



# CHSR Program Monthly Progress Report

May 2011

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## **Introduction**

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

Additionally, with the conclusion of the FY 11/12 Annual Work Program (AWP) in June, the Earned Value and overall cost data will be amended accordingly.

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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.

The EMS has been updated to include the status and forecast dates for each of the Phase 1 sections, with specific attention having been directed to the ARRA-funded work.

The Phase 2 sections all reflect “To Be Determined” (TBD) dates for work yet to be accomplished. Once the FY 11/12 Budget is approved and funds allocated to these sections (along with the San Francisco to San Jose section, which is facing an as yet to be defined “wind down” directive), the EMS will be updated and included in the June Monthly Progress Report.

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## Environmental Milestone Schedule

Section/Activity	Assigned Weight	5%	15%	5%	12%	13%	33%	5%	10%	2%	100%							
		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 Concurrence	Draft Technical Reports	Checkpoint B Concurrence	Admin Draft EIR/EIS Submitted to FRA	15% Design	Draft EIR/EIS to Public Review	Checkpoint C Concurrence	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%	Sep-11	Sep-10 Nov-12 72%	Feb-12	Sep-10 Feb-13 51%	Oct-10 Jul-12 78%	Oct-10 Apr-13 0%	Aug-13	Jul-11 Dec-13 0%	Sep-11 Feb-14 0%	66%	Sep-11 Jan-15 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. A 100%	Sep-11	Apr-11 Oct-11 85%	Jan-12	Apr-11 Jan-12 55%	Dec-10 Jun-11 88%	Jul-11 Apr-12 0%	Jul-12	Feb-12 Nov-12 0%	Apr-12 Jan-13 0%	71%	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%	Jun-11	Aug-10 May 6, 11 A 100%	Sep-10 Jun-11 90%	Nov-10 Jul-11 90%	Oct-11	Jun-11 Jan-12 30%	Aug-11 Feb-12 0%	87%	Aug-11 Feb-12 (3) 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 Jun-11 88%	Jun-11	Sep-10 May 13, 11 A 100%	Aug-10 Jun-11 92%	Jan-11 Jul-11 90%	Oct-11	Jun-11 Jan-12 0%	Aug-11 Feb-12 0%	83%	Aug-11 Oct-11 (3) 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 Aug-11 (4) 50%	Jul-11	Sep-11 Dec-11 15%	Nov-11	Sep-11 Mar-12 0%	Nov-11 Apr-12 35%	Dec-11 Sep-12 0%	Jan-13	Jun-12 May-13 0%	Sep-12 Jun-13 0%	37%	Sep-12 Jan-14 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 Aug-11 (4) 0%	Dec-11	Oct-10 Nov-11 65%	Mar-12	Oct-10 Jan-12 74%	Oct-10 Oct-11 90%	Jan-11 May-12 0%	Sep-12	Aug-11 Jan-13 0%	Oct-11 Mar-13 0%	67%	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	Jun. 3, 2010 Jul. 8, '10 A	Jun-10 July '10 A 100%	Sep-11	Sep-10 Jul-12 85%	Jan-12	Sep-10 Sep-12 90%	Aug-10 Jun-12 92%	Jan-11 Nov-12 0%	Mar-13	Jul-11 Jul-13 0%	Sep-11 Sep-13 0%	77%	Aug-11 May-14 0%	
Los Angeles - San Diego	Plan Actual / PMT plan Feb 11 % Complete	June '10 June '10 A 100%	Jul '10 Mar 3. 11 A	Jul. '10 March.11 A 100%	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	20%	TBD 0%
Merced - Sacramento	Plan Actual / PMT plan Feb 11 % Complete	Feb. '10 Apr. '10 A 100%	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	10%	TBD 0%
Altamont Corridor	Plan Actual / PMT plan Feb 11 % Complete	Feb. '10 Mar. '10 A 100%	Nov. 4, 2010 Feb 3. 11 A	Dec. '10 Feb. 11 A 100%	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	21%	TBD 0%

Blue text = Actual dates / Red text indicates a date change from last month's MPR

**Notes:**

- "PMT Plan Feb 11 dates" reflect target dates agreed between the Authority and PMT based on working agreements with environmental review and approval agencies
- % Progress is updated from the Regional Consultants Monthly Progress Reports (MPR's)
- The 30% Design will be prepared in several packages. The 30% Design dates shown above reflect completion for the first contract packages.
- The Supplemental AA report was completed in March 2011; however the Grapevine Alternative is being analyzed and may affect the Bakersfield-Palmdale and Palmdale-LA Supplemental Alternative Analysis (AA)

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

Prepared for the May 2011 MPR

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## **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.

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## Executive Summary of Program Activities in May 2011

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

### Accomplishments

- ◆ **Memorandum of Understanding (MOU):** The MOU with BNSF and the MOU with UPRR were signed on May 10.
- ◆ **FY 11/12 Annual Work Program (AWP):** Coordinated with all Regional Consultants (RCs) on the submittal of FY 11/12 AWP, version 3. Awaiting response from the Authority and the conclusion of negotiations with the RCs. The PMT FY 11/12 AWP version 3 was also submitted on May 9.
- ◆ **San Jose to Merced:** Complete Supplemental Alternatives Analysis was presented at the May Board meeting. Agency and public information meetings were held in Gilroy and Merced to discuss the SAA. Received thirteen EIR/EIS sections and completed PMT review of eight to date. Conducted a community workshop for the San Jose Visual Design Guideline in partnership with San Jose DOT on May 15. Completed review of focused Traffic analysis for the City of Morgan Hill related to potential street closures for the at-grade alternative.
- ◆ **Palmdale to LA:** The RC continues to refine various alignments in the Palmdale to Sylmar area, and meet with the communities and major stakeholders in addition to preparation of an in-progress 15% Design Submittal for review. The PMT also met with the two RC Teams (Bakersfield to Palmdale and Palmdale to LA) and the restudy of the I-5 (Grapevine) alignment has been started. The Palmdale to LA section is leading the work on this work.
- ◆ **LA to San Diego:** Continued to meet with section communities to refine the remaining alignments, following the Preliminary AA Report presentation to the Board in March. Public open houses with the local communities have commenced and are progressing well.
- ◆ **Agreements**

**SCRRA/Metrolink :** A revised reimbursement agreement draft was submitted to Metrolink for its final legal review. This agreement will provide for services by Metrolink including the review and comment of Authority designs and planning phases of the Project. The one remaining issue is Metrolink's request for advance payment which is not consistent with DGS guidelines.

**Orange County Transportation Authority (OCTA):** A draft reimbursement agreement has been presented to OCTA for execution. It is anticipated that the Reimbursement Agreement with OCTA will be signed following OCTA board approval in late June.

**Los Angeles County Metropolitan Transportation Authority (LACMTA):** A draft reimbursement agreement has been presented to LACMTA for its review and consideration. This Agreement will provide the same level of service as the proposed Metrolink and OCTA Reimbursement Agreements.

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**City of Anaheim:** A draft reimbursement agreement has been presented to the City of Anaheim for its review and consideration. This agreement will provide the same level of service as the other proposed reimbursement agreements.

- ◆ **BNSF and UPRR:** Reimbursement agreements are undergoing final review by legal counsels for the respective freight railroads and it is anticipated that both agreements will be ready for execution in July.

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Key Issues

- ◆ **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. 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.
- ◆ **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. UPRR has proposed that the Design and Construction agreement used between the UPRR and the State of Illinois be utilized as a template for the agreement. However, the UPRR has indicated that it prefers to finalize the reimbursement agreement before proceeding with the drafting of the Design and Construction agreement.
- ◆ **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 Authority. 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 is targeting completion CHSTP’s RPA Guidance Document by June 30, 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/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 High Voltage services and relocations. PMT is close to completion of a draft Master Agreement Listing and has identified the initial set of agreements needed to support the ARRA-funded sections. PMT is assessing agreements for priorities and will 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 was 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 these RC requests. The Authority has provided an additional resource to support processing of agreements and the PMT 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 in March and the effort was initiated. Ground motion may not be completed in FY 10/11 as planned. Work will be prioritized to support ARRA-funded sections.

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- ◆ **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 PMT will determine how best to support the ARRA funded sections and maintain planned schedule for procurement.
  - ◆ **California Public Utility Commission (CPUC) Proposed Ruling Making;** CPUC requested the Authority work with affected freight railroads and operating intercity and commuter rail passenger operators related to the proposed Ruling Making for the system wide electrification of the required 25 Kv overhead lines. Formal presentations have been scheduled with Caltrain, Amtrak, LACMTA, SCRRA, OCTA and BNSF in June and July. UPRR has requested that the presentation be made to a group of its executives in Omaha, Nebraska, but the date has not been confirmed.

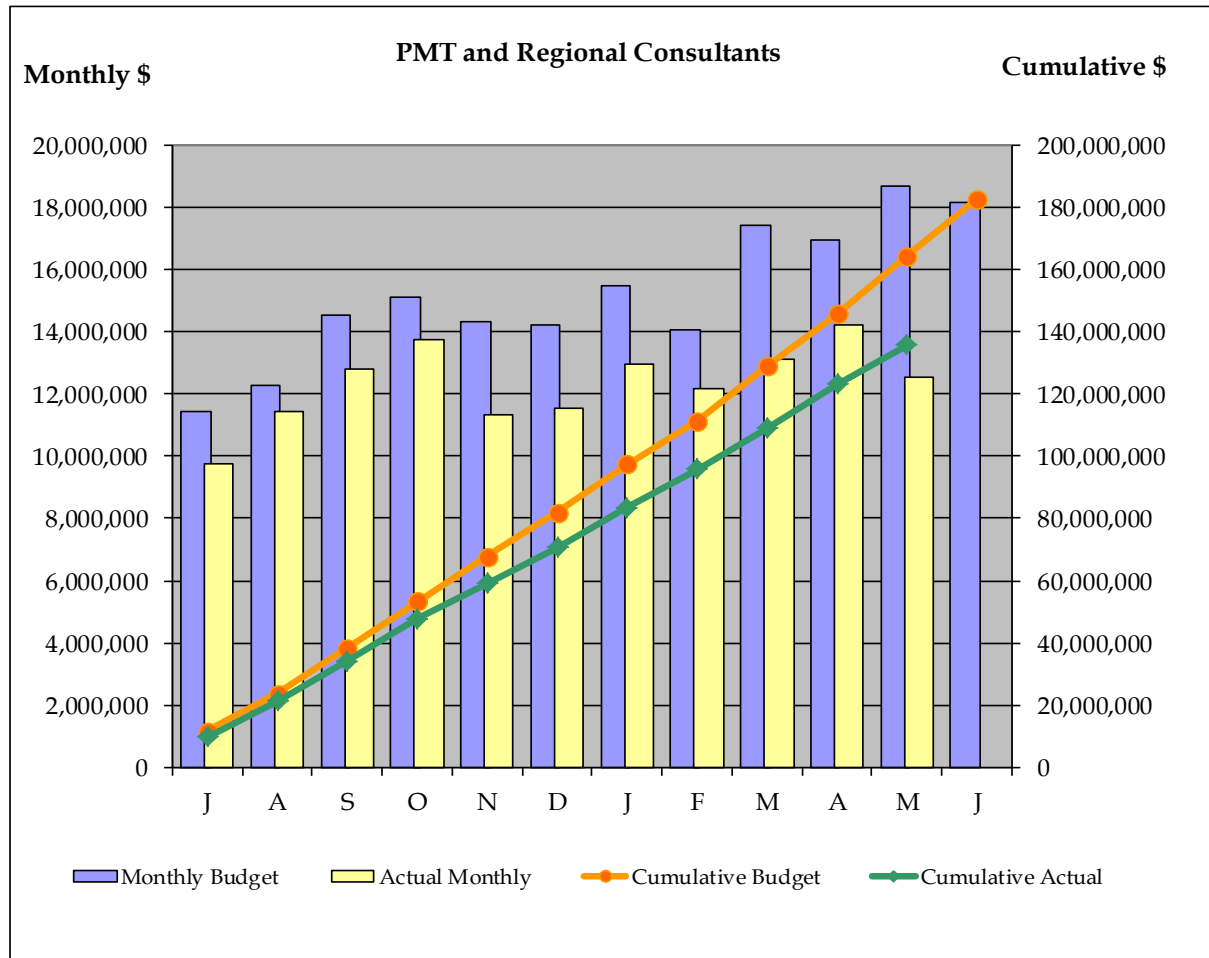
## Summary Financials

### 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 May 1 to May 31, 2011.

During May, the PMT, RCs and sub-consultants billed a total of \$12.54 million, 67% of the plan for the month as extracted from the respective Annual Work Programs and 82% of the plan for FY10/11 to date.

Figure 1: Billings for PMT and Regional Consultants May 2011



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As shown in Table 1, billings for the PMT and Regional Consultants were \$28.88 Million (18%) 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 \$0.60 Million. This under-spending through May 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.

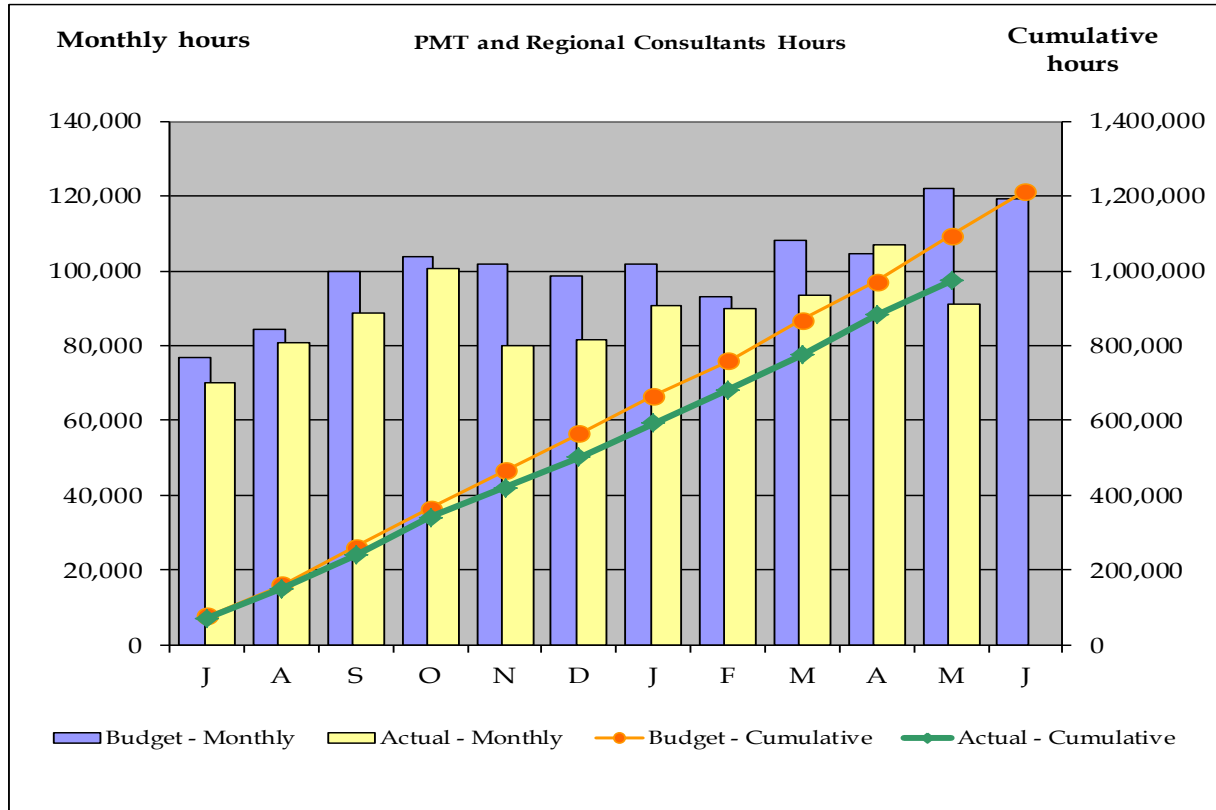
**Table 1: Billings for PMT and Regional Consultants – May 2011**

CHSRA Program Components	Month (\$)		Cumulative (\$)				Total FY Budget (\$)
	Planned	Actual	Planned	Actual	Variance Over / -Under	% Over / -Under	
Program Management (PB)	3,642,588	3,552,087	34,890,442	34,289,580	(600,862)	-2	38,537,532
San Francisco - San Jose (HNTB)	2,067,702	1,717,453	19,911,771	18,296,233	(1,615,538)	-8	21,475,000
San Jose - Merced (Parsons)	2,894,000	1,477,231	21,804,995	16,443,708	(5,361,286)	-25	24,700,000
Merced - Fresno (AECOM)	860,876	783,395	13,714,378	15,135,737	1,421,359	10	14,837,500
Fresno - Bakersfield (U-H-A)	3,649,526	3,091,864	23,299,979	21,535,830	(1,764,149)	-8	26,694,108
Bakersfield - Palmdale (U-H-A)	741,496	398,872	4,045,912	2,320,213	(1,725,699)	-43	4,817,599
Palmdale - Los Angeles (H-U-A)	3,648,386	542,321	30,245,588	14,000,259	(16,245,329)	-54	33,840,443
Los Angeles - Anaheim (STV)	485,699	303,773	8,013,306	6,740,315	(1,272,991)	-16	8,500,001
Los Angeles - San Diego (HNTB)	256,369	212,238	3,182,969	2,751,878	(431,091)	-14	3,439,338
Sacramento - Merced (AECOM)	266,418	219,971	2,588,753	1,814,471	(774,282)	-30	2,854,342
Altamont (AECOM)	201,198	245,588	2,865,037	2,354,639	(510,398)	-18	3,036,180
<b>TOTAL</b>	<b>18,714,259</b>	<b>12,544,793</b>	<b>164,563,129</b>	<b>135,682,864</b>	<b>(28,880,265)</b>	<b>-18</b>	<b>182,732,043</b>

**Hours Worked**

In May, 91,282 hours were billed to the program versus 122,244 planned hours, a 25.3% under-spend of the planned program hours for the month. The under-spend for FY 10/11 through May is 120,460 hours (11%).

**Figure 2: Hours worked by PMT and Regional Consultants May 2011**



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

CAHSRA Team Components	Month		Cumulative				Total FY Budget
	Planned	Actual	Planned	Actual	Variance Over/-Under	% Over / -Under	
Program Management (PB)	20,758	20,454	197,740	191,537	-6,204	-3	218,492
San Francisco - San Jose (HNTB)	12,695	11,352	130,090	123,906	-6,184	-5	140,021
San Jose - Merced (Parsons)	16,178	11,993	143,595	134,125	-9,470	-7	159,850
Merced - Fresno (AECOM)	4,631	6,430	99,578	126,202	26,624	27	106,223
Fresno - Bakersfield (U-H-A)	31,144	25,784	188,002	174,733	-13,269	-7	216,768
Bakersfield - Palmdale (U-H-A)	4,763	4,445	26,457	22,186	-4,271	-16	31,405
Palmdale - Los Angeles (H-U-A)	24,127	3,992	203,526	112,069	-91,457	-45	227,108
Los Angeles - Anaheim (STV)	3,045	2,138	54,782	44,760	-10,022	-18	57,833
Los Angeles - San Diego (HNTB)	1,694	1,498	20,442	19,259	-1,183	-6	22,135
Sacramento - Merced (AECOM)	1,918	1,539	15,144	10,543	-4,601	-30	17,730
Altamont (AECOM)	1,293	1,656	14,919	14,469	-450	-3	15,996
<b>Program TOTAL Hours</b>	<b>122,244</b>	<b>91,282</b>	<b>1,094,275</b>	<b>973,789</b>	<b>-120,486</b>	<b>-11</b>	<b>1,213,562</b>

**Fiscal Year (FY 10/11) progress**

Each Regional Consultant has provided an estimate of its percent completion progress through May 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 – May 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
<b>CAHSRA Team Components</b>						
Program Management (PB)	91%	88%	81%	89%	74%	n/a
San Francisco - San Jose (HNTB)	93%	88%	83%	85%	86%	66%
San Jose - Merced (Parsons)	90%	84%	77%	67%	52%	71%
Merced - Fresno (AECOM)	94%	119%	87%	102%	92%	87%
Fresno - Bakersfield (U-H-A)	87%	81%	74%	81%	86%	83%
Bakersfield - Palmdale (U-H-A)	84%	71%	69%	48%	60%	37%
Palmdale - Los Angeles (H-U-A)	90%	49%	79%	41%	70%	67%
Los Angeles - Anaheim (STV)	95%	77%	89%	79%	92%	77%
Los Angeles - San Diego (HNTB)	92%	87%	85%	80%	91%	20%
Sacramento - Merced (AECOM)	85%	59%	81%	64%	91%	10%
Altamont (AECOM)	93%	90%	88%	78%	77%	21%
<b>Phase I TOTAL - SF - Anaheim</b>	<b>90%</b>	<b>82%</b>	<b>79%</b>	<b>76%</b>	<b>75%</b>	<b>47%</b>
<b>Phase II TOTAL</b>	<b>91%</b>	<b>81%</b>	<b>85%</b>	<b>75%</b>	<b>87%</b>	<b>18%</b>
<b>Program TOTAL*</b>	<b>90%</b>	<b>80%</b>	<b>80%</b>	<b>74%</b>	<b>76%</b>	<b>39%</b>

\*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

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**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 = 0.96	SPI = 0.92	Slightly over budget; behind schedule
San Francisco to San Jose	CPI = 1.01	SPI = 0.97	Slightly under budget; slightly behind schedule
San Jose to Merced	CPI = 0.74	SPI = 0.63	Over budget; behind schedule
Merced to Fresno	CPI = 0.89	SPI = 0.73	Over budget; behind schedule
Fresno to Bakersfield	CPI = 0.99	SPI = 0.95	Slightly over budget; slightly behind schedule
Bakersfield to Palmdale	CPI = 0.96	SPI = 0.76	Slightly over budget; behind schedule
Palmdale to LA	CPI = 1.12	SPI = 1.04	Under budget; slightly ahead of schedule
Los Angeles to Anaheim	CPI = 1.01	SPI = 0.88	Slightly under budget; behind schedule
LA to San Diego	CPI = 1.26	SPI = 1.20	Under budget; ahead of schedule
Merced to Sacramento	CPI = 0.94	SPI = 0.73	Under budget; behind schedule
Altamont	CPI = 1.07	SPI = 0.96	Under budget; slightly 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 via the following link:

[My ProjectSolve > CAHSR 45. Regional Consultant Section](#)

# CHSR Executive Summary Report

May 2011



California High Speed Rail Authority

Cost Performance Report  
May 2011

Program Management Team

Planned Progress: 44.7%

Actual Progress: 41.3%



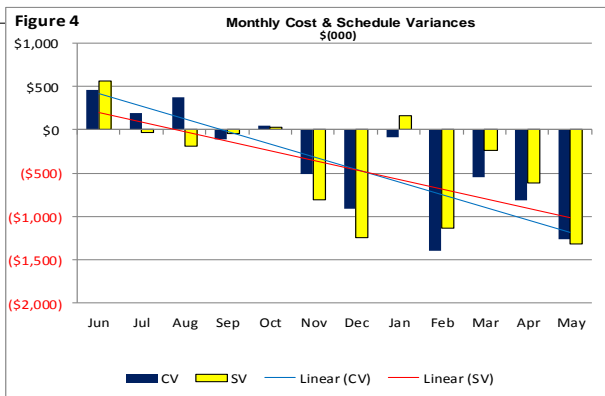
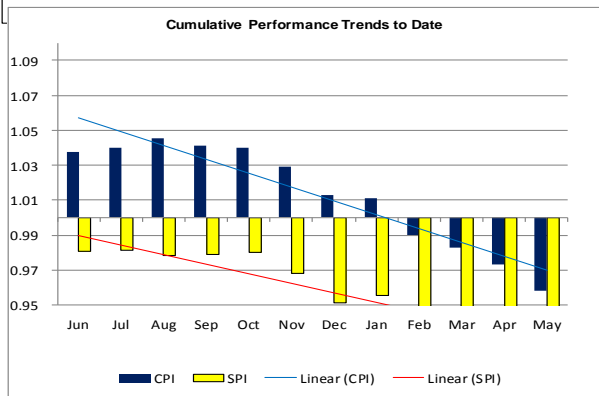
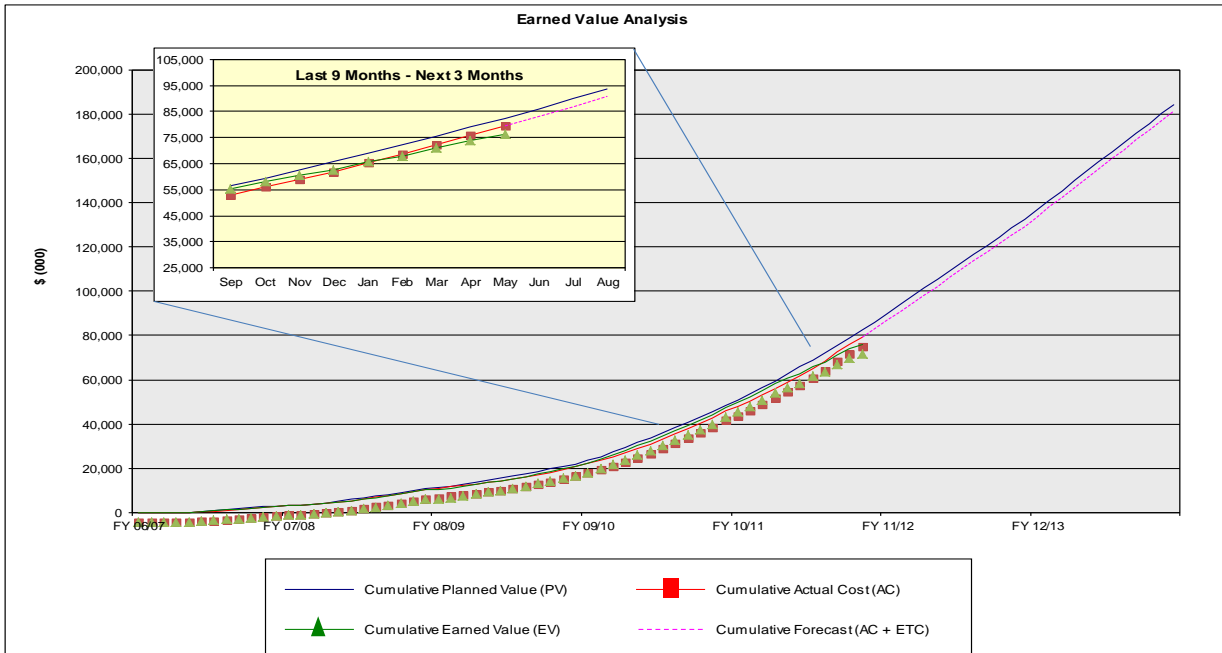
Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Program Management	\$23,763	\$9,706	\$10,542	\$9,576	\$14,474	\$25,016	0.91	0.99
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	\$39,049	\$38,355	\$37,106	\$35,490	\$73,845	0.97	0.95
4	Environmental	\$10,800	\$4,770	\$4,363	\$3,775	\$6,261	\$10,623	0.87	0.79
5	Regional Managers	\$45,718	\$17,005	\$16,183	\$15,187	\$29,420	\$45,603	0.94	0.89
6	Right of Way Acquisition	\$5,198	\$934	\$198	\$508	\$4,335	\$4,533	2.56	0.54
7	RR Operations & Ridership	\$13,695	\$6,794	\$5,831	\$6,131	\$7,190	\$13,022	1.05	0.90
8	Construction & Procurement	\$9,514	\$1,237	\$1,194	\$844	\$8,355	\$9,549	0.71	0.68
<b>Total</b>		<b>\$184,529</b>	<b>\$82,527</b>	<b>\$79,463</b>	<b>\$76,161</b>	<b>\$105,525</b>	<b>\$184,988</b>	<b>0.96</b>	<b>0.92</b>

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

Current Cost Variance (CV) to Date (EV - AC): **(\$3,302)**  
 Current Schedule Variance (SV) to Date (EV - PV): **(\$6,366)**

<b>OVER BUDGET</b>	<b>-4.2%</b>	Percent under (+) or over (-) budget
<b>BEHIND SCHEDULE</b>	<b>-7.7%</b>	Percent ahead (+) or behind (-) schedule



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## San Francisco to San Jose

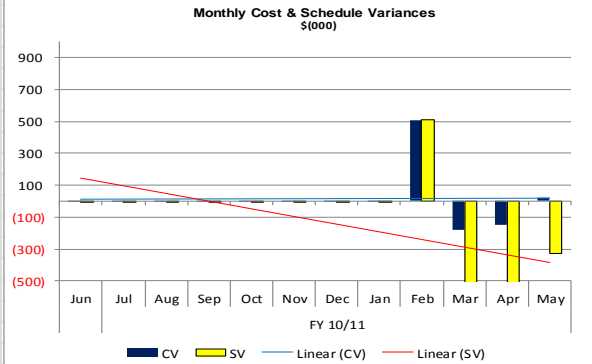
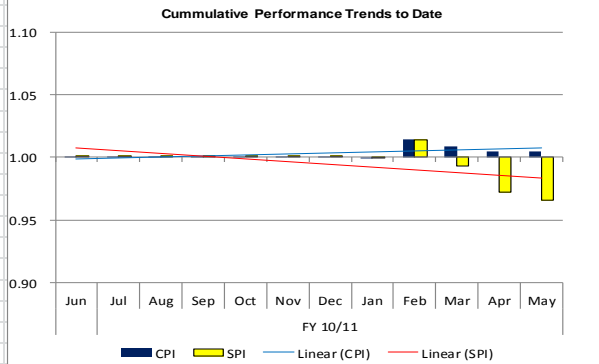
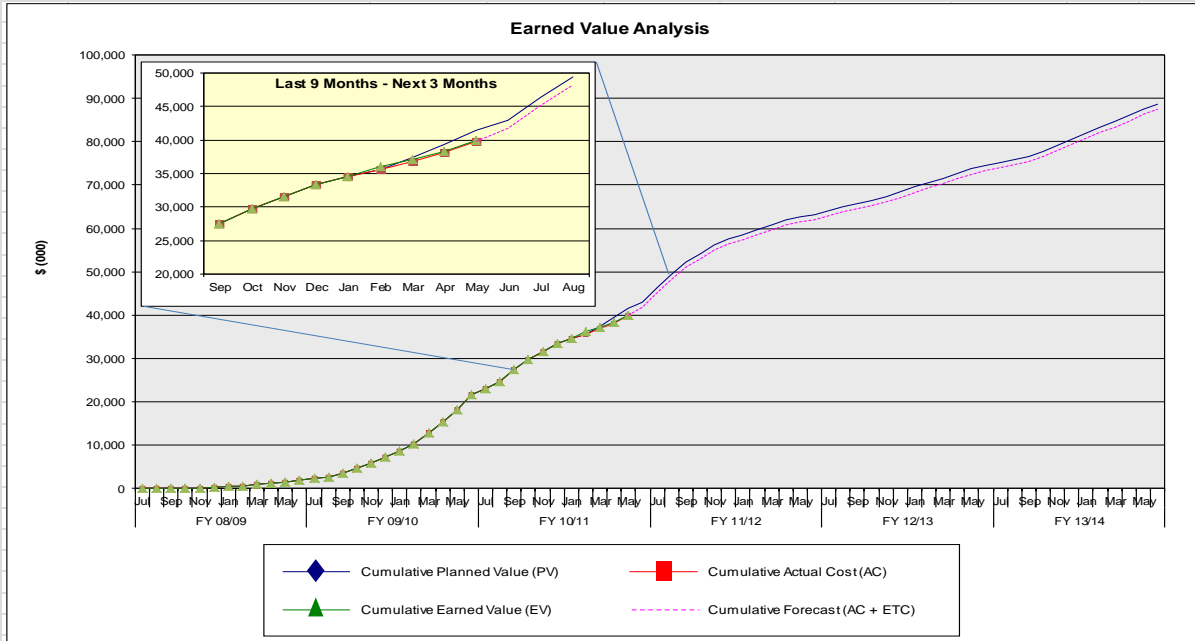
**Planned Progress**    **46.7%**  
**Actual Progress**    **45.1%**



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	\$3,396	\$3,370	\$3,382	\$6,336	\$9,706	1.00	1.00
2	Public / Agency Participation	\$6,500	\$3,645	\$3,439	\$3,527	\$2,752	\$6,191	1.03	0.97
3	Project Definition	\$2,249	\$2,189	\$2,189	\$2,189	\$60	\$2,249	1.00	1.00
4	Preliminary Engineering	\$49,675	\$20,919	\$20,222	\$20,313	\$29,390	\$49,612	1.00	0.97
5	EIR/EIS Analysis	\$13,324	\$8,739	\$8,468	\$8,566	\$4,574	\$13,041	1.01	0.98
6	Station Area Planning	\$2,472	\$1,853	\$1,460	\$1,377	\$506	\$1,966	0.94	0.74
7	Draft and Final EIR/EIS	\$4,511	\$691	\$671	\$669	\$3,831	\$4,502	1.00	0.97
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
<b>Total</b>		<b>\$88,784</b>	<b>\$41,437</b>	<b>\$39,822</b>	<b>\$40,027</b>	<b>\$47,774</b>	<b>\$87,266</b>	<b>1.01</b>	<b>0.97</b>

Current Cost Variance (CV) to Date (EV - AC):	<b>\$205</b>	Percent under (+) or over (-) budget	<b>0.5%</b>	<b>ON BUDGET</b>
Current Schedule Variance (SV) to Date (EV - PV):	<b>(\$1,411)</b>	Percent ahead (+) or behind (-) schedule	<b>-3.4%</b>	<b>BEHIND SCHEDULE</b>



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## San Jose to Merced

Planned Progress **39.25%**  
Actual Progress **29.03%**

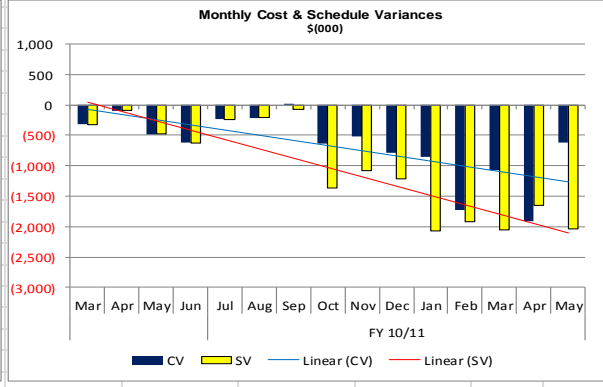
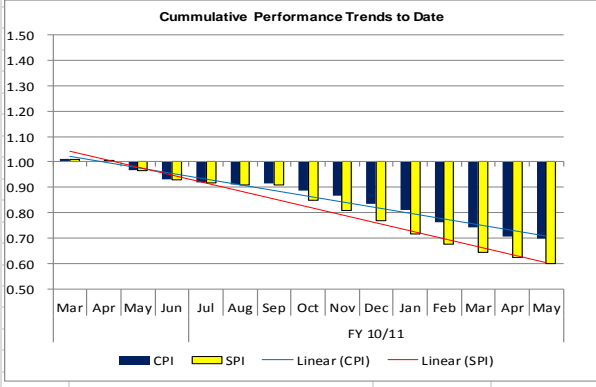
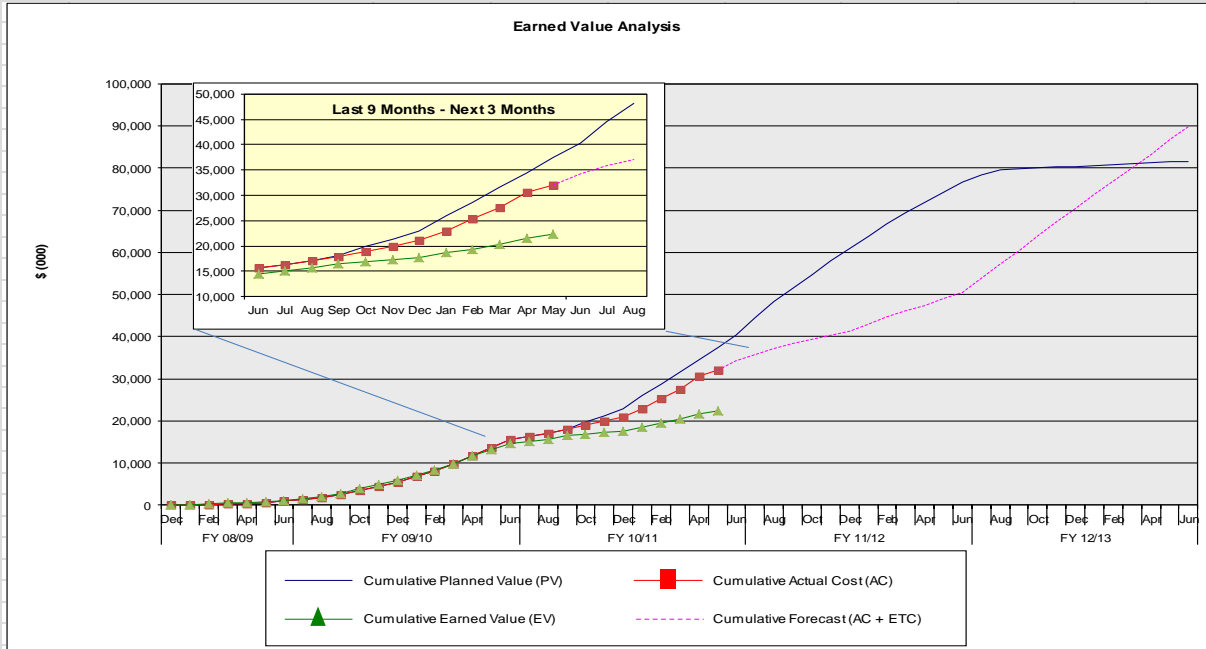
**PARSONS**

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	\$3,269	\$3,203	\$3,213	\$7,098	\$10,301	1.00	0.98
2	Public / Agency Participation	\$3,197	\$1,609	\$1,629	\$1,567	\$2,033	\$3,662	0.96	0.97
3	Project Definition	\$2,052	\$2,040	\$1,884	\$2,053	\$0	\$1,884	1.09	1.01
4	Preliminary Engineering	\$58,632	\$23,492	\$18,739	\$11,270	\$55,425	\$74,164	0.60	0.48
5	EIR/EIS Analysis	\$6,665	\$5,907	\$6,465	\$5,355	\$2,326	\$8,791	0.83	0.91
6	Station Area Planning	\$402	\$28	\$1	\$4	\$354	\$355	3.14	0.14
7	Draft and Final EIR/EIS	\$3,646	\$868	\$134	\$109	\$2,976	\$3,110	0.81	0.13
8	Certification of EIR/EIS and ROD	\$832	\$199	\$0	\$140	\$1,161	\$1,161	NA	0.70
9	ROW Preservation and Acquisition	\$185	\$5	\$0	\$0	\$19,981	\$19,981	NA	0.00
	EXTRA WORK								
<b>Total</b>		<b>\$81,673</b>	<b>\$37,417</b>	<b>\$32,056</b>	<b>\$23,711</b>	<b>\$91,353</b>	<b>\$123,409</b>	<b>0.74</b>	<b>0.63</b>

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

Current Cost Variance (CV) to Date (EV - AC):	(\$8,345)	Percent under (+) or over (-) budget	-26.0%	<b>OVER BUDGET</b>
Current Schedule Variance (SV) to Date (EV - PV):	(\$13,706)	Percent ahead (+) or behind (-) schedule	-36.6%	<b>BEHIND SCHEDULE</b>



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## Merced-Fresno

Planned Progress 87.8%  
Actual Progress 63.8%

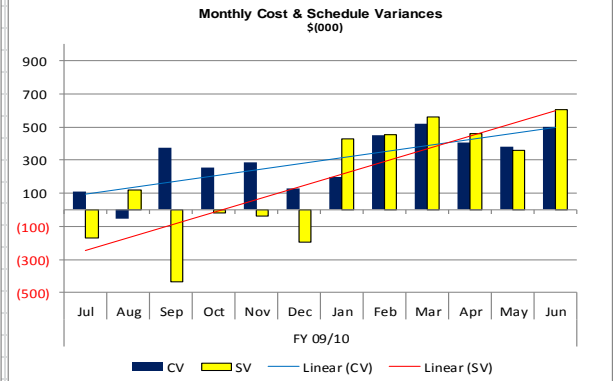
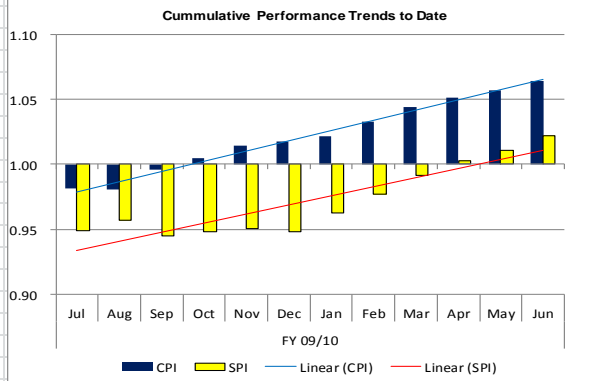
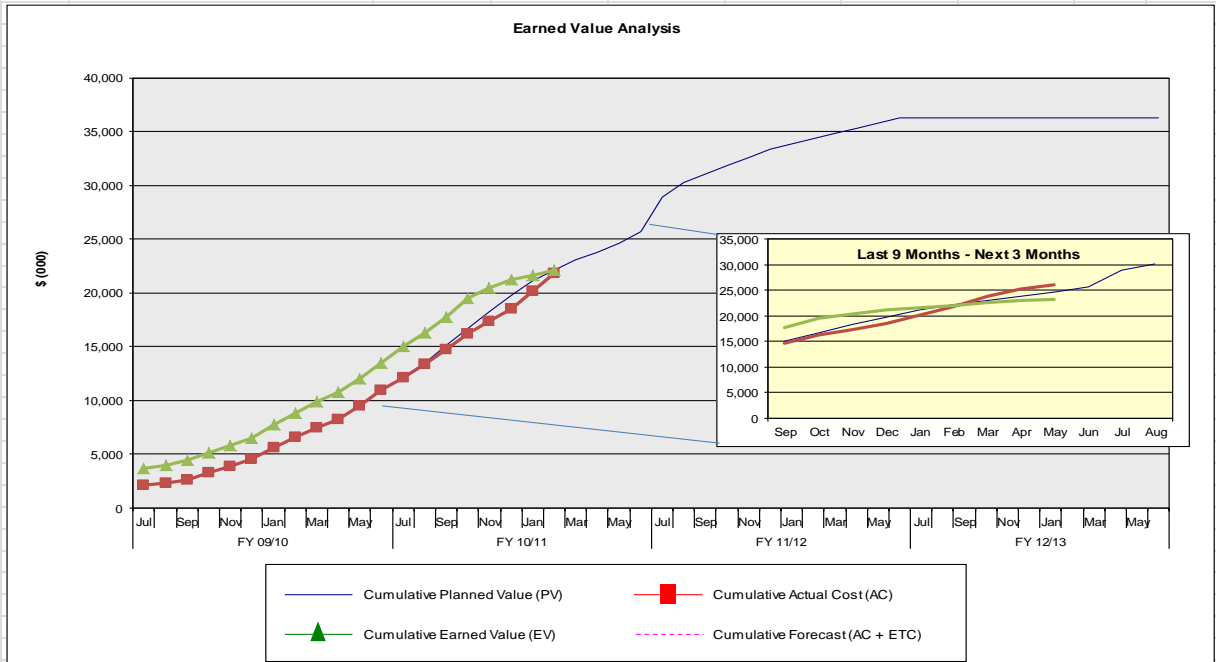


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$3,255	\$2,105	\$1,729	\$2,574	\$1,150	\$2,880	1.49	1.22
2	Public / Agency Participation	\$1,715	\$1,516	\$1,251	\$1,351	\$200	\$1,451	1.08	0.89
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	\$7,798	\$6,724	\$7,665	\$15,464	0.86	0.44
5	EIR/EIS Analysis	\$10,701	\$9,369	\$12,087	\$9,603	\$1,333	\$13,420	0.79	1.03
6	Station Area Planning	\$457	\$457	\$485	\$431	\$0	\$485	0.89	0.94
7	Draft and Final EIR/EIS	\$2,062	\$904	\$608	\$392	\$1,158	\$1,766	0.64	0.43
8	Certification of EIR/EIS and ROD	\$808	\$225	\$2	\$1	\$583	\$0	0.46	0.00
9	ROW Preservation and Acquisition	\$0	\$0	\$11	\$0	\$0	\$0	0.00	NA
<b>Total</b>		<b>\$36,311</b>	<b>\$31,887</b>	<b>\$26,052</b>	<b>\$23,159</b>	<b>\$12,089</b>	<b>\$37,545</b>	<b>0.89</b>	<b>0.73</b>

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

Current Cost Variance (CV) to Date (EV - AC):	(\$2,893)	Percent under (+) or over (-) budget	-11.1%	<b>OVER BUDGET</b>
Current Schedule Variance (SV) to Date (EV - PV):	(\$8,728)	Percent ahead (+) or behind (-) schedule	-27.4%	<b>BEHIND SCHEDULE</b>



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## Fresno to Bakersfield

Planned Progress **72.4%**  
Actual Progress **69.0%**

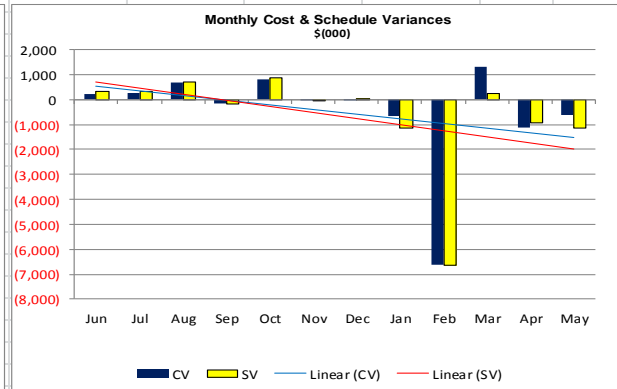
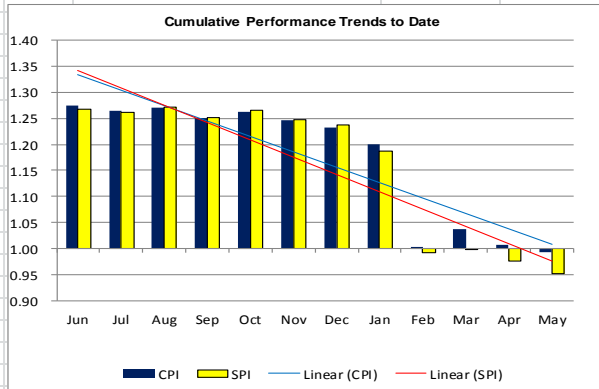
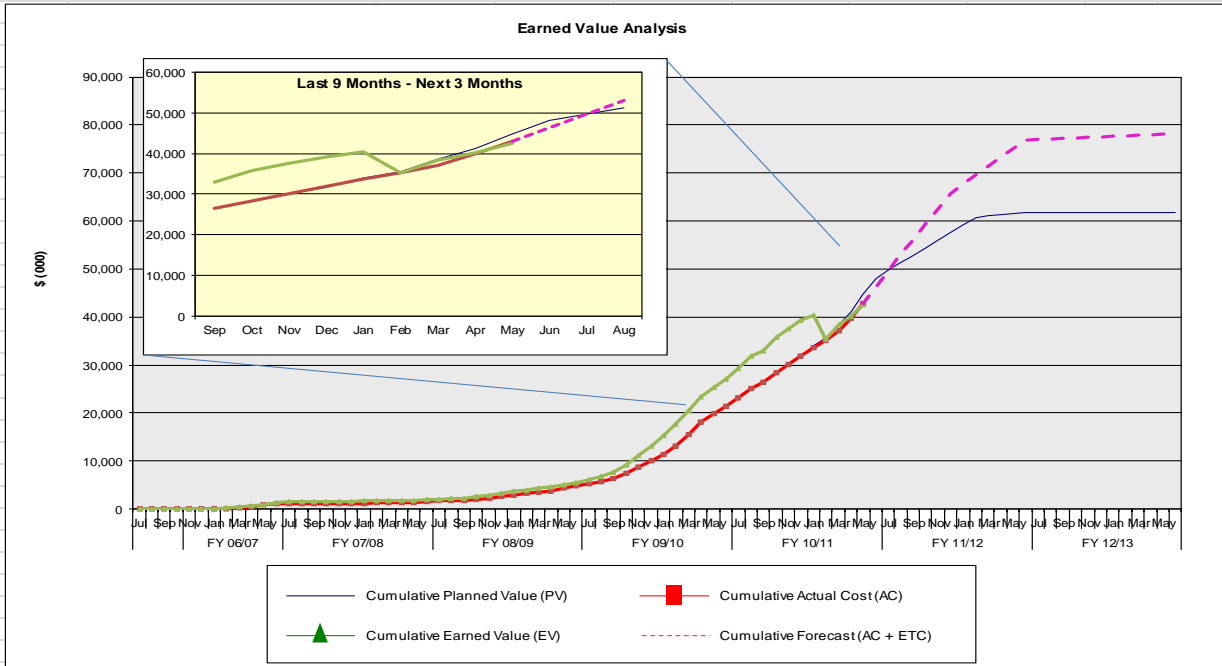


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,169	\$4,842	\$4,845	\$4,845	\$3,600	\$8,445	1.00	1.00
2	Public / Agency Participation	\$3,593	\$2,698	\$2,906	\$2,713	\$1,792	\$4,698	0.93	1.01
3	Project Definition	\$3,645	\$3,645	\$3,468	\$3,645	\$0	\$3,468	1.05	1.00
4	Preliminary Engineering	\$29,288	\$18,122	\$16,878	\$17,146	\$23,237	\$40,115	1.02	0.95
5	EIR/EIS Analysis	\$10,981	\$10,864	\$10,862	\$10,542	\$177	\$11,039	0.97	0.97
6	Station Area Planning	\$463	\$463	\$425	\$463	\$1,000	\$1,425	1.09	1.00
7	Draft and Final EIR/EIS	\$2,444	\$2,207	\$2,546	\$2,260	\$1,739	\$4,286	0.89	1.02
8	Certification of EIR/EIS and ROD	\$1,521	\$516	\$283	\$289	\$2,363	\$2,646	1.02	0.56
9	ROW Preservation and Acquisition	\$2,611	\$1,351	\$640	\$666	\$1,406	\$2,046	1.04	0.49
<b>Total</b>		<b>\$61,716</b>	<b>\$44,708</b>	<b>\$42,854</b>	<b>\$42,570</b>	<b>\$35,314</b>	<b>\$78,168</b>	<b>0.99</b>	<b>0.95</b>

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

Current Cost Variance (CV) to Date (EV - AC):	(\$285)	Percent under (+) or over (-) budget	-0.7%	<b>OVER BUDGET</b>
Current Schedule Variance (SV) to Date (EV - PV):	(\$2,138)	Percent ahead (+) or behind (-) schedule	-4.8%	<b>BEHIND SCHEDULE</b>



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## Bakersfield to Palmdale

Planned Progress 16.9%  
Actual Progress 12.8%

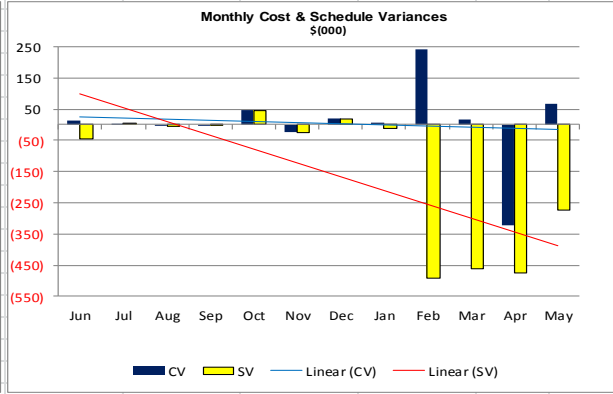
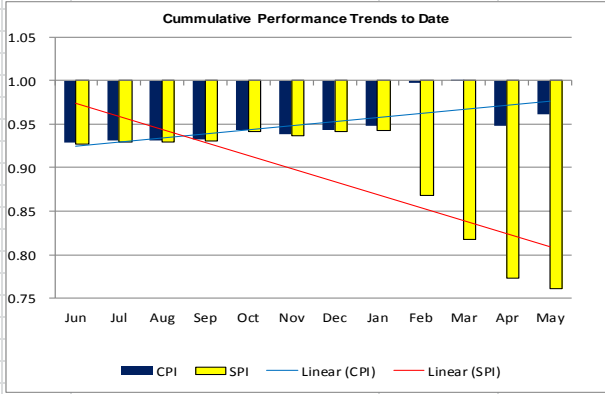
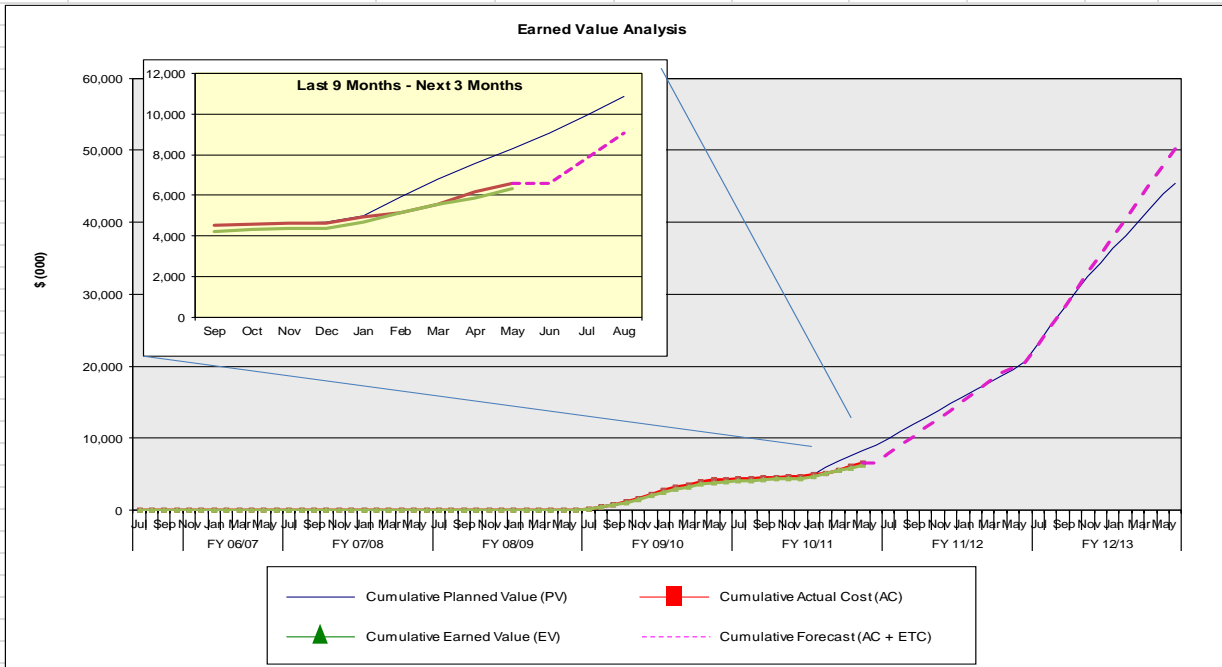


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$5,201	\$1,104	\$1,003	\$994	\$6,772	\$7,776	0.99	0.90
2	Public / Agency Participation	\$1,447	\$436	\$345	\$396	\$1,375	\$1,720	1.15	0.91
3	Project Definition	\$1,258	\$984	\$934	\$976	\$73	\$1,007	1.04	0.99
4	Preliminary Engineering	\$28,010	\$2,936	\$2,534	\$2,443	\$22,863	\$25,397	0.96	0.83
5	EIR/EIS Analysis	\$7,676	\$2,838	\$1,747	\$1,501	\$4,839	\$6,586	0.86	0.53
6	Station Area Planning	\$0	\$0	\$0	\$0	\$0	\$0	NA	NA
7	Draft and Final EIR/EIS	\$1,754	\$0	\$0	\$0	\$2,025	\$2,025	NA	NA
8	Certification of EIR/EIS and ROD	\$3,500	\$0	\$0	\$0	\$4,185	\$4,185	NA	NA
9	ROW Preservation and Acquisition	\$272	\$0	\$0	\$0	\$30,924	\$30,924	NA	NA
<b>Total</b>		<b>\$49,118</b>	<b>\$8,299</b>	<b>\$6,564</b>	<b>\$6,310</b>	<b>\$73,056</b>	<b>\$79,620</b>	<b>0.96</b>	<b>0.76</b>

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

Current Cost Variance (CV) to Date (EV - AC): **(\$254)** Percent under (+) or over (-) budget: **-3.9%** **OVER BUDGET**  
 Current Schedule Variance (SV) to Date (EV - PV): **(\$1,989)** Percent ahead (+) or behind (-) schedule: **-24.0%** **BEHIND SCHEDULE**



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## Palmdale to Los Angeles

Planned Progress: 42.1%

Actual Progress: 43.7%

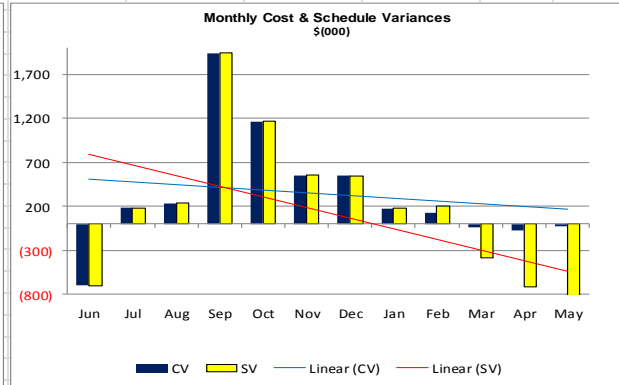
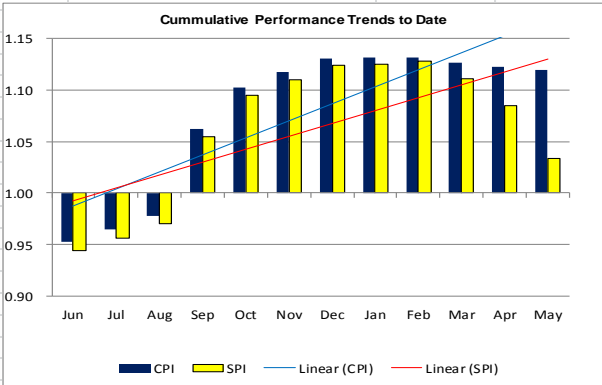
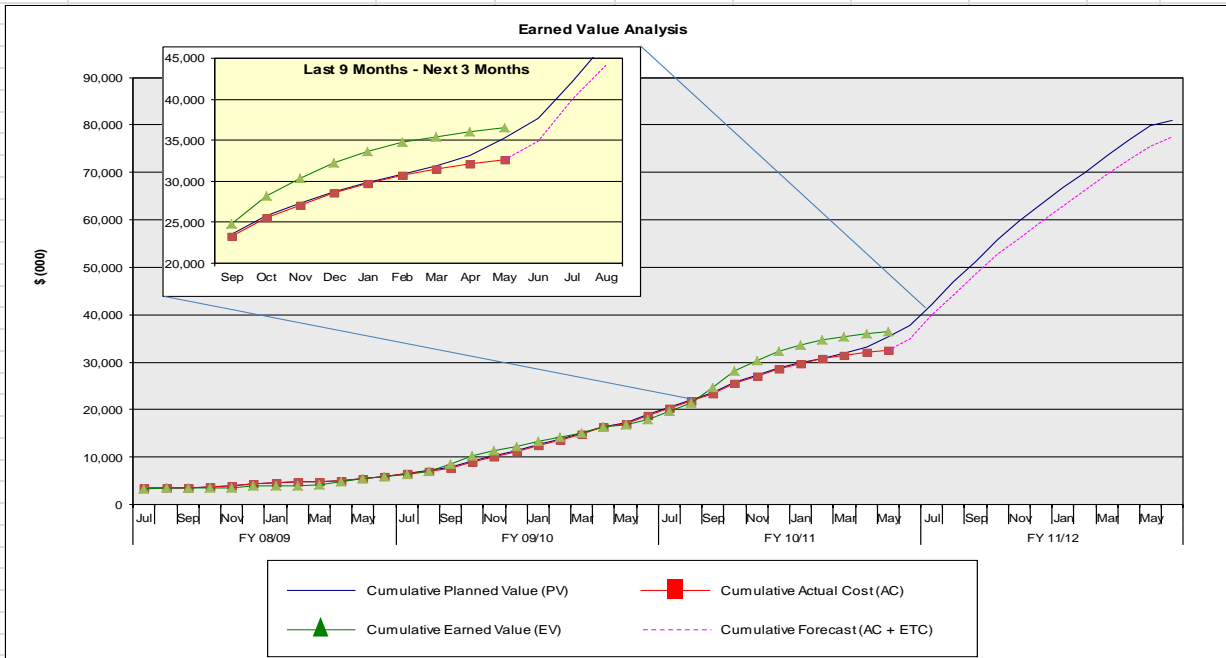


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$8,181	\$4,815	\$4,669	\$4,223	\$3,511	\$8,181	0.90	0.88
2	Public / Agency Participation	\$2,326	\$1,320	\$1,351	\$1,488	\$975	\$2,326	1.10	1.13
3	Project Definition	\$2,127	\$1,820	\$1,737	\$1,715	\$390	\$2,127	0.99	0.94
4	Preliminary Engineering	\$54,717	\$18,685	\$17,959	\$19,112	\$36,600	\$54,559	1.06	1.02
5	EIR/EIS Analysis	\$12,576	\$7,616	\$6,288	\$9,331	\$6,288	\$12,576	1.48	1.23
6	Station Area Planning	\$1,540	\$1,278	\$1,178	\$1,389	\$361	\$1,540	1.18	1.09
7	Draft and Final EIR/EIS	\$3,170	\$453	\$80	\$127	\$3,091	\$3,170	1.60	0.28
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
<b>Total</b>		<b>\$85,585</b>	<b>\$35,992</b>	<b>\$33,267</b>	<b>\$37,391</b>	<b>\$51,686</b>	<b>\$84,478</b>	<b>1.12</b>	<b>1.04</b>

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

Current Cost Variance (CV) to Date (EV - AC):	\$4,124	Percent under (+) or over (-) budget	12.4%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	\$1,399	Percent ahead (+) or behind (-) schedule	3.9%	ON SCHEDULE



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## Los Angeles-Anaheim

Planned Progress: 83.1%  
Actual Progress: 72.9%

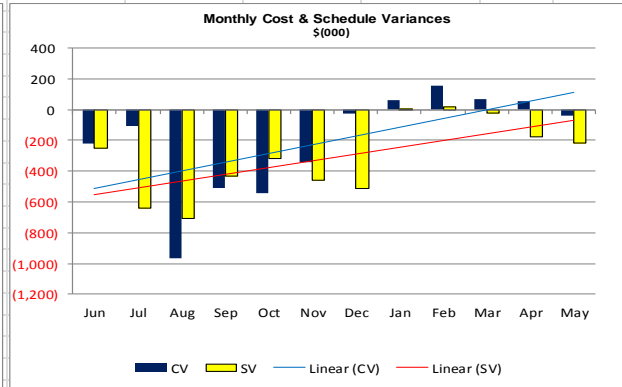
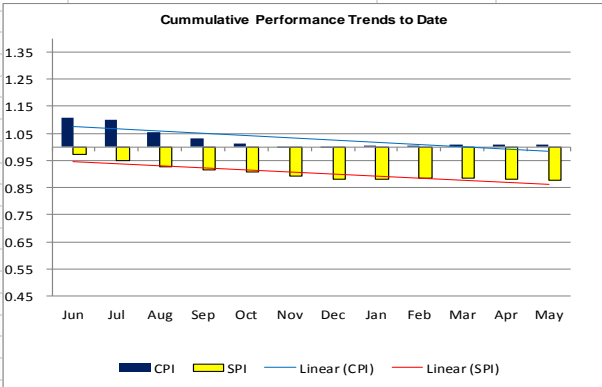
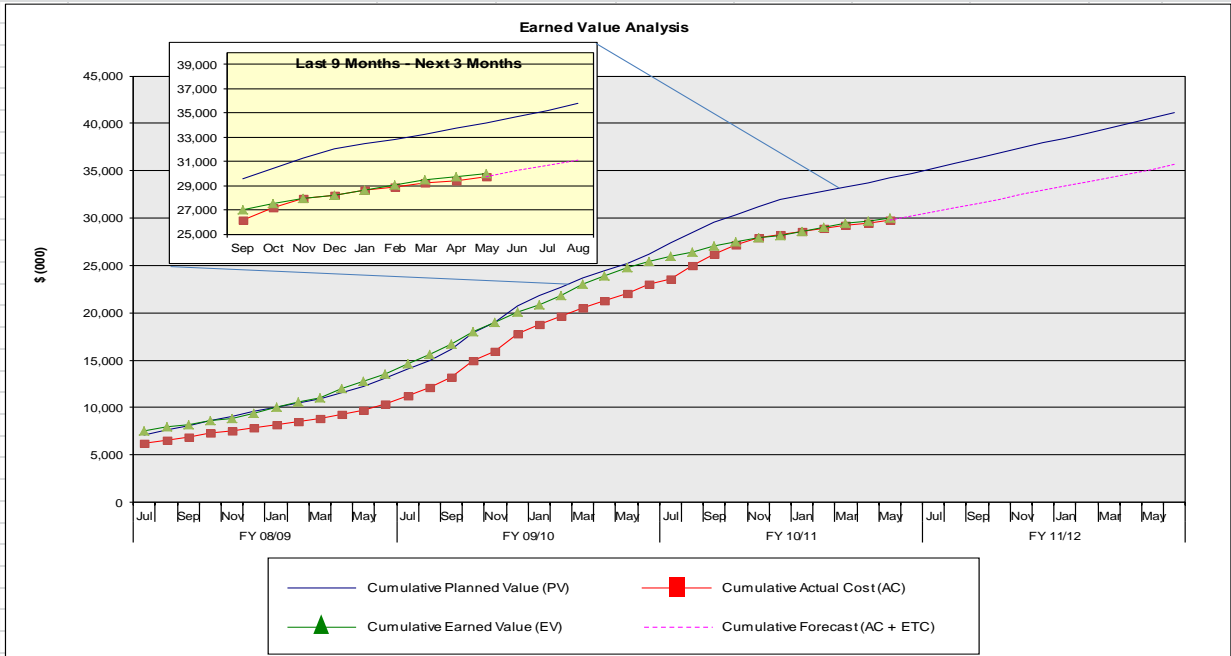


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,066	\$5,945	\$5,047	\$6,511	\$1,121	\$6,168	1.29	1.10
2	Public / Agency Participation	\$2,619	\$2,327	\$1,820	\$2,413	\$292	\$2,112	1.33	1.04
3	Project Definition	\$595	\$592	\$496	\$647	\$3	\$499	1.30	1.09
4	Preliminary Engineering	\$16,786	\$11,602	\$10,299	\$8,199	\$4,147	\$14,446	0.80	0.71
5	EIR/EIS Analysis	\$10,045	\$9,912	\$8,927	\$9,479	\$133	\$9,060	1.06	0.96
6	Station Area Planning	\$778	\$778	\$641	\$863	\$0	\$641	1.35	1.11
7	Draft and Final EIR/EIS	\$2,195	\$2,115	\$1,624	\$1,413	\$80	\$1,704	0.87	0.67
8	Certification of EIR/EIS and ROD	\$90	\$34	\$9	\$0	\$56	\$0	0.00	0.00
9	ROW Preservation and Acquisition	\$973	\$907	\$874	\$475	\$66	\$0	0.54	0.52
<b>Total</b>		<b>\$41,147</b>	<b>\$34,213</b>	<b>\$29,738</b>	<b>\$30,001</b>	<b>\$5,897</b>	<b>\$34,630</b>	<b>1.01</b>	<b>0.88</b>

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

Current Cost Variance (CV) to Date (EV - AC):	\$263	Percent under (+) or over (-) budget:	0.9%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$4,212)	Percent ahead (+) or behind (-) schedule:	-12.3%	BEHIND SCHEDULE



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## Los Angeles - San Diego

Planned Progress **10.64%**

Actual Progress **13.37%**

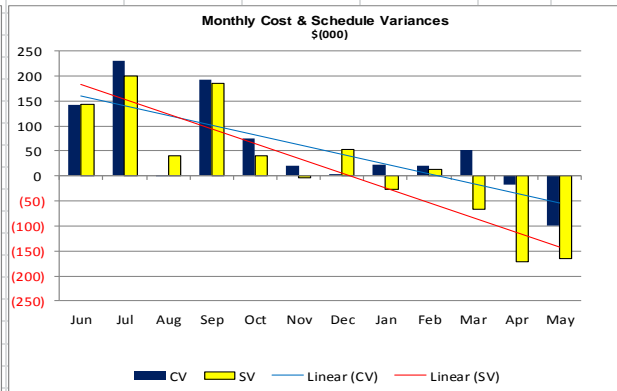
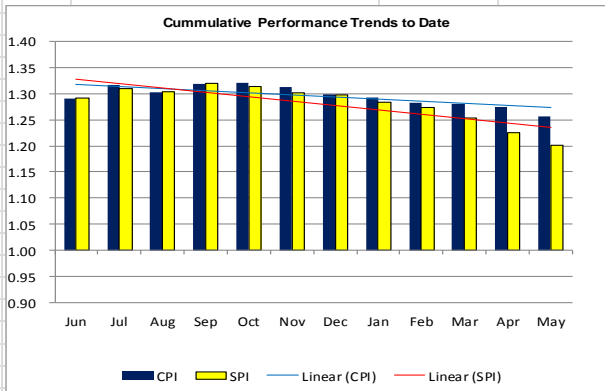
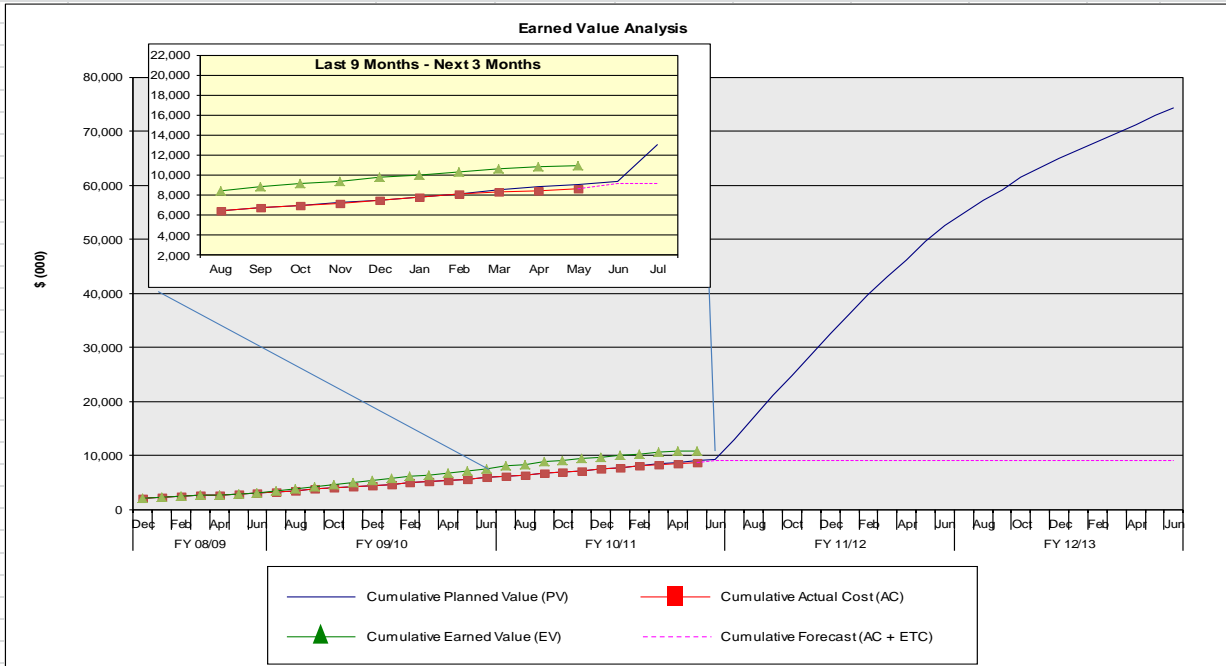


Dollar amounts in thousands

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	\$2,295	\$2,231	\$2,317	\$43	\$2,275	1.04	1.01
2	Public / Agency Participation	\$4,493	\$2,436	\$2,132	\$2,490	\$316	\$2,448	1.17	1.02
3	Project Definition	\$3,448	\$2,672	\$2,639	\$4,415	\$154	\$2,793	1.67	1.65
4	Preliminary Engineering	\$27,082	\$1,552	\$1,552	\$1,552	\$0	\$1,552	1.00	1.00
5	ER/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 ER/EIS	\$8,310	\$0	\$0	\$0	\$0	\$0	NA	NA
8	Certification of ER/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	\$9,074	\$8,672	\$10,892	\$513	\$9,186	1.26	1.20

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

Current Cost Variance (CV) to Date (EV - AC):	\$2,219	Percent under (+) or over (-) budget	25.6%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	\$1,818	Percent ahead (+) or behind (-) schedule	20.0%	ON SCHEDULE



# CHSR Executive Summary Report

May 2011



California High Speed Rail Authority

Cost Performance Report  
May 2011

## Merced-Sacramento

Planned Progress 16.5%  
Actual Progress 12.0%

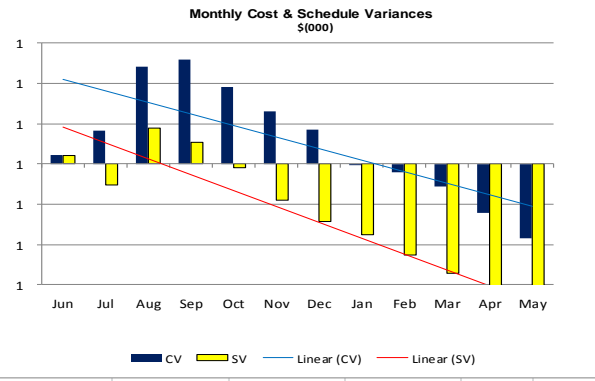
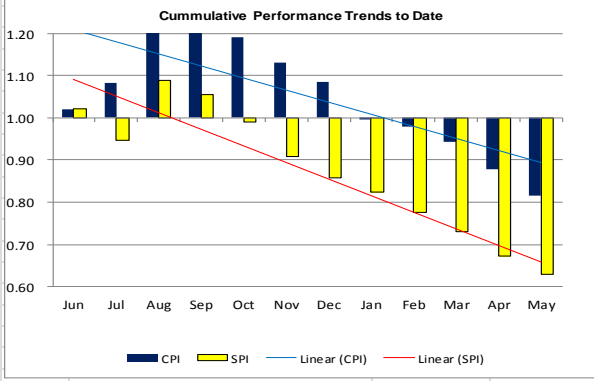
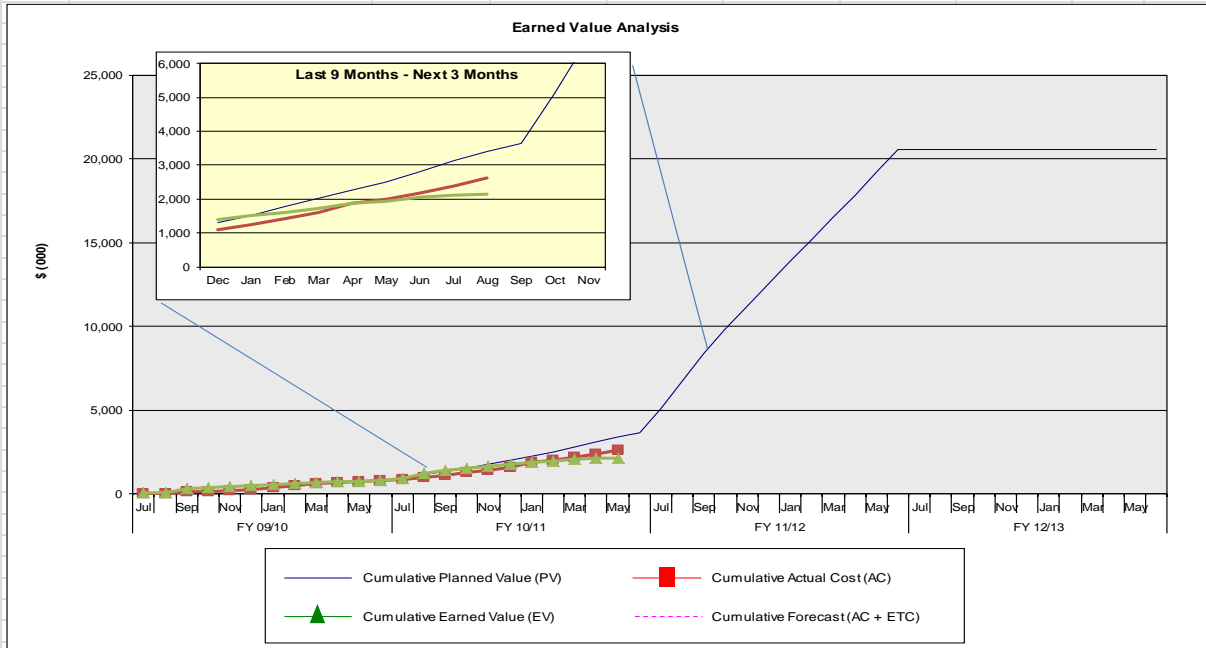


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$968	\$396	\$466	\$308	\$612	\$1,078	0.66	0.78
2	Public / Agency Participation	\$865	\$428	\$430	\$301	\$448	\$877	0.70	0.70
3	Project Definition	\$1,072	\$987	\$808	\$344	\$170	\$978	0.43	0.35
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	\$69	\$35	\$87	\$908	\$943	2.47	1.26
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	\$1,374	\$744	\$931	\$253	\$0	1.25	0.68
<b>Total</b>		<b>\$20,533</b>	<b>\$3,385</b>	<b>\$2,611</b>	<b>\$2,460</b>	<b>\$17,414</b>	<b>\$18,951</b>	<b>0.94</b>	<b>0.73</b>

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

Current Cost Variance (CV) to Date (EV - AC):	(\$151)	Percent under (+) or over (-) budget	-5.8%	<b>OVER BUDGET</b>
Current Schedule Variance (SV) to Date (EV - PV):	(\$925)	Percent ahead (+) or behind (-) schedule	-27.3%	<b>BEHIND SCHEDULE</b>



# CHSR Executive Summary Report

May 2011



California High Speed Rail Authority

Cost Performance Report  
May 2011

## Altamont Corridor

Planned Progress: **10.3%**  
Actual Progress: **9.9%**

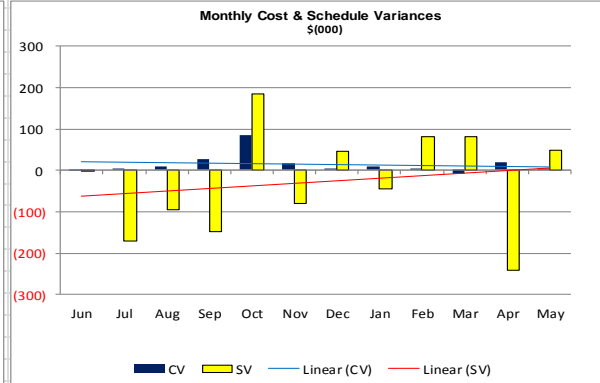
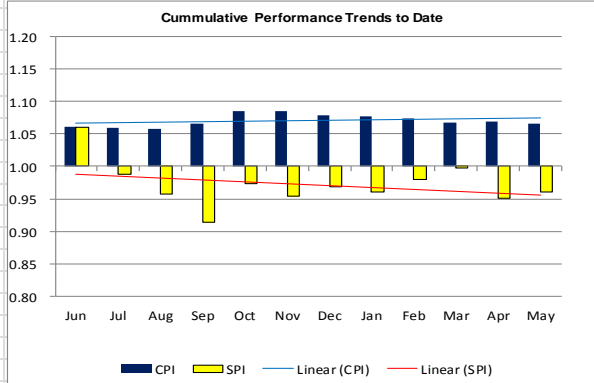
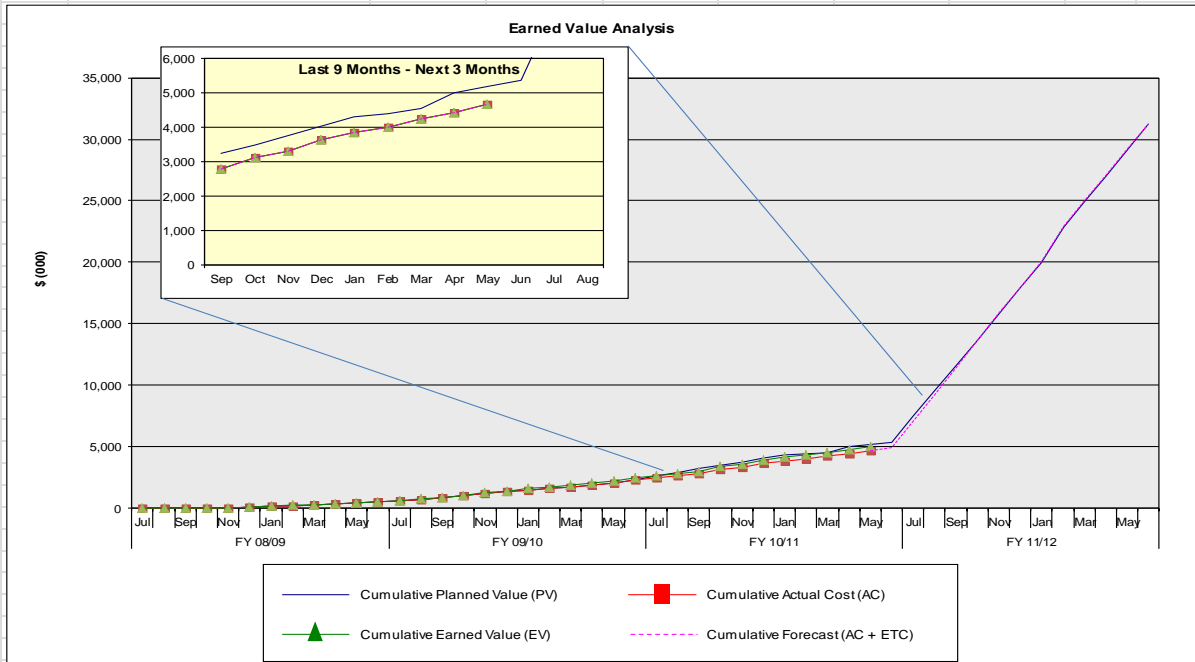


Dollar amounts in thousands

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	\$1,100	\$1,097	\$1,178	\$2,794	\$3,891	1.07	1.07
2	Public / Agency Participation	\$2,992	\$562	\$747	\$761	\$2,448	\$3,195	1.02	1.35
3	Project Definition	\$2,401	\$2,401	\$2,327	\$2,542	\$60	\$2,387	1.09	1.06
4	Preliminary Engineering	\$29,329	\$455	\$478	\$478	\$29,484	\$29,962	1.00	1.05
5	EIR/EIS Analysis	\$5,859	\$215	\$14	\$14	\$5,695	\$5,709	1.00	0.07
6	Station Area Planning	\$1,257	\$72	\$13	\$13	\$1,244	\$1,257	1.00	0.18
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	\$382	\$0	\$0	\$912	\$0	NA	0.00
<b>Total</b>		<b>\$50,586</b>	<b>\$5,187</b>	<b>\$4,677</b>	<b>\$4,987</b>	<b>\$46,270</b>	<b>\$49,124</b>	<b>1.07</b>	<b>0.96</b>

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

Current Cost Variance (CV) to Date (EV - AC):	<b>\$310</b>	Percent under (+) or over (-) budget	<b>6.6%</b>	<b>ON BUDGET</b>
Current Schedule Variance (SV) to Date (EV - PV):	<b>(\$200)</b>	Percent ahead (+) or behind (-) schedule	<b>-3.9%</b>	<b>BEHIND SCHEDULE</b>



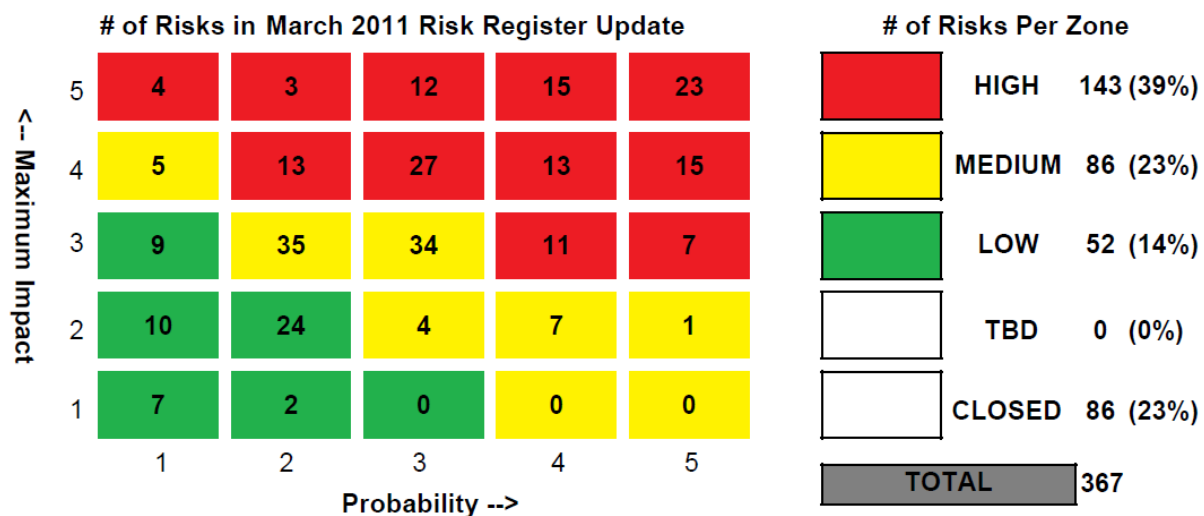
**Risk Management**

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**



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.

Access to Risk Management documents in ProjectSolve2 can be obtained via the following link:

[My ProjectSolve > 01. Program Management & Admin > 60. Risk Management](#)

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## **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.

In May, audits were completed on the remaining two Sections, Merced to Sacramento and Altamont. Additional information is provided in the PMT Monthly Progress Report for May and the completed audit reports can also be accessed via Projectsolve2 as follows:

**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 May)	11/12	12/13	13/14	14/15	
Program Management	PB	plan	187.7	3.0	7.8	11.2	26.5	<b>38.5</b>	47.4	53.3	-	-
		actual	80.9	2.9	7.3	10.6	25.8	<b>34.3</b>	-	-	-	-
San Francisco - San Jose	HNTB	plan	88.8	-	-	1.9	19.6	<b>21.5</b>	14.9	11.3	14.3	5.3
		actual	39.8	-	-	1.9	19.6	<b>18.3</b>	-	-	-	-
San Jose - Merced	Parsons	plan	81.7	-	-	1.0	14.7	<b>24.7</b>	36.3	5.0	-	-
		actual	32.1	-	-	1.0	14.7	<b>16.4</b>	-	-	-	-
Merced - Fresno	AECOM	plan	36.3	0.3	0.3	1.4	8.9	<b>14.8</b>	10.6	-	-	-
		actual	26.1	0.3	0.3	1.4	8.9	<b>15.1</b>	-	-	-	-
Fresno - Bakersfield	URS	plan	61.7	1.1	0.8	3.1	16.5	<b>26.7</b>	13.6	-	-	-
		actual	42.9	1.1	0.7	3.0	16.4	<b>21.5</b>	-	-	-	-
Bakersfield - Palmdale	URS	plan	49.1	-	-	-	4.3	<b>4.8</b>	11.5	24.7	3.8	-
		actual	6.6	-	-	-	4.2	<b>2.3</b>	-	-	-	-
Palmdale - Los Angeles	HMM	plan	93.2	-	0.8	2.7	14.1	<b>20.1</b>	17.5	35.4	2.6	-
		actual	31.6	-	0.8	2.7	14.1	<b>14.0</b>	-	-	-	-
Los Angeles - Anaheim	STV	plan	41.1	2.5	4.0	6.6	13.1	<b>8.5</b>	6.4	-	-	-
		actual	29.7	1.9	3.9	4.5	12.7	<b>6.7</b>	-	-	-	-
Los Angeles - San Diego	HNTB	plan	81.5	0.9	0.4	1.7	2.8	<b>3.4</b>	43.2	21.8	7.1	-
		actual	8.7	0.9	0.4	1.7	2.8	<b>2.8</b>	-	-	-	-
Merced - Sacramento	AECOM	plan	20.5	-	-	-	0.8	<b>2.9</b>	16.9	-	-	-
		actual	2.6	-	-	-	0.8	<b>1.8</b>	-	-	-	-
Altamont Pass	AECOM	plan	51.4	-	-	0.5	1.8	<b>3.0</b>	25.8	9.9	8.1	2.1
		actual	4.7	-	-	0.5	1.8	<b>2.4</b>	-	-	-	-
<b>TOTAL</b>		Actual	793.0	7.8	14.1	30.1	123.0	<b>169.0</b>	244.3	161.4	35.9	7.4
			305.5	7.1	13.5	27.3	121.9	<b>135.7</b>	-	-	-	-

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

