



CHSR Program Monthly Progress Report

August 2011

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Introduction

This Monthly Executive Summary Progress Report covers work accomplished during the period from August 1, 2011 through August 31, 2011. It summarizes 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 the respective Regional Consultant's Monthly Progress Report. 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.

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 submittal. This report includes a program summary, showing the respective consultant contract values and expenditures to date for the environmental and preliminary engineering phase.

As the Program proceeds 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, as FY 11/12 Annual Work Program (AWP) are approved by the Authority, the overall cost data and Earned Value 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 on the ARRA-funded work. However, the San Francisco to San Jose section EMS dates have not been updated for August, as this section is currently pending direction from the Authority.

The Phase 2 sections all reflect “To Be Determined” (TBD) dates for work yet to be accomplished due to the limited funding for these sections. There is currently so little funding allocated to these sections that it is impossible to establish any meaningful dates.

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Environmental Milestone Schedule

Section/Activity	Assigned Weight	5%	15%	5%	12%	13%	33%	5%	10%	2%	100%	30% Design					
	Plan	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/USACE	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 (5)	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%	Jan-12	Apr-11 Oct-11 93%	May-12	Apr-11 Jun-12 69%	Dec-10 Sep-11 95%	Jul-11 Jul-12 0%	Nov-12	Feb-12 Mar-13 0%	Apr-12 Jun-13 0%	76%	Mar-12 Jun-14 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%	Jun 24. 11 A	Aug-10 May 6, 11 A 100%	Sep-10 Sep-10 100%	Nov-10 Aug 15. 11 A 100%	Nov-11	Jun-11 Mar-12 45%	Aug-11 Apr-12 0%	93%	Aug-11 Oct-11 (3) 5%
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 A 96%	Jul 5. 11 A	Sep-10 May 13, 11 A 100%	Aug-10 Jun 30. 11 A 100%	Jan-11 Aug 15. 11 A 100%	Nov-11	Jun-11 Mar-12 0%	Aug-11 Apr-12 0%	88%	Aug-11 Dec-11 (3) 9%
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 Oct-11 (4) 88%	May-12	Sep-11 Apr-12 36%	Oct-12	Sep-11 Aug-12 0%	Nov-11 Jul-12 30%	Dec-11 Dec-12 0%	May-13	Jun-12 May-13 0%	Sep-12 Oct-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 Nov-11 (4) 95%	Apr-12	Oct-10 Nov-11 63%	Aug-12	Oct-10 Aug-12 16%	Oct-10 Apr-12 91%	Jan-11 Aug-12 0%	Mar-13	Aug-11 Jul-13 0%	Oct-11 Sep-13 0%	64%	Jun-12 Oct-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%	Feb-12	Sep-10 Jul-12 65%	Jun-12	Sep-10 Jul-12 50%	Aug-10 Jun-12 90%	Jan-11 Jan-13 0%	Mar-13	Jul-11 Aug-13 0%	Sep-11 Sep-13 0%	69%	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	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	18%	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	22%	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 will likely affect the Bakersfield-Palmdale and Palmdale-LA Supplemental Alternative Analysis (AA)
5. The San Francisco to San Jose Section Environmental Milestone Schedule is pending further direction from the Authority
6. The Phase 2 Sections will be rescheduled when anticipated funding levels are forecast.

Prepared for the August 2011 MPR

Programmatic Concerns

- ◆ Execution of a comprehensive Outreach Plan for the Business and Funding Plans.
- ◆ 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 Resource 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.
- ◆ With respect to overall Environmental progress, there are two items of concern:
 - Finalization of funding agreements. The Department of Fish and Game and State Water Resources Control Board funding agreements are still pending.
 - Section 7 consultation completion and the FWS's 135-day review requirement.

Executive Summary of Program Activities in August 2011

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

Key Accomplishments

- ◆ **Business Plan:** Progress continues on development of the 2012 Business Plan. Activities in August included conducting extensive meetings with various stakeholders, identifying key issues and concepts to be addressed in the Business Plan, and refinement and resolution of data. A presentation of key issues to be addressed in the Business Plan was made at the August 25 HSRA Board Meeting. Coordination with KPMG, which is responsible for the financial analysis and the funding plan, continues.
- ◆ **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), preparation of draft appraisal maps, appraisal data collection/analysis and area field reviews, as well as providing Right of Way support during the Draft EIR/EIS public comment period for both the Merced to Fresno and the Fresno to Bakersfield sections. Currently, approximately 84% of the PTRs have been ordered and the remaining 180 will be ordered after the designation of the preferred alternative. Approximately 15% of the preliminary appraisal work has been accomplished.
- ◆ **Construction and Procurement:** The draft Design Build Request for Qualification (RFQ) was submitted to the FRA for review. Work was also accomplished with the Authority and AG to develop draft Conflict of Interest policy for public comments.
- ◆ **FY 11/12 Annual Work Program (AWP):** The PMT and RCs' AWP's continued to be updated based on Authority and PMO comments received in August.
- ◆ **Ridership:** Prepared forecasts for Business Plan scenarios and began drafting Business Plan chapter and technical memorandum.
- ◆ **San Francisco to San Jose:** The work related to progressing the Draft EIR/EIS continues to be on hold pending the outcome of the review of a "blended system" with Caltrain. Work related to supporting the San Jose to Merced Draft EIR/EIS is continuing.
- ◆ **San Jose to Merced:** The PMT reviewed the in-progress Noise and Vibration report and coordinated work with the RC to refine SR152 alternatives. Continued to develop the San Jose Visual Design Guidelines with the City of San Jose and community working groups including a section describing roles and responsibilities.
- ◆ **Merced to Fresno:** The Draft EIR/EIS was issued to the public in August. The final 15% Engineering record set for the Hybrid 21 alternative progressed on schedule as did the Preliminary 30% design. Public comments are being received and compiled and formal public meeting have been scheduled.

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- ◆ **Fresno to Bakersfield:** The Draft EIR/EIS was issued to the public in August. The Notice of Availability (NOA) was published in the Federal Register on August 12. Public comments are being received and compiled and formal public meeting have been scheduled.
 - ◆ **Bakersfield to Palmdale:** The existing alignment alternatives are being finalized to improve the practicability and functionality of the design, and to lower the overall section cost. Additional outreach meetings are being scheduled to discuss these alignment refinements with the stakeholders in the area. Environmental work continues on the remaining alternatives.
 - ◆ **Palmdale to LA:** Engineering analysis of corridors for the I-5 Grapevine Alternatives is well underway with analysis of the results scheduled to be presented at the Authority Board Meeting in November. Additional outreach meetings are being scheduled to discuss alignment refinements with the stakeholders in the area, primarily with Tejon Ranch and the Wildlands Conservancy. A 15% Design Submittal on the Palmdale-LA alignments was received, reviewed and discussed with the Regional Consultant. Refinements on the Palmdale-LA alignments and profiles continue, and additional outreach meetings are also being scheduled to discuss these issues with the stakeholders in the area.
 - ◆ **Los Angeles to Anaheim:** Progress was made incorporating PMT comments in the “Draft” 15% Consolidated Shared Track Alternative and Final 15% Dedicated Alternative design packages. Work proceeded on the Phased Implementation approach regarding Shared Use Corridor Technical Memorandum and applicable design standards for the lower speed corridor.
 - ◆ **Los Angeles to San Diego:** The PMT is working with the RC to develop a scope of work for continued outreach efforts and conceptual engineering in the area between LA Union Station and Ontario Airport, to keep the project in this area moving forward. This is in anticipation of additional funding being made available for this section through legislation which is progressing through the Assembly.
 - ◆ **Altamont:** Work continues towards finalization of the Supplemental Alternative Analysis (AA) report.
 - ◆ **Merced to Sacramento:** Work continues towards finalization of the Preliminary Alternative Analysis (AA) report

Key Issues

- ◆ **Fresno to Bakersfield Funding:** The RC began work on unfunded ROW tasks in July and August, which resulted in the “Acquisition” budget being spent faster than planned. The RC has since stopped ROW work and is only progressing Outreach, EIR/EIS efforts and for Procurement Package 1. At the reduced burn rate, “Acquisition” budget will be depleted by the end of September. EIR/EIS scope falls under the “Acquisition” budget and a recommendation was prepared and submitted describing how a revised NTP with a shift of budget from “Design” to “Acquisition” could allow all work to proceed into December. The Authority and RC are working to resolve this.
- ◆ **ROW:** The ROW schedule is currently at risk due to the lack of appropriate funding (i.e., “color of money”) for ROW acquisition activities. The extent of the potential schedule slippage is difficult to quantify at this point due to the many variables involved. An effort is currently underway to access available funding as quickly as possible to minimize the delay and to begin the appraisals after the designation of the preferred alternative in preparation for initiating negotiations after approval of the NOD/ROD. However, it is anticipated that the number of appraisals delivered at the NOD/ROD will be significantly less than initially planned.
- ◆ **San Jose to Merced:** RC delay in submitting complete Change Requests in addition to the corresponding approval process continues to impact progress on the SR 152 Alternative, preparation of 15% Design Final Record Set, and other work. The RC requires Notices to Proceed (NTP) to commence work. PMT will schedule a workshop to resolve any remaining issues following review of revised Change Requests.
- ◆ **Merced to Fresno and Fresno to Bakersfield:** Conclusion of agreement with UPRR for construction from San Joaquin River southward through Fresno is needed 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 used as a template for the agreement. However, the UPRR has indicated that it prefers to finalize the reimbursement agreement before drafting of the Design and Construction agreement commences.

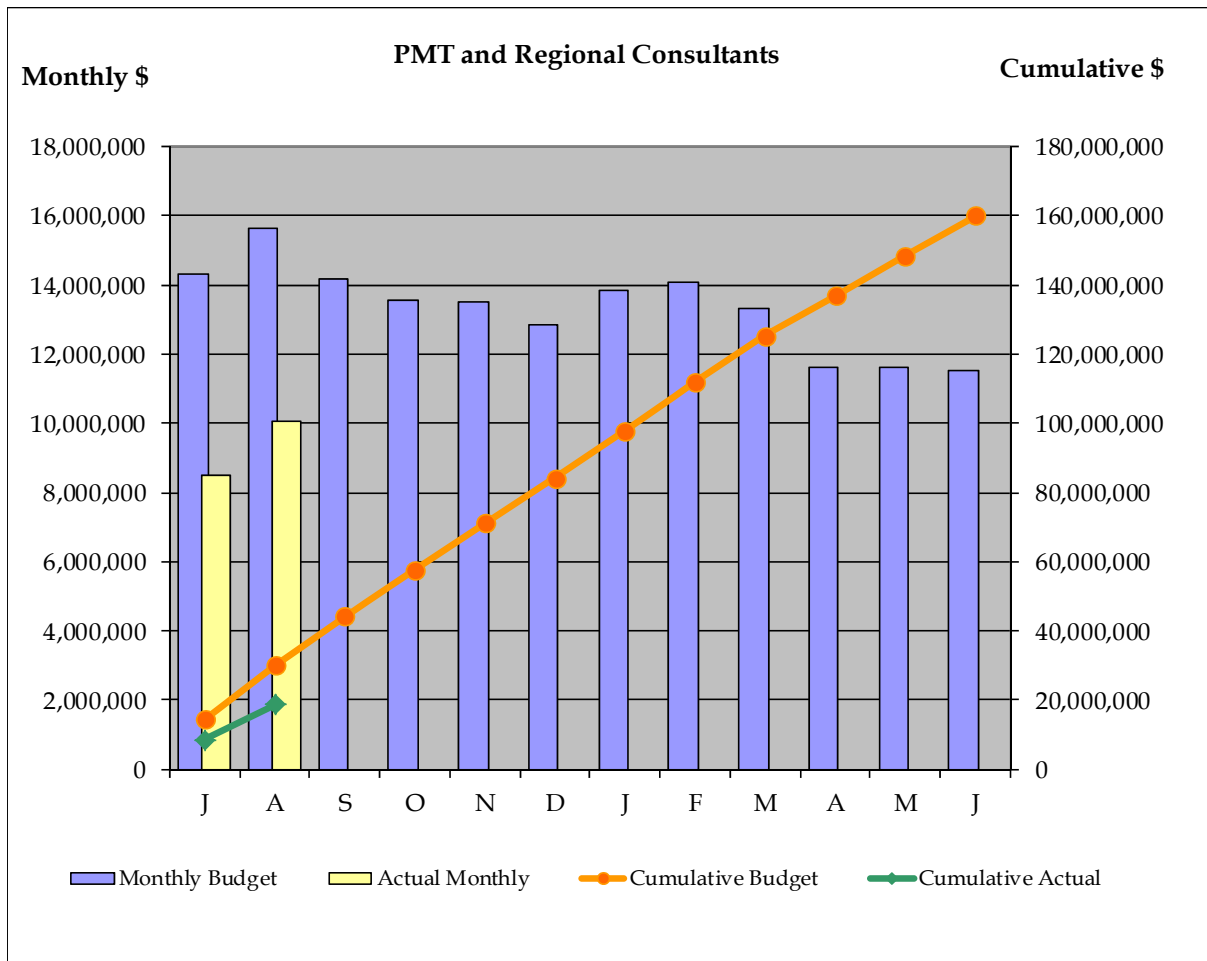
Summary Financials

Costs

Planned and actual expenditures for the PMT, RCs and their respective sub-consultants for August 1, 2010 through August 31, 2011 are shown in Figure 1.

During August, the PMT, RCs and sub-consultants reported a total of \$10.70 million, 64% of the plan for the month as extracted from the respective FY11/12 Annual Work Programs.

Figure 1: Billings for PMT and Regional Consultants August 2011



As shown in Table 1, overall costs for the PMT and Regional Consultants were \$11.4 Million (38%) under their respective FY 11/12 AWP budgets. This under-spend is primarily to:

1. Slower increase in staffing than was assumed in the FY 11/12 AWP.
2. Uncertainty regarding funding for specific tasks.

Table 1: Billings for PMT and Regional Consultants – August 2011

CHSRA Program Components	Month (\$)		Cumulative (\$)				Total FY Budget (\$)
	Planned	Actual	Planned	Actual	Variance Over / -Under	% Over / -Under	
Program Management (PB)	4,426,069	3,680,635	8,502,057	6,960,231	(1,541,826)	-18	48,277,899
San Francisco - San Jose (HNTB)	718,498	527,771	1,415,827	890,019	(525,808)	-37	12,122,445
San Jose - Merced (Parsons)	1,391,111	704,883	2,896,541	1,038,142	(1,858,399)	-64	16,180,276
Merced - Fresno (AECOM)	1,829,490	1,596,968	3,460,414	2,872,127	(588,287)	-17	14,054,237
Fresno - Bakersfield (U-H-A)	2,398,746	1,824,649	4,009,248	3,602,419	(406,829)	-10	23,436,974
Bakersfield - Palmdale (U-H-A)	1,346,935	362,091	2,571,462	548,201	(2,023,261)	-79	13,905,863
Palmdale - Los Angeles (H-U-A)	2,567,029	669,243	5,244,113	1,460,159	(3,783,954)	-72	17,499,099
Los Angeles - Anaheim (STV)	436,628	352,615	836,623	607,491	(229,132)	-27	6,907,201
Los Angeles - San Diego (HNTB)	-	-	-	-	-	0	-
Sacramento - Merced (AECOM)	371,643	233,369	705,465	434,983	(270,482)	-38	4,146,237
Altamont (AECOM)	166,021	120,771	334,473	180,000	(154,473)	-46	2,998,227
TOTAL	15,652,170	10,072,994	29,976,224	18,593,772	(11,382,452)	-38	159,528,458

Notes:

1. *Following a delay in processing invoices for July and August, the PMT's actual costs for July and August have been calculated using labor rates and actual hours worked, with an estimate of the sub-consultant costs and hours. On finalization of the August invoice, the actual costs will be incorporated in the September MPR.*
2. *The Total FY Budget for Sacramento to Merced has increased to \$4.1M (from \$3.0M reported in July). This is as a result of an additional \$1.1M authorized by the Authority for 'Special Assignment' work.*

Hours Worked

In August 71,531 hours were billed to the program versus 103,451 planned hours, a 31% under-spend of the planned program hours for the month.

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

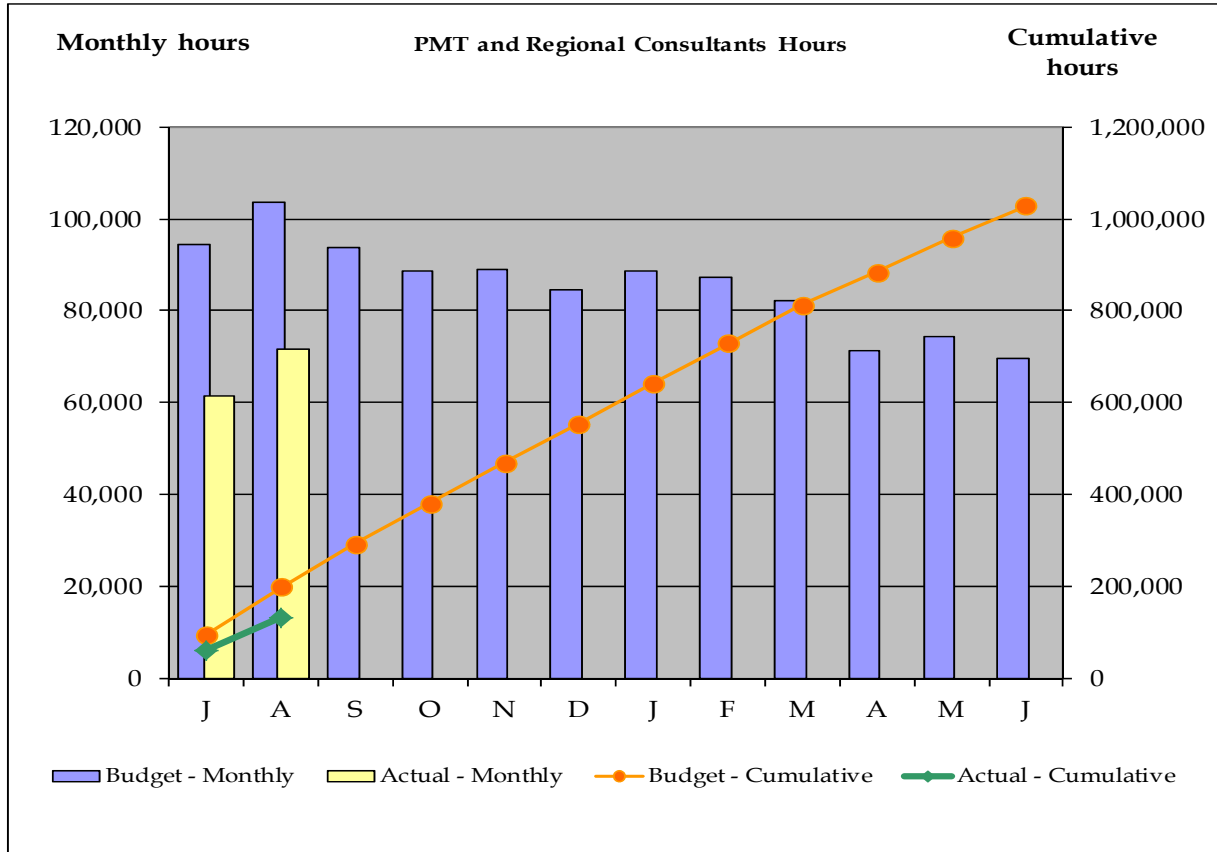


Table 2: Hours Worked by PMT and Regional Consultants – August 2011

CAHSRA Team Components	Month		Cumulative				Total FY Budget
	Planned	Actual	Planned	Actual	Variance Over/-Under	% Over / -Under	
Program Management (PB)	24,364	20,317	46,679	39,399	-7,280	-16	267,205
San Francisco - San Jose (HNTB)	4,496	3,686	8,894	6,048	-2,846	-32	77,527
San Jose - Merced (Parsons)	8,938	5,735	18,885	8,540	-10,345	-55	101,784
Merced - Fresno (AECOM)	13,193	14,314	24,525	25,486	961	4	109,907
Fresno - Bakersfield (U-H-A)	16,364	13,758	28,987	28,891	-96	0	155,777
Bakersfield - Palmdale (U-H-A)	10,486	3,622	20,029	5,142	-14,887	-74	106,548
Palmdale - Los Angeles (H-U-A)	19,086	5,155	37,396	11,070	-26,326	-70	109,851
Los Angeles - Anaheim (STV)	3,151	2,497	6,041	4,315	-1,726	-29	49,922
Los Angeles - San Diego (HNTB)	0	0	0	0	0	0	0
Sacramento - Merced (AECOM)	2,434	1,789	4,622	3,085	-1,537	-33	27,523
Altamont (AECOM)	938	659	1,892	959	-933	-49	21,490
Program TOTAL Hours	103,451	71,531	197,949	132,934	-65,015	-33	1,027,534

Fiscal Year (FY 11/12) progress

Each Regional Consultant has provided an estimate of its percent completion progress through August of FY 11/12 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 – August 2011

CAHSRA Team Components	Hours billed as % of Total FY Budget		Dollars billed as % of Total FY Budget		% Progress of FY Work	% Progress of Program Toward NOD/ROD**
	Planned	Actual	Planned	Actual	Physical	Physical
Program Management (PB)	17%	15%	18%	14%	13%	n/a
San Francisco - San Jose (HNTB)	11%	8%	12%	7%	12%	68%
San Jose - Merced (Parsons)	19%	8%	18%	6%	2%	76%
Merced - Fresno (AECOM)	22%	23%	25%	20%	17%	93%
Fresno - Bakersfield (U-H-A)	19%	19%	17%	15%	16%	88%
Bakersfield - Palmdale (U-H-A)	19%	5%	18%	4%	4%	40%
Palmdale - Los Angeles (H-U-A)	34%	10%	30%	8%	10%	64%
Los Angeles - Anaheim (STV)	12%	9%	12%	9%	4%	69%
Los Angeles - San Diego (HNTB)	0%	0%	0%	0%	0%	20%
Sacramento - Merced (AECOM)	17%	11%	17%	10%	16%	18%
Altamont (AECOM)	9%	4%	11%	6%	6%	22%
Phase I TOTAL - SF - Anaheim	19%	13%	19%	11%	11%	48%
Phase II TOTAL	6%	4%	7%	4%	6%	20%
Program TOTAL*	19%	13%	19%	12%	11%	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

In FY 10/11, the PMT and Regional Consultants implemented Earned Value Methodology (EVM) in their analysis and reporting of progress. This methodology required establishment of a project baseline and was based on total scopes and contracts values agreed at program inception. However, as a result of continuing negotiation over FY 11/12 and FY 12/13 AWP's, the plan for remaining years of the respective contracts remain subject to agreement. Consequently Cost Performance Reports (CPR) submitted by each RC in July, reflect the RCs current evaluation of remaining work, which in several cases deviates from the total scopes and budgets agreed at the respective contract award. These changes need to be confirmed by the Authority before meaningful earned value analysis can be continued.

No AWP's have been formally approved by the Authority, although Limited Notices to Proceed (LNTP) have been issued to the PMT and RCs.

CHSR Executive Summary Report

August 2011



California High Speed Rail Authority

Cost Performance Report
August 2011

Program Management Team

Planned Progress: 50.9%

Actual Progress: 45.9%

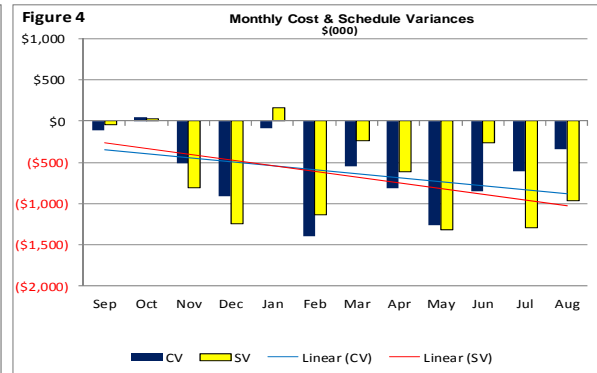
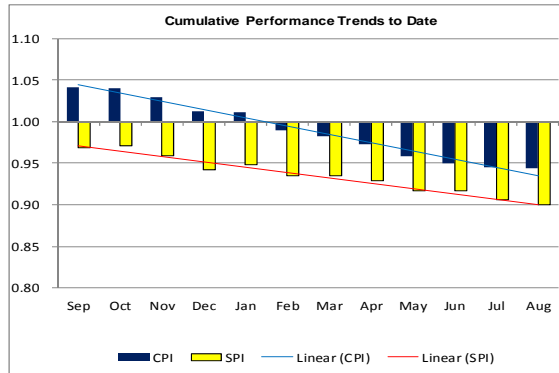
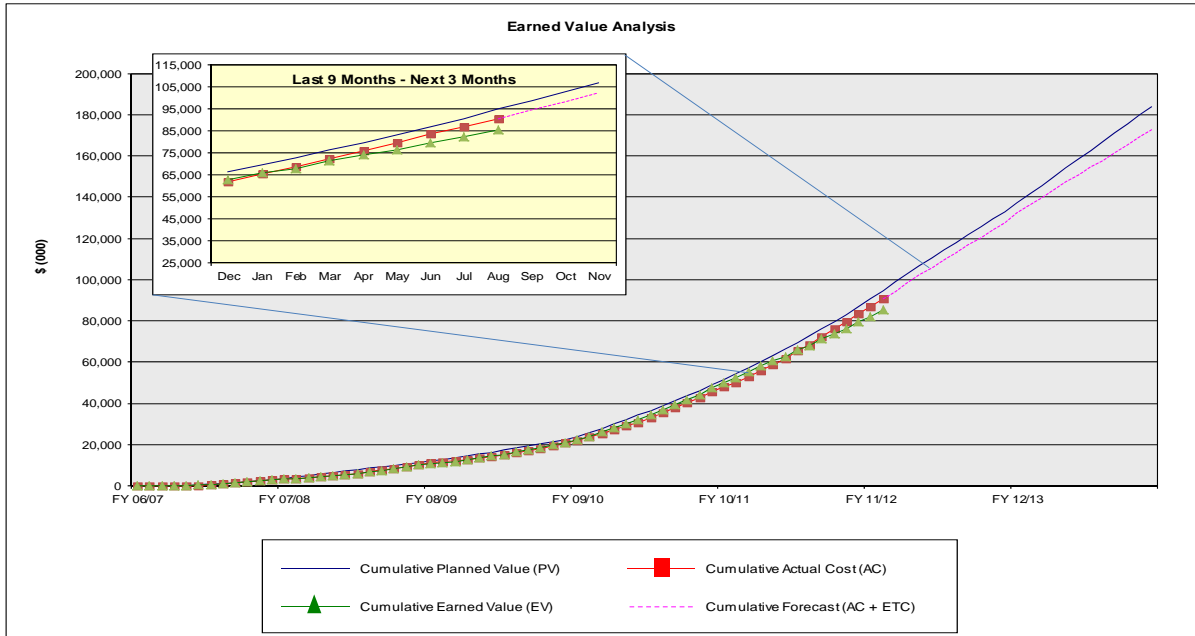


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Program Management	\$27,669	\$11,618	\$12,614	\$10,786	\$15,856	\$28,469	0.86	0.93
2	Public Outreach & Comm	\$2,942	\$2,942	\$2,796	\$3,033	\$0	\$2,796	1.08	1.03
3	Engineering	\$64,952	\$43,383	\$42,725	\$40,898	\$20,464	\$63,190	0.96	0.94
4	Environmental	\$11,180	\$5,834	\$4,943	\$4,292	\$5,515	\$10,458	0.87	0.74
5	Regional Management	\$31,088	\$18,590	\$17,839	\$16,565	\$7,083	\$24,922	0.93	0.89
6	Real Property	\$3,657	\$1,313	\$508	\$586	\$3,412	\$3,919	1.15	0.45
7	RR Operations & Ridership	\$18,845	\$8,100	\$7,172	\$7,295	\$9,345	\$16,517	1.02	0.90
8	Commercial Operations	\$11,209	\$2,186	\$1,611	\$1,443	\$10,442	\$12,053	0.90	0.66
9	Station Area Planning	\$5,846	\$461	\$153	\$405	\$3,867	\$4,020	2.66	0.88
10	Construction Management	\$6,577	\$390	\$99	\$46	\$6,059	\$6,158	0.47	0.12
ODC	Other Direct Costs	\$5,415	\$1,604	\$1,667	\$1,667	\$3,802	\$5,470	NA	NA
Total		\$189,379	\$96,423	\$92,127	\$87,017	\$85,846	\$177,973	0.94	0.90

Current Cost Variance (CV) to Date (EV - AC): **(\$5,111)**
 Current Schedule Variance (SV) to Date (EV - PV): **(\$9,406)**

OVER BUDGET	-5.5%	Percent under (+) or over (-) budget
BEHIND SCHEDULE	-9.8%	Percent ahead (+) or behind (-) schedule



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August 2011



California High Speed Rail Authority

Cost Performance Report
August 2011

San Francisco to San Jose

Planned Progress 49.8%

Actual Progress 49.8%



Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$9,217	\$3,754	\$3,707	\$3,781	\$5,463	\$9,170	1.02	1.01
2	Public / Agency Participation	\$6,602	\$3,630	\$3,589	\$3,642	\$2,972	\$6,561	1.01	1.00
3	Project Definition	\$2,248	\$2,189	\$2,189	\$2,189	\$59	\$2,248	1.00	1.00
4	Preliminary Engineering	\$47,588	\$22,394	\$22,049	\$22,324	\$25,194	\$47,242	1.01	1.00
5	EIR/EIS Analysis	\$13,351	\$8,778	\$8,685	\$8,810	\$4,573	\$13,258	1.01	1.00
6	Station Area Planning	\$1,985	\$1,460	\$1,460	\$1,463	\$525	\$1,985	1.00	1.00
7	Draft and Final EIR/EIS	\$4,842	\$706	\$706	\$706	\$4,135	\$4,842	1.00	1.00
8	Certification of EIR/EIS and ROD	\$169	\$0	\$0	\$0	\$169	\$0	NA	NA
9	ROW Preservation and Acquisition	\$166	\$3	\$3	\$3	\$163	\$0	1.00	1.00
Total		\$86,166	\$42,914	\$42,388	\$42,918	\$43,252	\$85,305	1.01	1.00

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

\$530

Percent under (+) or over (-) budget

1.2%

ON BUDGET

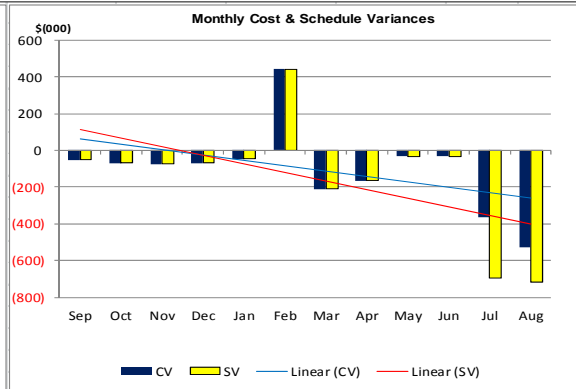
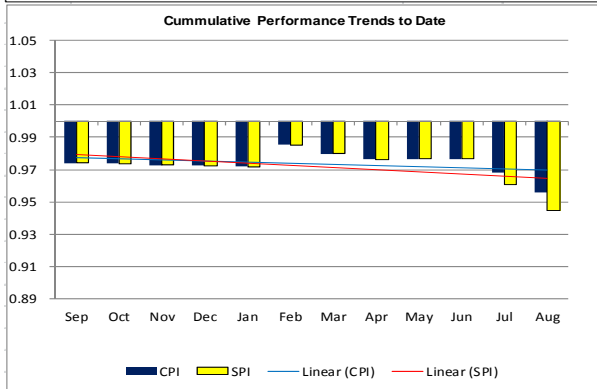
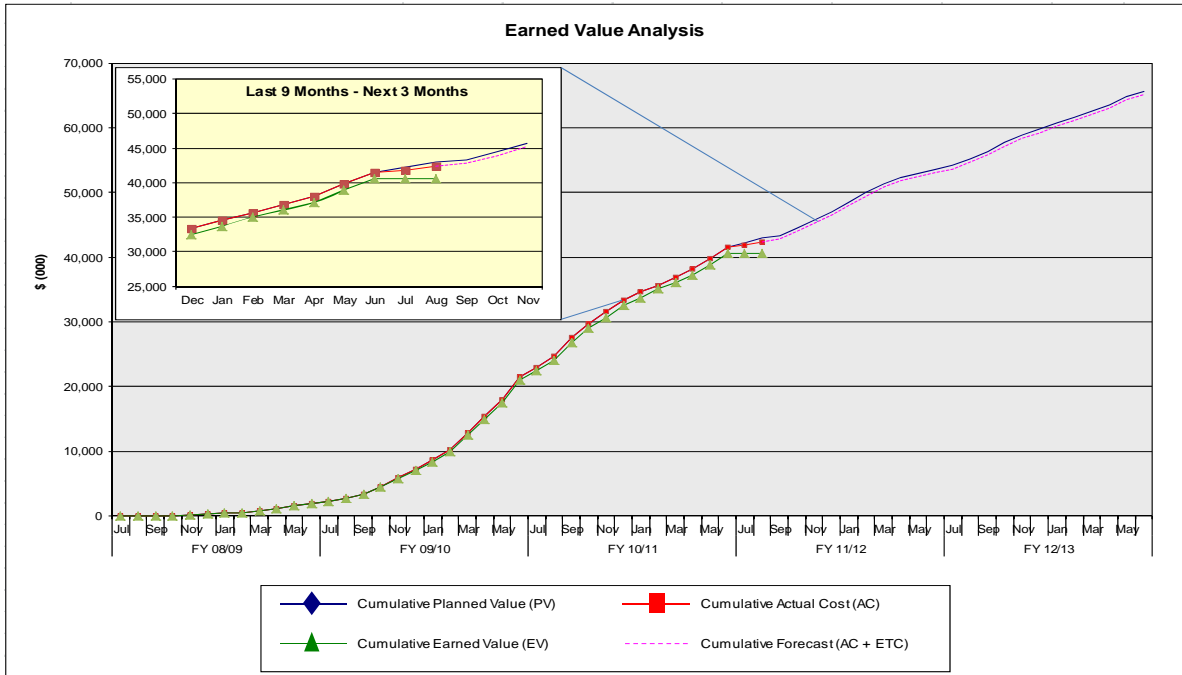
Current Schedule Variance (SV) to Date (EV - PV):

\$4

Percent ahead (+) or behind (-) schedule

0.0%

ON SCHEDULE



CHSR Executive Summary Report

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California High Speed Rail Authority

Cost Performance Report
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San Jose to Merced

Planned Progress 28.43%

Actual Progress 29.88%

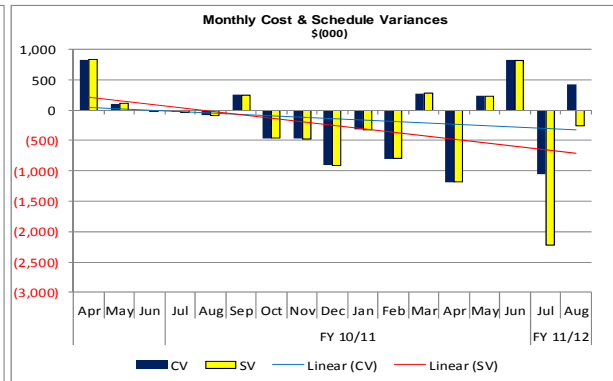
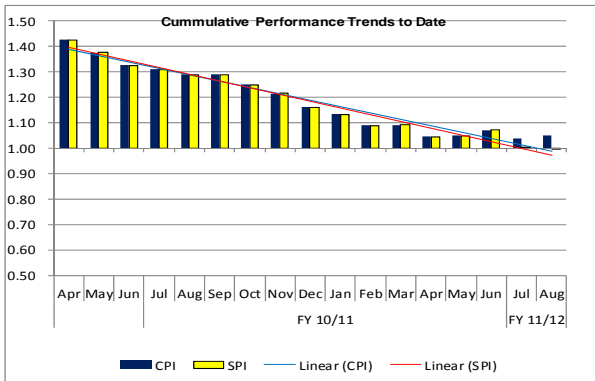
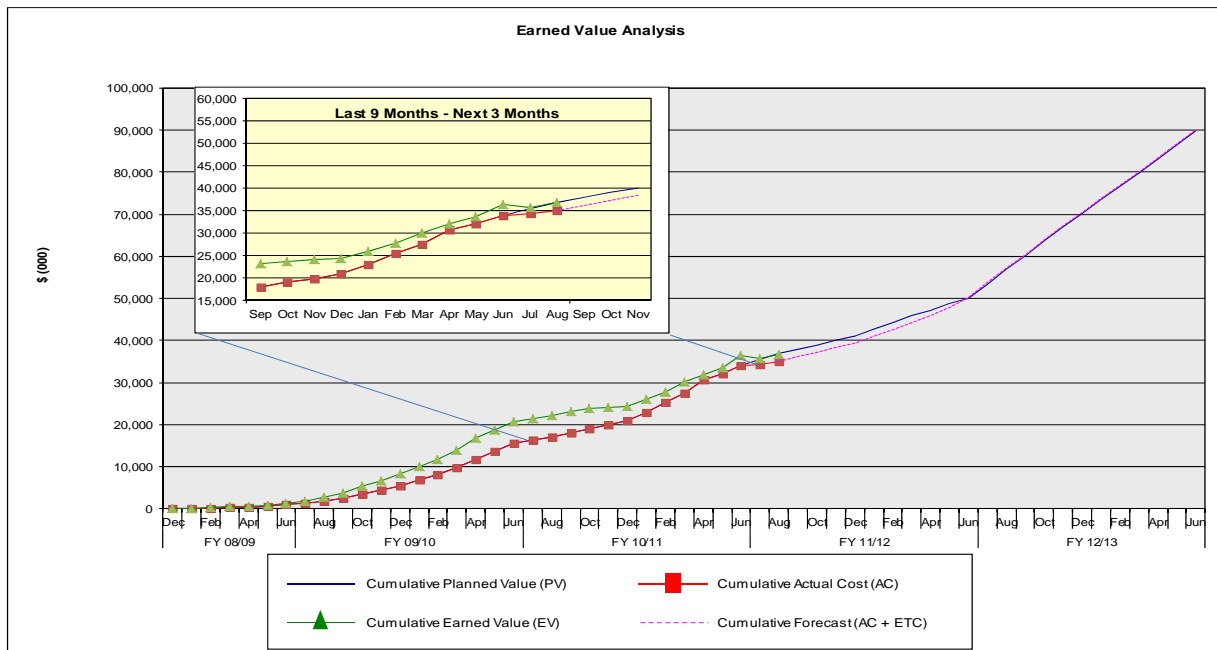
PARSONS

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	\$10,240	\$3,781	\$3,676	\$6,144	\$6,564	\$10,240	1.67	1.62
2	Public / Agency Participation	\$3,595	\$2,088	\$2,060	\$2,013	\$1,534	\$3,595	0.98	0.96
3	Project Definition	\$1,926	\$1,926	\$1,941	\$1,877	\$0	\$1,941	0.97	0.97
4	Preliminary Engineering	\$73,757	\$20,601	\$19,649	\$19,102	\$54,252	\$73,901	0.97	0.93
5	EIR/EIS Analysis	\$8,972	\$7,663	\$7,437	\$7,318	\$1,624	\$9,061	0.98	0.96
6	Station Area Planning	\$325	\$105	\$2	\$3	\$323	\$325	1.37	0.03
7	Draft and Final EIR/EIS	\$3,111	\$538	\$200	\$156	\$2,911	\$3,111	0.78	0.29
8	Certification of EIR/EIS and ROD	\$1,138	\$110	\$16	\$57	\$1,122	\$1,138	3.47	0.52
9	ROW Preservation and Acquisition	\$19,976	\$30	\$	\$100	\$19,976	\$19,976	236.68	3.35
	EXTRA WORK								
Total		\$123,041	\$36,841	\$34,983	\$36,770	\$88,306	\$123,289	1.05	1.00

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

Current Cost Variance (CV) to Date (EV - AC):	\$1,787	Percent under (+) or over (-) budget	5.1%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$71)	Percent ahead (+) or behind (-) schedule	-0.2%	BEHIND SCHEDULE



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California High Speed Rail Authority

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Merced-Fresno

Planned Progress **44.9%**

Actual Progress **44.1%**

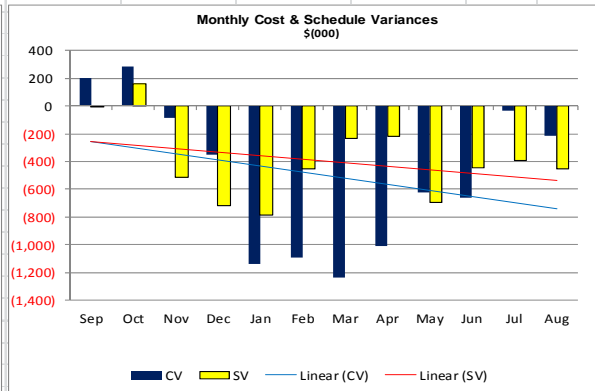
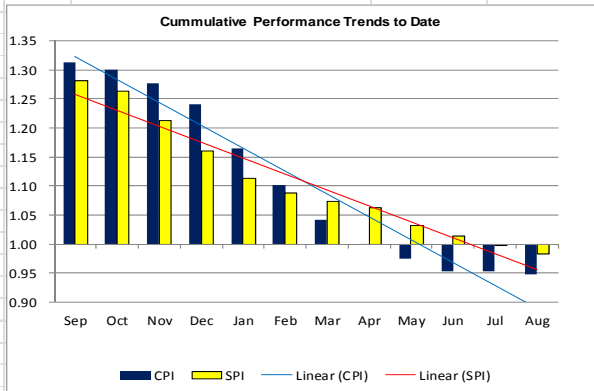
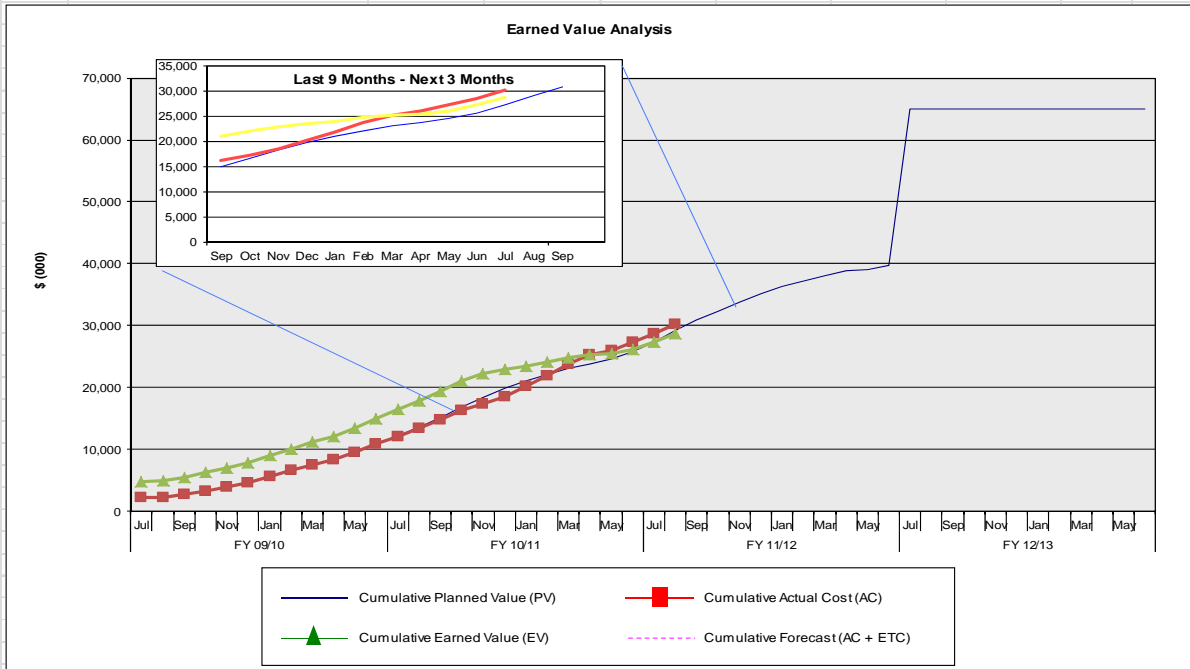


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$5,690	\$2,523	\$2,023	\$4,669	\$3,167	\$5,190	2.31	1.85
2	Public / Agency Participation	\$2,326	\$1,852	\$1,517	\$1,925	\$474	\$1,991	1.27	1.04
3	Project Definition	\$2,090	\$2,090	\$2,079	\$2,100	\$0	\$2,079	1.01	1.01
4	Preliminary Engineering	\$31,304	\$9,234	\$8,894	\$8,270	\$22,070	\$30,964	0.93	0.90
5	EIR/EIS Analysis	\$10,051	\$9,640	\$13,286	\$9,522	\$411	\$13,697	0.72	0.99
6	Station Area Planning	\$457	\$457	\$488	\$458	\$0	\$488	0.94	1.00
7	Draft and Final EIR/EIS	\$4,271	\$2,278	\$1,538	\$1,154	\$1,993	\$3,531	0.75	0.51
8	Certification of EIR/EIS and ROD	\$3,004	\$508	\$37	\$79	\$2,497	\$2,534	2.10	0.16
9	ROW Preservation and Acquisition	\$5,888	\$632	\$397	\$531	\$4,613	\$5,010	1.34	0.84
Total		\$65,081	\$29,214	\$30,260	\$28,709	\$35,224	\$65,484	0.95	0.98

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

Current Cost Variance (CV) to Date (EV - AC):	(\$1,551)	Percent under (+) or over (-) budget	-5.1%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$505)	Percent ahead (+) or behind (-) schedule	-1.7%	BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
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Fresno to Bakersfield

Planned Progress 65.2%

Actual Progress 64.1%



Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$8,442	\$5,480	\$5,486	\$6,025	\$2,961	\$8,448	1.10	1.10
2	Public / Agency Participation	\$4,555	\$3,223	\$3,379	\$3,571	\$1,396	\$4,775	1.06	1.11
3	Project Definition	\$3,645	\$3,645	\$3,468	\$3,645	\$0	\$3,468	1.05	1.00
4	Preliminary Engineering	\$40,769	\$21,281	\$20,035	\$20,207	\$20,233	\$40,268	1.01	0.95
5	EIR/EIS Analysis	\$11,297	\$11,297	\$11,383	\$11,274	\$0	\$11,383	0.99	1.00
6	Station Area Planning	\$1,463	\$632	\$555	\$559	\$766	\$1,321	1.01	0.88
7	Draft and Final EIR/EIS	\$4,101	\$3,015	\$3,427	\$2,891	\$1,087	\$4,514	0.84	0.96
8	Certification of EIR/EIS and ROD	\$2,739	\$921	\$481	\$597	\$1,719	\$2,200	1.24	0.65
9	ROW Preservation and Acquisition	\$2,477	\$2,295	\$2,115	\$2,204	\$0	\$2,115	1.04	0.96
Total		\$79,488	\$51,790	\$50,331	\$50,975	\$28,161	\$78,492	1.01	0.98

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

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

\$645

Percent under (+) or over (-) budget

1.3%

ON BUDGET

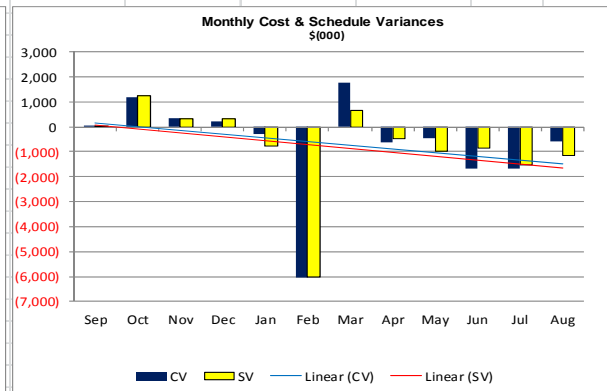
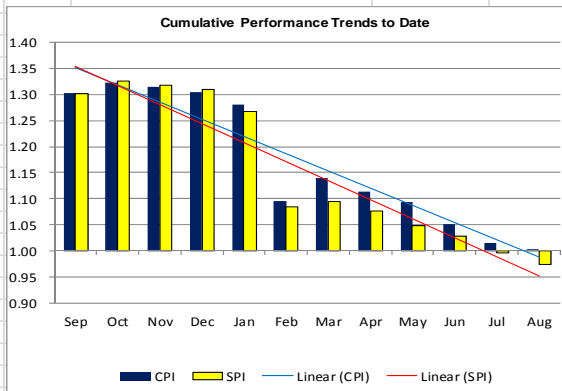
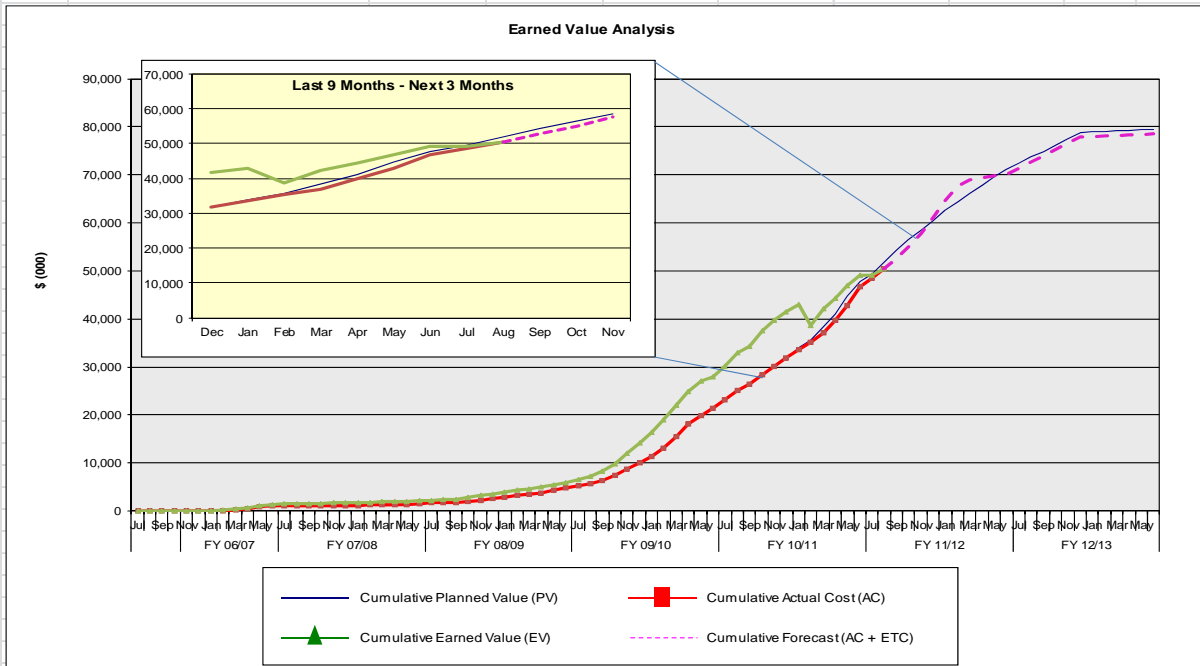
Current Schedule Variance (SV) to Date (EV - PV):

(\$815)

Percent ahead (+) or behind (-) schedule

-1.6%

BEHIND SCHEDULE



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California High Speed Rail Authority

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Bakersfield to Palmdale

Planned Progress 10.9%

Actual Progress 8.8%

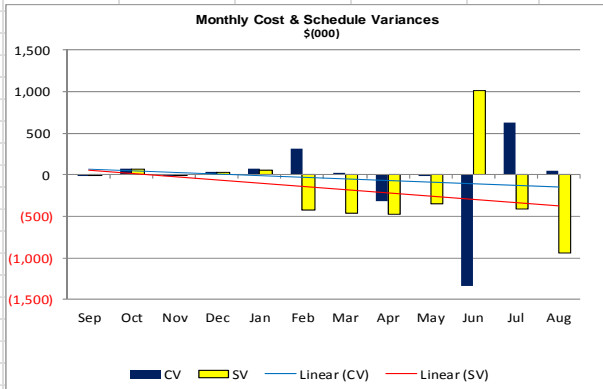
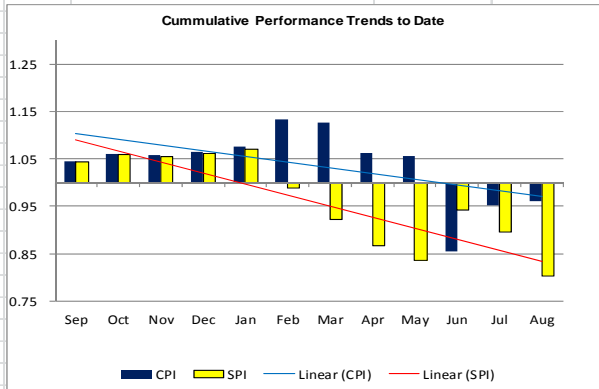
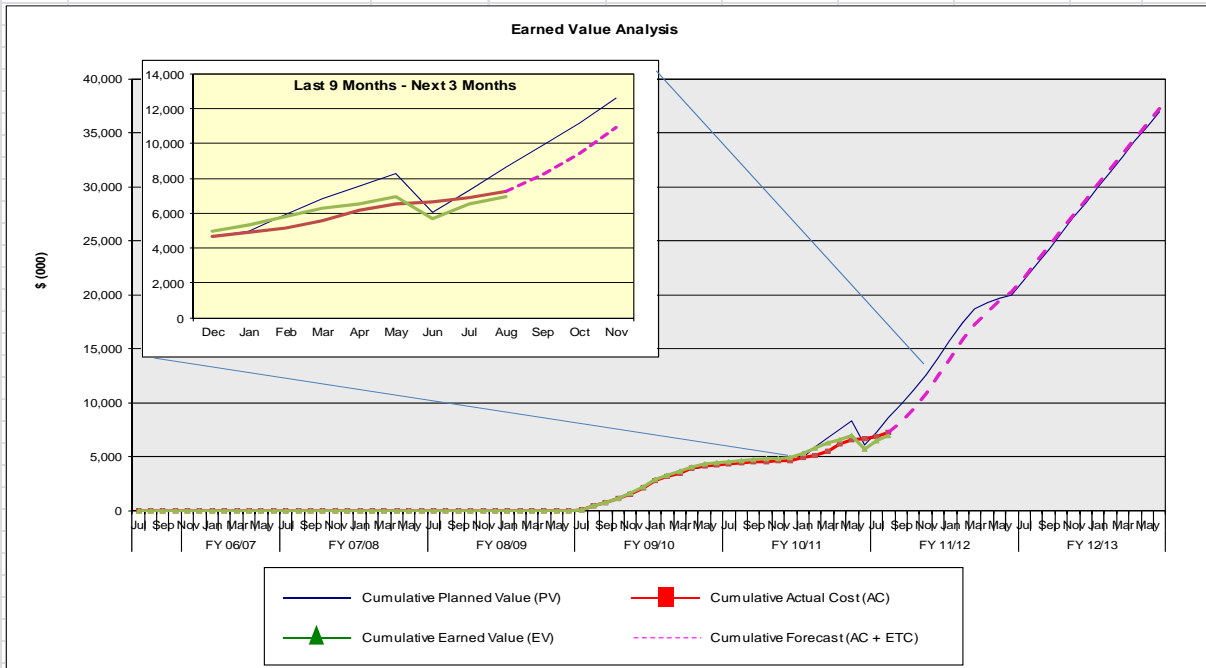


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,641	\$1,143	\$1,102	\$1,116	\$6,498	\$7,600	1.01	0.98
2	Public / Agency Participation	\$1,686	\$403	\$388	\$389	\$1,283	\$1,671	1.00	0.96
3	Project Definition	\$887	\$873	\$998	\$785	\$13	\$1,012	0.79	0.90
4	Preliminary Engineering	\$25,324	\$3,734	\$2,653	\$2,648	\$22,667	\$25,320	1.00	0.71
5	EIR/EIS Analysis	\$6,452	\$2,486	\$2,091	\$2,004	\$4,566	\$6,657	0.96	0.81
6	Station Area Planning	\$0	\$0	\$0	\$0	\$0	\$0	NA	NA
7	Draft and Final EIR/EIS	\$2,025	\$0	\$0	\$0	\$2,025	\$2,025	NA	NA
8	Certification of EIR/EIS and ROD	\$4,185	\$0	\$0	\$0	\$4,185	\$4,185	NA	NA
9	ROW Preservation and Acquisition	\$30,924	\$0	\$0	\$0	\$30,924	\$30,924	NA	NA
Total		\$79,123	\$8,639	\$7,233	\$6,943	\$72,161	\$79,394	0.96	0.80

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

Current Cost Variance (CV) to Date (EV - AC):	(\$290)	Percent under (+) or over (-) budget	-4.0%	OVER BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$1,696)	Percent ahead (+) or behind (-) schedule	-19.6%	BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
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Palmdale to Los Angeles

Planned Progress: **47.9%**

Actual Progress: **47.1%**

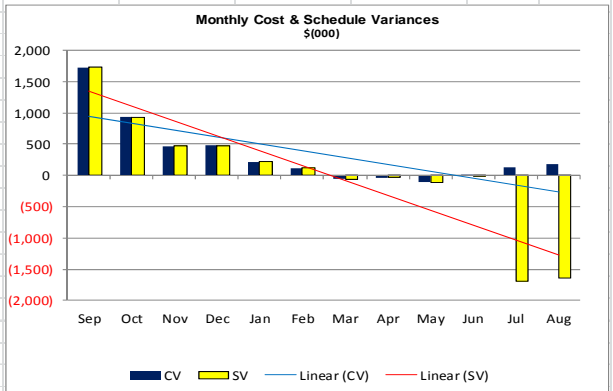
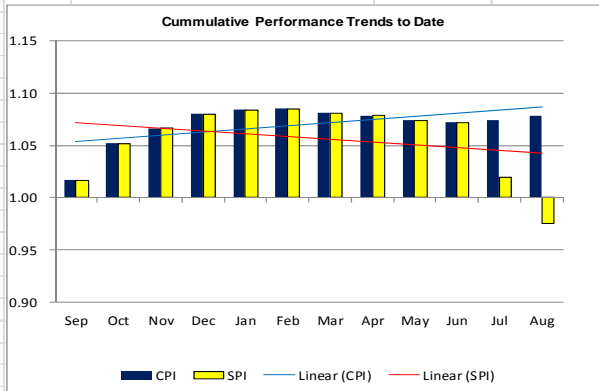
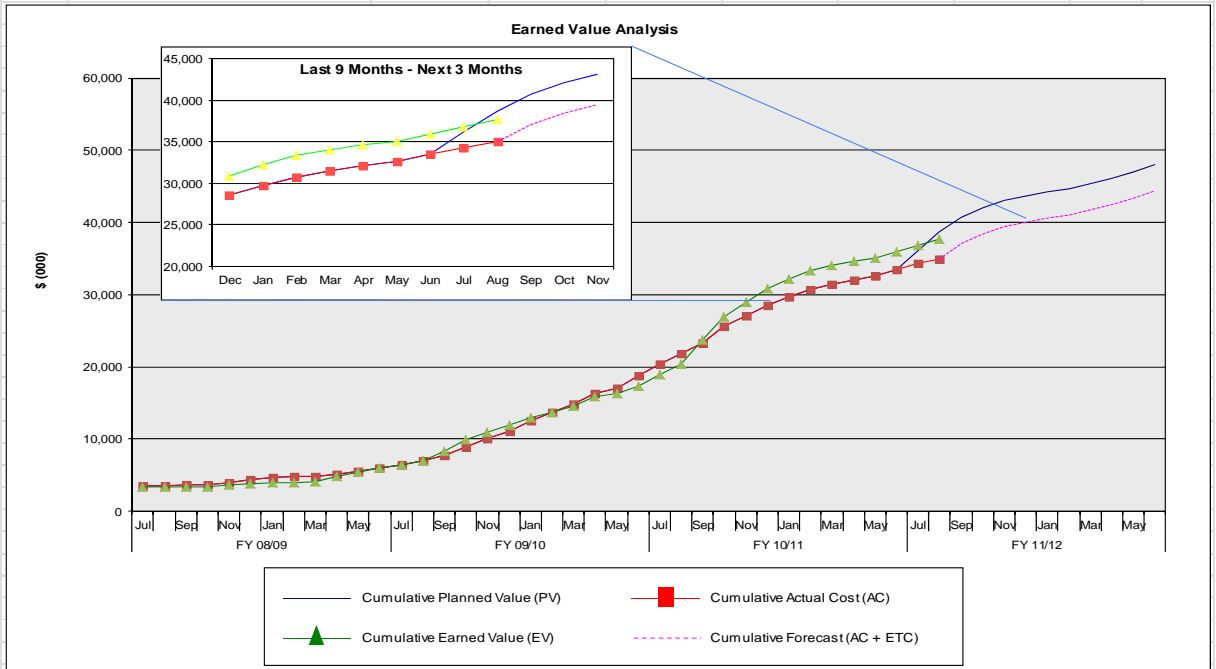


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$7,962	\$5,042	\$4,970	\$4,474	\$3,076	\$8,045	0.90	0.89
2	Public / Agency Participation	\$2,360	\$1,511	\$1,447	\$1,628	\$940	\$2,387	1.12	1.08
3	Project Definition	\$2,382	\$2,375	\$2,187	\$2,023	\$249	\$2,436	0.92	0.85
4	Preliminary Engineering	\$54,172	\$21,171	\$19,233	\$21,319	\$35,341	\$54,574	1.11	1.01
5	EIR/EIS Analysis	\$10,068	\$7,707	\$6,452	\$7,787	\$3,686	\$10,139	1.21	1.01
6	Station Area Planning	\$1,421	\$1,204	\$1,199	\$1,249	\$231	\$1,430	1.04	1.04
7	Draft and Final EIR/EIS	\$2,622	\$203	\$83	\$111	\$2,542	\$2,625	1.34	0.55
8	Certification of EIR/EIS and ROD	\$477	\$0	\$0	\$0	\$477	\$0	NA	NA
9	ROW Preservation and Acquisition	\$477	\$5	\$5	\$5	\$471	\$0	0.96	0.96
Total		\$81,940	\$39,219	\$35,576	\$38,595	\$47,013	\$81,636	1.08	0.98

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

Current Cost Variance (CV) to Date (EV - AC):	\$3,019	Percent under (+) or over (-) budget	8.5%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$623)	Percent ahead (+) or behind (-) schedule	-1.6%	BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
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Los Angeles-Anaheim

Planned Progress: 63.0%

Actual Progress: 62.5%

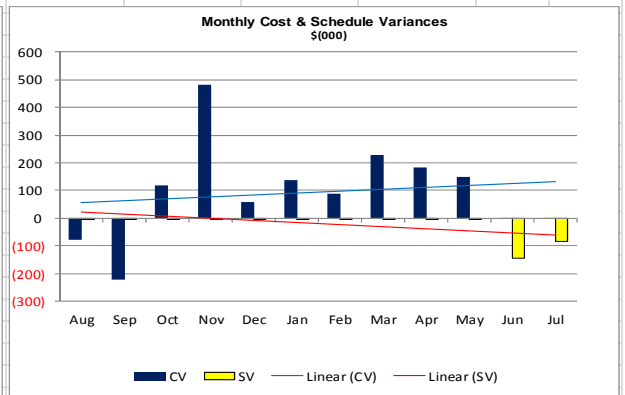
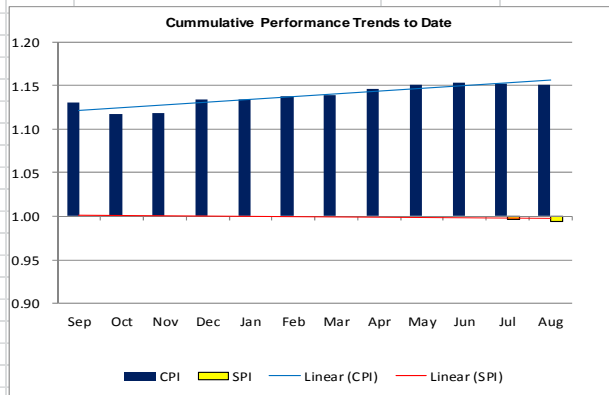
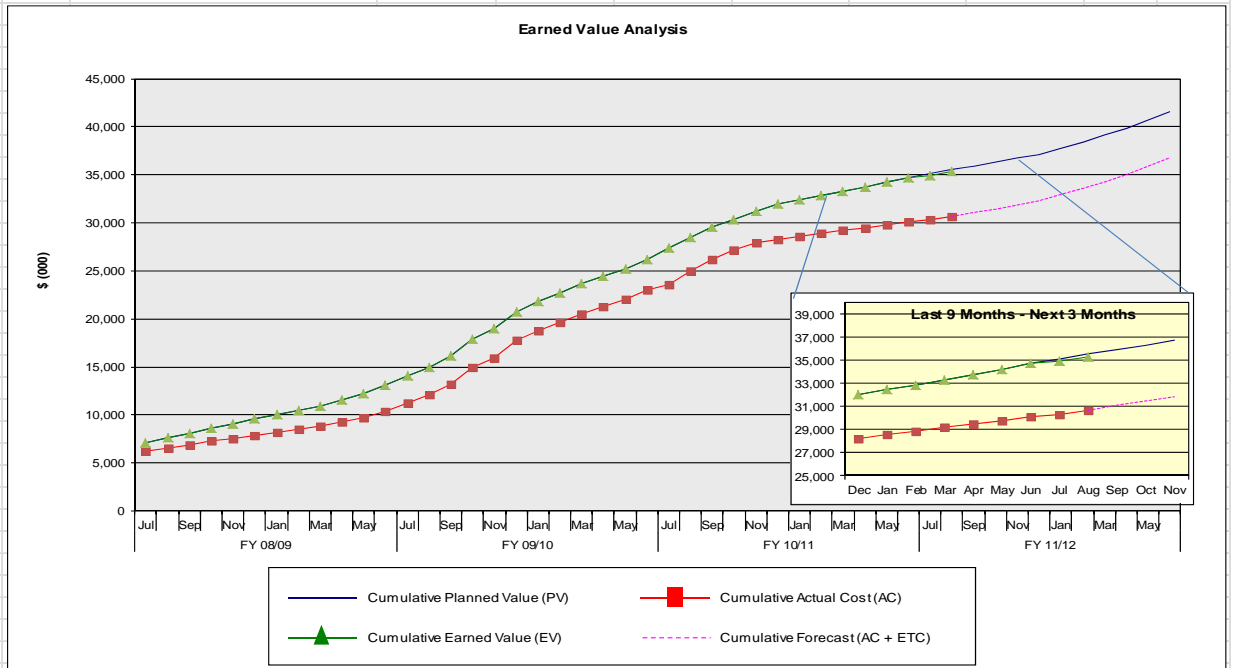


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$10,044	\$6,199	\$5,225	\$6,156	\$3,845	\$9,070	1.18	0.99
2	Public / Agency Participation	\$4,281	\$2,525	\$1,898	\$2,429	\$1,756	\$3,654	1.28	0.96
3	Project Definition	\$626	\$626	\$530	\$628	\$0	\$530	1.19	1.00
4	Preliminary Engineering	\$22,733	\$12,261	\$10,890	\$12,207	\$10,472	\$21,362	1.12	1.00
5	ER/EIS Analysis	\$12,370	\$10,027	\$8,994	\$10,035	\$2,343	\$11,337	1.12	1.00
6	Station Area Planning	\$811	\$783	\$641	\$778	\$28	\$669	1.21	0.99
7	Draft and Final ER/EIS	\$4,114	\$2,168	\$1,624	\$2,126	\$1,947	\$3,571	1.31	0.98
8	Certification of ER/EIS and ROD	\$433	\$41	\$9	\$41	\$392	\$0	4.77	1.00
9	ROW Preservation and Acquisition	\$1,036	\$907	\$874	\$907	\$129	\$0	1.04	1.00
Total		\$56,449	\$35,536	\$30,684	\$35,307	\$20,913	\$50,193	1.15	0.99

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

Current Cost Variance (CV) to Date (EV - AC):	\$4,623	Percent under (+) or over (-) budget	15.1%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$229)	Percent ahead (+) or behind (-) schedule	-0.6%	BEHIND SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
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Merced-Sacramento

Planned Progress

8.7%

Actual Progress

10.9%



Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$4,108	\$485	\$527	\$1,306	\$3,649	\$4,176	2.48	2.70
1.6		\$300	\$77	\$14	\$0	\$263	\$277	0.00	0.00
2	Public / Agency Participation	\$3,247	\$501	\$438	\$1,128	\$2,779	\$3,217	2.58	2.25
3	Project Definition	\$2,896	\$1,373	\$1,055	\$344	\$1,660	\$2,715	0.33	0.25
4	Preliminary Engineering	\$22,892	\$92	\$25	\$687	\$22,731	\$22,756	27.40	7.48
5	EIR/EIS Analysis	\$5,932	\$107	\$104	\$225	\$5,824	\$5,929	2.16	2.10
6	Station Area Planning	\$2,555	\$79	\$35	\$230	\$2,481	\$2,517	6.49	2.89
7	Draft and Final EIR/EIS	\$3,780	\$0	\$0	\$88	\$3,780	\$3,780	NA	NA
8	Certification of EIR/EIS and ROD	\$1,860	\$0	\$0	\$0	\$1,860	\$0	NA	NA
9	ROW Preservation and Acquisition	\$78	\$0	\$0	\$0	\$78	\$0	NA	NA
20	Special Assignments	\$2,347	\$1,643	\$848	\$1,457	\$778	\$0	1.72	0.89
Total		\$49,995	\$4,356	\$3,046	\$5,465	\$45,886	\$45,368	1.79	1.25

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

\$2,419

Percent under (+) or over (-) budget

79.4%

RE-EVALUATE

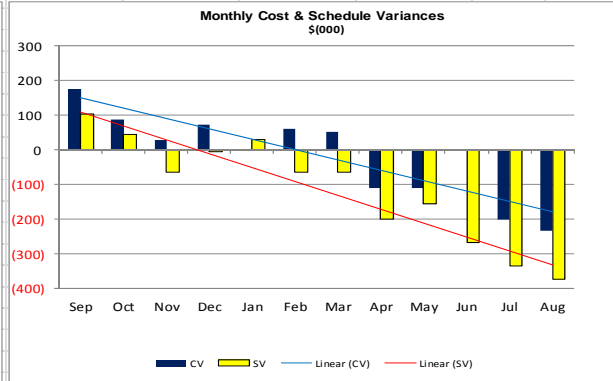
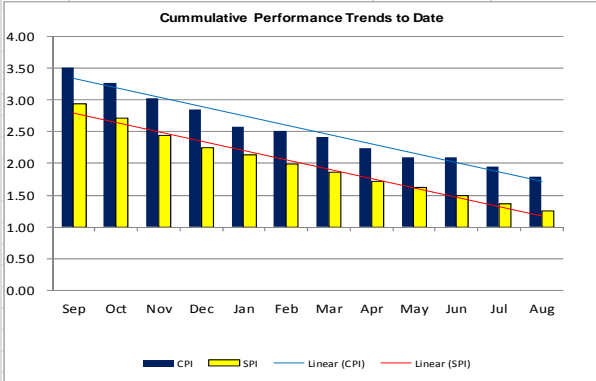
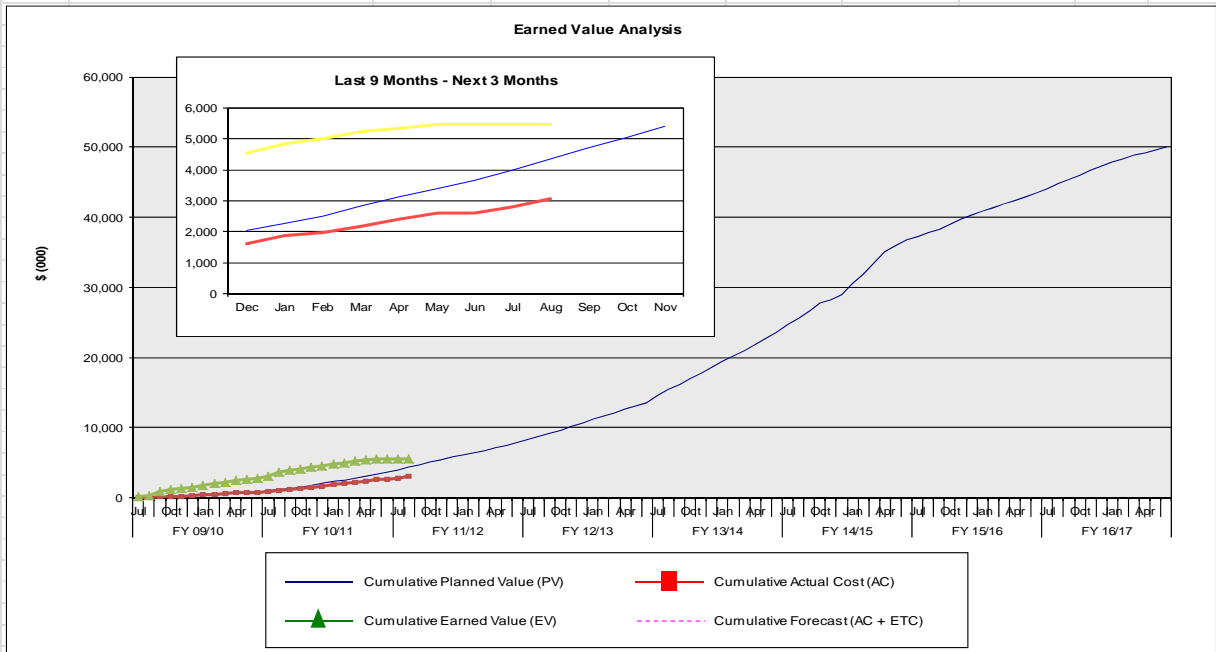
Current Schedule Variance (SV) to Date (EV - PV):

\$1,109

Percent ahead (+) or behind (-) schedule

25.5%

ON SCHEDULE



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California High Speed Rail Authority

Cost Performance Report
August 2011

Altamont Corridor

Planned Progress: **11.0%**
Actual Progress: **10.7%**

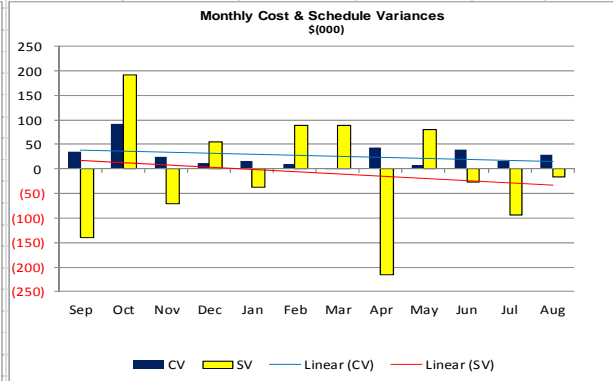
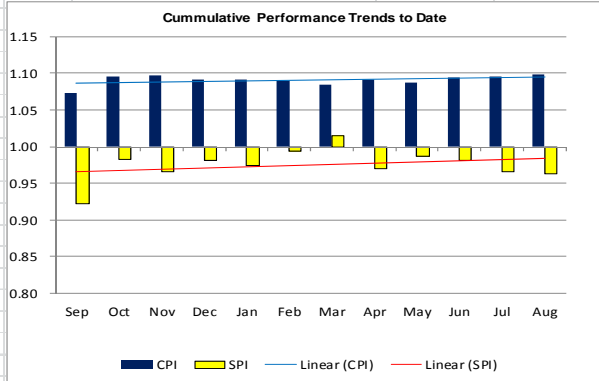
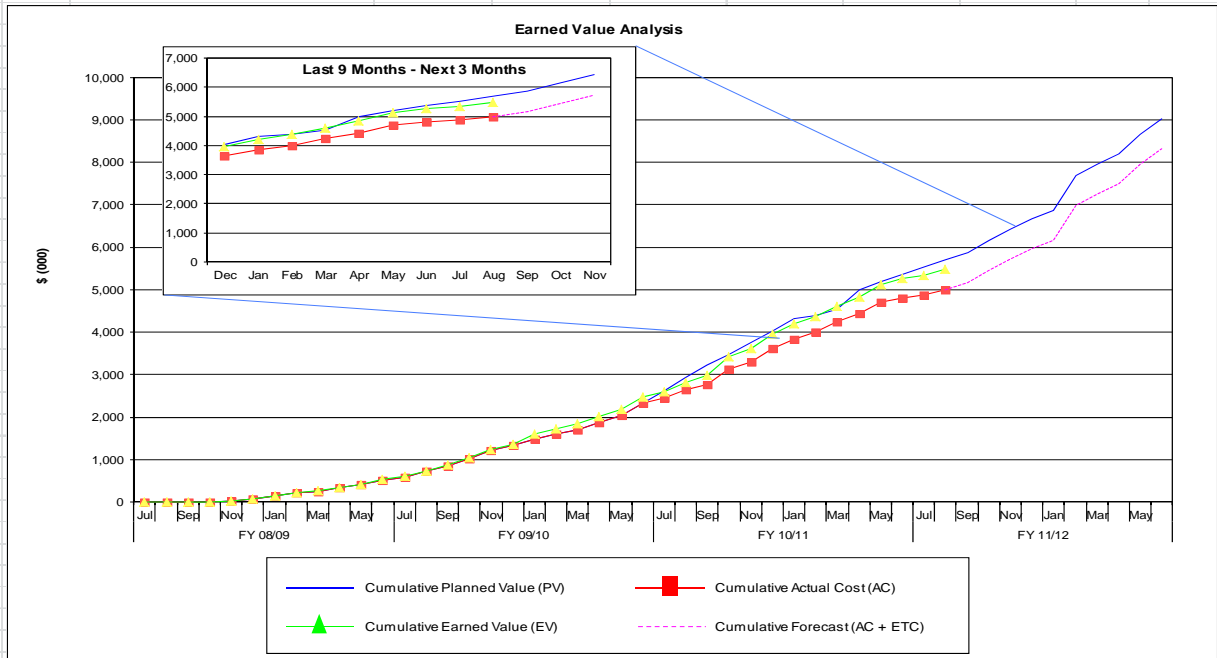


Dollar amounts in thousands

WBS	Task	Total Labor Budget* (BAC)	Planned (PV)	Actual Cost (AC)	Earned (EV)	Forecast (ETC)	Total Cost (EAC)	CPI	SPI
1	Project Management	\$4,502	\$1,238	\$1,194	\$1,436	\$3,309	\$4,504	1.20	1.16
2	Public / Agency Participation	\$4,081	\$662	\$786	\$825	\$3,459	\$4,245	1.05	1.25
3	Project Definition	\$2,401	\$2,401	\$2,350	\$2,577	\$0	\$2,350	1.10	1.07
4	Preliminary Engineering	\$25,823	\$512	\$559	\$596	\$25,341	\$25,900	1.07	1.16
5	EIR/EIS Analysis	\$5,978	\$268	\$14	\$14	\$5,710	\$5,724	1.00	0.05
6	Station Area Planning	\$1,383	\$131	\$13	\$13	\$1,252	\$1,265	1.00	0.10
7	Draft and Final EIR/EIS	\$3,731	\$0	\$0	\$0	\$3,731	\$3,731	NA	NA
8	Certification of EIR/EIS and ROD	\$954	\$0	\$0	\$0	\$954	\$0	NA	NA
9	ROW Preservation and Acquisition	\$2,159	\$382	\$0	\$0	\$1,777	\$0	NA	0.00
Total		\$51,013	\$5,593	\$4,916	\$5,462	\$45,534	\$47,719	1.11	0.98

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

Current Cost Variance (CV) to Date (EV - AC):	\$546	Percent under (+) or over (-) budget	11.1%	ON BUDGET
Current Schedule Variance (SV) to Date (EV - PV):	(\$131)	Percent ahead (+) or behind (-) schedule	-2.3%	BEHIND SCHEDULE



Risk Management

The PMT continues to work 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

The Probability Impact Matrix is being modified to reflect assessed risks in a more qualitative basis. The heat map below summarizes the number and priority of each risk assessed to date which includes the Initial Construction Section ICS (Merced to Fresno and Fresno to Bakersfield) and San Jose to Merced.

Priority	Program	Merced to Fresno	Fresno to Bakersfield	ICS (Program + CV)	San Jose to Merced	Total (ICS + JM)
VH	2	1	5	8	5	13
H	3	2	3	8	3	11
M	1	1	11	13	3	16
L	2	7	7	16	4	20
VL	1	3	0	4	0	4
Not Assessed	9	1	2	12	4	16
Total	18	15	28	61	19	80

Quality Management

The PMT is conducting Quality Assurance audits of the Regional Consultants and PMT in accordance with the PMT Quality Plan. This is a continuous activity which entails evaluating each entity's quality plan for its respective work to ensure that the entity is compliant with that plan and recommend Quality Control enhancements where appropriate. In addition, audits will also be completed on the work carried out by the PMT.

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 FY11/12 Annual Work Program (AWP). These AWP are available on the respective entity's section of Projectsolve2.

Status on PMT deliverables for FY 11/12 can be accessed via the following link:

[My ProjectSolve > CAHSR - 01. Program Management & Admin > 25. Contract Administration > 25. Program Management Progress Reports > 2011/12 Program Management Progress Reports](#)

A summary of the number of deliverables by Task is also shown in the PMT Progress Report.

Each Regional Consultant provides a monthly status update of its AWP Deliverables in its Monthly Progress Report. These 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 shows the planned and actual expenditures by fiscal year for the PMT and each of the ten sections, throughout the term of the respective contracts.

The planned information is provided by each of the Regional Consultants and will be further revised following agreement of the FY 11/12 AWP and subsequent FY 12/13 AWP.

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
		plan	189.4	3.1	8.6	11.2	26.5	38.5	48.3	53.2	-	
Program Management	PB	actual	92.1	2.9	7.3	10.6	25.8	38.6	7.0	-	-	
		plan	86.2	-	-	1.9	19.6	20.0	12.1	12.0	14.8	
San Francisco - San Jose	HNTB	FJ	actual	42.4	-	-	1.9	19.6	20.0	0.9	-	-
		plan	123.0	-	-	1.0	14.7	18.3	16.2	39.6	33.3	
San Jose - Merced	Parsons	JM	actual	35.0	-	-	1.0	14.7	18.3	1.0	-	-
		plan	65.1	0.3	0.3	1.4	8.9	14.8	14.1	25.3	-	
Merced - Fresno	AECOM	MF	actual	30.3	0.3	0.3	1.4	8.9	16.5	2.9	-	-
		plan	79.5	1.1	0.8	3.1	16.5	26.4	23.4	8.3	-	
Fresno - Bakersfield	URS	FB	actual	50.3	1.1	0.7	3.0	16.4	25.4	3.6	-	-
		plan	68.5	-	-	-	4.3	1.8	13.9	17.0	31.6	
Bakersfield - Palmdale	URS	BP	actual	7.2	-	-	-	4.2	2.4	0.5	-	-
		plan	91.0	2.2	1.4	2.7	14.1	15.0	17.5	35.5	2.7	
Palmdale - Los Angeles	HMM	PL	actual	36.8	2.2	1.4	2.7	14.1	14.9	1.5	-	-
		plan	56.4	2.5	4.0	6.6	13.1	8.5	6.9	9.4	5.5	
Los Angeles - Anaheim	STV	LO	actual	30.7	1.9	3.9	4.5	12.7	7.1	0.6	-	-
		plan	-	-	-	-	-	-	-	-	-	-
Los Angeles - San Diego	HNTB	LD	actual	-	-	-	-	-	-	-	-	-
		plan	36.8	-	-	-	0.8	2.9	4.1	5.8	10.0	
Merced - Sacramento	AECOM	MS	actual	3.0	-	-	-	0.8	1.8	0.4	-	-
		plan	46.6	-	-	0.5	1.8	3.0	3.0	7.8	12.4	
Altamont Pass	AECOM	AJ	actual	5.0	-	-	0.5	1.8	2.5	0.2	-	-
		plan	842.5	9.2	15.1	28.3	120.2	149.2	159.5	213.9	110.2	
TOTAL		Actual	332.8	8.5	13.6	25.6	119.0	147.5	18.6	-	-	

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

