



CHSR Program Monthly Progress Report

June 2011

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Introduction

This Monthly Executive Summary Progress Report covers work accomplished during the period from June 1, 2011 through June 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 for 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 which 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) negotiations this month, the Earned Value and overall cost data will be amended accordingly.

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 “stand down” directive), the EMS will be updated for these sections.

CHSR Executive Summary Report

June 2011

Environmental Milestone Schedule

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 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		
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 76%	Feb-12	Sep-10 Feb-13 52%	Oct-10 Jul-12 82%	Oct-10 Apr-13 0%	Aug-13	Jul-11 Dec-13 0%	Sep-11 Feb-14 0%	68%	Sep-11 Dec-14 0%	
San Jose - Merced	Plan Actual / PMT plan Feb 11 % Complete	Oct. '09 Mar. '10 A 100%	May. 6, 2010 Jun. 3, 2010	May '10 June '10 A 100%	Aug. 5, 2010	Aug-10 Jun 11. A 100%	Sep-11	Apr-11 Oct-11 90%	Jan-12	Apr-11 Jan-12 65%	Dec-10 Jun-11 93%	Jul-11 Apr-12 0%	Jul-12	Feb-12 Nov-12 0%	Apr-12 Jan-13 0%	75%	Mar-12 Jul-13 2%	
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%	Aug-11	Aug-10 May 6, 11 A 100%	Sep-10 Jun-11 96%	Nov-10 Aug-11 92%	Oct-11	Jun-11 Feb-12 30%	Aug-11 Apr-12 0%	89%	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 96%	Jul-11	Sep-10 May 13, 11 A 100%	Aug-10 June 30, 11 A 98%	Jan-11 Aug-11 98%	Oct-11	Jun-11 Feb-12 0%	Aug-11 Apr-12 0%	87%	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) 65%	Sep-11	Sep-11 Dec-11 33%	Feb-12	Sep-11 Mar-12 0%	Nov-11 Apr-12 35%	Dec-11 Sep-12 0%	Jan-13	Jun-12 May-13 0%	Sep-12 Jul-13 0%	40%	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) 90%	Dec-11	Oct-10 Nov-11 66%	Mar-12	Oct-10 Jan-12 66%	Oct-10 Oct-11 90%	Jan-11 May-12 0%	Sep-12	Aug-11 Jan-13 0%	Oct-11 Mar-13 0%	71%	Jun-12 Sep-13 0%	
Los Angeles - Anaheim	Plan Actual / PMT plan Feb 11 % Complete	Aug. '09 Mar. 10 A 100%	Not Applicable	Apr. 24, 2009 Apr. 24, 09 A 100%	Jun. 3, 2010 Jul. 8, '10 A	Jun-10 July '10 A 100%	Nov-11	Sep-10 Jul-12 85%	Apr-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:

1. "PMT Plan Feb 11 dates" reflect target dates agreed between the Authority and PMT based on working agreements with environmental review and approval agencies
2. % Progress is updated from the Regional Consultants Monthly Progress Reports (MPR's)
3. The 30% Design will be prepared in several packages. The 30% Design dates shown above reflect completion for the first contract packages.
4. 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 June 2011 MPR

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:
 - While the Authority did receive USACE and EPA approval of study alternatives included in the Merced to Fresno and Fresno to Bakersfield environmental documents, issues remain to be resolved for completing the Checkpoint B NEPA/Section 404 concurrence process.
 - Section 7 consultation completion and the USFWS with 135 day review requirement
 - Caltrans review of the PR/EDs within 30 days

Executive Summary of Program Activities in June 2011

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

- ◆ **Business Plan:** Development of the Draft Business Plan is progressing to meet the Program's deadline of October 2011. Jeff Morales and other resources have been added to the team to ensure delivery of a quality product. In June, KMPG were appointed as the Program's Financial Advisor and to develop the Funding and Finance Plan. This plan will support the Program's request to the State Legislature for an appropriation of funding for the Initial Construction Segment (ICS).
- ◆ **Right of Way (ROW):** Preliminary ROW activities for the estimated 1100 parcels identified for the initial construction segment (ICS) began in April 2011 on the single alignment portions of the ICS. This work includes obtaining Preliminary Title Reports (PTRs), conducting boundary surveys (including public outreach), appraisal data collection/analysis, and area field reviews. Currently, approximately 70% of the PTRs have been obtained and over 2500 survey notification letters have been sent to owners. Approximately 10% of the preliminary appraisal work has been accomplished and the ROW work is on schedule and within budget.
- ◆ **Construction and Procurement:** An initial draft of the Design Build Program Plan was completed and is undergoing internal review. Selection criteria for the Request for Qualification (RFQ) and Request for Proposals (RFP) were also completed and undergoing approval.
- ◆ **FY 11/12 Annual Work Program (AWP):** The PMT and RCs' AWP's are being updated following further negotiations held in late June.
- ◆ **Engineering and Design Management:** Eight Technical Memoranda were released in June. A further eight memoranda were also completed and are in the approval stage.
- ◆ **Ridership:** Detailed documentation of the Ridership and Revenue Model was prepared, with sensitivity tests requested by the Authority's ridership peer review panel. The work will update air fares and auto travel costs to reflect 2010 conditions, conduct 15,000 additional traveller surveys to identify how the recession may have changed travel behavior, update forecasts of population and employment, as well as a review of future road and transit network impacts. Surveys and data collection are underway for use in the Business Plan forecast.
- ◆ **San Francisco to San Jose:** Draft 15% design for design options A, B and B1 described in the Alternatives Analysis process were completed in June. Work also commenced to manage the "stand-down" of activities on this section.
- ◆ **San Jose to Merced:** Initial reviews of the Draft EIR/EIS sections, including Transportation, Geology, Hazardous Materials, Biological Resources, EMI/EMF and Land Use were completed. PMT also reviewed the RC's scope and cost estimate for the Alternatives Analysis (AA), 15% Design and EIR/EIS analysis of SR152 Wyes and provided guidance.
- ◆ **Merced to Fresno:** PMT continued working with the RC to respond to comments on Administrative Draft EIR/EIS.

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- ◆ **Fresno to Bakersfield:** The RC submitted 15% engineering design record sets and reports. The record set plans have been conditionally accepted, pending expected resolution of utility conflicts.
 - ◆ **Palmdale to LA:** The RC continues to assess various alignments on the I-5 (Grapevine) corridor based on the Quantm software runs. Additional travel time simulations and ridership modeling runs have also been accomplished. A presentation is being prepared for the August 25 Board Meeting (although this may be heard at the September Board Meeting, if required).
 - ◆ **LA to San Diego:** 26 public open houses with the local communities were completed, with good attendance and responses from the local communities. This section has not been funded for the FY 11/12, so the team was disbanded as of 30 June.

- ◆ **Agreements**

SCRRA/Metrolink: A reimbursement agreement has been submitted to Metrolink for execution. This agreement will provide for services by Metrolink including the review of and comment on Authority designs and planning phases of the Project. It is anticipated that SCRRA will approve the agreement at its July meeting and then forward it to DGS and CHSRA for final approval.

Orange County Transportation Authority (OCTA): The Reimbursement Agreement has now been executed by OCTA. This document is being reviewed by DGS and will be signed by CHSRA as soon as DGS completes its review. A Board resolution authorizing OCTA to execute the agreement has been requested.

Los Angeles County Metropolitan Transportation Authority and City of Anaheim: The draft reimbursement agreements presented to these third parties are still under review and consideration. The PMT is making regular contact with both agencies to ascertain progress and help with outstanding questions.

BNSF and UPRR: Reimbursement agreements are undergoing final review by the legal counsels for the respective freight railroads. Both railroads have concerns regarding the 307 certifications which DGS requires as part of the reimbursement agreements.

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 in September, 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.
- ◆ **Standard Design for Aerial Structures:** The EMT has prepared a standard design for two typical HST aerial structures for use during 30% design of the Merced to Fresno and Fresno to Bakersfield segments. Since project-specific geotechnical data and ground motion information are not available, ground conditions that are representative of Central Valley conditions were used as the basis for the 30% design. The EMT has identified the typical span lengths and heights based on the regional consultants’ 15% designs and prioritized development of preliminary design for the HST structural configurations needed to support to the ARRA funded sections and maintain planned procurement schedule. Additional work will be required

to validate 30% and prepare final design. These efforts are dependent on development of ground motions and geotechnical investigations and have schedule and cost implications.

- ◆ **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.

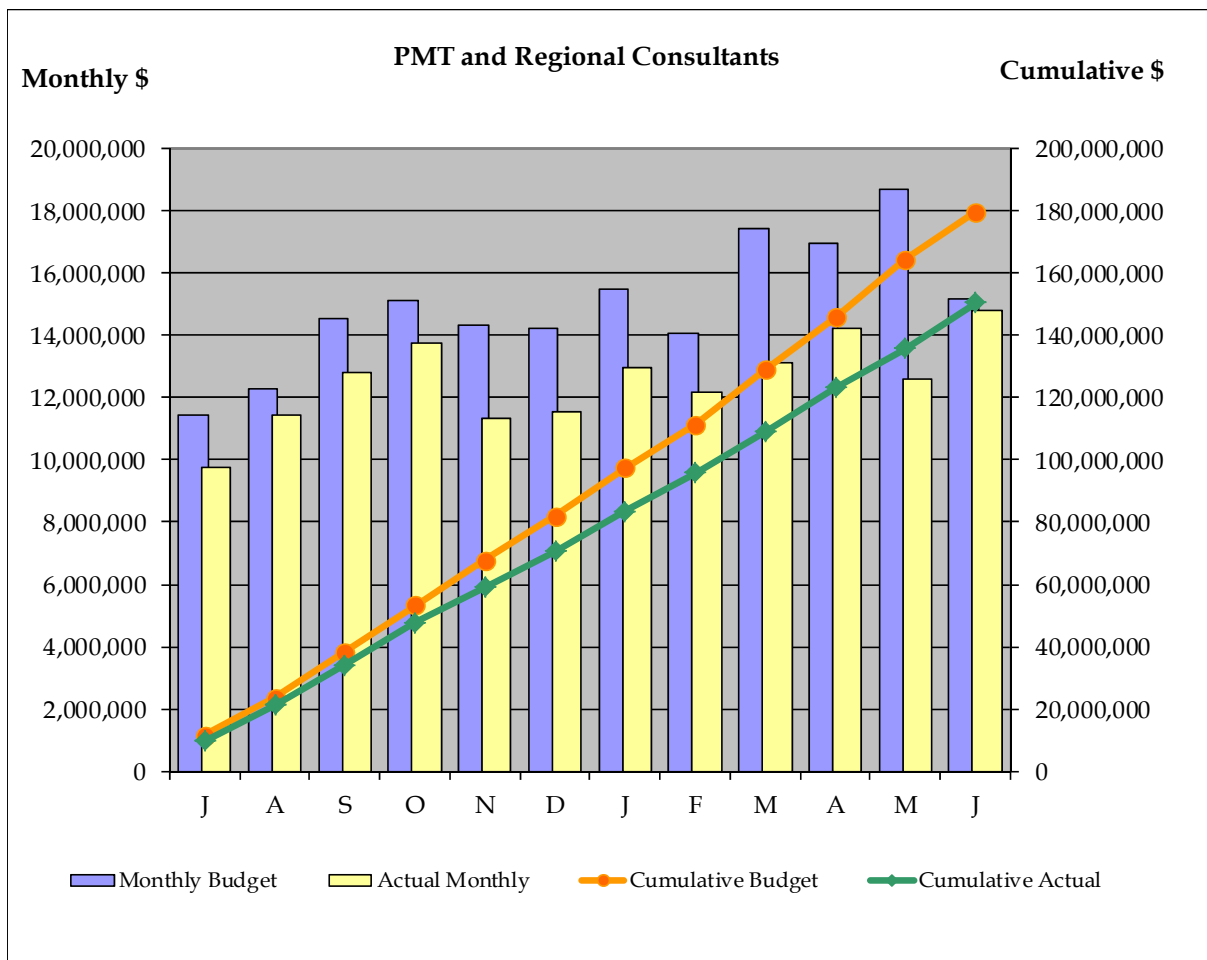
Summary Financials

Costs

Planned and actual expenditures for the PMT, RCs and their respective sub-consultants for July 1, 2010 through June 30, 2011 are shown in Figure 1

During June, the PMT, RCs and sub-consultants billed a total of \$14.81 million, 98% of the plan for the month as extracted from the respective Annual Work Programs and 84% of the total plan for FY10/11.

Figure 1: Billings for PMT and Regional Consultants June 2011



As shown in Table 1, overall billings for the PMT and Regional Consultants were \$29.19 Million (16%) under the AWP budgets for FY 10/11. This under-spend is 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 – June 2011

CHSRA Program Components	Month (\$)		Cumulative (\$)				Total FY Budget (\$)
	Planned	Actual	Planned	Actual	Variance Over / -Under	% Over / -Under	
Program Management (PB)	3,647,090	4,270,288	38,537,532	38,566,822	29,290	0	38,537,532
San Francisco - San Jose (HNTB)	1,563,229	1,676,787	21,475,000	19,973,020	(1,501,980)	-7	21,475,000
San Jose - Merced (Parsons)	2,895,006	1,584,519	24,700,000	18,028,227	(6,671,773)	-27	24,700,000
Merced - Fresno (AECOM)	1,123,122	1,226,905	14,837,500	16,362,642	1,525,142	10	14,837,500
Fresno - Bakersfield (U-H-A)	3,409,001	3,873,828	26,694,108	25,409,664	(1,284,444)	-5	26,694,108
Bakersfield - Palmdale (U-H-A)	(2,230,913)	120,545	1,815,000	2,440,758	625,758	34	1,815,000
Palmdale - Los Angeles (H-U-A)	3,594,855	945,743	33,840,443	14,948,279	(18,892,164)	-56	33,840,443
Los Angeles - Anaheim (STV)	486,695	339,183	8,500,001	7,079,499	(1,420,502)	-17	8,500,001
Los Angeles - San Diego (HNTB)	256,369	318,845	3,439,338	3,070,723	(368,615)	-11	3,439,338
Sacramento - Merced (AECOM)	265,589	355,424	2,854,342	2,169,895	(684,447)	-24	2,854,342
Altamont (AECOM)	171,143	103,963	3,036,180	2,487,962	(548,218)	-18	3,036,180
TOTAL	15,181,186	14,816,030	179,729,444	150,537,491	(29,191,953)	-16	179,729,444

Also shown in Table 1, the PMT and two sections exceeded FY 10/11 AWP planned budgets and explanation for this is provided as follows:

1. Program Management (PB)

In FY 10/11, Actual costs for the PMT have exceeded budget by 0.08%. However, the costs include \$1.3M of additional work, carried out at the Authority’s request. The FY 10/11 budget has not been increased to reflect this additional work, which will continue to be documented through the Change Control Process.

2. Merced to Fresno (AECOM)

The RC’s FY 10/11 budget of \$14.83M does not reflect a recently approved change, which increased the budget to \$16.03M. However, actual costs were \$16.36 M, which exceed this revised budget. The over-spend relates to the late June incorporation of the “At-Grade Merced Station Alternative” and the “Hybrid Avenue 21 Alignment Alternative”, which will be documented through a further Change Request.

3. Bakersfield to Palmdale (U-H-A)

In June, the RC received an LNTP from the Authority reducing its FY 10/11 budget from \$4.81M to \$1.81M. This revised budget was reflected in the plan (explaining the negative value for the month of June) but is less than the RC’s actual costs for FY 10/11 (\$2.44M). The RC, PMT and Authority are working to resolve this issue.

Hours Worked

In June 103,747 hours were billed to the program versus 99,571 planned hours, a 4.2% over-spend of the planned program hours for the month. The under-spend for FY 10/11 through May is 116,310 hours (10%).

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

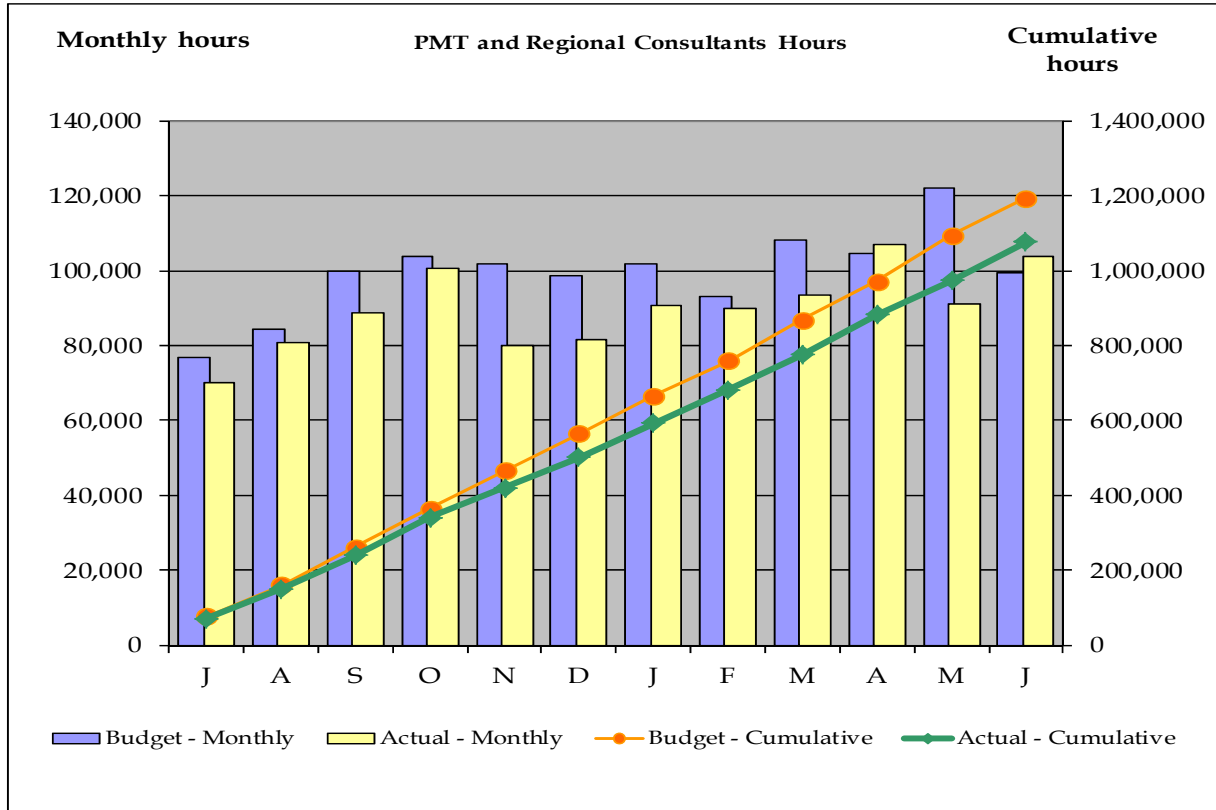


Table 2: Hours Worked by PMT and Regional Consultants – June 2011

CAHSRA Team Components	Month		Cumulative				Total FY Budget
	Planned	Actual	Planned	Actual	Variance Over/-Under	% Over / -Under	
Program Management (PB)	20,752	22,878	218,492	214,415	-4,078	-2	218,492
San Francisco - San Jose (HNTB)	9,931	11,159	140,021	135,065	-4,956	-4	140,021
San Jose - Merced (Parsons)	16,255	12,142	159,850	146,267	-13,583	-8	159,850
Merced - Fresno (AECOM)	6,645	10,211	106,223	136,413	30,190	28	106,223
Fresno - Bakersfield (U-H-A)	28,766	32,242	216,768	206,975	-9,793	-5	216,768
Bakersfield - Palmdale (U-H-A)	-14,768	1,182	11,689	23,368	11,679	100	11,689
Palmdale - Los Angeles (H-U-A)	23,582	6,517	227,108	118,586	-108,522	-48	227,108
Los Angeles - Anaheim (STV)	3,051	2,390	57,833	47,150	-10,683	-18	57,833
Los Angeles - San Diego (HNTB)	1,694	2,313	22,135	21,572	-563	-3	22,135
Sacramento - Merced (AECOM)	2,586	2,138	17,730	12,681	-5,049	-28	17,730
Altamont (AECOM)	1,077	575	15,996	15,044	-952	-6	15,996
Program TOTAL Hours	99,571	103,747	1,193,846	1,077,536	-116,310	-10	1,193,846

Fiscal Year (FY 10/11) progress

Each Regional Consultant has provided an estimate of its percent completion progress through June 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 – June 2011

CAHSRA Team Components	Hours billed as % of Total FY Budget		Dollars billed as % of Total FY Budget		% Progress of Planned FY Work	% Progress of Program Toward NOD/ROD**
	Planned	Actual	Planned	Actual	Physical	Physical
Program Management (PB)	100%	98%	100%	100%	83%	n/a
San Francisco - San Jose (HNTB)	100%	96%	100%	93%	86%	68%
San Jose - Merced (Parsons)	100%	92%	100%	73%	56%	75%
Merced - Fresno (AECOM)	100%	128%	100%	110%	100%	89%
Fresno - Bakersfield (U-H-A)	100%	95%	100%	95%	100%	87%
Bakersfield - Palmdale (U-H-A)	100%	200%	100%	134%	100%	40%
Palmdale - Los Angeles (H-U-A)	100%	52%	100%	44%	97%	71%
Los Angeles - Anaheim (STV)	100%	82%	100%	83%	92%	77%
Los Angeles - San Diego (HNTB)	100%	97%	100%	89%	91%	20%
Sacramento - Merced (AECOM)	100%	72%	100%	76%	100%	13%
Altamont (AECOM)	100%	94%	100%	82%	77%	21%
Phase I TOTAL - SF - Anaheim	100%	101%	100%	92%	88%	49%
Phase II TOTAL	100%	90%	100%	84%	89%	19%
Program TOTAL*	100%	90%	100%	84%	87%	41%

*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 have implemented Earned Value Methodology (EVM) in their analysis and reporting of progress based on their total scopes of work from program inception through their respective FY 10/11 AWP's.

More detailed information about the EVM implementation and reporting for the program is included in the PMT Monthly Progress Report. This methodology was 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 = 0.95 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 = 0.76 SPI = 0.64 Over budget; behind schedule
Merced to Fresno	CPI = 0.87 SPI = 0.73 Over budget; behind schedule
Fresno to Bakersfield	CPI = 0.99 SPI = 0.96 Slightly over budget; slightly behind schedule
Bakersfield to Palmdale	CPI = 0.94 SPI = 1.04 Slightly over budget; slightly ahead of schedule
Palmdale to LA	CPI = 1.08 SPI = 1.07 Under budget; ahead of schedule
Los Angeles to Anaheim	CPI = 1.01 SPI = 0.87 Slightly under budget; behind schedule
LA to San Diego	CPI = 1.23 SPI = 1.18 Under budget; ahead of schedule
Merced to Sacramento	CPI = 0.85 SPI = 0.69 Over budget; behind schedule
Altamont	CPI = 1.07 SPI = 0.96 Under budget; slightly behind schedule

The respective RC's explanations of the lower than planned performance CPI and SPI scores with mitigation measures has been included in their respective Monthly Progress Reports and are available on ProjectSolve2 via the following link:

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

CHSR Executive Summary Report

June 2011



California High Speed Rail Authority

Cost Performance Report
June 2011

Program Management Team

Planned Progress: 46.7%

Actual Progress: 43.1%



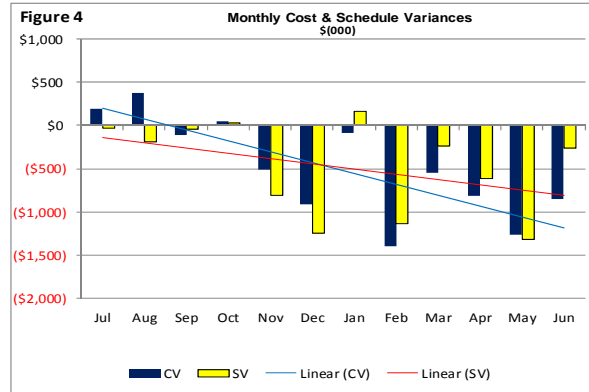
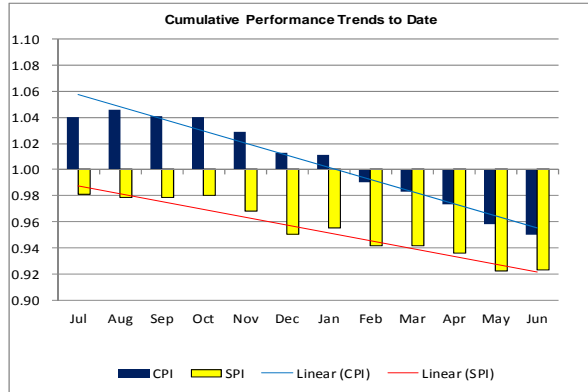
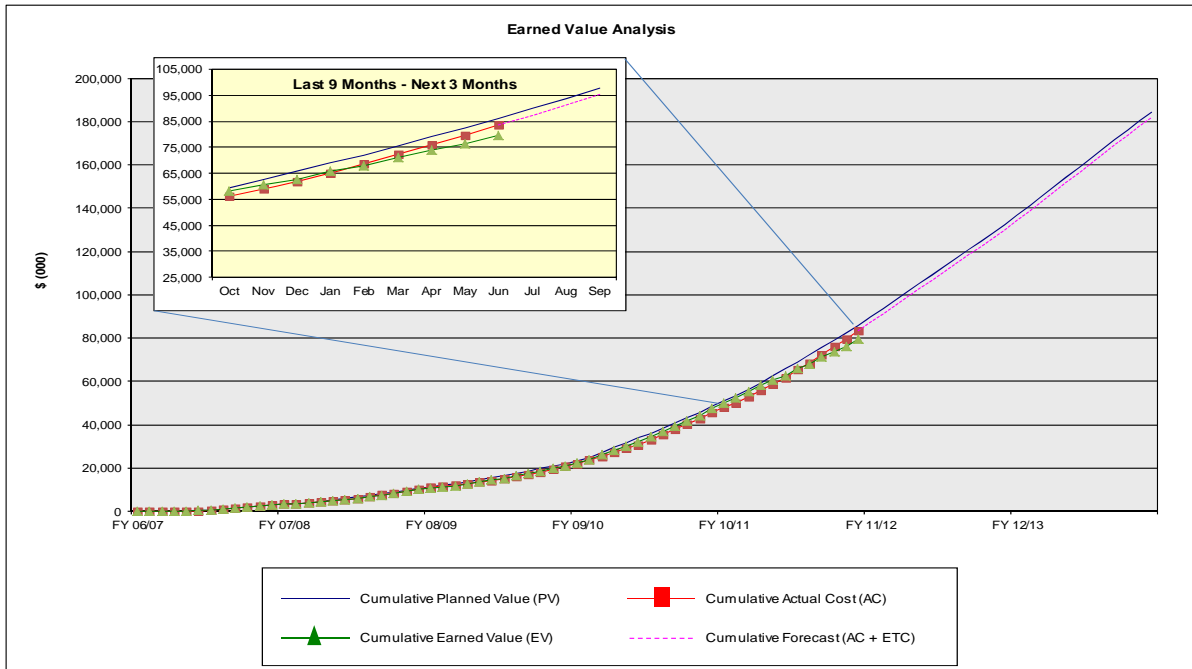
Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Program Management	\$23,763	\$10,123	\$11,257	\$9,898	\$13,640	\$24,897	0.88	0.98
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	\$40,807	\$40,110	\$38,922	\$32,000	\$72,110	0.97	0.95
4	Environmental	\$10,800	\$5,000	\$4,502	\$3,870	\$5,800	\$10,302	0.86	0.77
5	Regional Managers	\$45,718	\$17,718	\$16,832	\$15,677	\$28,000	\$44,832	0.93	0.88
6	Right of Way Acquisition	\$5,198	\$998	\$388	\$508	\$4,200	\$4,588	1.31	0.51
7	RR Operations & Ridership	\$13,695	\$7,095	\$6,394	\$6,686	\$6,600	\$12,994	1.05	0.94
8	Construction & Procurement	\$9,514	\$1,314	\$1,341	\$866	\$8,200	\$9,541	0.65	0.66
Total		\$184,529	\$86,089	\$83,620	\$79,461	\$98,440	\$182,060	0.95	0.92

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

Current Cost Variance (CV) to Date (EV - AC): **(\$4,159)**
 Current Schedule Variance (SV) to Date (EV - PV): **(\$6,628)**

OVER BUDGET	-5.0%	Percent under (+) or over (-) budget
BEHIND SCHEDULE	-7.7%	Percent ahead (+) or behind (-) schedule



CHSR Executive Summary Report

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California High Speed Rail Authority

Cost Performance Report
June 2011

San Francisco to San Jose

Planned Progress 48.4%

Actual Progress 47.0%



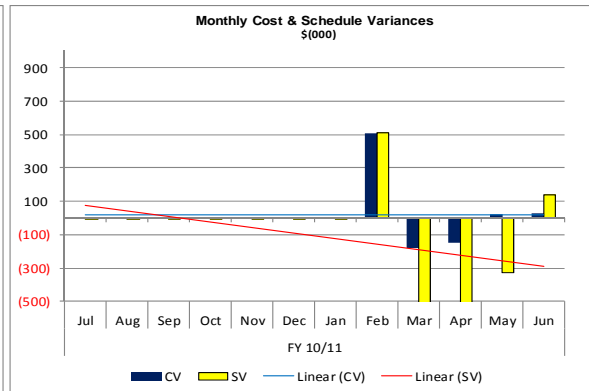
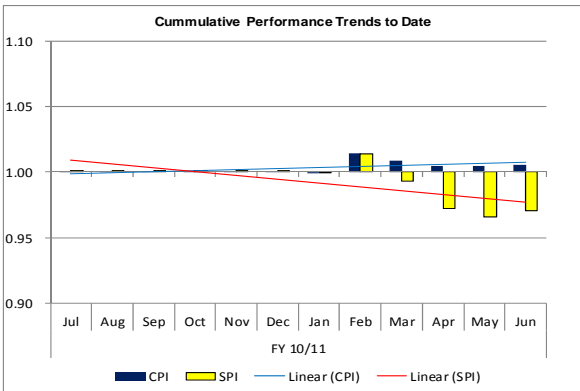
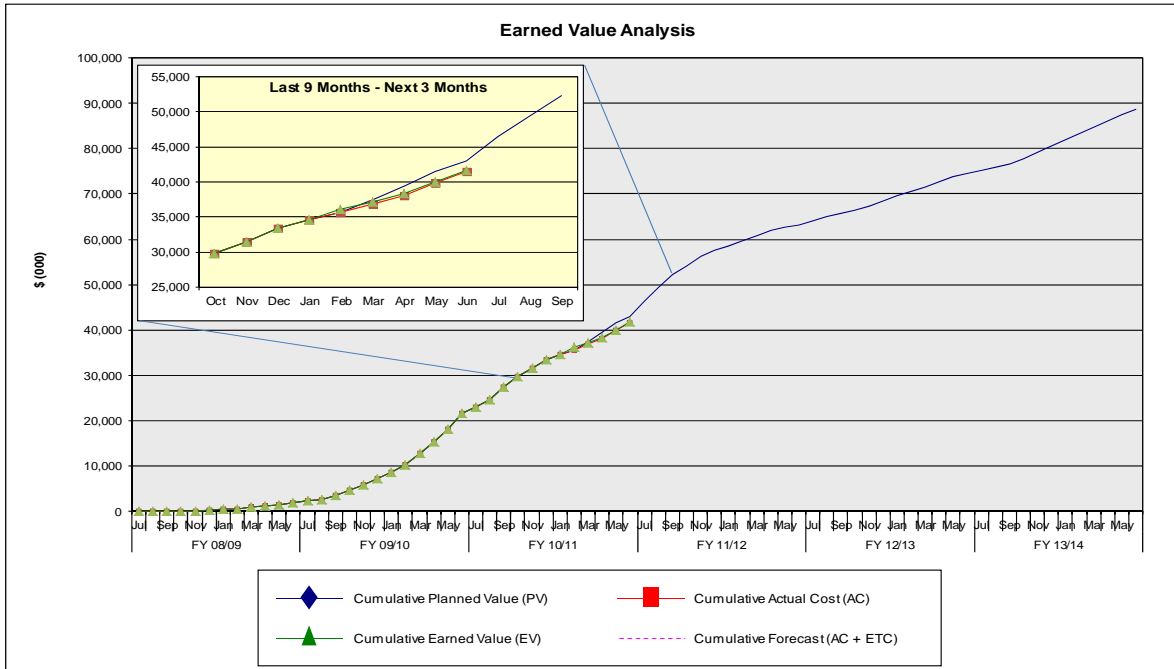
Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$9,725	\$3,581	\$3,540	\$3,576	\$6,144	\$9,683	1.01	1.00
2	Public / Agency Participation	\$6,500	\$3,808	\$3,496	\$3,638	\$2,691	\$6,187	1.04	0.96
3	Project Definition	\$2,249	\$2,189	\$2,189	\$2,189	\$60	\$2,249	1.00	1.00
4	Preliminary Engineering	\$49,675	\$21,844	\$21,456	\$21,555	\$27,831	\$49,287	1.00	0.99
5	EIR/EIS Analysis	\$13,324	\$8,888	\$8,648	\$8,699	\$4,436	\$13,084	1.01	0.98
6	Station Area Planning	\$2,472	\$1,967	\$1,460	\$1,377	\$506	\$1,966	0.94	0.70
7	Draft and Final EIR/EIS	\$4,511	\$720	\$706	\$692	\$3,791	\$4,497	0.98	0.96
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	\$43,000	\$41,498	\$41,729	\$45,784	\$86,953	1.01	0.97

Current Cost Variance (CV) to Date (EV - AC): **\$231**
 Current Schedule Variance (SV) to Date (EV - PV): **(\$1,271)**

Percent under (+) or over (-) budget: **0.6%**
 Percent ahead (+) or behind (-) schedule: **-3.0%**

0.6%	ON BUDGET
-3.0%	BEHIND SCHEDULE



CHSR Executive Summary Report

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California High Speed Rail Authority

Cost Performance Report
June 2011

San Jose to Merced

Planned Progress 41.19%
Actual Progress 31.41%

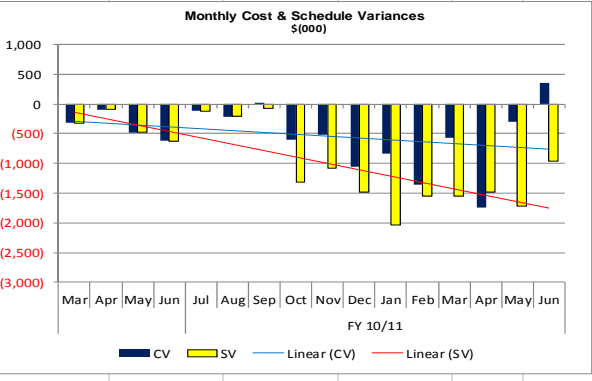
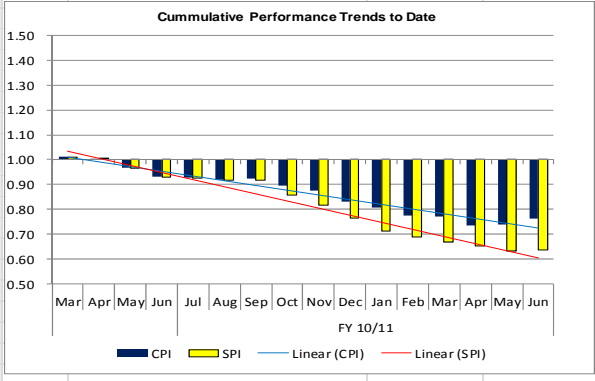
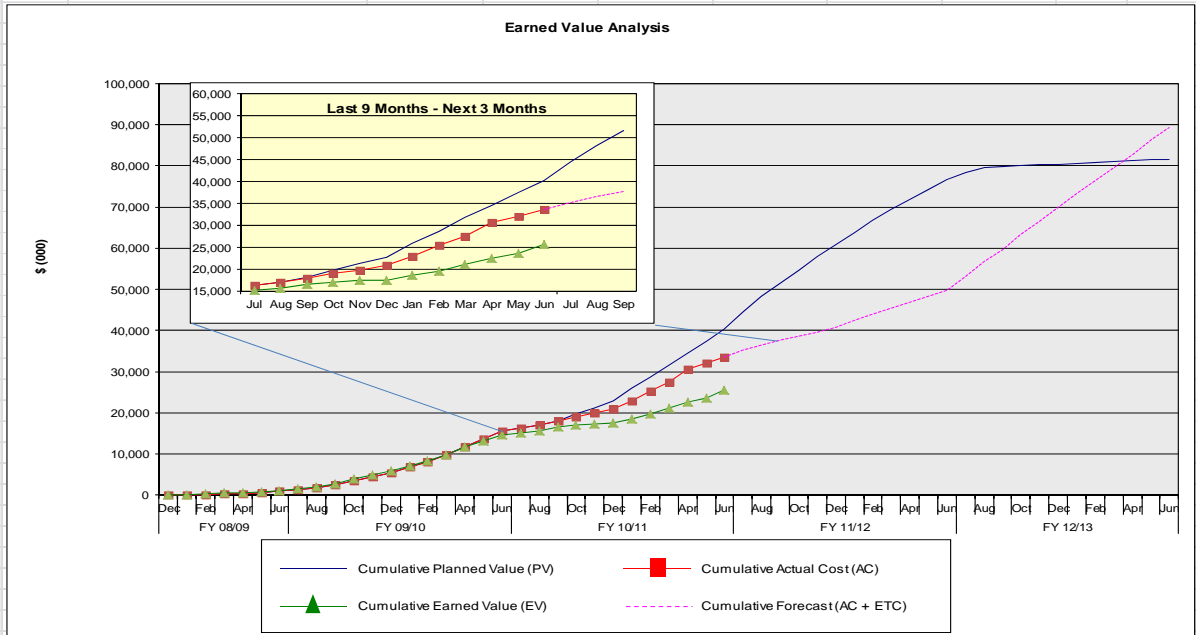
PARSONS

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	\$3,433	\$3,465	\$3,455	\$6,779	\$10,244	1.00	1.01
2	Public / Agency Participation	\$3,197	\$1,683	\$1,884	\$1,694	\$1,688	\$3,572	0.90	1.01
3	Project Definition	\$2,052	\$2,043	\$1,884	\$1,985	\$0	\$1,884	1.05	0.97
4	Preliminary Engineering	\$58,632	\$25,792	\$19,169	\$12,492	\$54,381	\$73,550	0.65	0.48
5	EIR/EIS Analysis	\$6,665	\$5,984	\$7,089	\$5,705	\$1,849	\$8,937	0.80	0.95
6	Station Area Planning	\$402	\$32	\$2	\$4	\$323	\$325	2.45	0.13
7	Draft and Final EIR/EIS	\$3,646	\$1,126	\$148	\$146	\$2,963	\$3,111	0.98	0.13
8	Certification of EIR/EIS and ROD	\$832	\$214	\$0	\$150	\$1,138	\$1,138	NA	0.70
9	ROW Preservation and Acquisition	\$185	\$5	\$0	\$18	\$19,976	\$19,976	NA	3.60
EXTRA WORK									
Total		\$81,673	\$40,312	\$33,640	\$25,650	\$89,097	\$122,737	0.76	0.64

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

Current Cost Variance (CV) to Date (EV - AC):	(\$7,990)	Percent under (+) or over (-) budget	-23.8%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$14,662)	Percent ahead (+) or behind (-) schedule	-36.4%	BEHIND SCHEDULE



CHSR Executive Summary Report

June 2011



California High Speed Rail Authority

Cost Performance Report
June 2011

Merced-Fresno

Planned Progress **89.8%**
Actual Progress **65.4%**

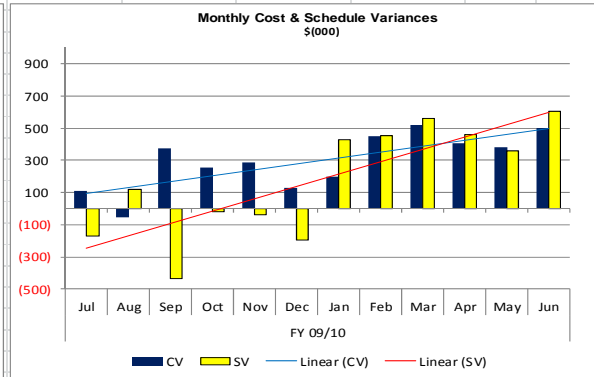
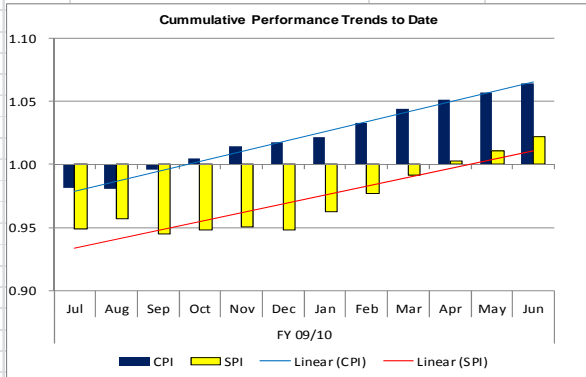
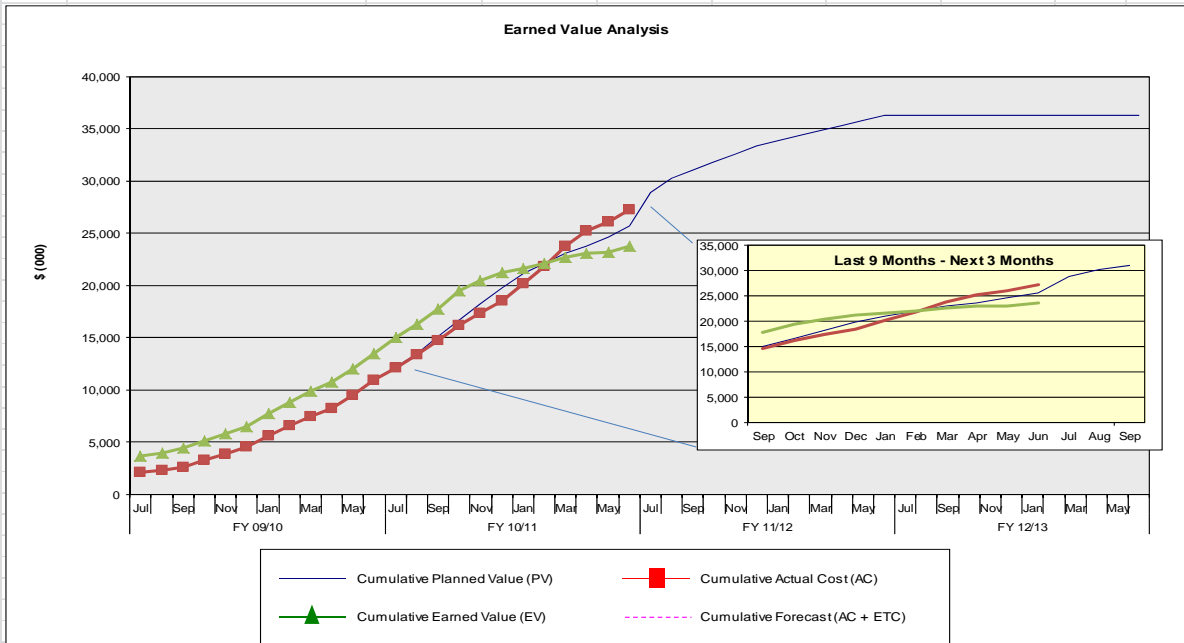


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$3,255	\$2,223	\$1,847	\$2,606	\$1,033	\$2,880	1.41	1.17
2	Public / Agency Participation	\$1,715	\$1,570	\$1,281	\$1,385	\$145	\$1,427	1.08	0.88
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	\$8,023	\$7,018	\$7,257	\$15,280	0.87	0.46
5	EIR/EIS Analysis	\$10,701	\$9,528	\$12,593	\$9,817	\$1,173	\$13,766	0.78	1.03
6	Station Area Planning	\$457	\$457	\$485	\$431	\$0	\$485	0.89	0.94
7	Draft and Final EIR/EIS	\$2,062	\$1,255	\$951	\$413	\$807	\$1,758	0.43	0.33
8	Certification of EIR/EIS and ROD	\$808	\$268	\$8	\$5	\$540	\$0	0.63	0.02
9	ROW Preservation and Acquisition	\$0	\$0	\$11	\$0	\$0	\$0	0.00	NA
Total		\$36,311	\$32,613	\$27,279	\$23,758	\$10,954	\$37,675	0.87	0.73

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

Current Cost Variance (CV) to Date (EV - AC):	(\$3,520)	Percent under (+) or over (-) budget	-12.9%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$8,855)	Percent ahead (+) or behind (-) schedule	-27.2%	BEHIND SCHEDULE



CHSR Executive Summary Report

June 2011



California High Speed Rail Authority

Cost Performance Report
June 2011

Fresno to Bakersfield

Planned Progress 67.1%
Actual Progress 64.4%



Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,169	\$5,117	\$5,117	\$5,117	\$3,325	\$8,442	1.00	1.00
2	Public / Agency Participation	\$3,757	\$2,978	\$3,013	\$2,945	\$1,576	\$4,589	0.98	0.99
3	Project Definition	\$3,645	\$3,645	\$3,468	\$3,645	\$0	\$3,468	1.05	1.00
4	Preliminary Engineering	\$38,890	\$19,095	\$18,250	\$18,819	\$22,194	\$40,443	1.03	0.99
5	EIR/EIS Analysis	\$11,297	\$11,297	\$11,205	\$11,161	\$177	\$11,381	1.00	0.99
6	Station Area Planning	\$463	\$463	\$425	\$463	\$1,000	\$1,425	1.09	1.00
7	Draft and Final EIR/EIS	\$2,889	\$2,779	\$2,810	\$1,892	\$1,323	\$4,132	0.67	0.68
8	Certification of EIR/EIS and ROD	\$1,276	\$434	\$325	\$278	\$2,305	\$2,630	0.85	0.64
9	ROW Preservation and Acquisition	\$2,330	\$2,294	\$2,115	\$1,888	\$183	\$2,298	0.89	0.82
Total		\$71,717	\$48,102	\$46,728	\$46,209	\$32,082	\$78,810	0.99	0.96

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

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

(\$519)

Percent under (+) or over (-) budget

-1.1%

OVER BUDGET

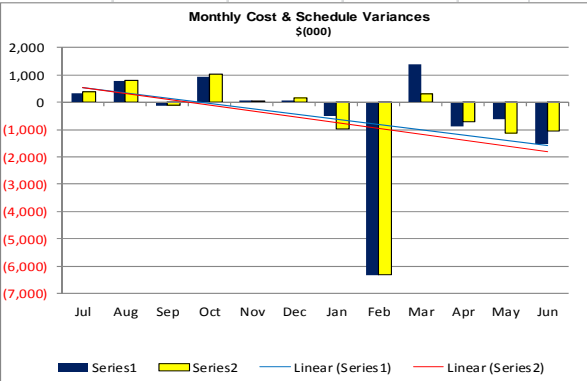
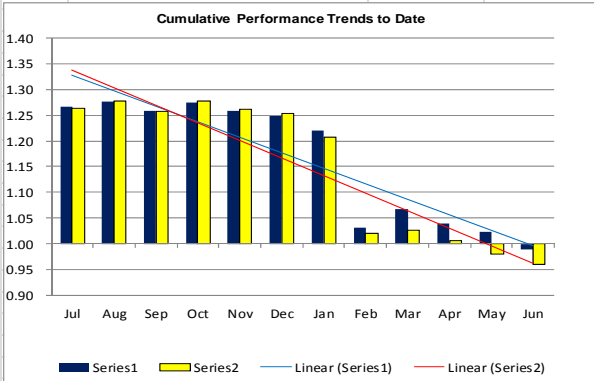
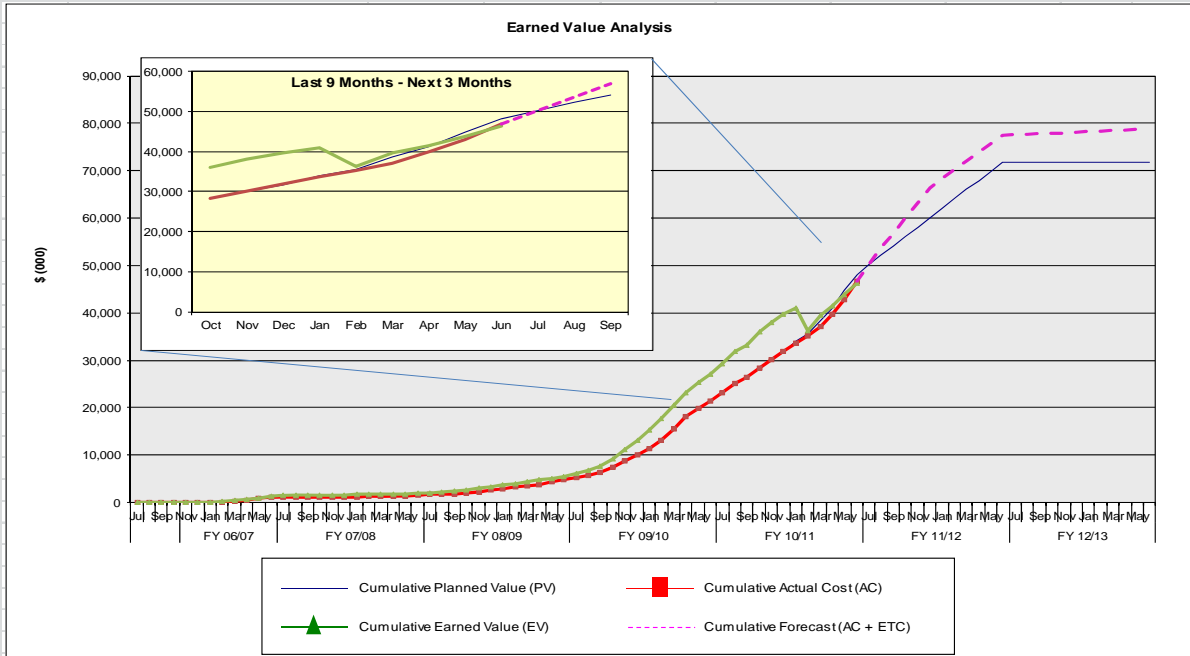
Current Schedule Variance (SV) to Date (EV - PV):

(\$1,893)

Percent ahead (+) or behind (-) schedule

-3.9%

BEHIND SCHEDULE



CHSR Executive Summary Report

June 2011



California High Speed Rail Authority

**Cost Performance Report
June 2011**

Bakersfield to Palmdale

Planned Progress 12.4%
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	\$869	\$1,007	\$994	\$6,772	\$7,779	0.99	1.14
2	Public / Agency Participation	\$1,447	\$311	\$349	\$396	\$1,375	\$1,724	1.13	1.27
3	Project Definition	\$1,258	\$814	\$945	\$976	\$78	\$1,023	1.03	1.20
4	Preliminary Engineering	\$28,010	\$2,461	\$2,534	\$2,443	\$22,863	\$25,397	0.96	0.99
5	EIR/EIS Analysis	\$7,676	\$1,613	\$1,849	\$1,501	\$4,856	\$6,705	0.81	0.93
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
Total		\$49,118	\$6,067	\$6,685	\$6,310	\$73,078	\$79,762	0.94	1.04

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

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

(\$374)

Percent under (+) or over (-) budget

-5.6%

OVER BUDGET

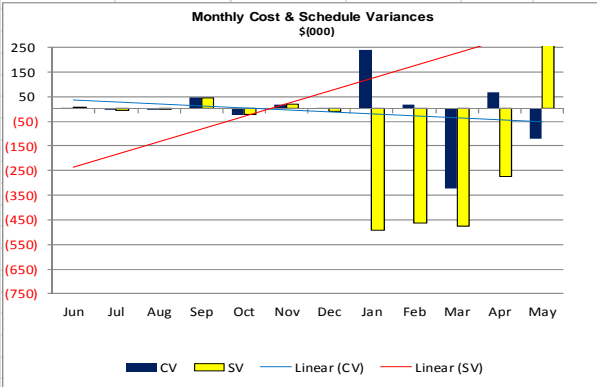
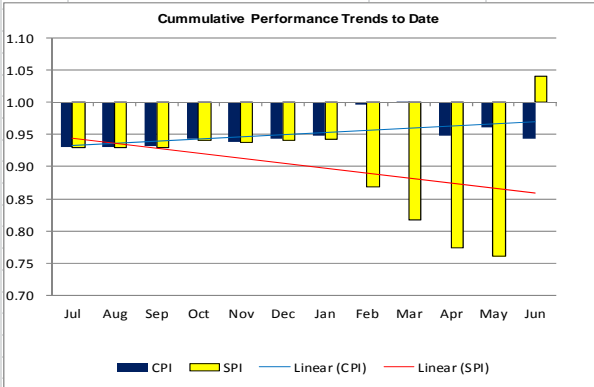
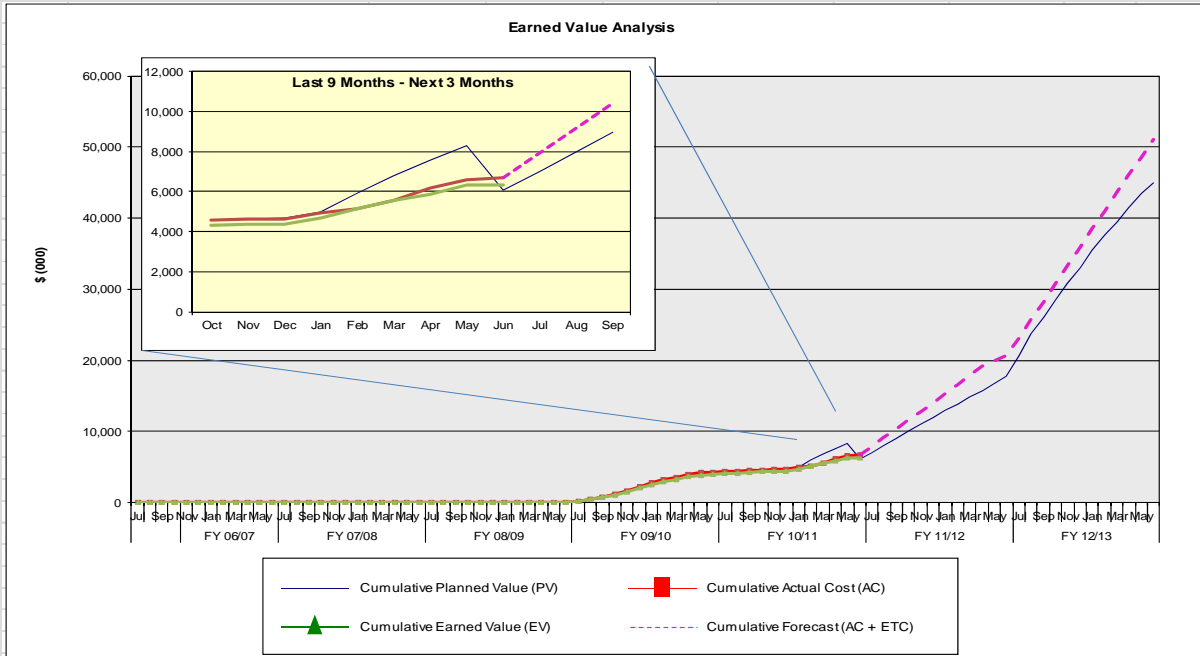
Current Schedule Variance (SV) to Date (EV - PV):

\$243

Percent ahead (+) or behind (-) schedule

4.0%

ON SCHEDULE



CHSR Executive Summary Report

June 2011



California High Speed Rail Authority

Cost Performance Report
June 2011

Palmdale to Los Angeles

Planned Progress: 42.4%
Actual Progress: 45.4%

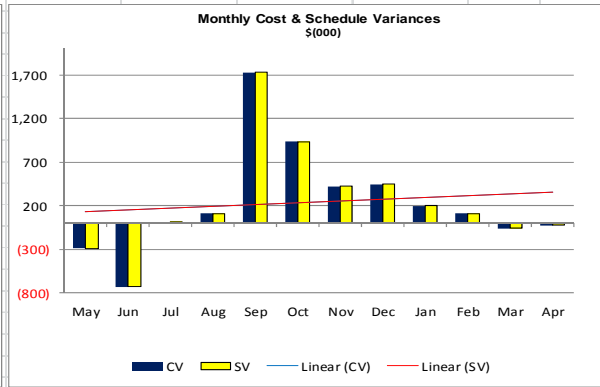
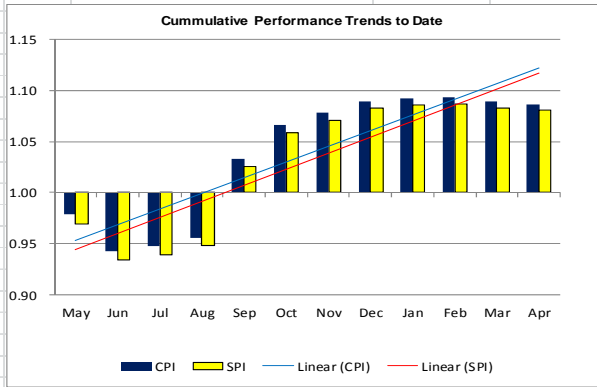
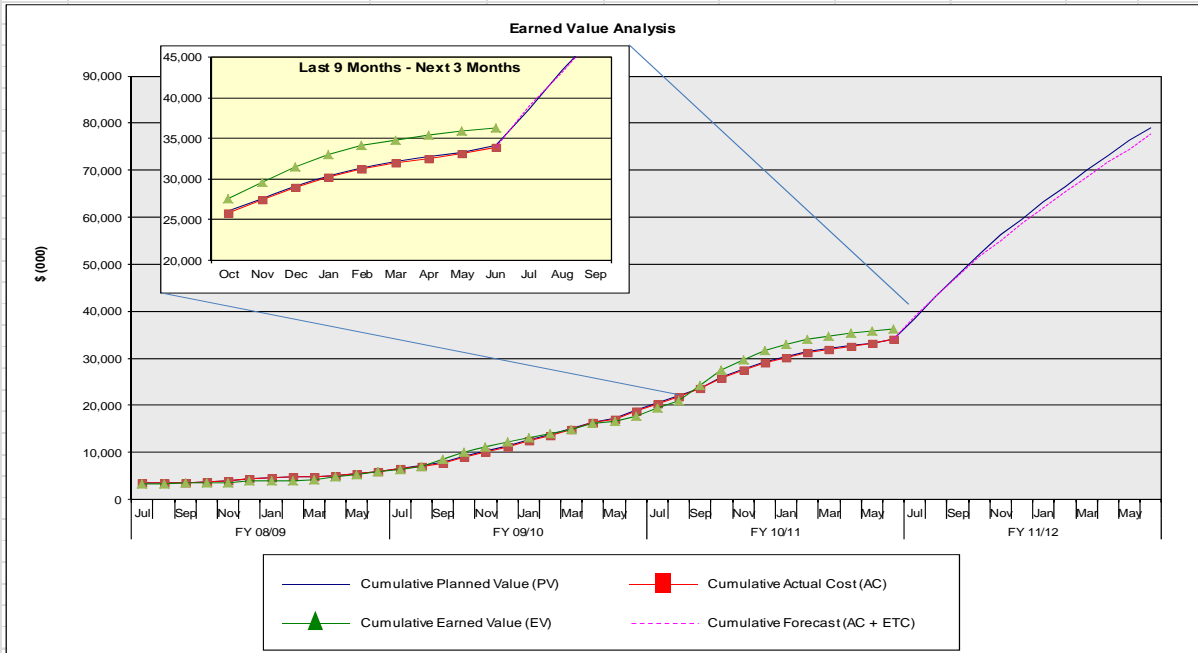


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,961	\$4,784	\$4,784	\$4,264	\$3,176	\$7,961	0.89	0.89
2	Public / Agency Participation	\$2,379	\$1,399	\$1,399	\$1,557	\$980	\$2,379	1.11	1.11
3	Project Definition	\$2,109	\$1,889	\$1,889	\$1,836	\$220	\$2,109	0.97	0.97
4	Preliminary Engineering	\$54,635	\$19,099	\$18,925	\$20,647	\$34,446	\$53,370	1.09	1.08
5	EIR/EIS Analysis	\$9,963	\$6,346	\$6,346	\$7,543	\$3,617	\$9,963	1.19	1.19
6	Station Area Planning	\$1,421	\$1,186	\$1,186	\$1,296	\$235	\$1,421	1.09	1.09
7	Draft and Final EIR/EIS	\$2,611	\$80	\$80	\$92	\$2,531	\$2,611	1.16	1.16
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		\$82,028	\$34,789	\$34,615	\$37,240	\$45,675	\$79,814	1.08	1.07

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

Current Cost Variance (CV) to Date (EV - AC):	\$2,626	Percent under (+) or over (-) budget	7.6%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	\$2,451	Percent ahead (+) or behind (-) schedule	7.0%	ON SCHEDULE



CHSR Executive Summary Report

June 2011



California High Speed Rail Authority

**Cost Performance Report
June 2011**

Los Angeles-Anaheim

Planned Progress: 84.3%
Actual Progress: 73.7%

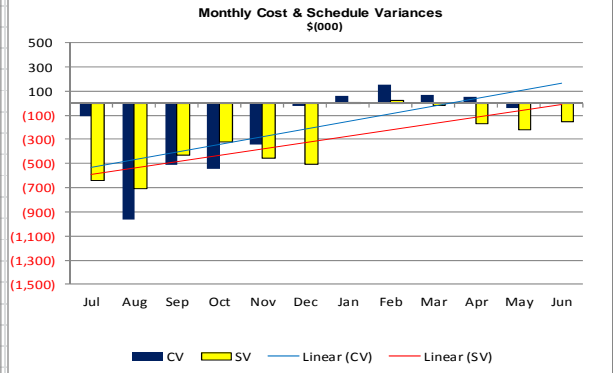
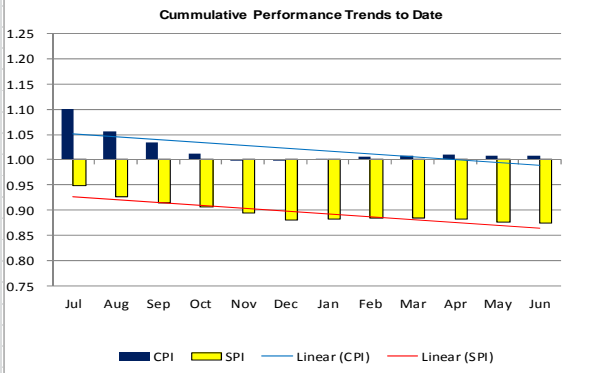
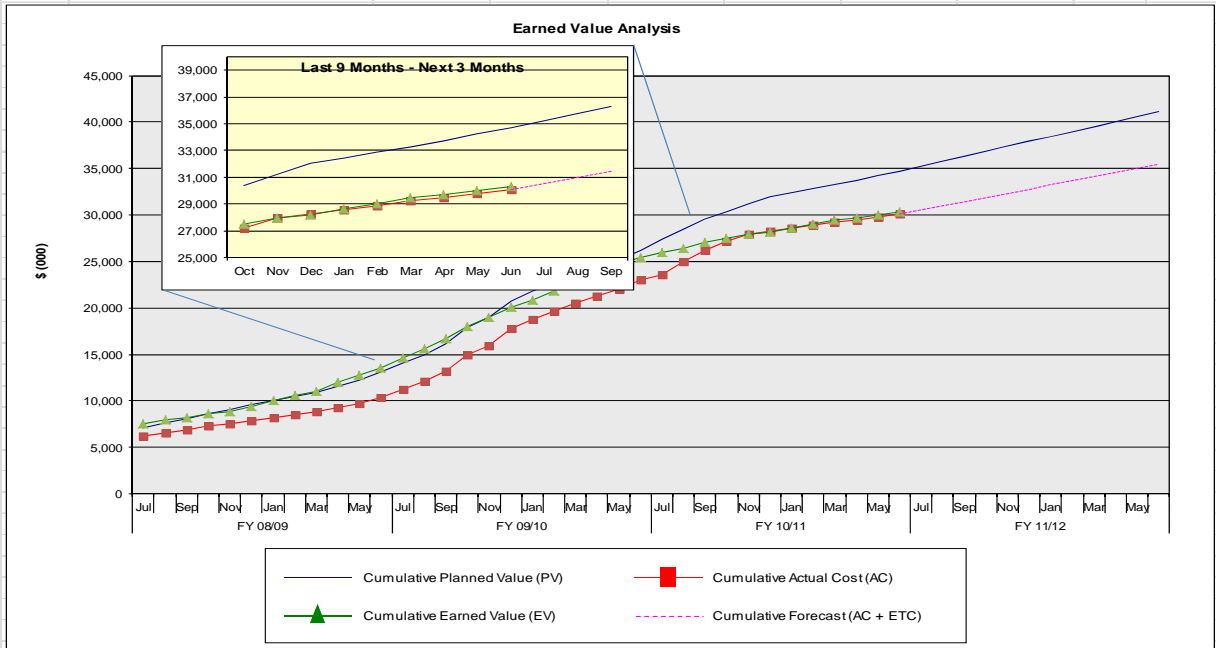


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,066	\$6,034	\$5,103	\$6,582	\$1,032	\$6,134	1.29	1.09
2	Public / Agency Participation	\$2,619	\$2,375	\$1,844	\$2,440	\$244	\$2,088	1.32	1.03
3	Project Definition	\$595	\$595	\$496	\$654	\$0	\$496	1.32	1.10
4	Preliminary Engineering	\$16,786	\$11,848	\$10,532	\$8,289	\$3,901	\$14,432	0.79	0.70
5	EIR/EIS Analysis	\$10,045	\$9,995	\$8,954	\$9,583	\$50	\$9,004	1.07	0.96
6	Station Area Planning	\$778	\$778	\$641	\$873	\$0	\$641	1.36	1.12
7	Draft and Final EIR/EIS	\$2,195	\$2,126	\$1,624	\$1,429	\$69	\$1,693	0.88	0.67
8	Certification of EIR/EIS and ROD	\$90	\$41	\$9	\$0	\$49	\$0	0.00	0.00
9	ROW Preservation and Acquisition	\$973	\$907	\$874	\$481	\$66	\$0	0.55	0.53
Total		\$41,147	\$34,700	\$30,077	\$30,330	\$5,410	\$34,490	1.01	0.87

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

Current Cost Variance (CV) to Date (EV - AC):	\$253	Percent under (+) or over (-) budget	0.8%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$4,369)	Percent ahead (+) or behind (-) schedule	-12.6%	BEHIND SCHEDULE



CHSR Executive Summary Report

June 2011



California High Speed Rail Authority

Cost Performance Report
June 2011

Los Angeles - San Diego

Planned Progress **11.03%**
Actual Progress **13.57%**

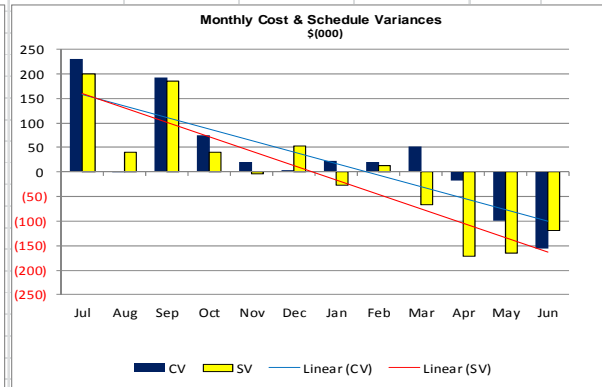
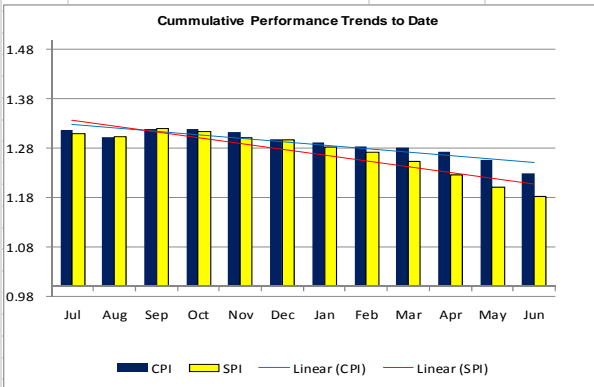
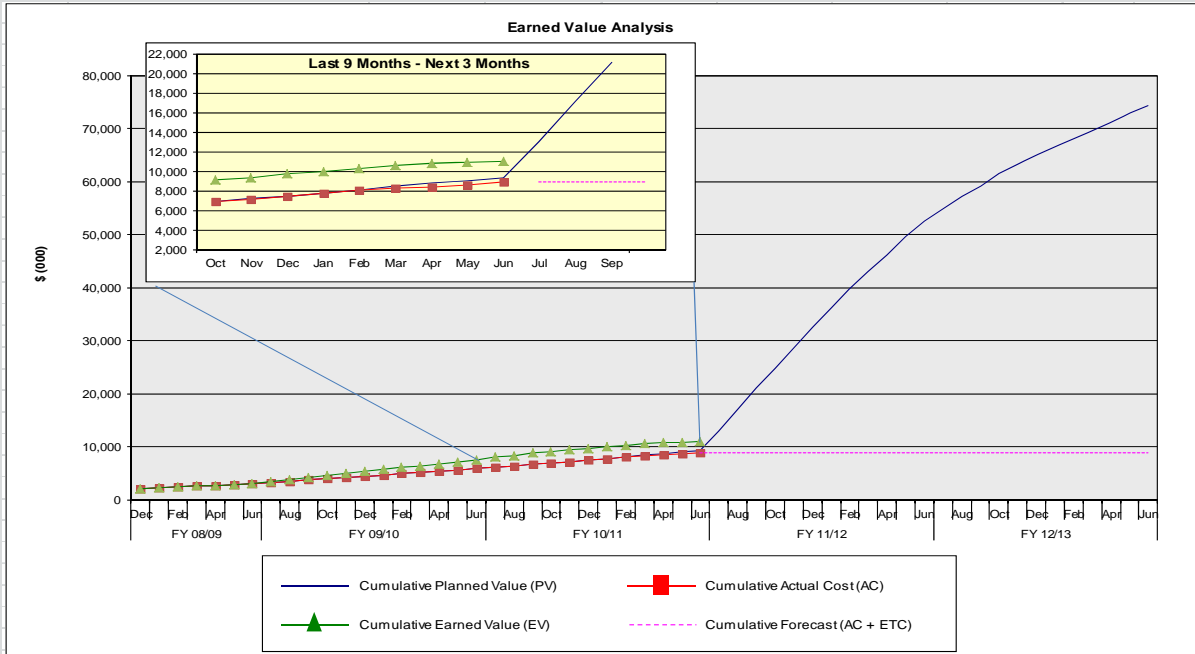


Dollar amounts in thousands

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	\$2,395	\$2,352	\$2,375	\$0	\$2,352	1.01	0.99
2	Public / Agency Participation	\$4,493	\$2,594	\$2,320	\$2,594	\$0	\$2,320	1.12	1.00
3	Project Definition	\$3,448	\$2,697	\$2,649	\$4,417	\$0	\$2,649	1.67	1.64
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	\$9,356	\$8,991	\$11,055	\$0	\$8,991	1.23	1.18

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

Current Cost Variance (CV) to Date (EV - AC):	\$2,064	Percent under (+) or over (-) budget	23.0%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	\$1,699	Percent ahead (+) or behind (-) schedule	18.2%	ON SCHEDULE



CHSR Executive Summary Report

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California High Speed Rail Authority

Cost Performance Report
June 2011

Merced-Sacramento

Planned Progress 17.8%

Actual Progress 12.2%

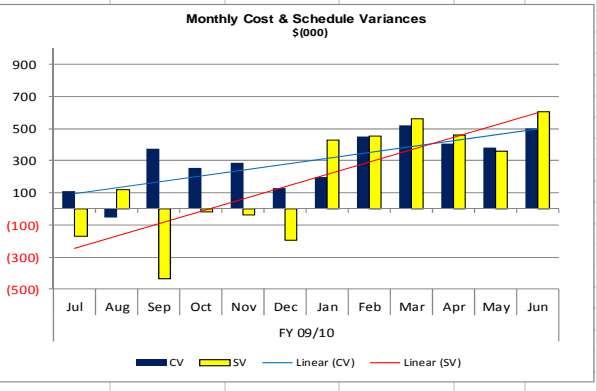
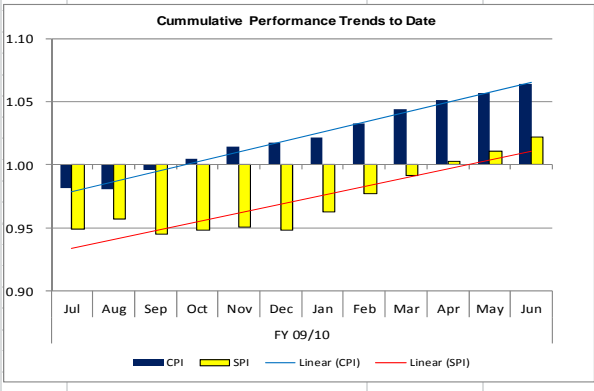
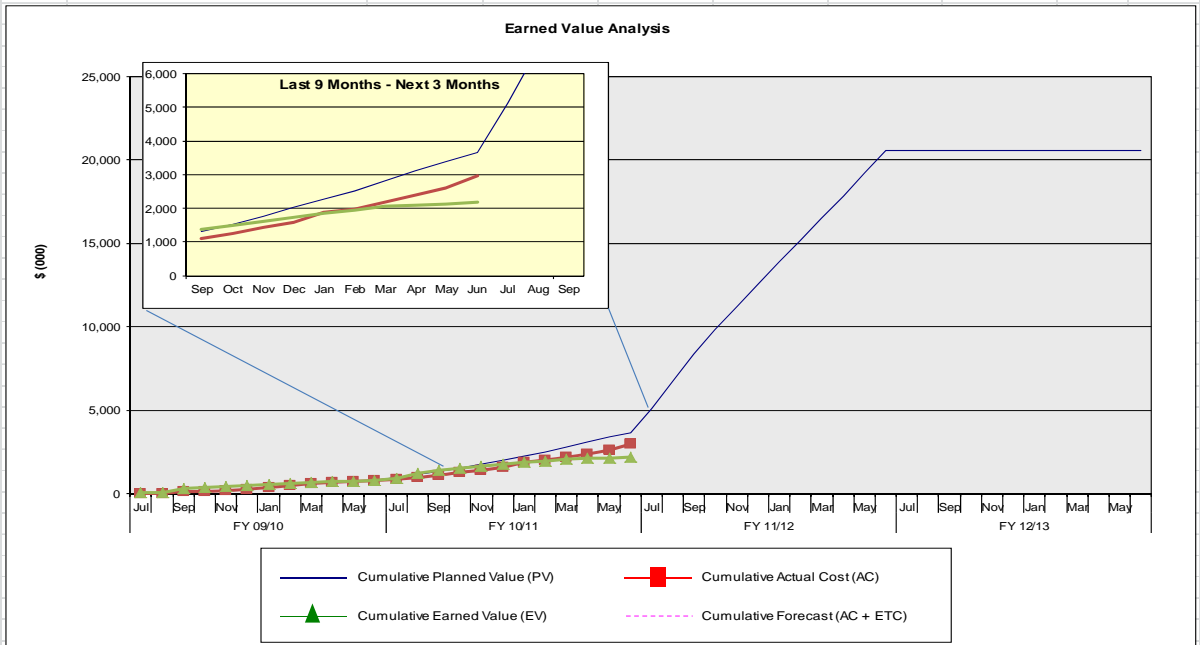


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$968	\$436	\$500	\$317	\$571	\$1,071	0.64	0.73
2	Public / Agency Participation	\$865	\$438	\$440	\$305	\$438	\$877	0.69	0.70
3	Project Definition	\$1,072	\$1,072	\$1,030	\$344	\$85	\$1,115	0.33	0.32
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	\$73	\$39	\$92	\$903	\$943	2.34	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	\$1,500	\$829	\$961	\$126	\$0	1.16	0.64
Total		\$20,533	\$3,651	\$2,966	\$2,509	\$17,148	\$19,081	0.85	0.69

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

Current Cost Variance (CV) to Date (EV - AC):	(\$457)	Percent under (+) or over (-) budget	-15.4%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$1,142)	Percent ahead (+) or behind (-) schedule	-31.3%	BEHIND SCHEDULE



CHSR Executive Summary Report

June 2011



California High Speed Rail Authority

Cost Performance Report
June 2011

Altamont Corridor

Planned Progress: 10.6%
Actual Progress: 10.2%

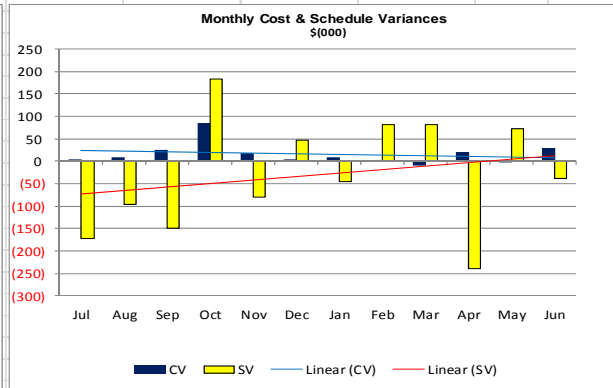
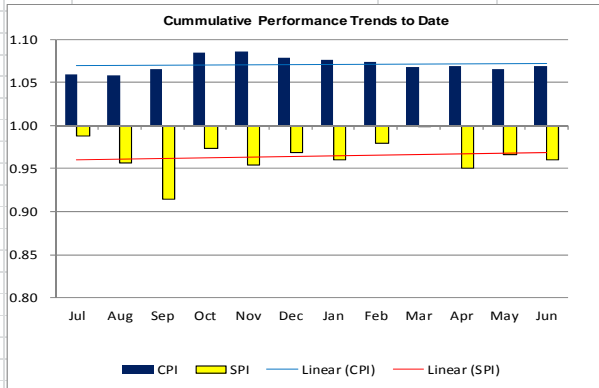
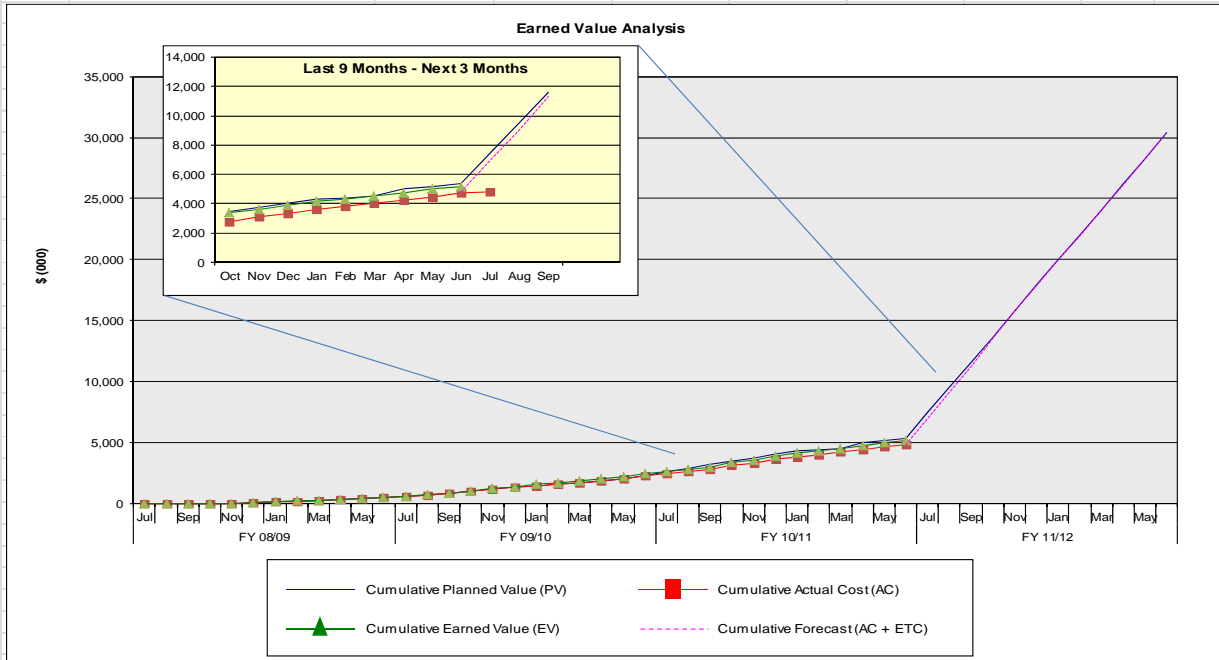


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$3,853	\$1,142	\$1,119	\$1,227	\$2,753	\$3,872	1.10	1.07
2	Public / Agency Participation	\$2,992	\$580	\$778	\$792	\$2,430	\$3,207	1.02	1.36
3	Project Definition	\$2,401	\$2,401	\$2,350	\$2,577	\$20	\$2,370	1.10	1.07
4	Preliminary Engineering	\$29,329	\$455	\$537	\$522	\$29,434	\$29,971	0.97	1.15
5	EIR/EIS Analysis	\$5,859	\$268	\$14	\$14	\$5,644	\$5,658	1.00	0.05
6	Station Area Planning	\$1,257	\$131	\$13	\$13	\$1,185	\$1,198	1.00	0.10
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	\$880	\$0	NA	0.00
Total		\$50,586	\$5,358	\$4,810	\$5,145	\$45,979	\$48,998	1.07	0.96

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

Current Cost Variance (CV) to Date (EV - AC):	\$335	Percent under (+) or over (-) budget	7.0%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$214)	Percent ahead (+) or behind (-) schedule	-4.0%	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).

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

My ProjectSolve > 01. Program Management & Admin > 60. Risk Management

While Regional Risk Registers were updated during the final quarter of FY 10/11, the Probability Impact Matrix, as included in previous Monthly Progress Reports is being modified to reflect assessed risks in a more qualitative basis as opposed to a quantitative basis.

The first risk registers reflecting these process revisions (Merced to Fresno and Fresno to Bakersfield), will be issued in August and reflected in the Monthly Progress Report.

The "top-down" risk analysis for the overall Program will remain quantitative.

Activities for June included:

- Development of sample Risk Management Plan for Regional Consultants.
- Review of Regional Risk Management Plan (TM 0.6).
- Held meetings with PMT Engineering team to review engineering risks.
- Meetings with engineering/infrastructure team on scoping for Central Valley infrastructure.
- Reviewed procurement processes, requirements review (ref. FTA, FRA).
- Updated the Merced to Fresno and Fresno to Bakersfield Risk Registers following sessions with the Regional Managers.
- Provided guidance to RC for San Jose to Merced.

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 June a Quality Surveillance Audit was completed on the PMT Regional Management work for the Fresno to Bakersfield Sections. A further round of RC quality surveillance audits are being prepared for the Fresno to Bakersfield and San Francisco to San Jose sections in July. The PMT continues to coordinate with the RCs with regards to revising QA/QC plans and tracking close-out against Non-Conformance Reports (NCR).

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.

The PMT will provide status on all FY 10/11 AWP Deliverables under a separate report delivered to the Authority in August (This report is an FY 11/12 Deliverable). The status of each deliverable is currently undergoing final review and will be included in the report. In addition, reference will be provided to both the location of each deliverable and approved Change Request, on 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](#)

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 4 illustrates the planned and actual expenditure by fiscal year for the PMT and each of the ten sections, throughout the term of the respective contracts.

The planned information will be updated in July to reflect 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	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	85.2	2.9	7.3	10.6	25.8	38.6	-	-	-	-
San Francisco - San Jose	HNTB	plan	88.8	-	-	1.9	19.6	21.5	14.9	11.3	14.3	5.3
		actual	41.5	-	-	1.9	19.6	20.0	-	-	-	-
San Jose - Merced	Parsons	plan	81.7	-	-	1.0	14.7	24.7	36.3	5.0	-	-
		actual	33.6	-	-	1.0	14.7	18.0	-	-	-	-
Merced - Fresno	AECOM	plan	36.3	0.3	0.3	1.4	8.9	14.8	10.6	-	-	-
		actual	27.3	0.3	0.3	1.4	8.9	16.4	-	-	-	-
Fresno - Bakersfield	URS	plan	71.7	1.1	0.8	3.1	16.5	26.7	23.6	-	-	-
		actual	46.7	1.1	0.7	3.0	16.4	25.4	-	-	-	-
Bakersfield - Palmdale	URS	plan	49.1	-	-	-	4.3	1.8	11.7	27.1	4.2	-
		actual	6.7	-	-	-	4.2	2.4	-	-	-	-
Palmdale - Los Angeles	HMM	plan	91.4	2.2	1.4	2.7	14.1	15.5	17.5	35.4	2.6	-
		actual	35.3	2.2	1.4	2.7	14.1	14.9	-	-	-	-
Los Angeles - Anaheim	STV	plan	41.1	2.5	4.0	6.6	13.1	8.5	6.4	-	-	-
		actual	30.1	1.9	3.9	4.5	12.7	7.1	-	-	-	-
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	9.0	0.9	0.4	1.7	2.8	3.1	-	-	-	-
Merced - Sacramento	AECOM	plan	20.5	-	-	-	0.8	2.9	16.9	-	-	-
		actual	3.0	-	-	-	0.8	2.2	-	-	-	-
Altamont Pass	AECOM	plan	51.4	-	-	0.5	1.8	3.0	25.8	9.9	8.1	2.1
		actual	4.8	-	-	0.5	1.8	2.5	-	-	-	-
TOTAL		plan	801.2	10.0	14.7	30.1	123.0	161.3	254.4	163.8	36.3	7.4
		Actual	323.2	9.4	14.1	27.3	121.9	150.5	-	-	-	-

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

