



CHSR Program Monthly Progress Report

April 2011

Executive Summary Report

Introduction

Environmental Milestones Schedule

Programmatic Concerns

Summary of Program Activities

Summary of Costs and Hours

Cost Performance Reports

- PMT
- Regional Consultants (10)

Risk Management

Quality Management

Deliverables

Cost Overview - Environmental and Preliminary Engineering Phase

Introduction

This Monthly Executive Summary Progress Report covers work accomplished during the period from April 1, 2011 through April 30, 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 will form the basis for the planned work going forward with the anticipated LNTP 4s and FY 11/12 Annual Work Programs.

CHSR Executive Summary Report

April 2011

Environmental Milestone Schedule - April 2011

Section/Activity	Assigned Weight	5%	15%	5%	12%	13%	33%	5%	10%	2%	100%	30% Design				
													Scoping Report	Board Briefing to Approve Release of the AA Report	Release Preliminary AA Report	Board Briefing to Approve Supplemental AA Report
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 100%	Jul-10 Aug. '10 A 100%	Sep-10 Jun-12 71%	Sep-11	Sep-10 Aug-12 50%	Oct-10 Mar-12 74%	Oct-10 Oct-12 0%	Dec-12	Jul-11 Mar-13 0%	Sep-11 Jun-13 0%	64%	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 Jun-11 80%	Aug-10 Jun-11 80%	May-11	Apr-11 Jul-11 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 Jun-10 100%	Jun-10 Aug. '10 A 100%	Feb. 3 '11 A	Aug-10 Sept '10 A Jun-11	Aug-10 May 6, 11 A 89%	Sep-10 May-11 94%	Nov-10 Jul-11 0%	Oct-11	Jun-11 Jan-12 0%	Aug-11 Feb-12 0%	80%	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 Jun-10 100%	Jun-10 Sept. '10 A 100%	Feb. 3 '11 A	Sep-10	Sep-10 Aug-10 94%	Aug-10 Jun-11 84%	Jan-11 Jul-11 0%	Oct-11	Jun-11 Jan-12 0%	Aug-11 Feb-12 0%	79%	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 40%	Nov-10 Jun-11 80%	May-11	Sep-11 Jan-12 9%	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 A 100%	Aug-10 Mar-11 100%	May-11	Oct-10 Nov-11 64%	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 100%	Jun-10 July '10 A 100%	May-11	Sep-10 Jul-12 85%	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	Aug-12 0%	Aug-12 0%	Aug-12 0%	Feb-13 0%	Sep-14	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 35%	May. 5, 2011	May-11 0%	Sep-11	Sep-11 0%	Oct-11 0%	Jan-12 0%	Nov-12 0%	Mar-13	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 5%	Nov-11	Nov-11 0%	Dec-11 2%	Mar-12 0%	Sep-12 0%	Dec-12	Sep-12 0%	Dec-12 0%	21%	Nov-12 0%

Blue text = Actual dates / Red text indicates a date change from last month's 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
- % Progres is updated from the Regional Consultants MPRs
- The Admin Draft EIR/EIS Milestones for Merced-Fresno and Fresno Bakersfield were reported complete in September 2010. Following further cost containment engineering, these dates were reforecast for July 2011, impacting the Draft and Final EIR/EIS dates as well. However, Scheduled dates for the NOD/ROD have not changed.
- The May issue of this schedule will likely reflect some changes in forecast submittal dates for some of the other Phase 1 Sections

The Phase 2 Sections will be rescheduled over the next few months to reflect FY 11/12 funding levels

Programmatic Concerns

- ◆ 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 April 2011

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

Accomplishments

- ◆ **Industry Forum:** Held Industry Forum in Los Angeles Convention Center with over 920 firms registered and over 1600 registered attendees. There were 22 potential prime firms which provided contact information to the attending small business owners, for future contracting opportunities. Department of General services provided opportunities for small business certification at the forum. The registration process captured the basic information to establish an initial small business enterprise database for construction contract opportunities that will be integrated in the CHSR existing database.
- ◆ **Federal Reporting:** Completed and submitted the second Quarterly FRA Progress Report, Grant Budget and Schedule update for April.
- ◆ **Design-Build procurement:** Presented a legal brief on state and federal conflict of interest for upcoming design-build procurements to the Attorney General for review and directions in the procurement policies and procedures for construction.
- ◆ **FY 11/12 Annual Work Program (AWP):** Coordinated with all Regional Consultants (RCs) on the submittal of Versions 1 and 2 of the FY11/12 Annual Work Program on March 4 and on April 1, respectively. Preparation for negotiations with the Regional Consultants and the actual negotiations were held in April, Version 3 of the AWP's from the RCs is anticipated in May.
- ◆ **Merced to Fresno:** Submitted revised Checkpoint B package on April 25.
- ◆ **Fresno to Bakersfield:** A third revision of the Checkpoint B package was re-submitted to USEPA and USACE on April 25.
- ◆ **San Jose to Merced:** Completed initial review of Archaeological Survey and Historic Survey reports.
- ◆ **Palmdale to LA:** The Regional Consultant continues to refine various alignments in the Palmdale to Sylmar area, and meet with the communities and major stakeholders. The RC continues to prepare an in-progress 15% Design Submittal for PMT's review. The PMT has also met with the two RC Teams (Bakersfield to Palmdale and Palmdale to LA) to discuss a potential restudy of the I-5 (Grapevine) alignment, in anticipation of the future CHSRA Board action in May.
- ◆ **LA to San Diego:** The PMT and RC continue to meet with corridor communities to refine the alignments remaining after the Preliminary AA Report presentation to the Board in March. Public open houses are being planned for May 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:** Important third-party funding reimbursement agreements with BNSF, SCRRRA and OCTA are being delayed by the Department of General Services due to uncertainty regarding the Federal flow down requirements associated ARRA funding.
- ◆ **Memorandum of Understanding (MOU):** The MOU between CHSRA and BNSF has been executed. In addition, a signed CHSRA – UPRR MOU is expected in early May.
- ◆ **Railroad and Highway Coordination:** On-going discussions with the BNSF and UPRR are continuing to ensure that the HST preliminary engineering plans account for necessary railroad operational and safety requirements. On April 4, PMT staff met with BNSF engineering and operations executive staff in Fort Worth, Texas to review the 15% design plans for the San Joaquin Valley.
- ◆ **SCRRRA/Metrolink Reimbursement Agreement:** A revised reimbursement agreement draft has been submitted by Metrolink for final legal review. This agreement will provide for services and resources by Metrolink; share of technical information and review of designs, safety training and supporting safety staff for site investigations, and 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 Metrolink, Amtrak and UPRR services
- ◆ **Orange County Transportation Authority Reimbursement Agreement:** A draft reimbursement agreement has been presented to OCTA for its review similar to the SCRRRA agreement. It is anticipated that the Reimbursement Agreement with OCTA will be ready for execution in early May, subject only to resolution by the Department of General Services of the Federal flow down requirements.
- ◆ **Los Angeles County Metropolitan Transportation Authority (LACMTA):** A draft reimbursement agreement has been presented to LACMTA for its review and consideration. The Agreement will provide the same level of service as the Metrolink and OCTA Reimbursement Agreements.
- ◆ **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 estimated capital costs for the section, the PMT has recommended that an initial restudy of the I-5 (Grapevine) Alternative be conducted. This issue will be discussed in the May Board Meeting.

Meetings have been held with representatives from 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. This discussion will change somewhat after the decision to re-study the I-5 (Grapevine) Alternative becomes known to the public.

- ◆ **LA to Anaheim:** The RC is continuing to develop its Phased Implementation Approach in consultation with the local communities and transportation agencies. This is in preparation for development of the Administrative Draft EIR/EIS work next year.

- ◆ **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 (RPA):** 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 by 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. The Authority has brought in an additional resource to support processing of agreements and EMT will assist and track progress. However, 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 its 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 RCs during the project's 30% design phase. This approach proposes that a centralized team develop the seismic design spectra using staff from the RC led by the PMT. A request memo was approved by the Authority on March 8. 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 was initiated in April, but will not be available at the anticipated start of the 30% design for the Merced to Fresno and Fresno to Bakersfield sections. The EMT will coordinate with RM and confirm how best to support the ARRA funded sections and maintain planned schedule for procurement.

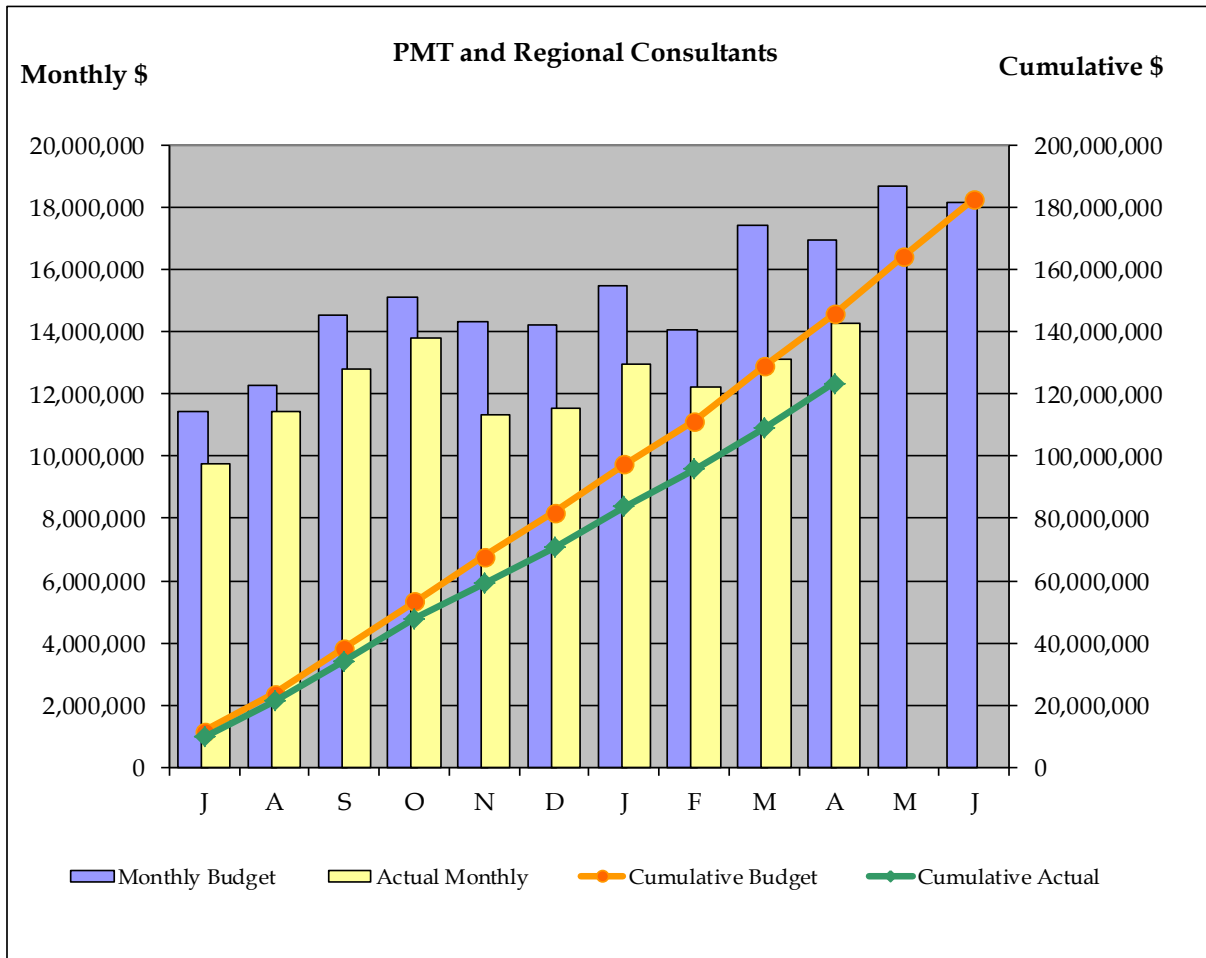
Summary Financials

Costs

Planned expenditures July 1, 2010 through June 30, 2011 are shown in Figure 1. Actual costs shown are based on the PMT, RC's and sub-consultant billing periods that vary by team, spanning the period from April 1 to April 30, 2011.

During April, the PMT, RCs and sub-consultants billed a total of \$14.25 million, 84% of the plan for the month as extracted from the respective Annual Work Programs and 84% of the plan for FY10/11 to date.

Figure 1: Billings for PMT and Regional Consultants April 2011



As shown in Table 1, billings for the PMT and Regional Consultants were \$22.6 Million (16%) under the AWP budgets for FY 10/11 to date including the Program Management Team which has under-spent its planned budget to date by \$0.52 Million. This under-spending through April 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 – April 2011

CHSRA Program Components	Month (\$)		Cumulative (\$)				Total FY Budget (\$)
	Planned	Actual	Planned	Actual	Variance Over / -Under	% Over / -Under	
Program Management (PB)	3,434,397	3,632,242	31,247,853	30,732,428	(515,425)	-2	38,537,532
San Francisco - San Jose (HNTB)	1,952,426	1,282,206	17,844,069	16,578,780	(1,265,289)	-7	21,475,000
San Jose - Merced (Parsons)	2,813,798	3,079,865	18,910,995	14,973,521	(3,937,473)	-21	24,700,000
Merced - Fresno (AECOM)	688,602	1,481,405	12,853,502	14,352,342	1,498,840	12	14,837,500
Fresno - Bakersfield (U-H-A)	2,581,433	2,748,186	19,650,453	18,443,967	(1,206,486)	-6	26,694,108
Bakersfield - Palmdale (U-H-A)	750,312	597,628	3,304,416	1,921,340	(1,383,076)	-42	4,817,599
Palmdale - Los Angeles (H-U-A)	3,278,688	656,333	26,597,202	13,540,026	(13,057,176)	-49	33,840,443
Los Angeles - Anaheim (STV)	451,978	225,316	7,527,607	6,436,542	(1,091,064)	-14	8,500,001
Los Angeles - San Diego (HNTB)	244,716	142,032	2,926,599	2,542,360	(384,239)	-13	3,439,338
Sacramento - Merced (AECOM)	303,878	214,108	2,322,335	1,594,500	(727,835)	-31	2,854,342
Altamont (AECOM)	452,480	192,318	2,663,839	2,109,051	(554,788)	-21	3,036,180
TOTAL	16,952,708	14,251,639	145,848,870	123,224,859	(22,624,011)	-16	182,732,043

Hours Worked

In April 107,024 hours were billed to the program versus 104,487 planned hours, an 2.4% overspend spend of the planned program hours for the month. The under-spend for FY 10/11 through April is 86,332 hours (9%).

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

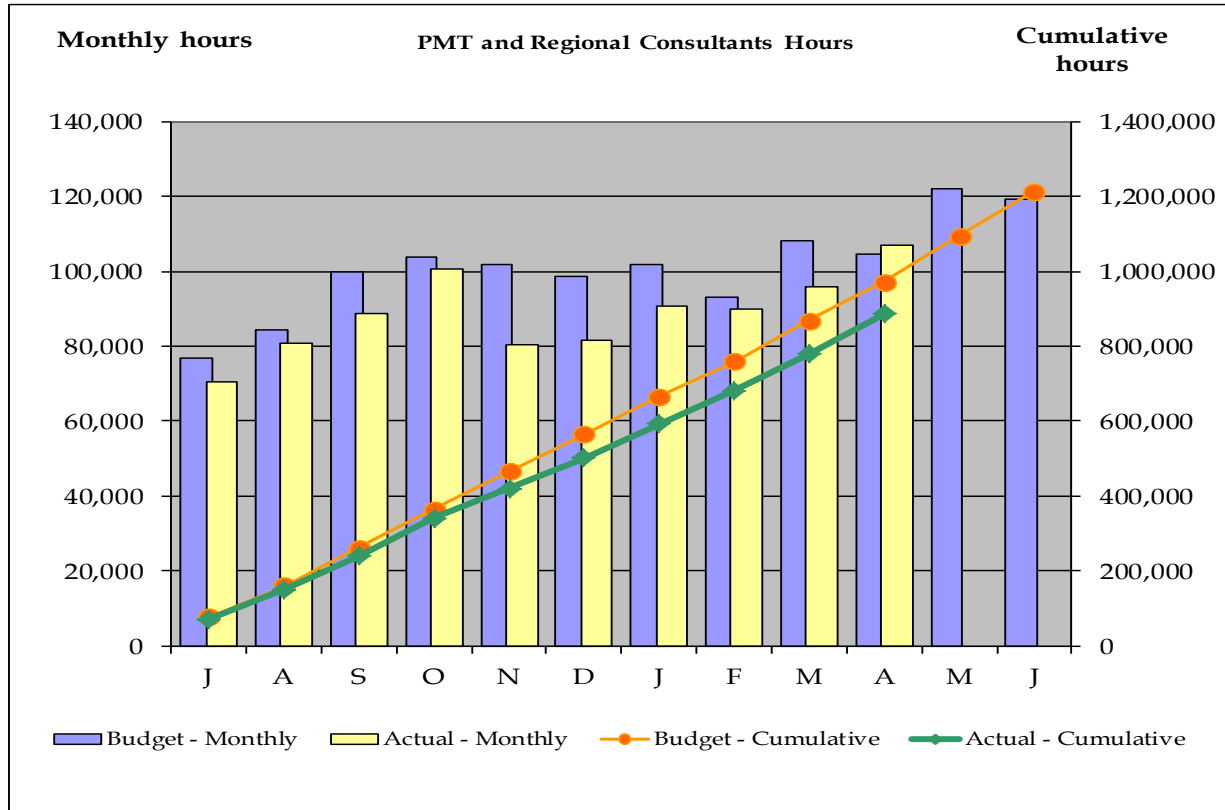


Table 2: Hours Worked by PMT and Regional Consultants – April 2011

CAHSRA Team Components	Month		Cumulative				Total FY Budget
	Planned	Actual	Planned	Actual	Variance Over-/Under	% Over / -Under	
Program Management (PB)	19,528	20,610	176,983	171,083	-5,900	-3	218,492
San Francisco - San Jose (HNTB)	11,342	8,799	117,395	112,554	-4,842	-4	140,021
San Jose - Merced (Parsons)	15,932	25,669	127,417	122,376	-5,041	-4	159,850
Merced - Fresno (AECOM)	4,906	13,606	94,947	119,772	24,825	26	106,223
Fresno - Bakersfield (U-H-A)	19,631	22,369	156,858	148,949	-7,909	-5	216,768
Bakersfield - Palmdale (U-H-A)	4,836	6,496	21,694	17,742	-3,953	-18	31,405
Palmdale - Los Angeles (H-U-A)	21,316	4,733	179,399	110,724	-68,675	-38	227,108
Los Angeles - Anaheim (STV)	2,833	1,658	51,737	42,622	-9,116	-18	57,833
Los Angeles - San Diego (HNTB)	1,617	933	18,748	17,779	-969	-5	22,135
Sacramento - Merced (AECOM)	1,622	1,053	13,226	9,004	-4,222	-32	17,730
Altamont (AECOM)	924	1,098	13,626	13,095	-531	-4	15,996
Program TOTAL Hours	104,487	107,024	972,031	885,698	-86,332	-9	1,213,562

Fiscal Year (FY 10/11) progress

Each Regional Consultant has provided an estimate of its percent completion progress through April 2011 for FY 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 – April 2011

CAHSRA Team Components	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
Program Management (PB)	81%	78%	81%	80%	68%	n/a
San Francisco - San Jose (HNTB)	84%	80%	83%	77%	78%	64%
San Jose - Merced (Parsons)	80%	77%	77%	61%	40%	62%
Merced - Fresno (AECOM)	89%	113%	87%	97%	67%	80%
Fresno - Bakersfield (U-H-A)	72%	69%	74%	69%	70%	79%
Bakersfield - Palmdale (U-H-A)	69%	56%	69%	40%	51%	36%
Palmdale - Los Angeles (H-U-A)	79%	49%	79%	40%	15%	71%
Los Angeles - Anaheim (STV)	89%	74%	89%	76%	83%	78%
Los Angeles - San Diego (HNTB)	85%	80%	85%	74%	87%	20%
Sacramento - Merced (AECOM)	75%	51%	81%	56%	83%	10%
Altamont (AECOM)	85%	82%	88%	69%	77%	21%
Phase I TOTAL - SF - Anaheim	80%	73%	79%	68%	59%	45%
Phase II TOTAL	82%	74%	85%	68%	83%	18%
Program TOTAL*	80%	73%	80%	67%	57%	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 has been progressively introduced for all Regional Consultants during FY 10/11. This has resulted in the development of Cost Performance Reports for the PMT and all ten sections.

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

Project Management Team	CPI = 0.97	SPI = 0.94	Slightly over budget; behind schedule
San Francisco to San Jose	CPI = 1.00	SPI = 0.97	On budget; slightly behind schedule
San Jose to Merced	CPI = 0.73	SPI = 0.65	Over budget; behind schedule
Merced to Fresno	CPI = 0.98	SPI = 0.78	Slightly over budget; behind schedule
Fresno to Bakersfield	CPI = 1.01	SPI = 0.98	Slightly under budget; slightly behind schedule
Bakersfield to Palmdale	CPI = 0.95	SPI = 0.77	Over budget; behind schedule
Palmdale to LA	CPI = 1.13	SPI = 1.09	Under budget; ahead of schedule
Los Angeles to Anaheim	CPI = 1.01	SPI = 0.88	Slightly under budget; behind schedule
LA to San Diego	CPI = 1.27	SPI = 1.23	Under budget; ahead of schedule
Merced to Sacramento	CPI = 1.01	SPI = 0.77	Slightly under budget; behind schedule
Altamont	CPI = 1.07	SPI = 0.95	Under budget; behind schedule

The respective RC's explanation of the low performance CPI and SPI scores with mitigation measures has been included in their respective Monthly Progress Reports and is available on ProjectSolve2.

CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011



Program Management Team

Planned Progress: 42.8%

Actual Progress: 40.1%

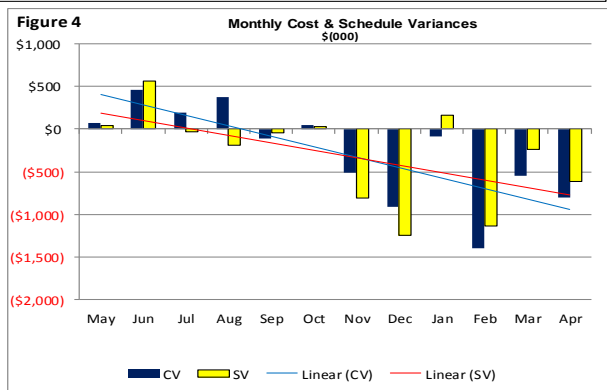
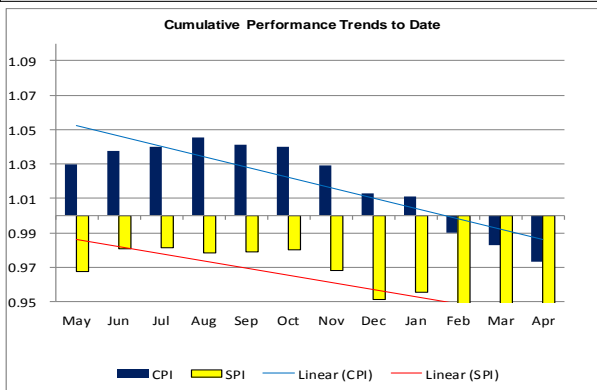
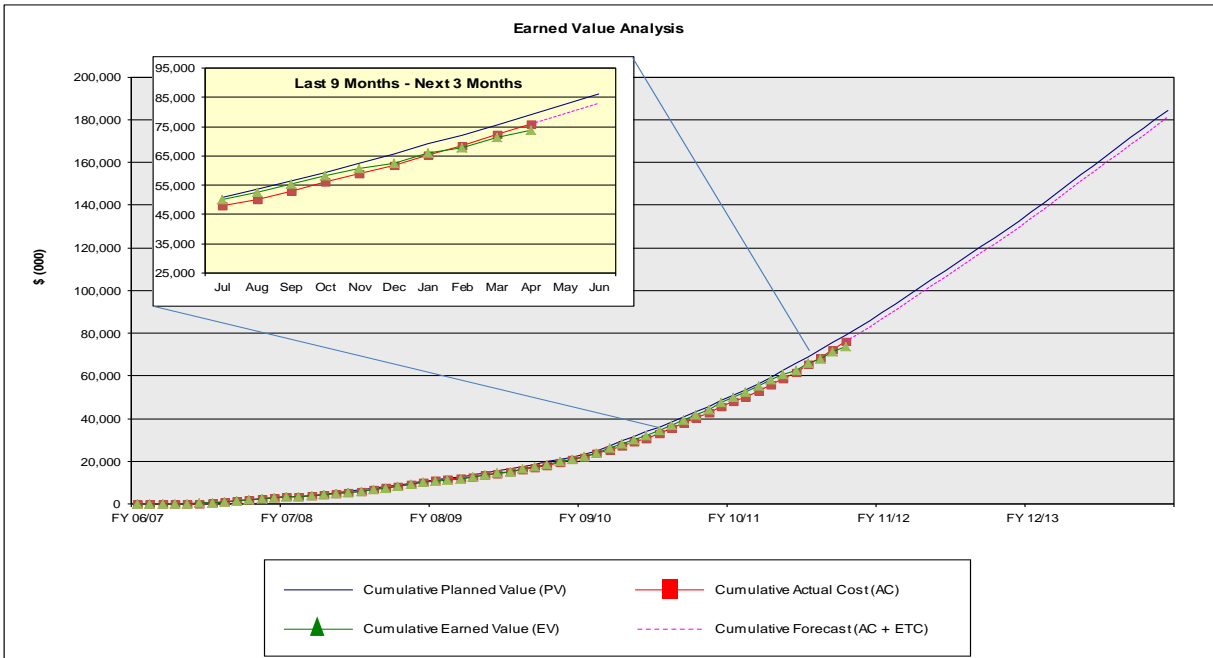
Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Program Management	\$23,763	\$9,289	\$10,028	\$9,322	\$14,474	\$24,502	0.93	1.00
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	\$37,292	\$36,713	\$35,840	\$35,490	\$72,203	0.98	0.96
4	Environmental	\$10,800	\$4,539	\$4,205	\$3,624	\$6,261	\$10,466	0.86	0.80
5	Regional Managers	\$45,718	\$16,291	\$15,525	\$14,684	\$29,420	\$44,945	0.95	0.90
6	Right of Way Acquisition	\$5,198	\$863	\$198	\$508	\$4,335	\$4,533	2.56	0.59
7	RR Operations & Ridership	\$13,695	\$6,505	\$5,400	\$6,117	\$7,190	\$12,590	1.13	0.94
8	Construction & Procurement	\$9,514	\$1,159	\$1,095	\$796	\$8,355	\$9,450	0.73	0.69
Total		\$184,529	\$78,970	\$75,961	\$73,925	\$105,525	\$181,486	0.97	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): **(\$2,036)**
 Current Schedule Variance (SV) to Date (EV - PV): **(\$5,045)**

OVER BUDGET	-2.7%	Percent under (+) or over (-) budget
BEHIND SCHEDULE	-6.4%	Percent ahead (+) or behind (-) schedule



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

San Francisco to San Jose

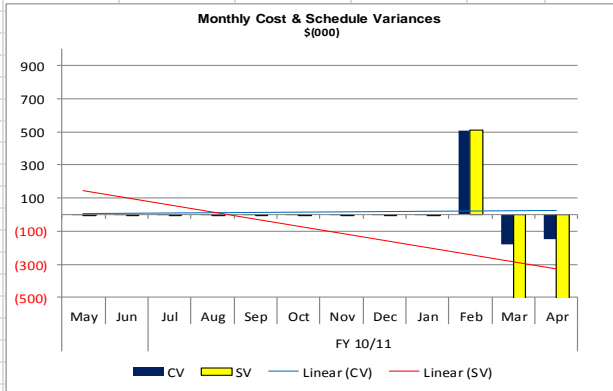
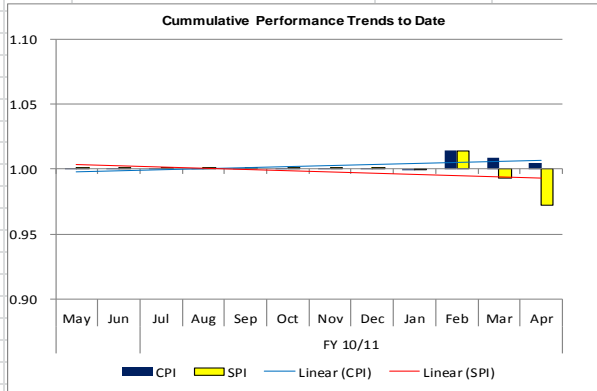
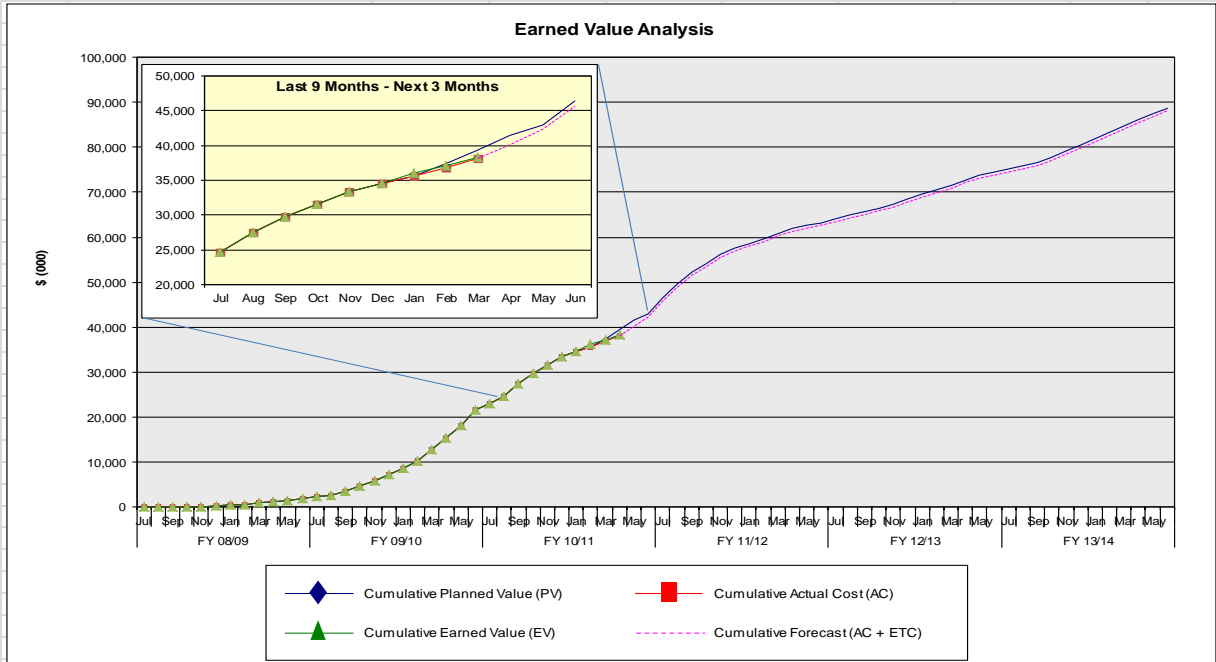
Planned Progress **44.3%**
Actual Progress **43.1%**



Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$9,725	\$3,218	\$3,233	\$3,206	\$6,507	\$9,739	0.99	1.00
2	Public / Agency Participation	\$6,500	\$3,494	\$3,379	\$3,508	\$3,006	\$6,385	1.04	1.00
3	Project Definition	\$2,249	\$2,189	\$2,189	\$2,189	\$60	\$2,249	1.00	1.00
4	Preliminary Engineering	\$49,675	\$19,526	\$18,851	\$18,835	\$30,743	\$49,594	1.00	0.96
5	EIR/EIS Analysis	\$13,324	\$8,603	\$8,362	\$8,513	\$4,721	\$13,083	1.02	0.99
6	Station Area Planning	\$2,472	\$1,673	\$1,434	\$1,370	\$799	\$2,233	0.96	0.82
7	Draft and Final EIR/EIS	\$4,511	\$663	\$654	\$665	\$3,848	\$4,502	1.02	1.00
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	\$39,369	\$38,104	\$38,289	\$50,010	\$87,785	1.00	0.97

Current Cost Variance (CV) to Date (EV - AC):	\$185	Percent under (+) or over (-) budget	0.5%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$1,080)	Percent ahead (+) or behind (-) schedule	-2.7%	BEHIND SCHEDULE



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

San Jose to Merced

Planned Progress 37.45%
Actual Progress 27.30%

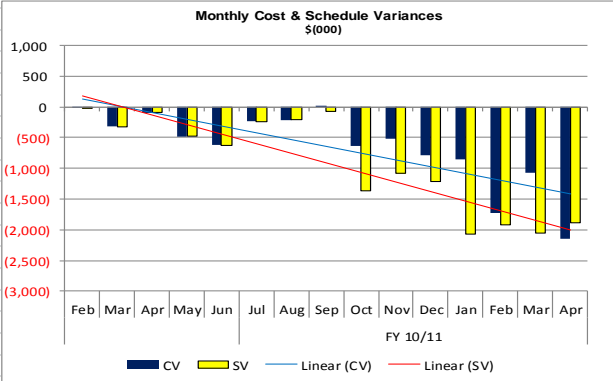
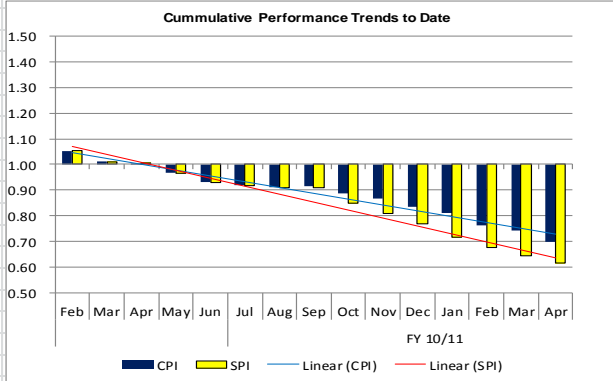
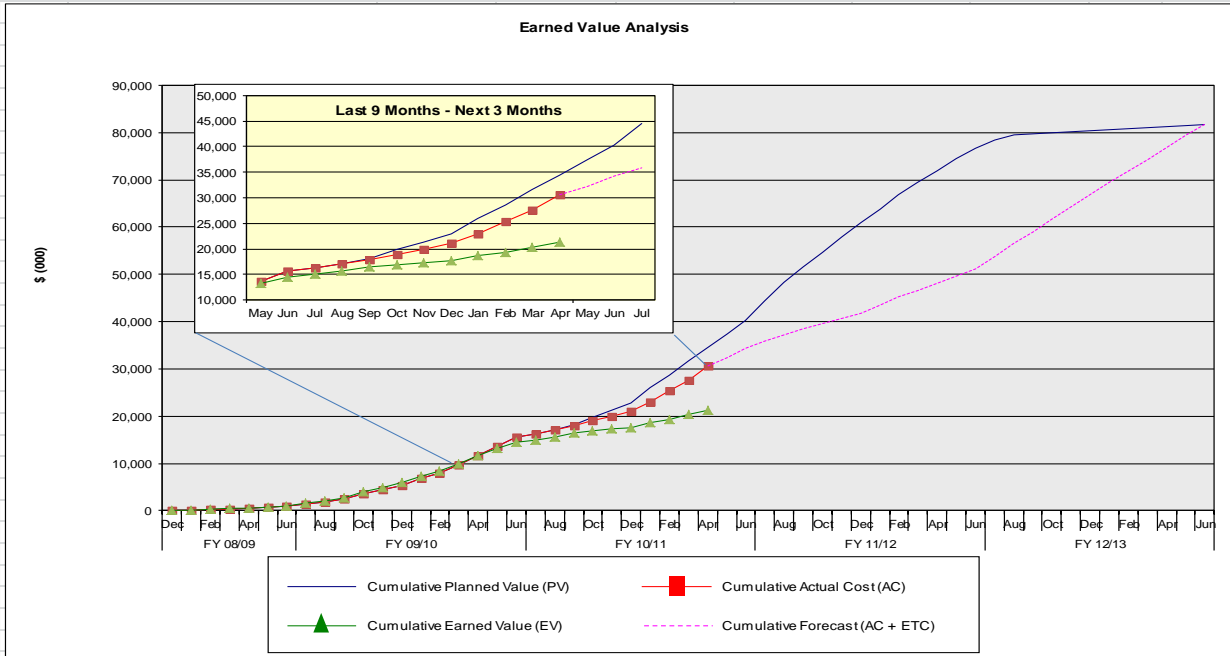
PARSONS

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	\$3,112	\$3,027	\$3,152	\$4,659	\$7,686	1.04	1.01
2	Public / Agency Participation	\$3,197	\$1,536	\$1,529	\$1,503	\$2,096	\$3,625	0.98	0.98
3	Project Definition	\$2,052	\$2,037	\$1,883	\$2,025	\$0	\$1,883	1.08	0.99
4	Preliminary Engineering	\$58,632	\$21,188	\$18,094	\$10,311	\$36,776	\$54,870	0.57	0.49
5	ER/EIS Analysis	\$6,665	\$5,824	\$5,933	\$5,189	\$2,875	\$8,808	0.87	0.89
6	Station Area Planning	\$402	\$24	\$0	\$0	\$341	\$341	NA	0.00
7	Draft and Final ER/EIS	\$3,646	\$620	\$119	\$109	\$2,858	\$2,977	0.92	0.18
8	Certification of ER/EIS and ROD	\$832	\$178	\$0	\$7	\$1,172	\$1,172	NA	0.04
9	ROW Preservation and Acquisition	\$185	\$4	\$0	\$0	\$613	\$613	NA	0.00
EXTRA WORK									
Total		\$81,673	\$34,523	\$30,586	\$22,296	\$51,389	\$81,975	0.73	0.65

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

Current Cost Variance (CV) to Date (EV - AC):	(\$8,289)	Percent under (+) or over (-) budget	-27.1%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$12,227)	Percent ahead (+) or behind (-) schedule	-35.4%	BEHIND SCHEDULE



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

Merced-Fresno

Planned Progress **86.6%**

Actual Progress **67.6%**

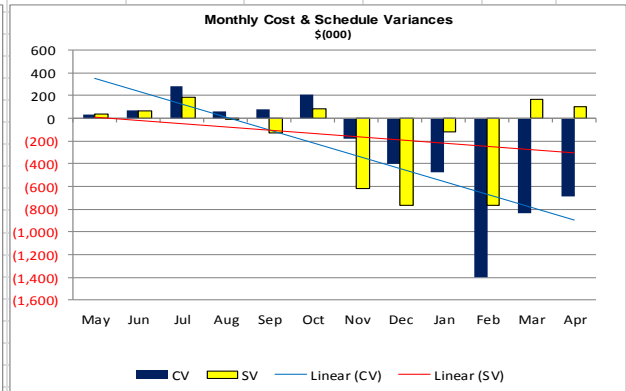
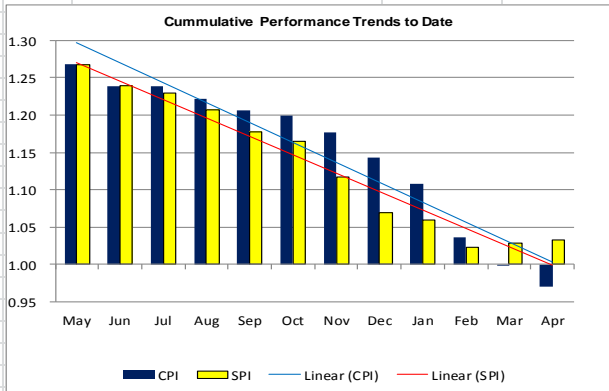
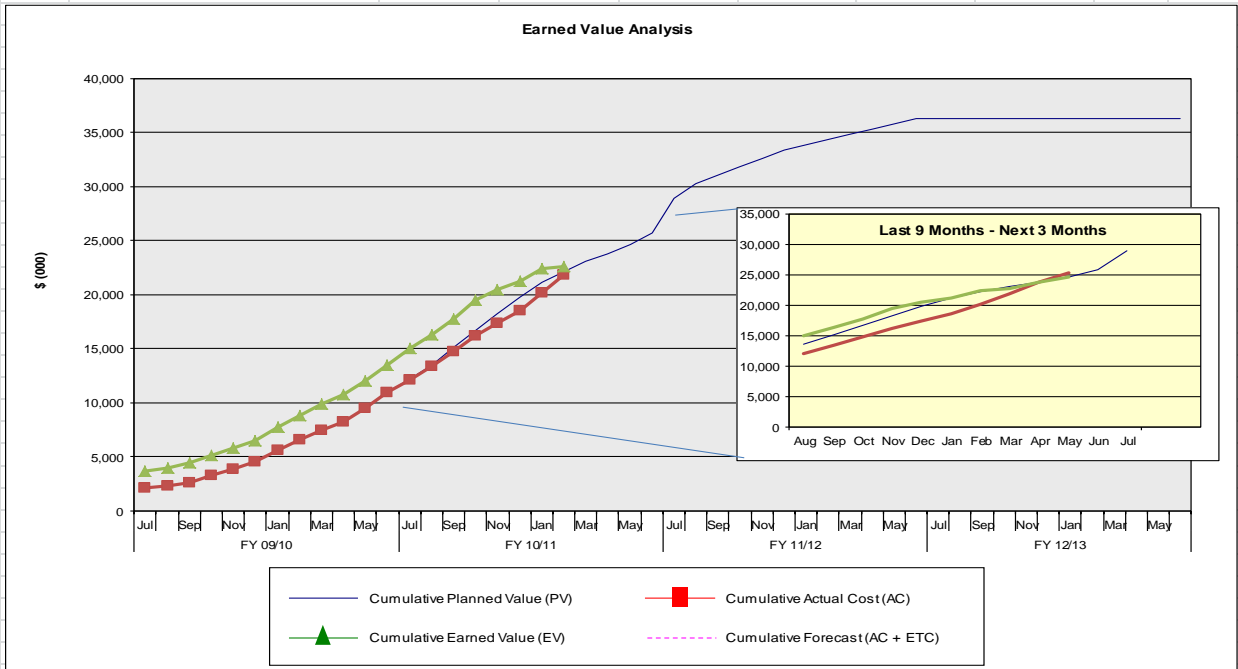


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$3,255	\$1,987	\$1,660	\$2,509	\$1,268	\$2,928	1.51	1.26
2	Public / Agency Participation	\$1,715	\$1,461	\$1,215	\$1,317	\$254	\$1,469	1.08	0.90
3	Project Definition	\$2,090	\$2,090	\$2,079	\$2,083	\$0	\$2,079	1.00	1.00
4	Preliminary Engineering	\$15,223	\$15,223	\$7,634	\$7,238	\$7,875	\$15,508	0.95	0.48
5	EIR/EIS Analysis	\$10,701	\$9,209	\$11,719	\$10,566	\$1,492	\$13,211	0.90	1.15
6	Station Area Planning	\$457	\$457	\$485	\$431	\$0	\$485	0.89	0.94
7	Draft and Final EIR/EIS	\$2,062	\$827	\$467	\$392	\$1,235	\$1,702	0.84	0.47
8	Certification of EIR/EIS and ROD	\$808	\$181	\$0	\$0	\$669	\$0	NA	0.00
9	ROW Preservation and Acquisition	\$0	\$0	\$11	\$0	\$0	\$0	0.00	NA
Total		\$36,311	\$31,435	\$25,268	\$24,536	\$12,792	\$37,381	0.97	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):	(\$732)	Percent under (+) or over (-) budget	-2.9%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$6,899)	Percent ahead (+) or behind (-) schedule	-21.9%	BEHIND SCHEDULE



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

Fresno to Bakersfield

Planned Progress **66.5%**
Actual Progress **64.9%**

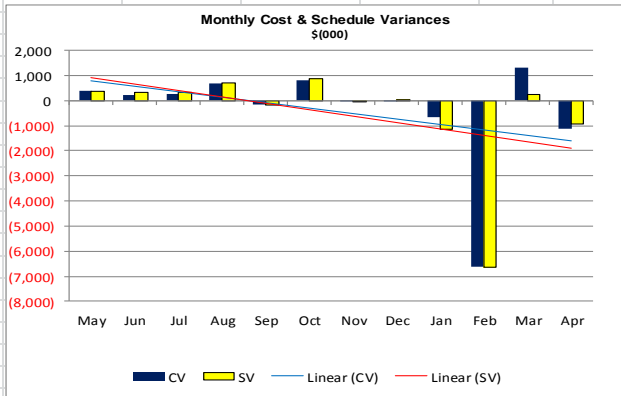
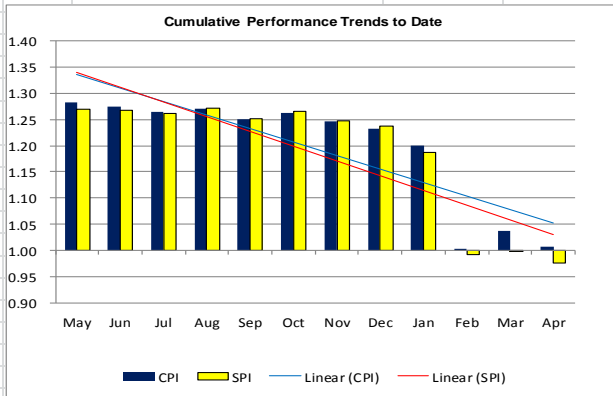
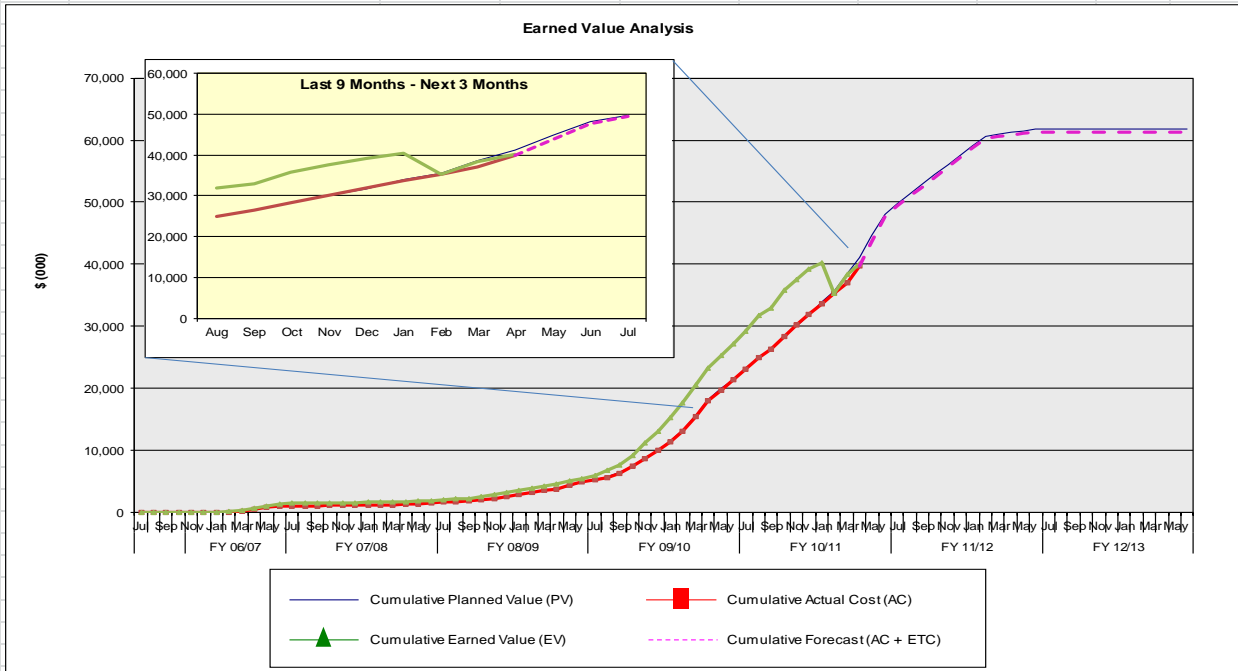


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,169	\$4,614	\$4,599	\$4,601	\$2,700	\$7,299	1.00	1.00
2	Public / Agency Participation	\$3,593	\$2,600	\$2,759	\$2,605	\$1,008	\$3,767	0.94	1.00
3	Project Definition	\$3,645	\$3,645	\$3,468	\$3,645	\$0	\$3,468	1.05	1.00
4	Preliminary Engineering	\$29,288	\$16,551	\$15,371	\$15,630	\$13,072	\$28,443	1.02	0.94
5	EIR/EIS Analysis	\$10,981	\$10,660	\$10,555	\$10,542	\$578	\$11,133	1.00	0.99
6	Station Area Planning	\$463	\$463	\$425	\$463	\$0	\$425	1.09	1.00
7	Draft and Final EIR/EIS	\$2,444	\$2,054	\$2,241	\$2,212	\$486	\$2,727	0.99	1.08
8	Certification of EIR/EIS and ROD	\$1,521	\$354	\$263	\$274	\$1,167	\$1,430	1.04	0.77
9	ROW Preservation and Acquisition	\$2,611	\$118	\$81	\$104	\$2,530	\$2,611	1.29	0.89
Total		\$61,716	\$41,058	\$39,762	\$40,077	\$21,542	\$61,305	1.01	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):	\$315	Percent under (+) or over (-) budget	0.8%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$981)	Percent ahead (+) or behind (-) schedule	-2.4%	BEHIND SCHEDULE



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

Bakersfield to Palmdale

Planned Progress 15.4%
Actual Progress 11.9%

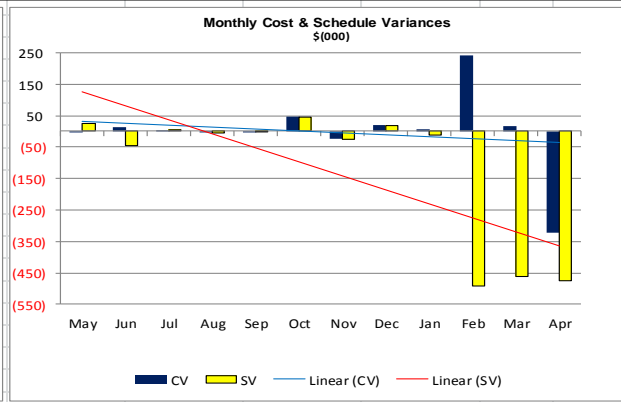
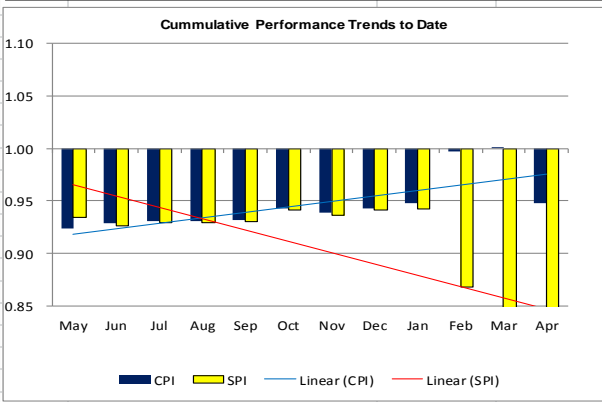
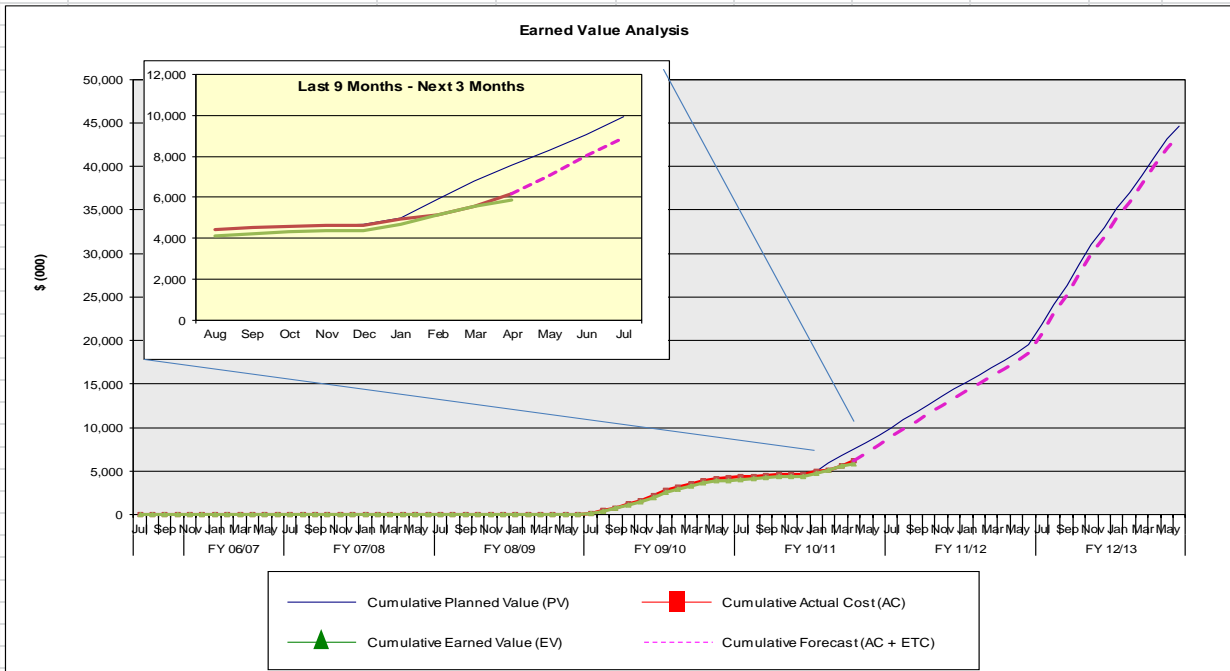


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$5,201	\$1,032	\$998	\$994	\$4,035	\$5,032	1.00	0.96
2	Public / Agency Participation	\$1,447	\$403	\$331	\$396	\$1,066	\$1,397	1.20	0.98
3	Project Definition	\$1,258	\$974	\$900	\$938	\$330	\$1,230	1.04	0.96
4	Preliminary Engineering	\$28,010	\$2,783	\$2,534	\$2,443	\$24,913	\$27,447	0.96	0.88
5	EIR/EIS Analysis	\$7,676	\$2,365	\$1,403	\$1,072	\$6,039	\$7,442	0.76	0.45
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	\$7,557	\$6,165	\$5,843	\$41,910	\$48,075	0.95	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):	(\$323)	Percent under (+) or over (-) budget	-5.2%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$1,715)	Percent ahead (+) or behind (-) schedule	-22.7%	BEHIND SCHEDULE



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

Palmdale to Los Angeles

Planned Progress: 39.5%
Actual Progress: 43.1%

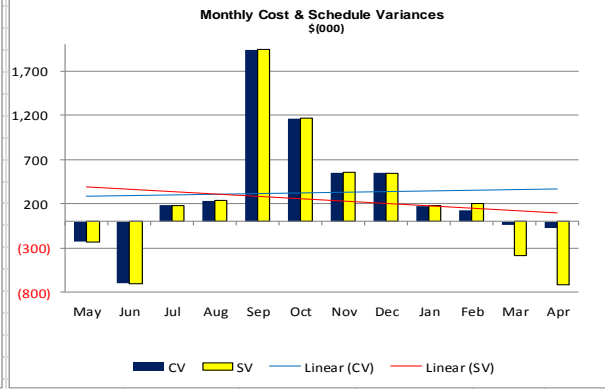
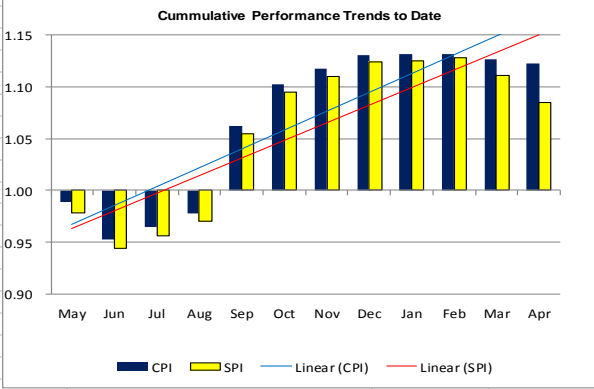
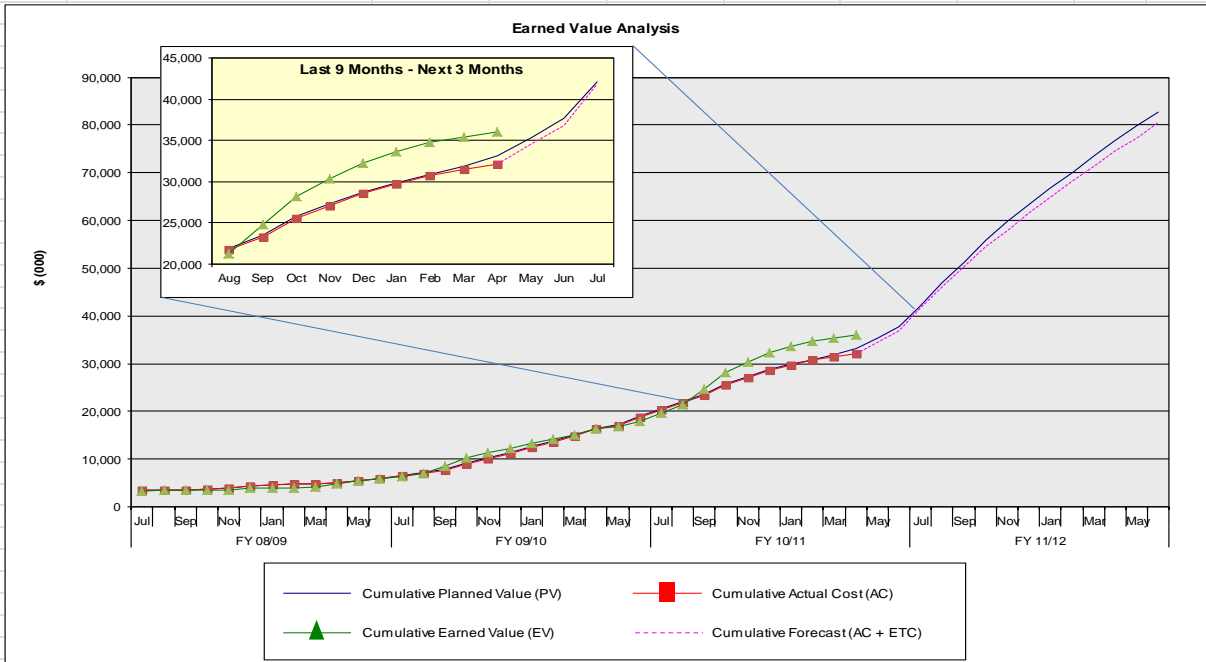


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$8,181	\$4,615	\$4,540	\$4,064	\$3,640	\$8,181	0.90	0.88
2	Public / Agency Participation	\$2,326	\$1,293	\$1,307	\$1,455	\$1,019	\$2,326	1.11	1.13
3	Project Definition	\$2,127	\$1,734	\$1,631	\$1,667	\$496	\$2,127	1.02	0.96
4	Preliminary Engineering	\$54,717	\$18,179	\$17,766	\$19,028	\$35,686	\$53,453	1.07	1.05
5	EIR/EIS Analysis	\$12,576	\$6,619	\$6,242	\$9,196	\$6,334	\$12,576	1.47	1.39
6	Station Area Planning	\$1,540	\$1,250	\$1,170	\$1,340	\$369	\$1,540	1.15	1.07
7	Draft and Final EIR/EIS	\$3,170	\$141	\$73	\$127	\$3,097	\$3,170	1.75	0.91
8	Certification of EIR/EIS and ROD	\$473	\$0	\$0	\$0	\$0	\$0	NA	NA
9	ROW Preservation and Acquisition	\$476	\$5	\$5	\$5	\$471	\$0	0.96	0.96
Total		\$85,585	\$33,836	\$32,735	\$36,884	\$51,113	\$83,372	1.13	1.09

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

Current Cost Variance (CV) to Date (EV - AC):	\$4,149	Percent under (+) or over (-) budget	12.7%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	\$3,047	Percent ahead (+) or behind (-) schedule	9.0%	ON SCHEDULE



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

Los Angeles-Anaheim

Planned Progress: 82.0%

Actual Progress: 72.3%

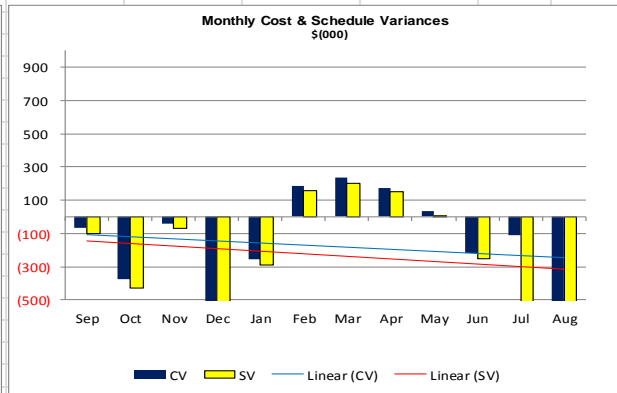
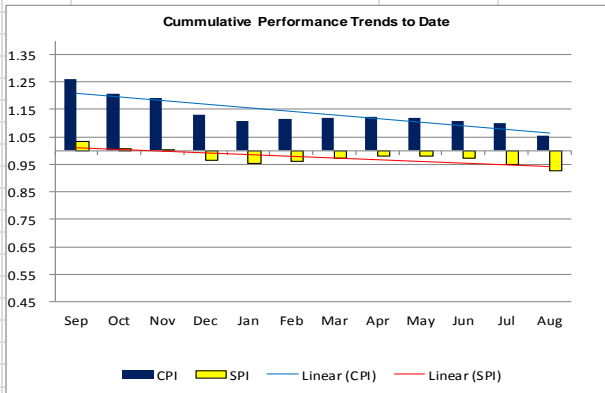
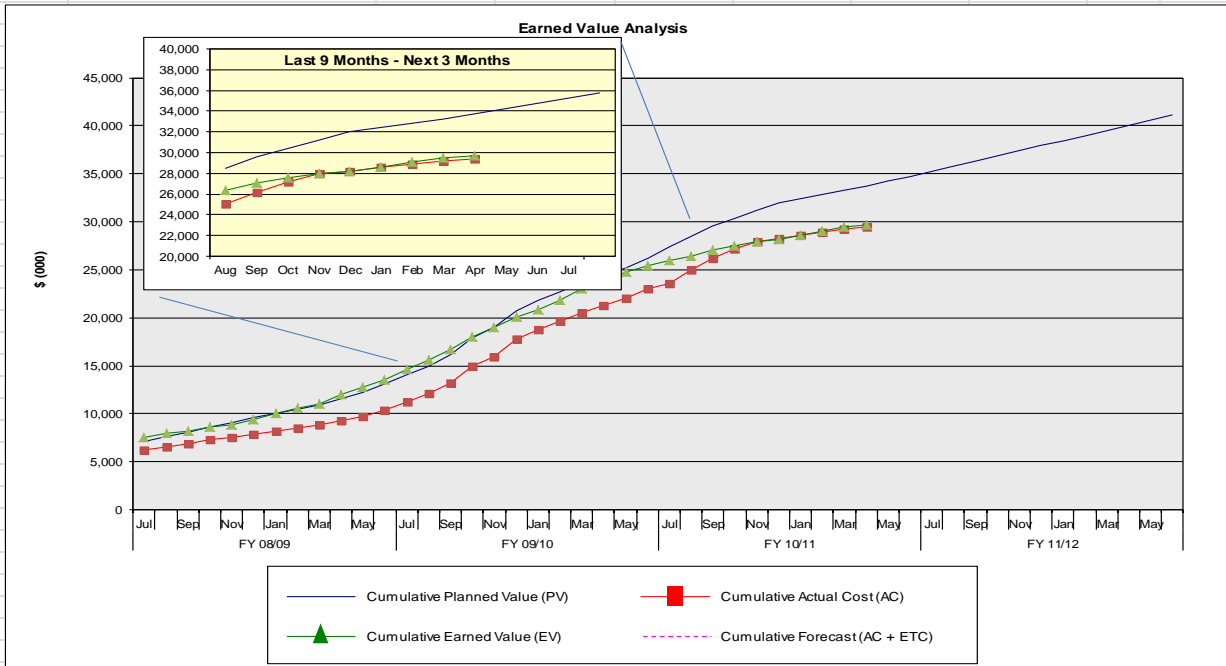


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,066	\$5,860	\$5,003	\$6,453	\$1,206	\$6,208	1.29	1.10
2	Public / Agency Participation	\$2,619	\$2,280	\$1,803	\$2,392	\$339	\$2,142	1.33	1.05
3	Project Definition	\$595	\$590	\$496	\$641	\$5	\$501	1.29	1.09
4	Preliminary Engineering	\$16,786	\$11,367	\$10,075	\$8,127	\$4,381	\$14,456	0.81	0.71
5	EIR/EIS Analysis	\$10,045	\$9,814	\$8,913	\$9,395	\$231	\$9,144	1.05	0.96
6	Station Area Planning	\$778	\$778	\$641	\$856	\$0	\$641	1.33	1.10
7	Draft and Final EIR/EIS	\$2,195	\$2,104	\$1,624	\$1,401	\$91	\$1,715	0.86	0.67
8	Certification of EIR/EIS and ROD	\$90	\$27	\$9	\$0	\$63	\$0	0.00	0.00
9	ROW Preservation and Acquisition	\$973	\$907	\$870	\$471	\$66	\$0	0.54	0.52
Total		\$41,147	\$33,727	\$29,434	\$29,735	\$6,382	\$34,809	1.01	0.88

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

Current Cost Variance (CV) to Date (EV - AC):	\$301	Percent under (+) or over (-) budget	1.0%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$3,992)	Percent ahead (+) or behind (-) schedule	-11.8%	BEHIND SCHEDULE



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

Los Angeles - San Diego

Planned Progress **10.39%**

Actual Progress **13.23%**

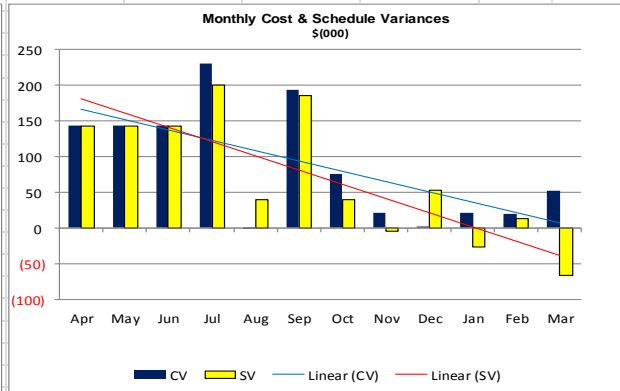
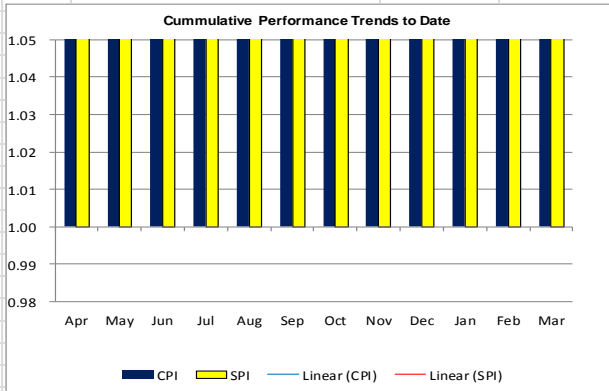
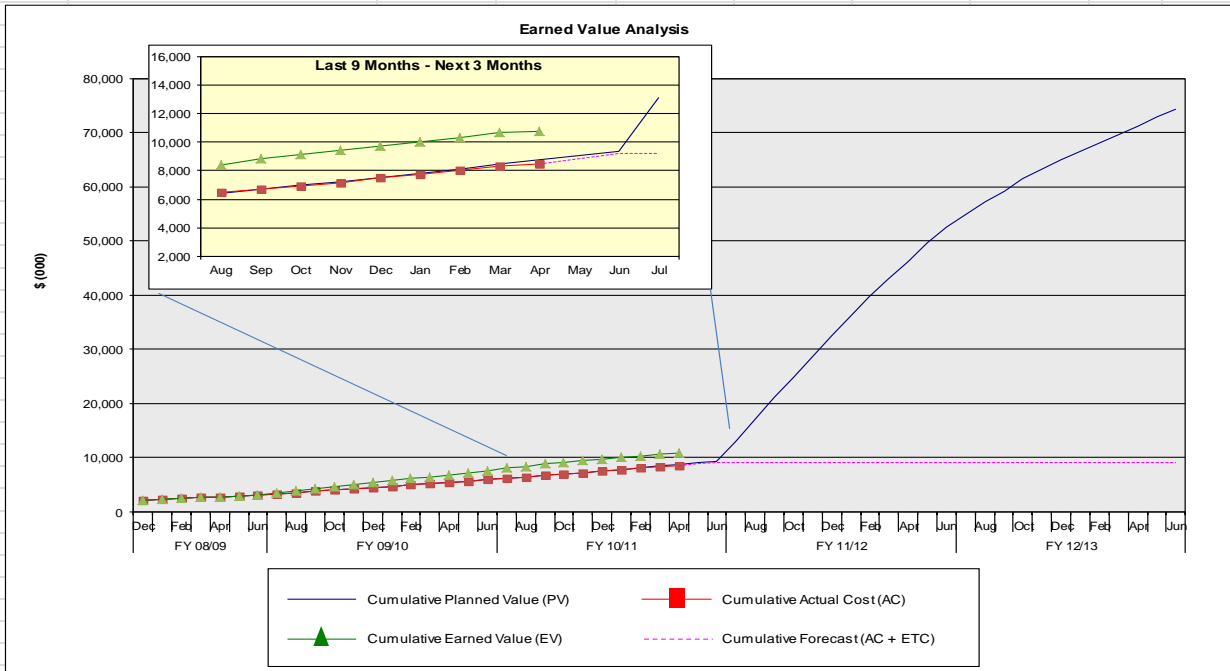


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$4,134	\$2,196	\$2,166	\$2,259	\$108	\$2,275	1.04	1.03
2	Public / Agency Participation	\$4,493	\$2,277	\$1,992	\$2,440	\$456	\$2,448	1.22	1.07
3	Project Definition	\$3,448	\$2,655	\$2,634	\$4,412	\$158	\$2,793	1.67	1.66
4	Preliminary Engineering	\$27,082	\$1,552	\$1,552	\$1,552	\$0	\$1,552	1.00	1.00
5	EIR/EIS Analysis	\$33,751	\$77	\$77	\$77	\$0	\$77	1.00	1.00
6	Station Area Planning	\$212	\$20	\$20	\$20	\$0	\$20	1.00	1.00
7	Draft and Final EIR/EIS	\$8,310	\$0	\$0	\$0	\$0	\$0	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	\$0	\$21	1.00	1.00
Total		\$81,489	\$8,798	\$8,463	\$10,781	\$723	\$9,186	1.27	1.23

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

Current Cost Variance (CV) to Date (EV - AC):	\$2,318	Percent under (+) or over (-) budget	27.4%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	\$1,983	Percent ahead (+) or behind (-) schedule	22.5%	ON SCHEDULE



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

Merced-Sacramento

Planned Progress **15.2%**
Actual Progress **11.7%**

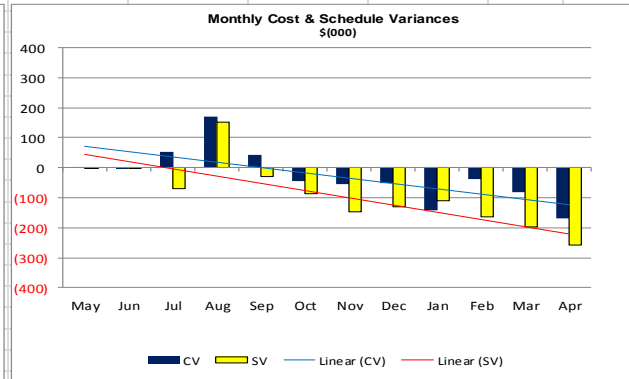
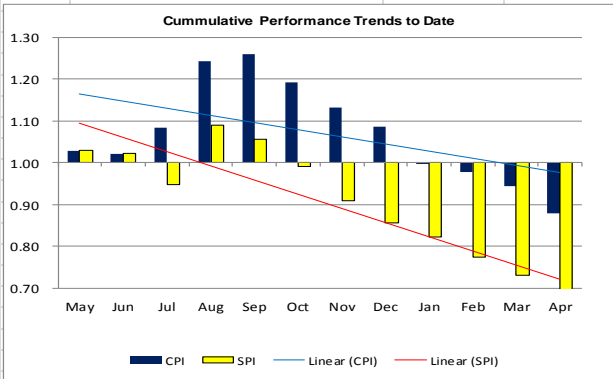
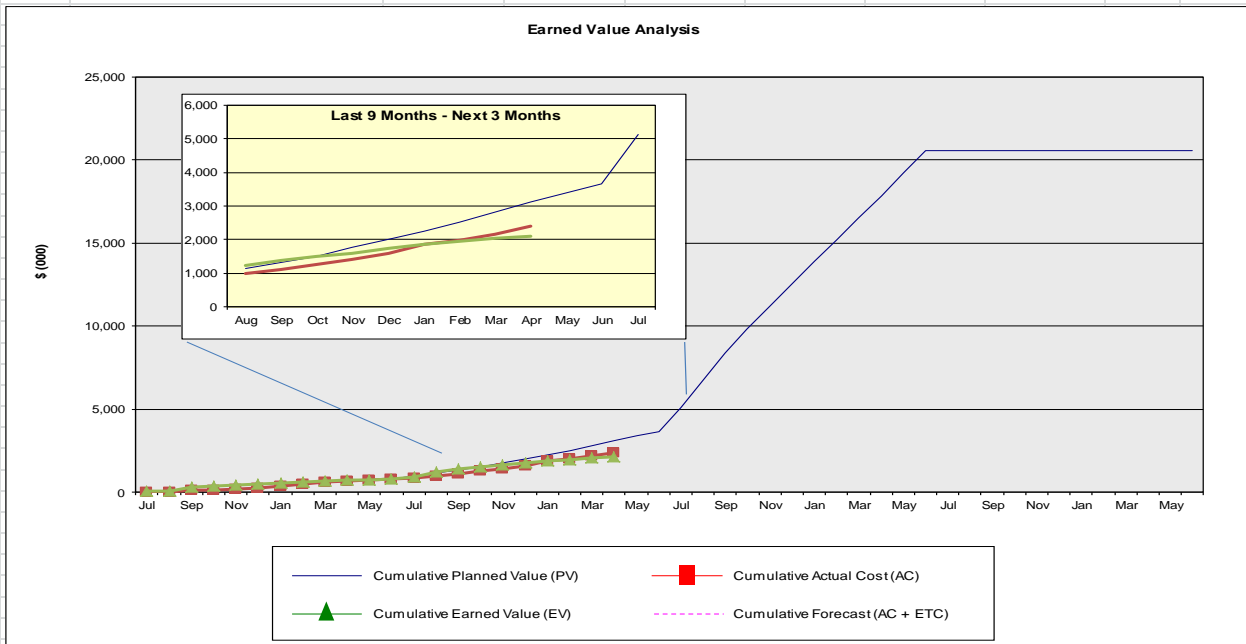


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$968	\$355	\$431	\$298	\$653	\$1,084	0.69	0.84
2	Public / Agency Participation	\$865	\$418	\$416	\$292	\$458	\$874	0.70	0.70
3	Project Definition	\$1,072	\$902	\$692	\$326	\$298	\$991	0.47	0.36
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	\$65	\$35	\$87	\$912	\$946	2.52	1.33
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	\$1,247	\$689	\$919	\$374	\$0	1.34	0.74
Total		\$20,533	\$3,119	\$2,391	\$2,412	\$17,718	\$18,969	1.01	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):	\$21	Percent under (+) or over (-) budget	0.9%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$707)	Percent ahead (+) or behind (-) schedule	-22.7%	BEHIND SCHEDULE



CHSR Executive Summary Report

April 2011



California High Speed Rail Authority

Cost Performance Report
April 2011

Altamont Corridor

Planned Progress: **9.9%**

Actual Progress: **9.4%**

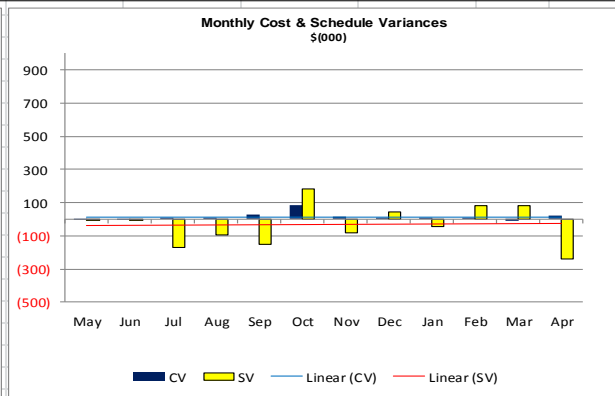
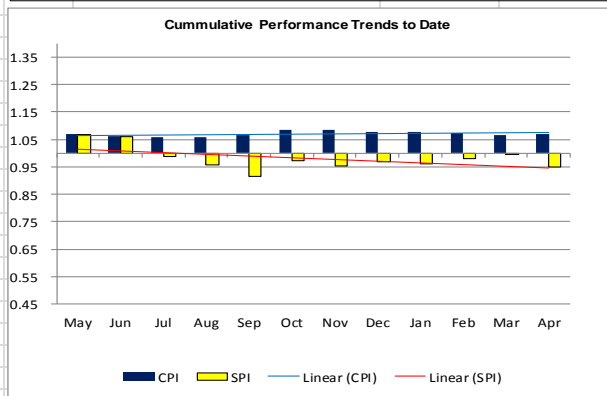
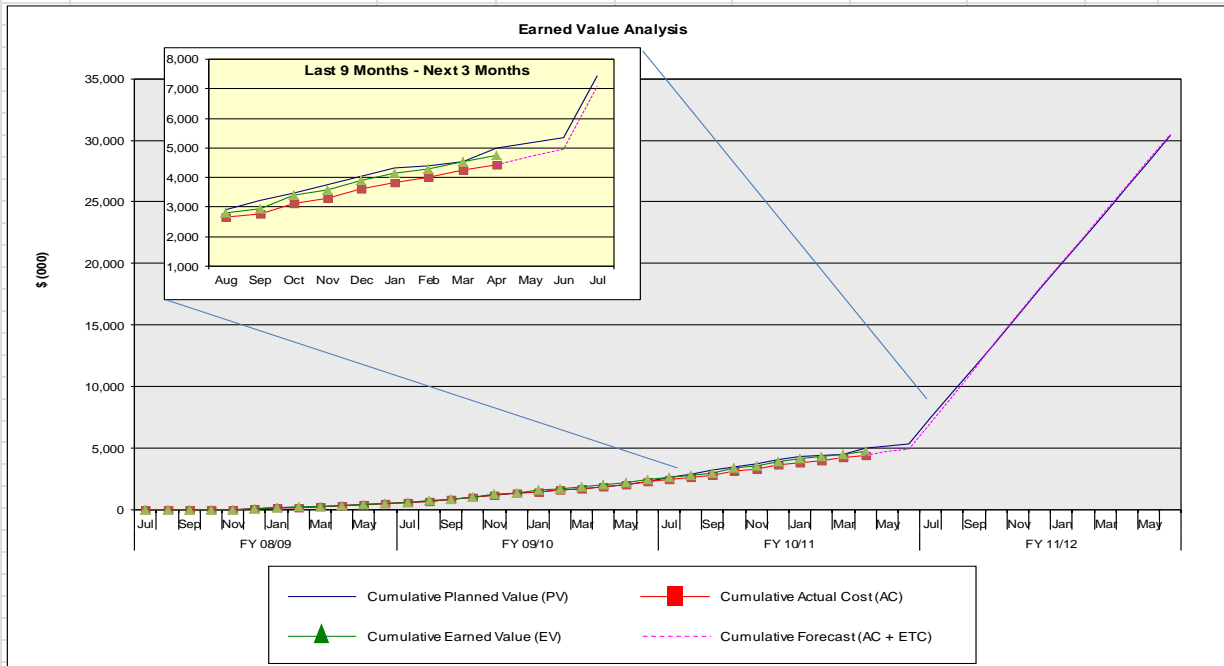


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$3,853	\$1,059	\$1,052	\$1,130	\$2,835	\$3,887	1.07	1.07
2	Public / Agency Participation	\$2,992	\$544	\$734	\$747	\$2,466	\$3,200	1.02	1.37
3	Project Definition	\$2,401	\$2,401	\$2,232	\$2,447	\$145	\$2,377	1.10	1.02
4	Preliminary Engineering	\$29,329	\$455	\$386	\$386	\$29,484	\$29,870	1.00	0.85
5	EIR/EIS Analysis	\$5,859	\$164	\$14	\$14	\$5,770	\$5,784	1.00	0.09
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	\$350	\$0	\$0	\$1,230	\$0	NA	0.00
Total		\$50,586	\$4,986	\$4,431	\$4,738	\$46,808	\$49,098	1.07	0.95

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

Current Cost Variance (CV) to Date (EV - AC):	\$307	Percent under (+) or over (-) budget	6.9%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$248)	Percent ahead (+) or behind (-) schedule	-5.0%	BEHIND SCHEDULE



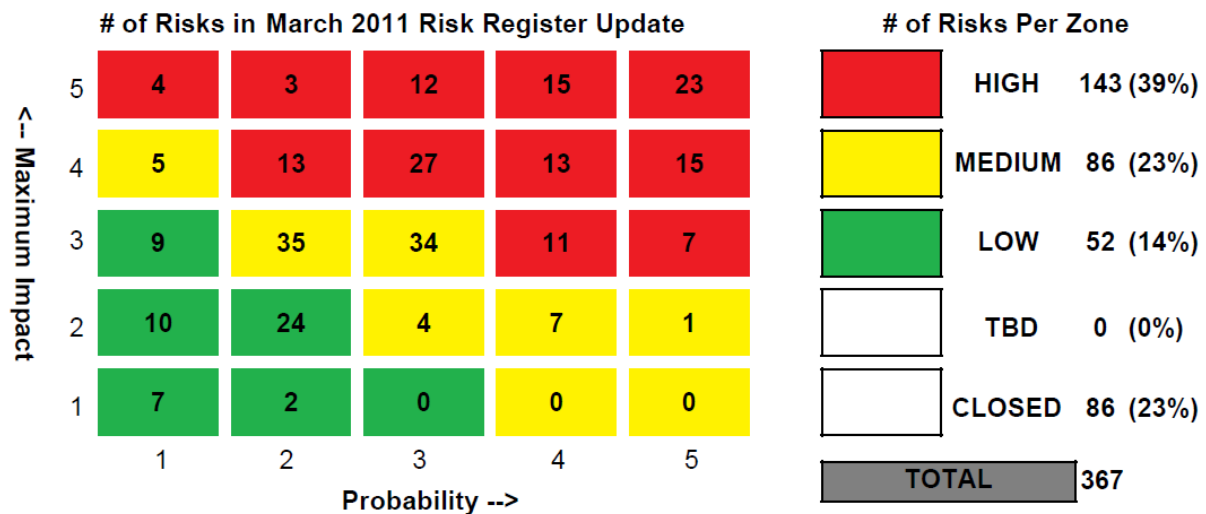
Risk Management

The PMT is working with the RCs 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 by RCs 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 (April 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 consistently throughout the HSR program and highlights major risks to the Authority. To that extent, this section of each Monthly Progress Report will evolve to reflect these requirements.

Quality Management

The PMT conducts Quality Assurance audits of the Regional Consultants in accordance with the PMT Quality Plan. This is a continuous activity which 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 audits for the two remaining sections planned for May. Additional information is provided in the PMT Monthly Progress Report for April and the completed audit reports can also be accessed via Projectsolve2.

My ProjectSolve > 01. Program Management & Admin > 25. Contract Administration > 10. Project Protocol & Procedures > 03. Quality Assurance and Quality Control > QA/QC Document Tracking

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's AWP Deliverables are also summarized in 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 the next few months following completion of the FY11/12 AWP negotiations.

Table 4 – Actual Costs v Plan

(\$M)		Contract Value	06/07	07/08	08/09	09/10	10/11 (Thru Apr)	11/12	12/13	13/14	14/15	
Program Management	PB	plan	187.7	3.0	7.8	11.2	26.5	38.5	47.4	53.3	-	-
		actual	77.3	2.9	7.3	10.6	25.8	30.7	-	-	-	-
San Francisco - San Jose	HNTB	plan	88.8	-	-	1.9	19.6	21.5	14.9	11.3	14.3	5.3
		actual	38.1	-	-	1.9	19.6	16.6	-	-	-	-
San Jose - Merced	Parsons	plan	81.7	-	-	1.0	14.7	24.7	36.3	5.0	-	-
		actual	30.6	-	-	1.0	14.7	15.0	-	-	-	-
Merced - Fresno	AECOM	plan	36.3	0.3	0.3	1.4	8.9	14.8	10.6	-	-	-
		actual	25.3	0.3	0.3	1.4	8.9	14.4	-	-	-	-
Fresno - Bakersfield	URS	plan	61.7	1.1	0.8	3.1	16.5	26.7	13.6	-	-	-
		actual	39.8	1.1	0.7	3.0	16.4	18.4	-	-	-	-
Bakersfield - Palmdale	URS	plan	49.1	-	-	-	4.3	4.8	10.5	25.1	4.5	-
		actual	6.2	-	-	-	4.2	1.9	-	-	-	-
Palmdale - Los Angeles	HMM	plan	96.0	2.2	1.4	2.7	14.1	20.1	17.5	35.4	2.6	-
		actual	33.9	2.2	1.4	2.7	14.1	13.5	-	-	-	-
Los Angeles - Anaheim	STV	plan	41.1	2.5	4.0	6.6	13.1	8.5	6.4	-	-	-
		actual	29.4	1.9	3.9	4.5	12.7	6.4	-	-	-	-
Los Angeles - San Diego	HNTB	plan	81.5	0.9	0.4	1.7	2.8	3.4	43.2	21.8	7.1	-
		actual	8.5	0.9	0.4	1.7	2.8	2.5	-	-	-	-
Merced - Sacramento	AECOM	plan	20.5	-	-	-	0.8	2.9	16.9	-	-	-
		actual	2.4	-	-	-	0.8	1.6	-	-	-	-
Altamont Pass	AECOM	plan	51.4	-	-	0.5	1.8	3.0	25.8	9.9	8.1	2.1
		actual	4.4	-	-	0.5	1.8	2.1	-	-	-	-
TOTAL		Actual	795.8	10.0	14.7	30.1	123.0	169.0	243.2	161.8	36.6	7.4
			295.8	9.4	14.1	27.3	121.9	123.2	-	-	-	-

Figure 4 illustrates the total cumulative expenditures against plan for the PMT and ten Regional 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

