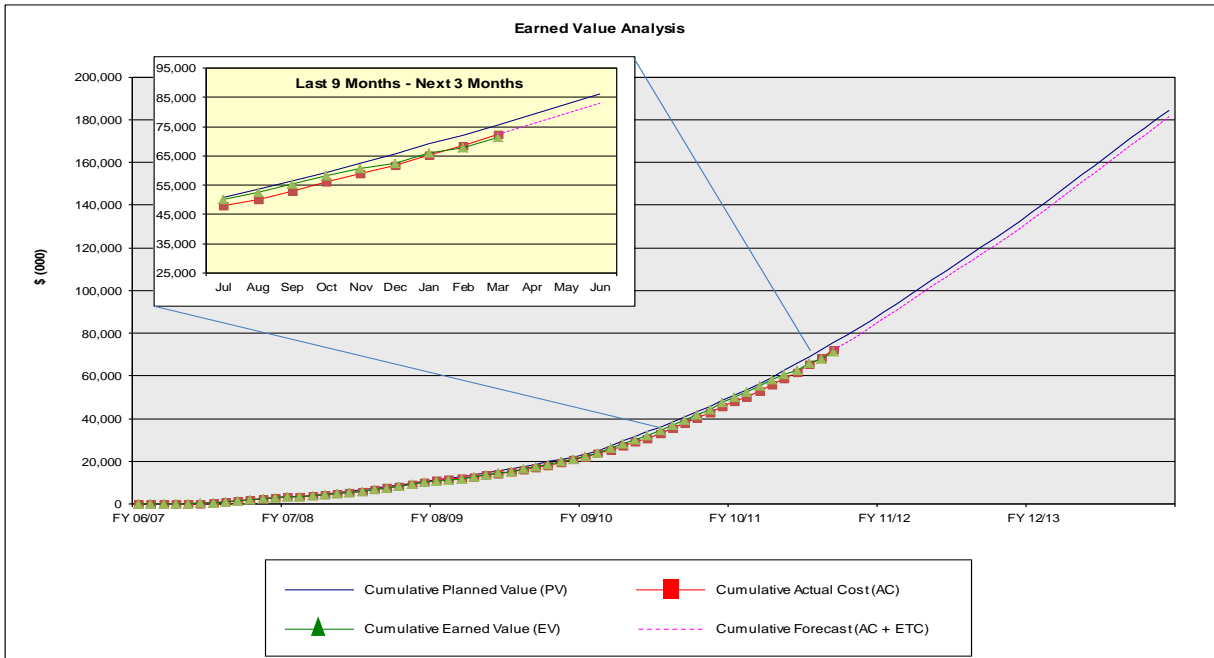
Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Program Management	\$23,763	\$8,922	\$9,478	\$9,039	\$14,841	\$24,319	0.95	1.01
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	\$35,614	\$35,098	\$34,599	\$37,156	\$72,254	0.99	0.97
4	Environmental	\$10,800	\$4,320	\$4,034	\$3,400	\$6,480	\$10,515	0.84	0.79
5	Regional Managers	\$45,718	\$15,609	\$14,909	\$14,160	\$30,098	\$45,007	0.95	0.91
6	Right of Way Acquisition	\$5,198	\$805	\$112	\$508	\$4,393	\$4,504	4.55	0.63
7	RR Operations & Ridership	\$13,695	\$6,229	\$5,033	\$5,675	\$7,466	\$12,499	1.13	0.91
8	Construction & Procurement	\$9,514	\$1,085	\$960	\$775	\$8,429	\$9,389	0.81	0.71
Total		\$184,529	\$75,616	\$72,419	\$71,188	\$108,863	\$181,282	0.98	0.94

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

Current Cost Variance (CV) to Date (EV - AC): (\$1,231)
 Current Schedule Variance (SV) to Date (EV - PV): (\$4,428)

OVER BUDGET	-1.7%	Percent under (+) or over (-) budget
BEHIND SCHEDULE	-5.9%	Percent ahead (+) or behind (-) schedule



CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

San Francisco to San Jose

Planned Progress **42.1%**

Actual Progress **41.8%**



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	\$9,725	\$3,058	\$3,058	\$3,061	\$6,667	\$9,725	1.00	1.00
2	Public / Agency Participation	\$6,500	\$3,350	\$3,304	\$3,417	\$3,150	\$6,454	1.03	1.02
3	Project Definition	\$2,249	\$2,189	\$2,189	\$2,189	\$60	\$2,249	1.00	1.00
4	Preliminary Engineering	\$49,675	\$18,287	\$17,972	\$18,139	\$31,983	\$49,955	1.01	0.99
5	EIR/EIS Analysis	\$13,324	\$8,415	\$8,280	\$8,340	\$4,909	\$13,190	1.01	0.99
6	Station Area Planning	\$2,472	\$1,476	\$1,371	\$1,348	\$997	\$2,368	0.98	0.91
7	Draft and Final EIR/EIS	\$4,511	\$640	\$645	\$656	\$3,871	\$4,515	1.02	1.02
8	Certification of EIR/EIS and ROD	\$163	\$0	\$0	\$0	\$163	\$0	NA	NA
9	ROW Preservation and Acquisition	\$167	\$3	\$3	\$3	\$164	\$0	1.00	1.00
Total		\$88,784	\$37,417	\$36,822	\$37,152	\$51,963	\$88,455	1.01	0.99

Current Cost Variance (CV) to Date (EV - AC): **\$330**

\$330

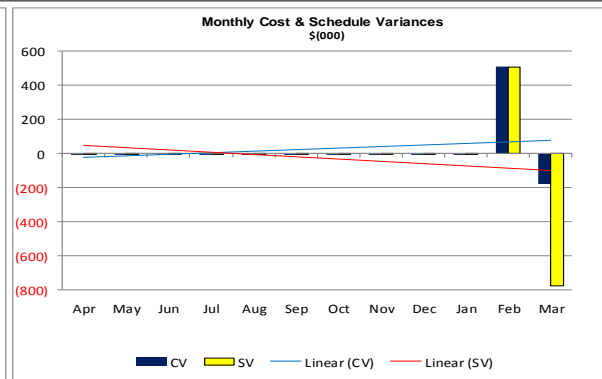
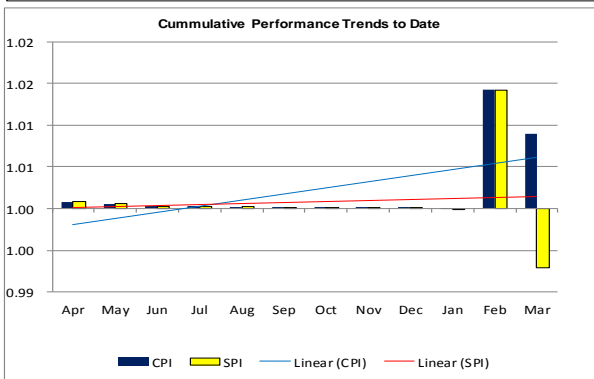
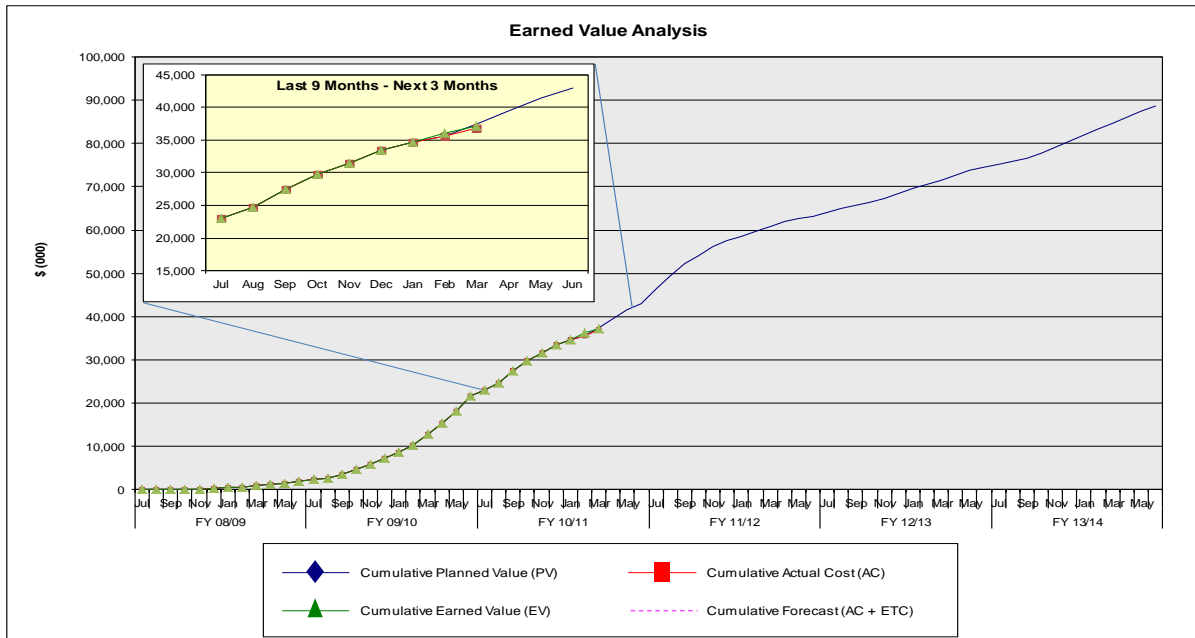
Percent under (+) or over (-) budget

0.9%	ON BUDGET
-0.7%	BEHIND SCHEDULE

Current Schedule Variance (SV) to Date (EV - PV): **(\$265)**

(\$265)

Percent ahead (+) or behind (-) schedule



CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

San Jose to Merced

Planned Progress 33.68%

Actual Progress 25.93%

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	\$2,974	\$2,785	\$2,970	\$4,766	\$7,551	1.07	1.00
2	Public / Agency Participation	\$3,197	\$1,445	\$1,398	\$1,445	\$1,983	\$3,381	1.03	1.00
3	Project Definition	\$2,052	\$2,035	\$1,881	\$2,012	\$62	\$1,943	1.07	0.99
4	Preliminary Engineering	\$58,632	\$18,923	\$15,953	\$10,097	\$39,137	\$55,090	0.63	0.53
5	EIR/EIS Analysis	\$6,665	\$5,679	\$5,409	\$4,541	\$2,561	\$7,970	0.84	0.80
6	Station Area Planning	\$402	\$20	\$0	\$0	\$341	\$341	NA	0.00
7	Draft and Final EIR/EIS	\$3,646	\$469	\$80	\$109	\$3,543	\$3,623	1.37	0.23
8	Certification of EIR/EIS and ROD	\$832	\$160	\$0	\$7	\$1,463	\$1,463	NA	0.04
9	ROW Preservation and Acquisition	\$185	\$4	\$0	\$0	\$613	\$613	NA	0.00
	EXTRA WORK								
Total		\$81,673	\$31,709	\$27,506	\$21,182	\$54,469	\$81,975	0.77	0.67

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

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

(\$6,324)

Percent under (+) or over (-) budget

-23.0%

OVER BUDGET

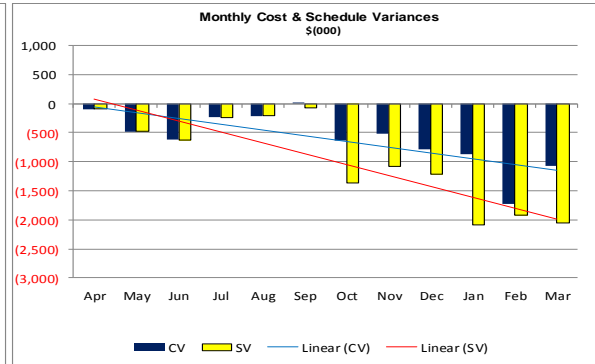
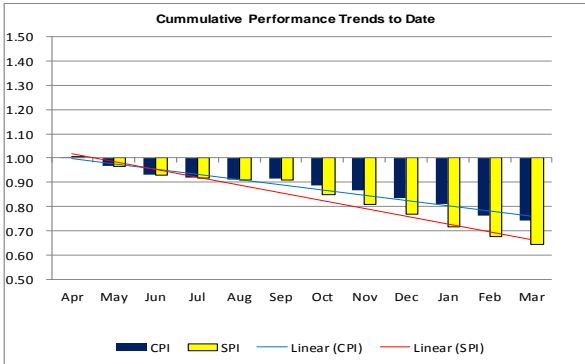
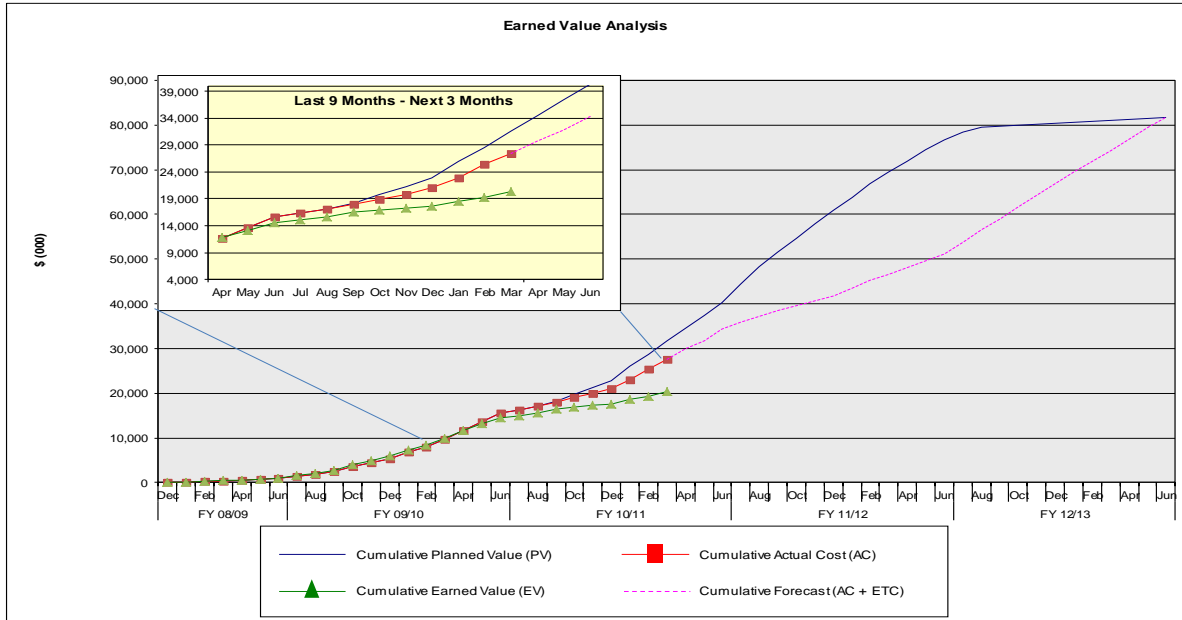
Current Schedule Variance (SV) to Date (EV - PV):

(\$10,527)

Percent ahead (+) or behind (-) schedule

-33.2%

BEHIND SCHEDULE



CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

Merced-Fresno

Planned Progress 85.3%
Actual Progress 65.4%



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	\$3,255	\$1,875	\$1,576	\$2,470	\$1,381	\$2,957	1.57	1.32
2	Public / Agency Participation	\$1,715	\$1,410	\$1,184	\$1,300	\$306	\$1,489	1.10	0.92
3	Project Definition	\$2,090	\$2,087	\$2,076	\$2,083	\$3	\$2,079	1.00	1.00
4	Preliminary Engineering	\$15,223	\$15,223	\$7,163	\$6,651	\$7,875	\$15,037	0.93	0.44
5	EIR/EIS Analysis	\$10,701	\$9,015	\$10,988	\$10,459	\$1,686	\$12,674	0.95	1.16
6	Station Area Planning	\$457	\$457	\$485	\$431	\$0	\$485	0.89	0.94
7	Draft and Final EIR/EIS	\$2,062	\$751	\$316	\$351	\$1,311	\$1,627	1.11	0.47
8	Certification of EIR/EIS and ROD	\$808	\$139	\$0	\$0	\$715	\$0	NA	0.00
9	ROW Preservation and Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	NA	NA
Total		\$36,311	\$30,956	\$23,787	\$23,744	\$13,276	\$36,348	1.00	0.77

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

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

(\$43)

Percent under (+) or over (-) budget

-0.2%

OVER BUDGET

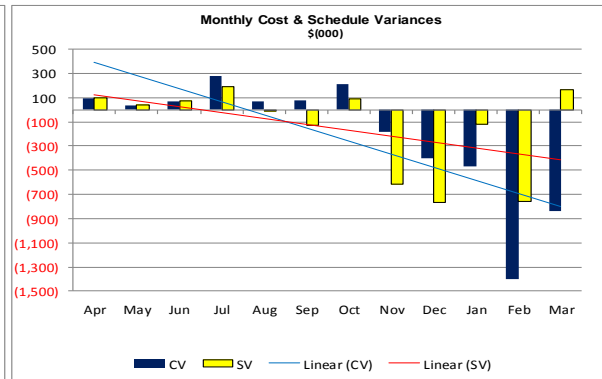
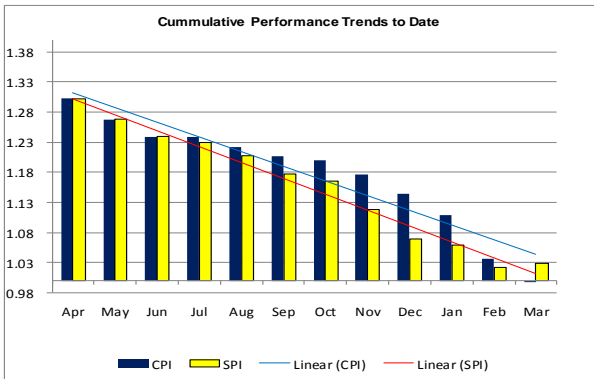
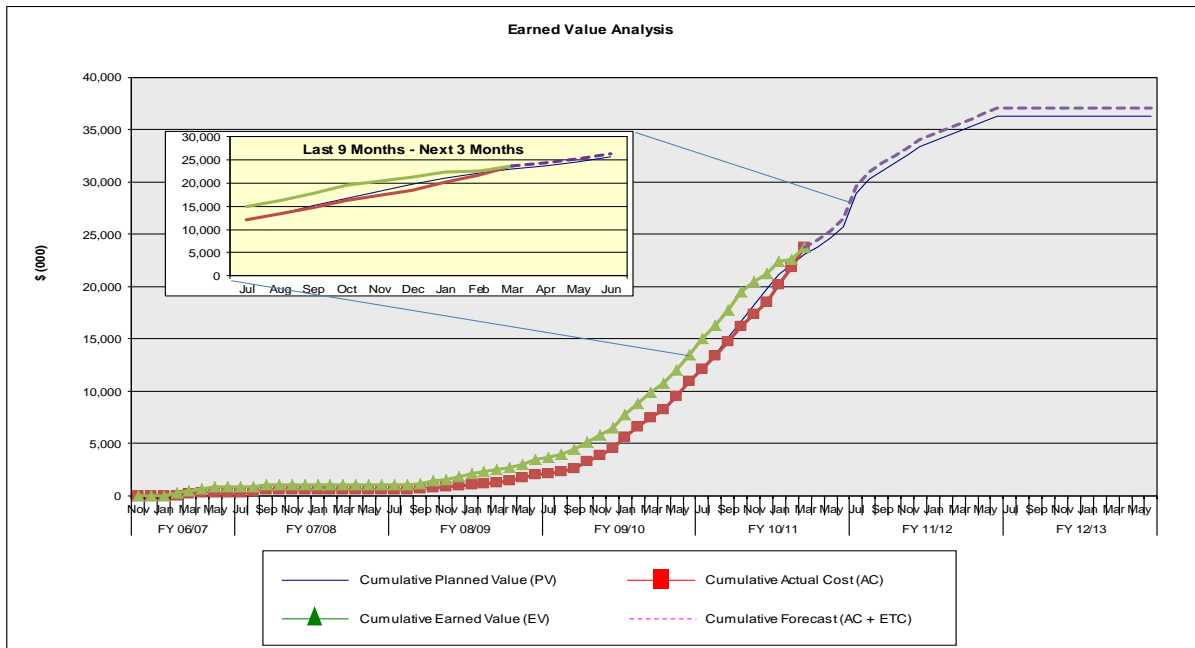
Current Schedule Variance (SV) to Date (EV - PV):

(\$7,212)

Percent ahead (+) or behind (-) schedule

-23.3%

BEHIND SCHEDULE



CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

Fresno to Bakersfield

Planned Progress **62.3%**
Actual Progress **61.2%**

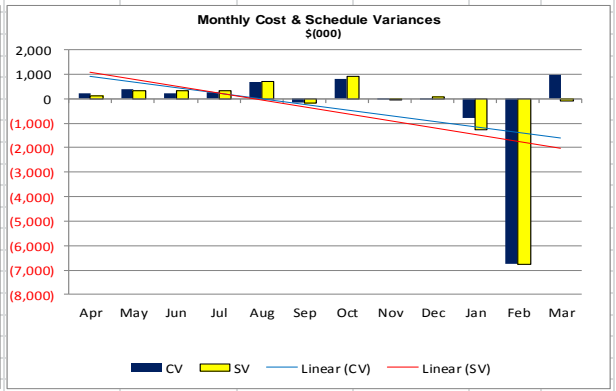
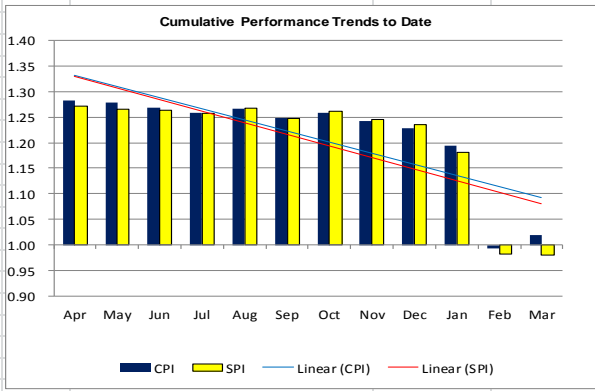
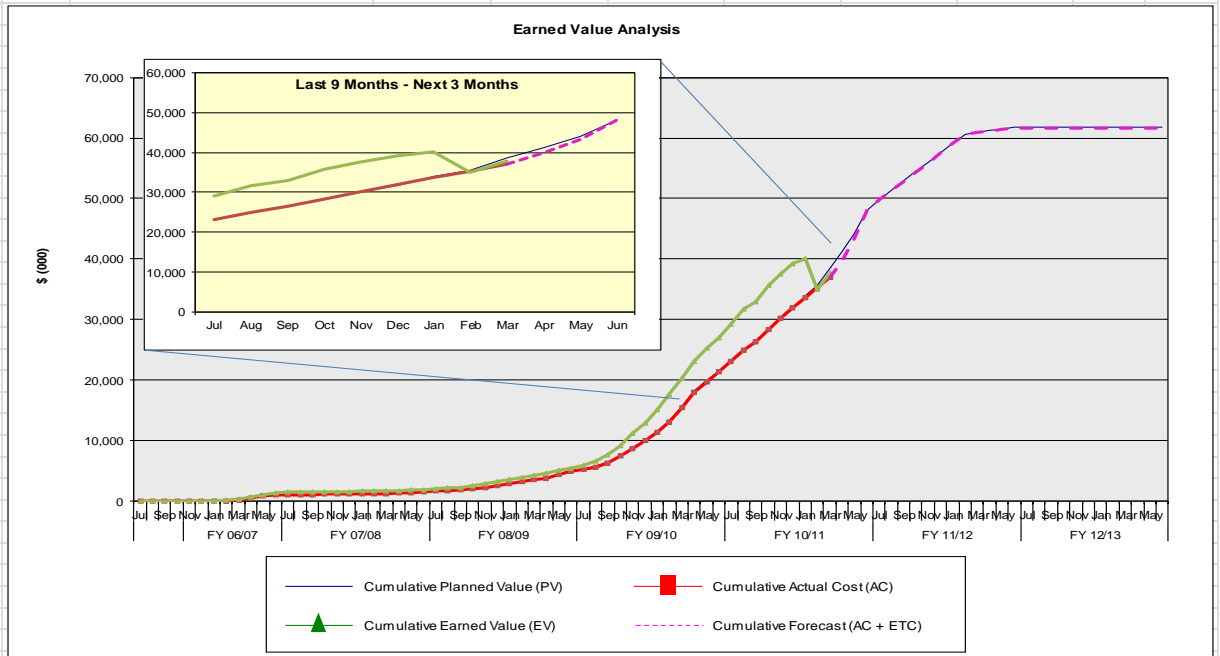


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,169	\$4,327	\$4,282	\$4,275	\$2,969	\$7,250	1.00	0.99
2	Public / Agency Participation	\$3,578	\$2,468	\$2,589	\$2,487	\$1,130	\$3,719	0.96	1.01
3	Project Definition	\$3,645	\$3,645	\$3,468	\$3,645	\$0	\$3,468	1.05	1.00
4	Preliminary Engineering	\$31,634	\$14,979	\$13,933	\$14,245	\$17,645	\$31,578	1.02	0.95
5	EIR/EIS Analysis	\$10,951	\$10,402	\$10,298	\$10,426	\$650	\$10,948	1.01	1.00
6	Station Area Planning	\$463	\$463	\$425	\$463	\$0	\$425	1.09	1.00
7	Draft and Final EIR/EIS	\$2,444	\$1,804	\$1,742	\$1,808	\$694	\$2,437	1.04	1.00
8	Certification of EIR/EIS and ROD	\$1,612	\$317	\$240	\$322	\$1,372	\$1,612	1.34	1.02
9	ROW Preservation and Acquisition	\$219	\$70	\$37	\$70	\$152	\$189	1.91	1.00
Total		\$61,716	\$38,477	\$37,014	\$37,742	\$24,612	\$61,627	1.02	0.98

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

Current Cost Variance (CV) to Date (EV - AC):	\$728	Percent under (+) or over (-) budget	2.0%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$735)	Percent ahead (+) or behind (-) schedule	-1.9%	BEHIND SCHEDULE



CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

Bakersfield to Palmdale

Planned Progress 13.9%
Actual Progress 11.3%

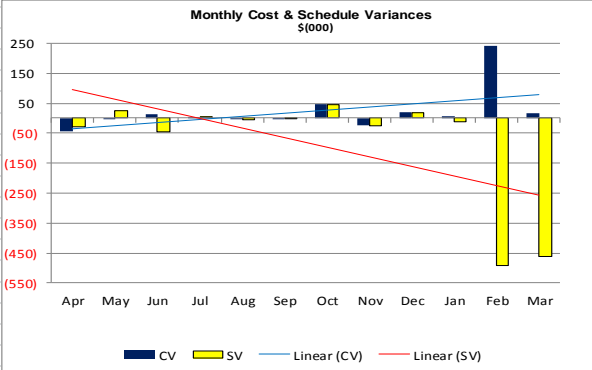
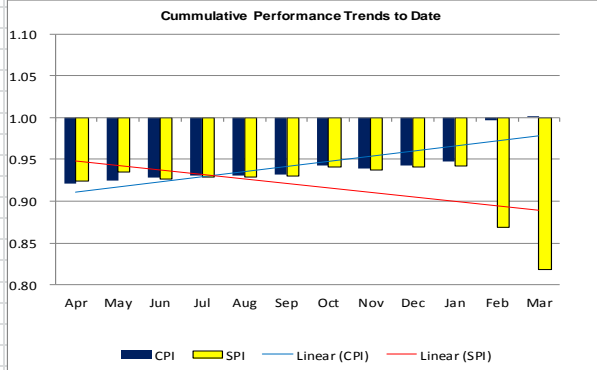
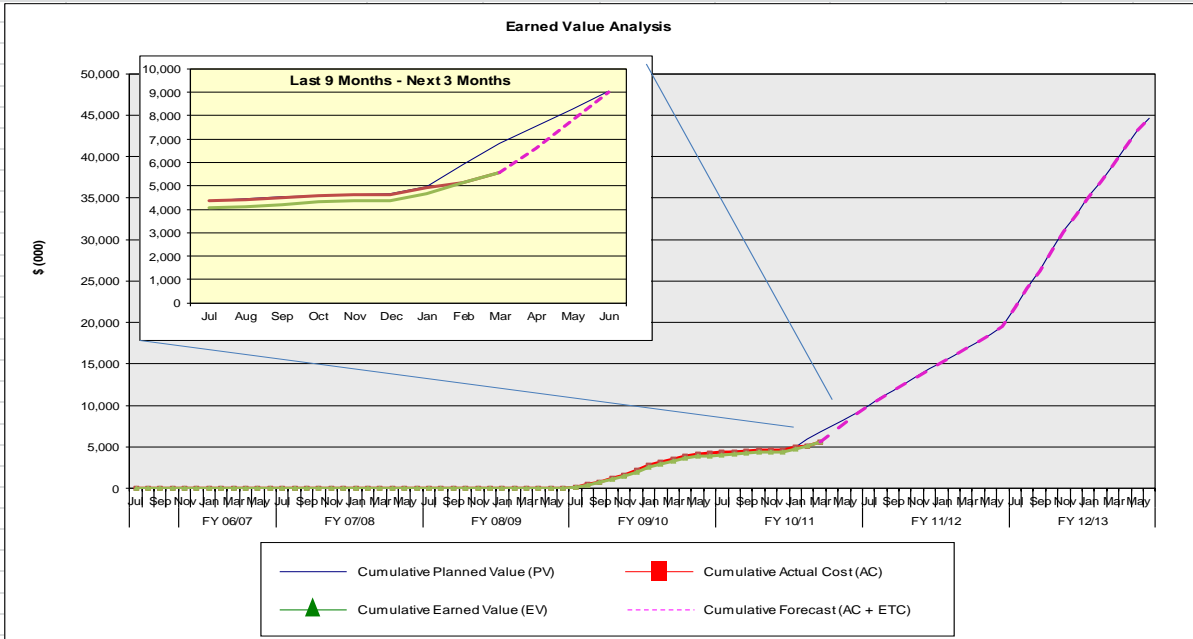


Dollar amounts in thousands

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	\$959	\$959	\$932	\$4,285	\$5,244	0.97	0.97
2	Public / Agency Participation	\$1,447	\$370	\$304	\$363	\$1,110	\$1,414	1.19	0.98
3	Project Definition	\$1,258	\$956	\$855	\$913	\$357	\$1,211	1.07	0.96
4	Preliminary Engineering	\$28,010	\$2,630	\$2,534	\$2,443	\$25,450	\$27,984	0.96	0.93
5	EIR/EIS Analysis	\$7,676	\$1,892	\$916	\$918	\$6,780	\$7,695	1.00	0.49
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	\$6,807	\$5,567	\$5,568	\$43,507	\$49,075	1.00	0.82

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

Current Cost Variance (CV) to Date (EV - AC):	\$1	Percent under (+) or over (-) budget	0.0%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$1,239)	Percent ahead (+) or behind (-) schedule	-18.2%	BEHIND SCHEDULE



CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

Los Angeles-Anaheim

Planned Progress: 80.9%

Actual Progress: 70.4%



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	\$5,789	\$4,956	\$5,391	\$1,277	\$6,233	1.09	0.93
2	Public / Agency Participation	\$2,619	\$2,234	\$1,789	\$1,998	\$385	\$2,174	1.12	0.89
3	Project Definition	\$595	\$588	\$496	\$635	\$7	\$503	1.28	1.08
4	Preliminary Engineering	\$16,786	\$11,167	\$9,931	\$8,783	\$4,582	\$14,514	0.88	0.79
5	EIR/EIS Analysis	\$10,045	\$9,698	\$8,892	\$9,307	\$347	\$9,239	1.05	0.96
6	Station Area Planning	\$778	\$778	\$641	\$848	\$0	\$641	1.32	1.09
7	Draft and Final EIR/EIS	\$2,195	\$2,095	\$1,624	\$1,388	\$100	\$1,725	0.85	0.66
8	Certification of EIR/EIS and ROD	\$90	\$20	\$9	\$0	\$70	\$0	0.00	0.00
9	ROW Preservation and Acquisition	\$973	\$907	\$870	\$615	\$66	\$0	0.71	0.68
Total		\$41,147	\$33,275	\$29,209	\$28,965	\$6,834	\$35,029	0.99	0.87

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

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

(\$244)

Percent under (+) or over (-) budget

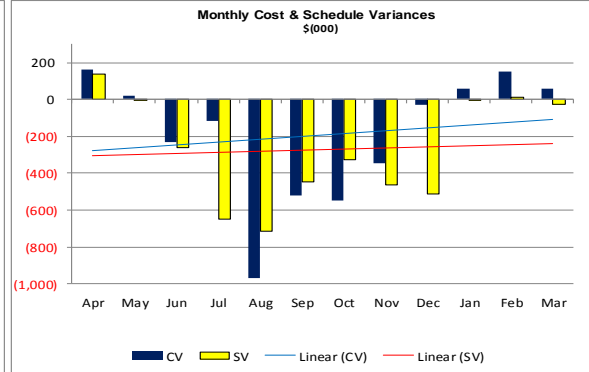
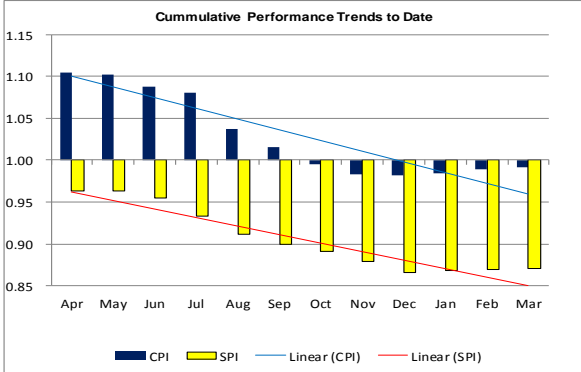
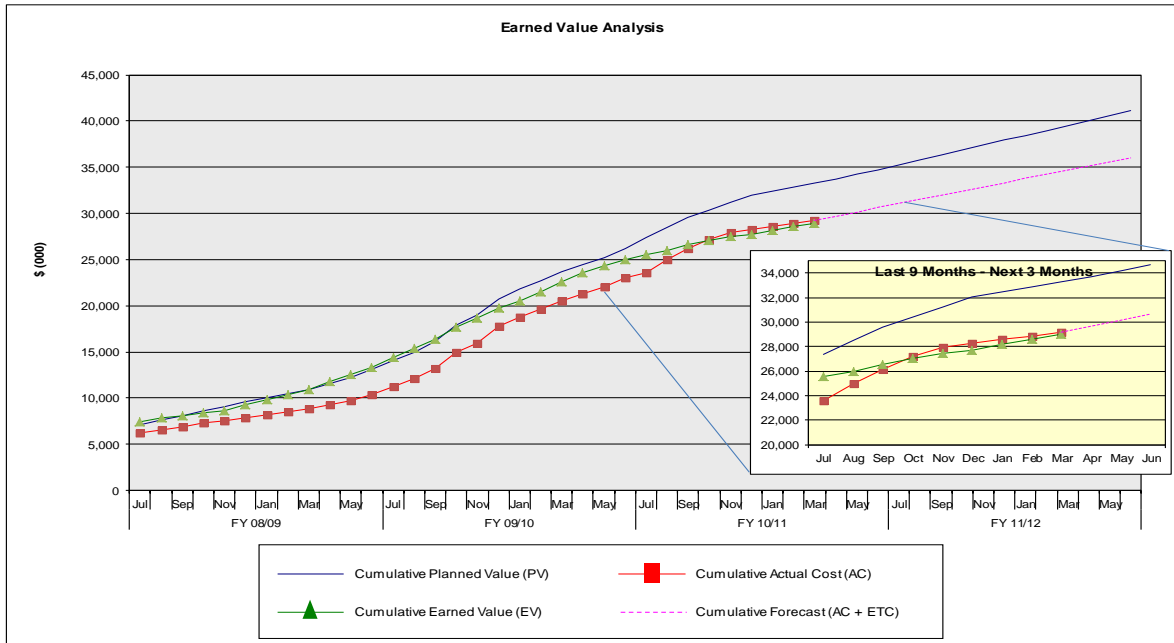
-0.8% **OVER BUDGET**

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

(\$4,310)

Percent ahead (+) or behind (-) schedule

-13.0% **BEHIND SCHEDULE**



CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

Los Angeles - San Diego

Planned Progress 12.08%

Actual Progress 12.52%



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	\$4,007	\$2,065	\$2,087	\$2,100	\$1,920	\$4,007	1.01	1.02
2	Public / Agency Participation	\$4,350	\$2,120	\$1,931	\$2,240	\$2,417	\$4,348	1.16	1.06
3	Project Definition	\$5,341	\$4,359	\$4,353	\$4,391	\$910	\$5,263	1.01	1.01
4	Preliminary Engineering	\$27,082	\$1,552	\$1,552	\$1,552	\$25,529	\$27,082	1.00	1.00
5	EIR/EIS Analysis	\$33,751	\$77	\$77	\$77	\$33,674	\$33,751	1.00	1.00
6	Station Area Planning	\$212	\$20	\$20	\$20	\$192	\$212	1.01	1.00
7	Draft and Final EIR/EIS	\$8,310	\$0	\$0	\$0	\$8,310	\$8,310	NA	NA
8	Certification of EIR/EIS and ROD	\$0	\$0	\$0	\$0	\$0	\$0	NA	NA
9	ROW Preservation and Acquisition	\$59	\$21	\$21	\$21	\$38	\$59	1.00	1.00
Total		\$83,113	\$10,214	\$10,041	\$10,402	\$72,991	\$83,032	1.04	1.02

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

Current Cost Variance (CV) to Date (EV - AC): \$362

\$362

Percent under (+) or over (-) budget

3.6%

ON BUDGET

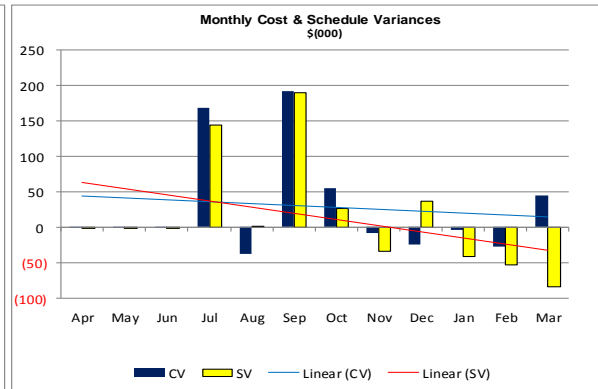
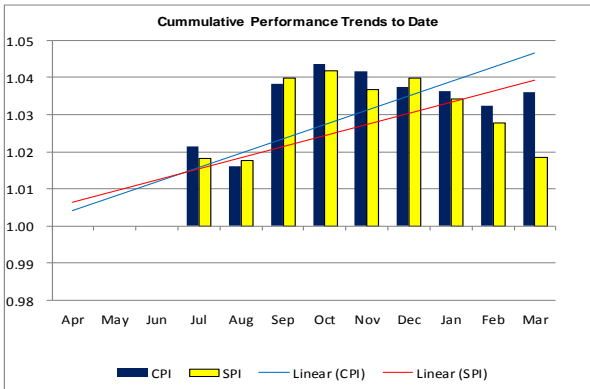
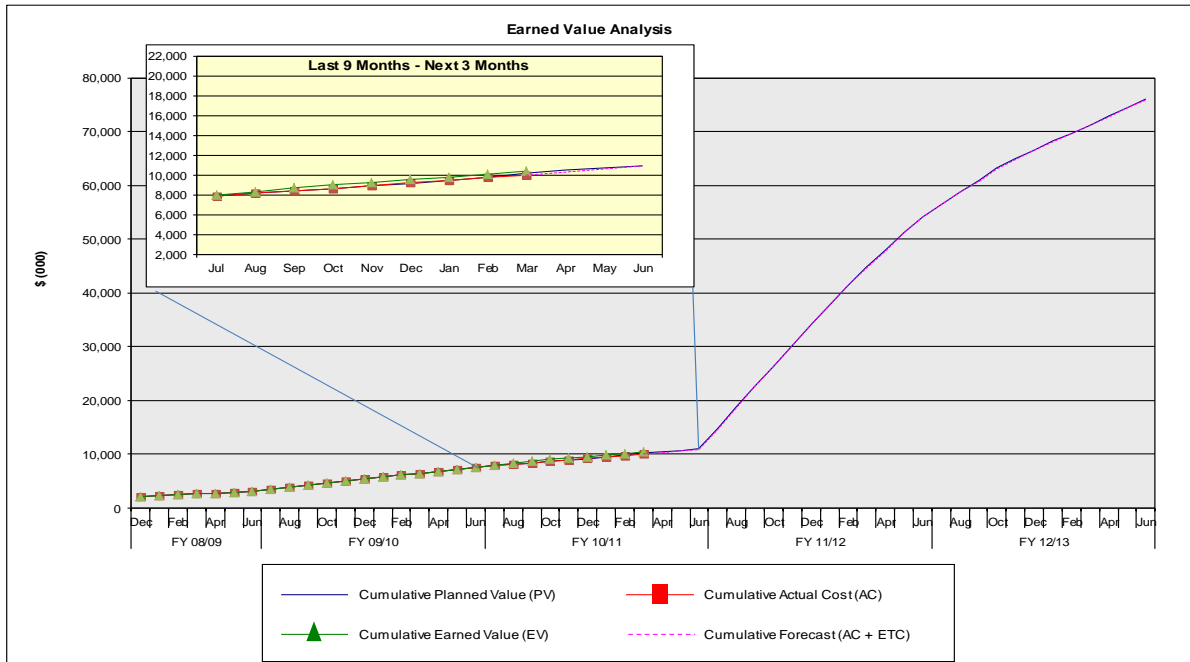
Current Schedule Variance (SV) to Date (EV - PV): \$188

\$188

Percent ahead (+) or behind (-) schedule

1.8%

ON SCHEDULE



CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

Merced-Sacramento

Planned Progress **13.7%**

Actual Progress **11.5%**



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	\$968	\$315	\$392	\$288	\$685	\$1,077	0.74	0.92
2	Public / Agency Participation	\$865	\$408	\$408	\$285	\$468	\$876	0.70	0.70
3	Project Definition	\$1,072	\$774	\$598	\$313	\$427	\$1,025	0.52	0.40
4	Preliminary Engineering	\$7,738	\$24	\$25	\$232	\$7,713	\$7,738	9.47	9.58
5	EIR/EIS Analysis	\$5,863	\$107	\$104	\$223	\$5,756	\$5,860	2.14	2.08
6	Station Area Planning	\$973	\$61	\$32	\$86	\$916	\$948	2.67	1.42
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	\$1,126	\$618	\$904	\$506	\$0	1.46	0.80
Total		\$20,533	\$2,815	\$2,177	\$2,367	\$18,024	\$18,999	1.09	0.84

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

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

\$190

Percent under (+) or over (-) budget

8.7%

ON BUDGET

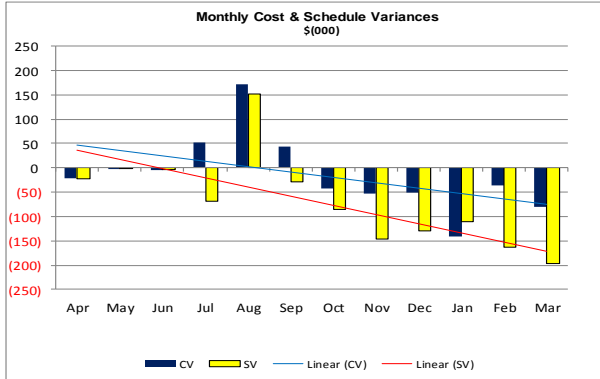
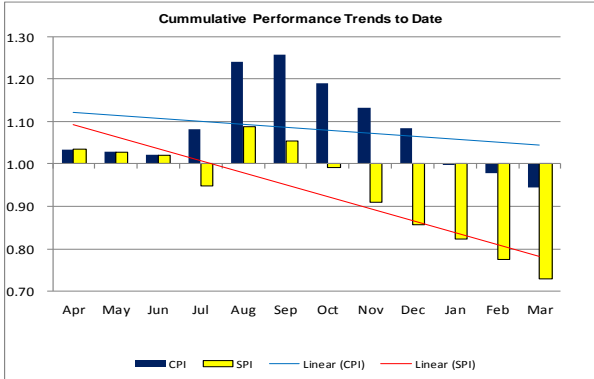
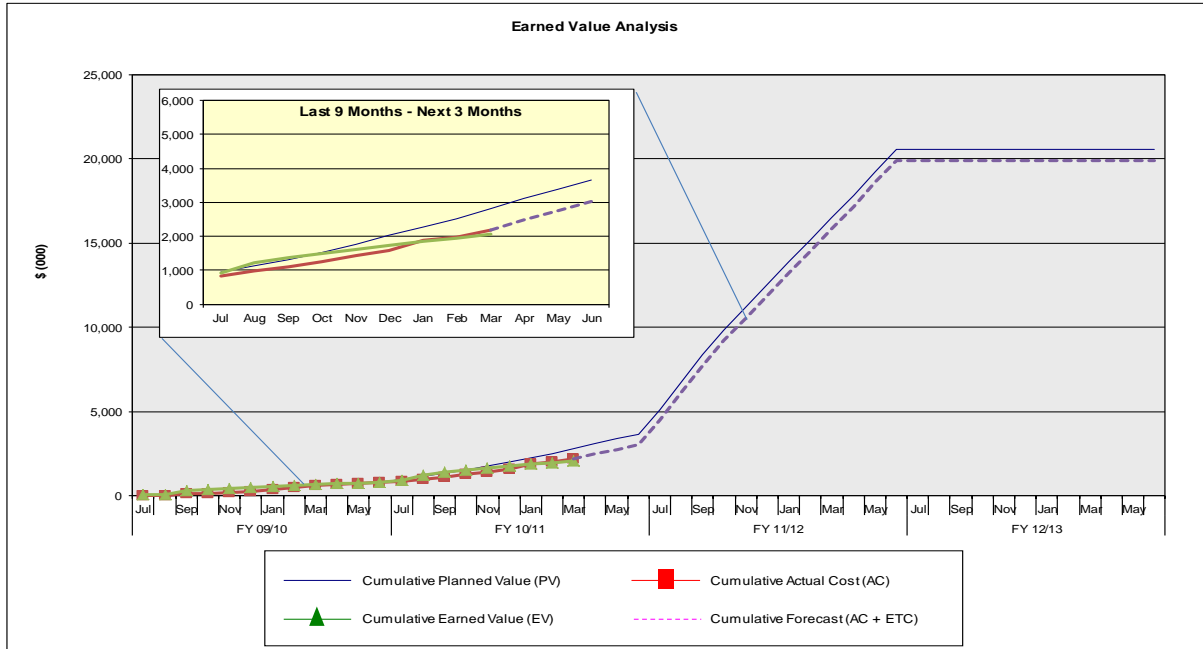
Current Schedule Variance (SV) to Date (EV - PV):

(\$448)

Percent ahead (+) or behind (-) schedule

-15.9%

BEHIND SCHEDULE



CHSR Executive Summary Report

March 2011



California High Speed Rail Authority

Cost Performance Report
March 2011

Altamont Corridor

Planned Progress: 9.0%

Actual Progress: 8.9%



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	\$3,853	\$1,018	\$1,010	\$1,082	\$2,876	\$3,886	1.07	1.06
2	Public / Agency Participation	\$2,992	\$525	\$703	\$703	\$2,484	\$3,187	1.00	1.34
3	Project Definition	\$2,401	\$2,401	\$2,178	\$2,393	\$230	\$2,408	1.10	1.00
4	Preliminary Engineering	\$29,329	\$455	\$321	\$321	\$29,484	\$29,805	1.00	0.71
5	EIR/EIS Analysis	\$5,859	\$89	\$14	\$14	\$5,820	\$5,834	1.00	0.16
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	\$32	\$0	\$0	\$1,262	\$0	NA	0.00
Total		\$50,586	\$4,533	\$4,239	\$4,526	\$47,034	\$49,100	1.07	1.00

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

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

\$287

Percent under (+) or over (-) budget

6.8%

ON BUDGET

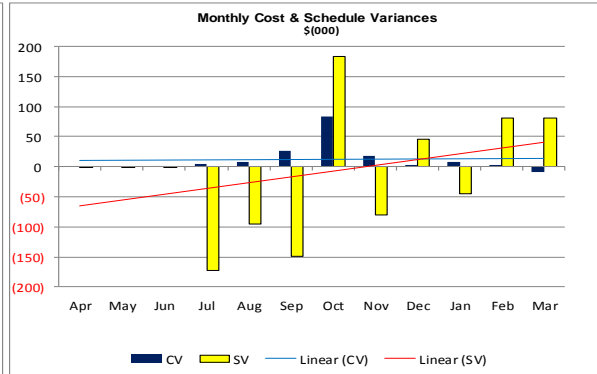
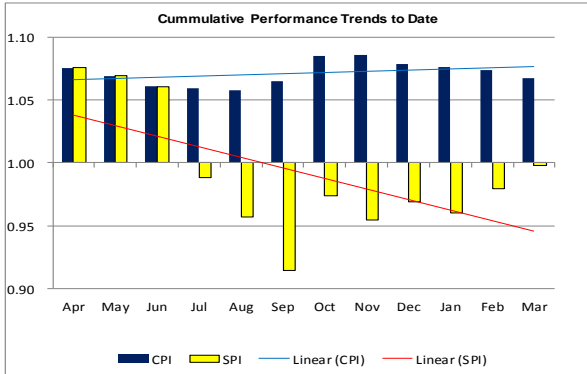
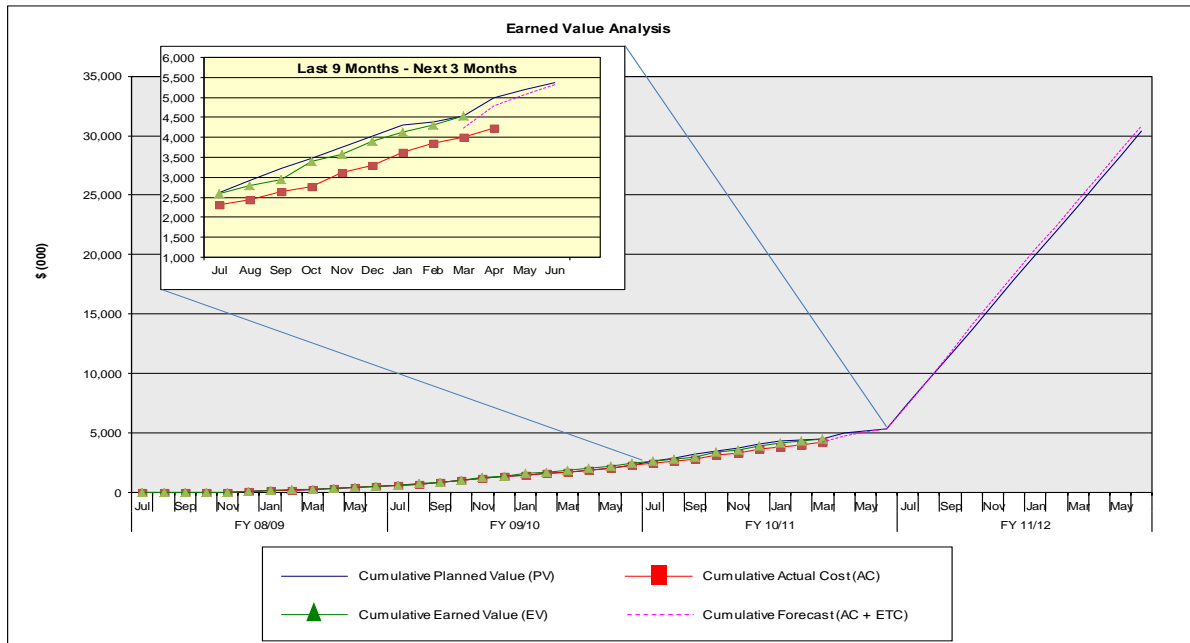
Current Schedule Variance (SV) to Date (EV - PV):

(\$8)

Percent ahead (+) or behind (-) schedule

-0.2%

BEHIND SCHEDULE



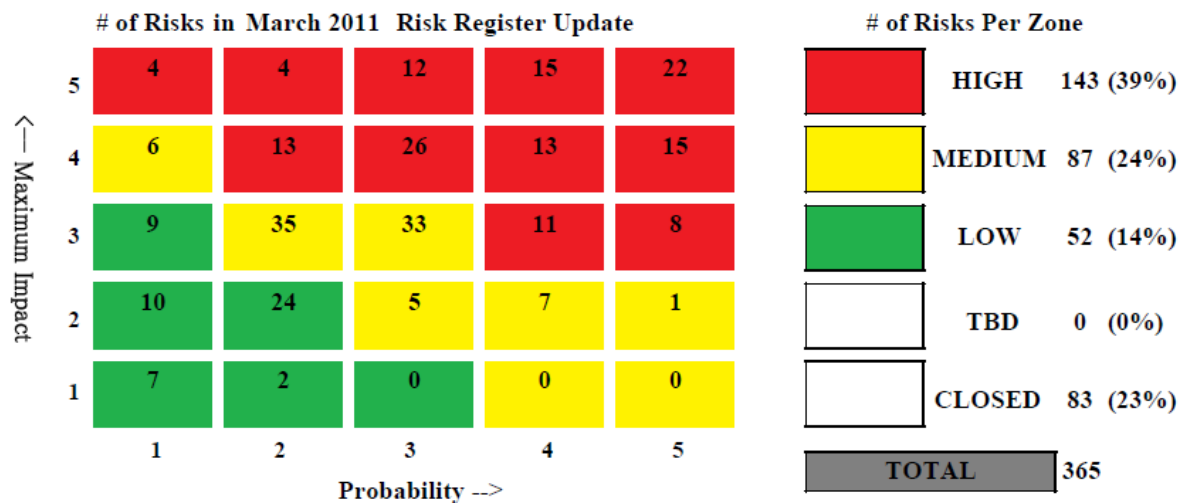
Risk Management

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, (TM 0.6 Project Risk Management Plan).

Risk reviews are held with the main Regional Consultants on a bi-monthly basis. Additional information relating to risk management activities within each month is included within the respective 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 sections completed to date

Figure 3 – Probability Impact Matrix: Six Sections (March 2011)



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 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 conducting Quality Assurance 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 eight sections, with preparation for the two remaining sections in progress. Additional information is provided in the PMT Monthly Progress Report for March 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 a summary of the Program, with respect to its current status in the Environmental and Preliminary Engineering phase. Table 3 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.

The planned information will be updated in April following completion of the FY10/11 AWP negotiations.

Table 4 – Actual Costs v Plan

(\$M)		Contract Value	06/07	07/08	08/09	09/10	10/11 (Thru Mar)	11/12	12/13	13/14	
Program Management	PB	plan	187.7	3.0	7.8	11.2	26.5	38.5	47.4	53.3	-
		actual	73.7	2.9	7.3	10.6	25.8	27.1	-	-	-
San Francisco - San Jose	HNTB	plan	88.8	-	-	1.9	19.6	21.5	14.9	11.3	14.3
		actual	36.8	-	-	1.9	19.6	15.3	-	-	-
San Jose - Merced	Parsons	plan	81.3	-	-	1.0	14.7	24.7	36.3	4.6	-
		actual	27.5	-	-	1.0	14.7	11.9	-	-	-
Merced - Fresno	AECOM	plan	36.3	0.3	0.3	1.4	8.9	14.8	10.6	-	-
		actual	23.8	0.3	0.3	1.4	8.9	12.9	-	-	-
Fresno - Bakersfield	URS	plan	71.7	1.1	0.8	3.1	16.5	26.7	23.6	-	-
		actual	37.1	1.1	0.7	3.0	16.4	15.8	-	-	-
Bakersfield - Palmdale	URS	plan	49.1	-	-	-	4.3	4.8	10.5	25.1	4.5
		actual	5.6	-	-	-	4.2	1.3	-	-	-
Palmdale - Los Angeles	HMM	plan	102.2	-	0.8	2.7	14.2	15.7	68.8	-	-
		actual	30.4	-	0.8	2.7	14.2	12.8	-	-	-
Los Angeles - Anaheim	STV	plan	40.9	2.3	4.0	6.6	13.1	8.5	6.4	-	-
		actual	29.0	1.8	3.9	4.5	12.7	6.2	-	-	-
Los Angeles - San Diego	HNTB	plan	83.1	0.9	0.4	1.7	4.6	3.3	43.2	21.8	7.1
		actual	10.0	0.9	0.4	1.7	4.6	2.4	-	-	-
Merced - Sacramento	AECOM	plan	20.5	-	-	-	0.8	2.9	16.9	-	-
		actual	2.2	-	-	-	0.8	1.4	-	-	-
Altamont Pass	AECOM	plan	51.4	-	-	0.5	1.8	3.0	25.8	9.9	8.1
		actual	4.2	-	-	0.5	1.8	1.9	-	-	-
TOTAL		Actual	280.4	7.0	13.5	27.3	123.7	108.9	-	-	-

Figure 4 illustrates the total cumulative expenditures against plan for the PMT and ten RC consultant Contracts. The planned year of completion for each contract is also indicated. This is intended to provide a perspective of the Program’s current status.

Figure 4

