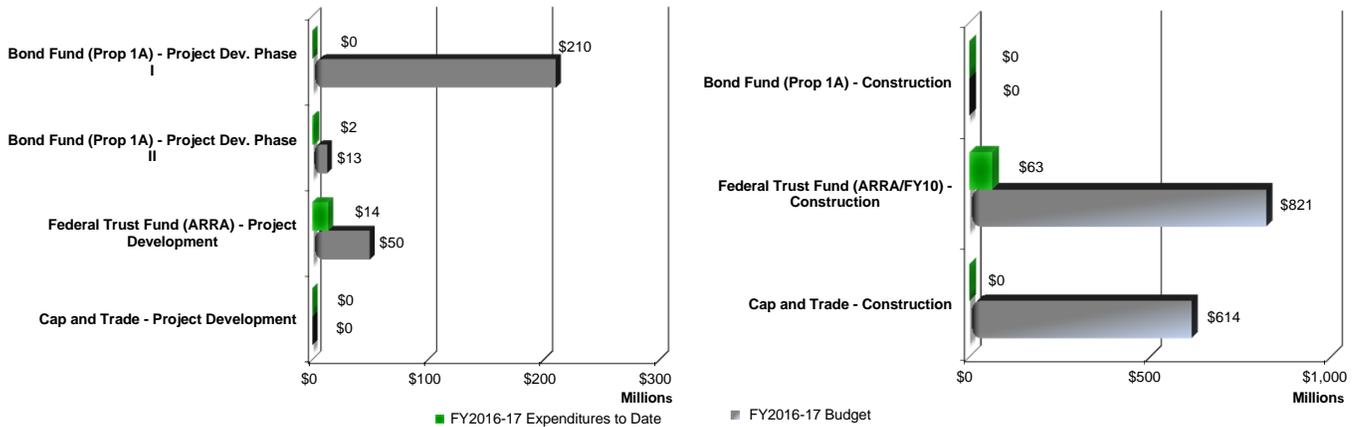


Status as of July 31, 2016

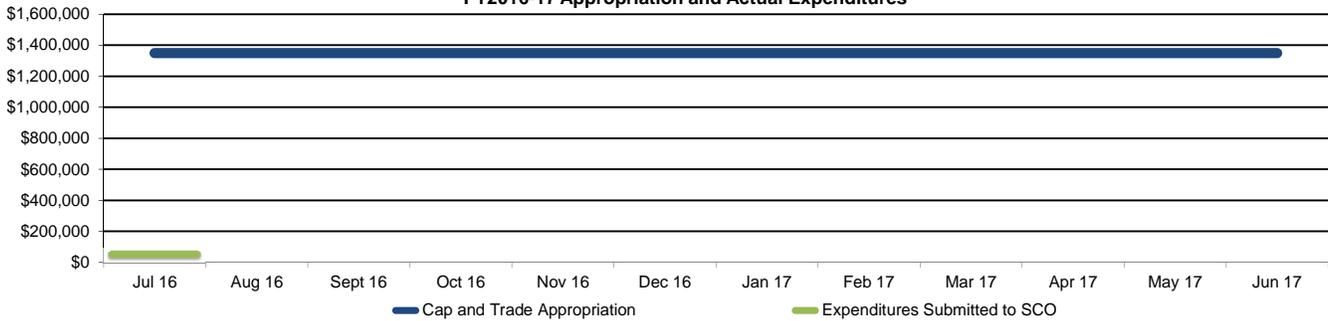
Budget Summary

FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget ⁴ (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 Expenditures to Date (D)	% Expended (E = (D / B))	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Bond Fund (Prop 1A) - Project Dev. Phase I	19	\$574,804,226	\$210,218,183	\$0	\$0	0%	\$210,218,183	\$210,218,183
Bond Fund (Prop 1A) - Project Dev. Phase II	10		\$12,643,527	\$1,719,727	\$1,719,727	14%	\$10,923,800	\$12,643,527
Federal Trust Fund (ARRA) - Project Development	19	\$438,661,000	\$49,596,969	\$13,554,502	\$13,554,502	27%	\$36,042,467	\$49,596,969
Cap and Trade - Project Development	12	\$291,106,136	\$0	\$0	\$0	0%	\$0	\$0
PROJECT DEVELOPMENT SUBTOTAL		\$1,304,571,362	\$272,458,678	\$15,274,229	\$15,274,229	6%	\$257,184,449	\$272,458,678
Bond Fund (Prop 1A) - Construction	2	\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (ARRA/FY10) - Construction	16	\$3,042,514,289	\$820,985,310	\$63,182,899	\$63,182,899	8%	\$757,802,411	\$820,985,310
Cap and Trade - Construction	12	\$958,893,864	\$614,289,214	\$0	\$0	0%	\$614,289,214	\$614,289,214
CONSTRUCTION SUBTOTAL		\$6,610,484,153	\$1,435,274,524	\$63,182,899	\$63,182,899	4%	\$1,372,091,625	\$1,435,274,524
LOCAL ASSISTANCE (BOOKENDS) SUBTOTAL	9	\$1,100,000,000	\$0	\$0	\$0	0%	\$0	\$0
TOTAL	11	\$9,015,055,515	\$1,707,733,202	\$78,457,128	\$78,457,128	5%	\$1,629,276,074	\$1,707,733,202

FY2016-17 Expenditures to Date



Cap and Trade Funds
 FY2016-17 Appropriation and Actual Expenditures



Month	Jul 16	Aug 16	Sept 16	Oct 16	Nov 16	Dec 16	Jan 17	Feb 17	Mar 17	Apr 17	May 17	Jun 17	Total
Cap and Trade Forecasted Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures Submitted to SCO ⁵	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

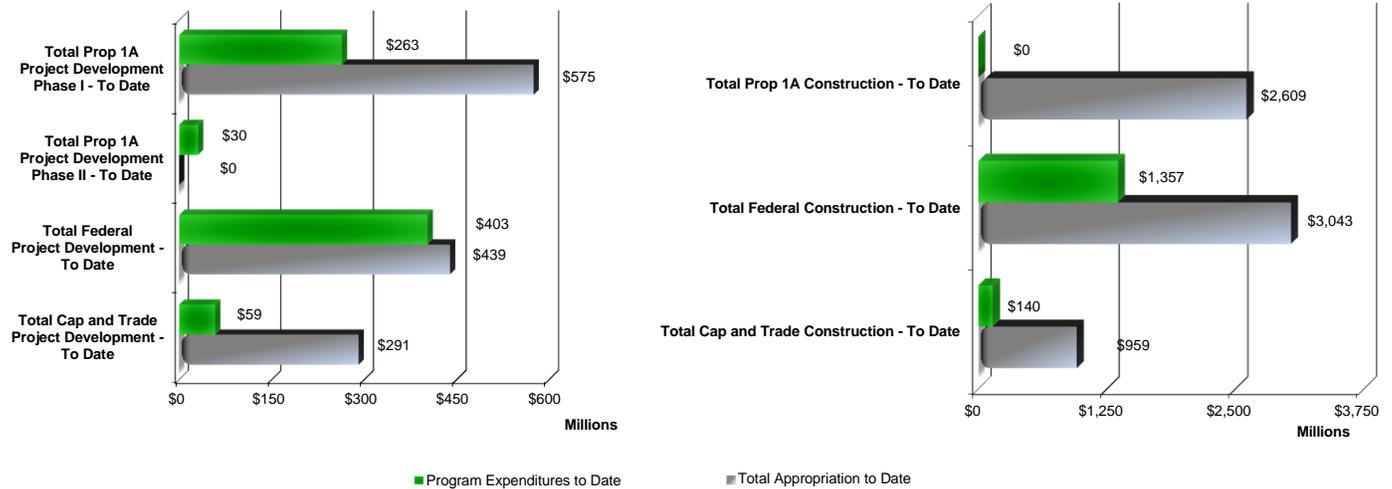
² Construction Prop 1A expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).
⁴ FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookends) and Phase II commitments.
⁵ Reflects actual expenditures submitted to State Controller's Office (SCO), invoices received but not yet submitted to SCO and estimated costs for work performed, not yet billed.
⁹ Local Assistance (Bookends) expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).
¹⁰ Appropriation for Project Development Phase II shown with Phase I.
¹¹ Items approved at the August board meeting include 1) Grade Separation reimbursement agreement of \$83M and 2) Caltrain reimbursement agreement of \$113M. The budget will be reallocated for these items upon receipt of expenditure documentation from partner agencies.
¹² Cap and Trade includes \$500M as reflected in the 2016 budget act.
¹⁶ Federal Trust Fund includes ARRA \$2.1B and FY10 \$0.9B appropriations for Construction, all expenditures to date are funded by ARRA appropriation.
¹⁹ The Project Development FY2016-17 ARRA budget was adjusted \$31.4M, from \$81M to \$49.6M to reflect remaining ARRA funds. The \$31.4M was expended and is included in the total program expenditures and will be reflected in the August FCP following Section 28 approval.

Status as of July 31, 2016

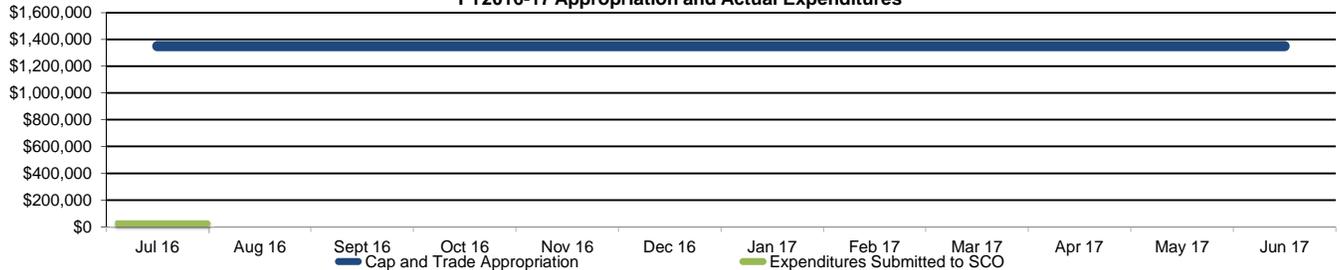
Budget Summary

Program to Date	Notes	Appropriation (A)	Total Program Budget ⁶ (B)	FY2016-17 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
Bond Fund (Prop 1A) - To Date - Project Dev. Phase I	19	\$574,804,226	\$524,667,793	\$0	\$263,289,106	50%	\$261,378,687	\$524,667,793
Bond Fund (Prop 1A) - To Date - Project Dev. Phase II	10		\$50,136,433	\$1,719,727	\$30,378,476	61%	\$19,757,957	\$50,136,433
Federal Trust Fund (ARRA) - To Date	19	\$438,661,000	\$438,661,000	\$13,554,502	\$402,618,533	92%	\$36,042,467	\$438,661,000
Cap and Trade - Project Development	12	\$291,106,136	\$291,106,136	\$0	\$58,586,000	20%	\$232,520,136	\$291,106,136
PROJECT DEVELOPMENT SUBTOTAL	14	\$1,304,571,362	\$1,304,571,362	\$15,274,229	\$754,872,115	58%	\$549,699,247	\$1,304,571,362
Bond Fund (Prop 1A) - Construction	2	\$2,609,076,000	\$2,609,076,000	\$0	\$0	0%	\$2,609,076,000	\$2,609,076,000
Federal Trust Fund (ARRA/FY10) - Construction	16	\$3,042,514,289	\$3,042,514,289	\$63,182,899	\$1,357,063,969	45%	\$1,685,450,320	\$3,042,514,289
Cap and Trade - Construction	12	\$958,893,864	\$893,208,564	\$0	\$140,367,968	16%	\$752,840,596	\$893,208,564
CONSTRUCTION SUBTOTAL	13	\$6,610,484,153	\$6,544,798,853	\$63,182,899	\$1,497,431,937	23%	\$5,047,366,916	\$6,544,798,853
LOCAL ASSISTANCE (BOOKENDS) SUBTOTAL	9	\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
TOTAL	11	\$9,015,055,515	\$8,949,370,215	\$78,457,128	\$2,252,304,052	25%	\$6,697,066,163	\$8,949,370,215

Program Expenditures To Date



Cap and Trade Funds
 FY2016-17 Appropriation and Actual Expenditures



Month	Jul 16	Aug 16	Sept 16	Oct 16	Nov 16	Dec 16	Jan 17	Feb 17	Mar 17	Apr 17	May 17	Jun 17	Total
Cap and Trade Forecasted Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures Submitted to SCO ⁵	\$0												\$0

² Construction Prop 1A expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).
³ Reflects actual expenditures submitted to State Controller's Office (SCO), invoices received but not yet submitted to SCO and estimated costs for work performed, not yet billed.
⁶ Total Program budget is aligned with the Board approved 2016 Business Plan.
⁹ Local Assistance (Bookends) expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).
¹⁰ Appropriation for Project Development Phase II shown with Phase I.
¹¹ Items approved at the August board meeting include 1) Grade Separation reimbursement agreement of \$83M and 2) Caltrain reimbursement agreement of \$113M. The budget will be reallocated for these items upon receipt of expenditure documentation from partner agencies.
¹² Cap and Trade includes \$500M as reflected in the 2016 budget act.
¹³ Construction Total Program Budget includes Madera to Poplar, scope as defined in the ARRA grant, and does not include electrified rail systems, rail communications and stations.
¹⁴ Project Development Prop 1A Total Program Budget and Expenditures include expenditures prior to 2010.
¹⁶ Federal Trust Fund includes ARRA \$2.1B and FY10 \$0.9B appropriations for Construction, all expenditures to date are funded by ARRA appropriation.
¹⁹ The Project Development FY2016-17 ARRA budget was adjusted \$31.4M, from \$81M to \$49.6M to reflect remaining ARRA funds. The \$31.4M was expended and is included in the total program expenditures and will be reflected in the August FCP following Section 28 approval.

Status as of July 31, 2016

Project Development - State and Federal Funds

FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget ^{4, 8} (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 Expenditures to Date (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Phase I								
San Francisco - San Jose			\$5,580,000	\$777,570	\$777,570	14%	\$4,802,430	\$5,580,000
San Jose - Merced			\$20,780,912	\$3,397,666	\$3,397,666	16%	\$17,383,246	\$20,780,912
Merced - Fresno			\$2,100,000	\$0	\$0	0%	\$2,100,000	\$2,100,000
Fresno - Bakersfield			\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
Bakersfield - Palmdale			\$15,191,878	\$280,506	\$280,506	2%	\$14,911,372	\$15,191,878
F Street Alignment (BFSSA)			\$12,000,000	\$977,788	\$977,788	8%	\$11,022,212	\$12,000,000
Palmdale - Burbank			\$24,388,854	\$1,684,321	\$1,684,321	7%	\$22,704,533	\$24,388,854
Burbank - Los Angeles			\$10,080,931	\$875,358	\$875,358	9%	\$9,205,573	\$10,080,931
Los Angeles - Anaheim			\$13,706,600	\$474,720	\$474,720	3%	\$13,231,880	\$13,706,600
Central Valley Wye			\$5,487,675	\$0	\$0	0%	\$5,487,675	\$5,487,675
Resource Agency			\$82,878,459	\$2,439,634	\$2,439,634	3%	\$80,438,826	\$82,878,459
Legal			\$9,078,597	\$475,043	\$475,043	5%	\$8,603,554	\$9,078,597
SCI/SAP - Formerly LAUS/SAP			\$6,987,866	\$71,535	\$71,535	1%	\$6,916,330	\$6,987,866
VMF Vehicle Maintenance Facility			\$1,470,917	\$0	\$0	0%	\$1,470,917	\$1,470,917
NorCal Interconnections			\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
Rail Delivery Partner			\$47,082,462	\$2,100,360	\$2,100,360	4%	\$44,982,102	\$47,082,462
Phase I TOTAL			\$259,815,151	\$13,554,502	\$13,554,502	5%	\$246,260,649	\$259,815,151
Phase II								
Sacramento - Merced			\$1,000,000	\$19,918	\$19,918	2%	\$980,082	\$1,000,000
Altamont Pass			\$9,000,000	\$1,525,766	\$1,525,766	17%	\$7,474,234	\$9,000,000
Los Angeles - San Diego			\$1,500,000	\$174,043	\$174,043	12%	\$1,325,957	\$1,500,000
Resource Agency			\$1,143,527	\$0	\$0	0%	\$1,143,527	\$1,143,527
Rail Delivery Partner - Phase II			\$0	\$0	\$0	0%	\$0	\$0
Phase II TOTAL			\$12,643,527	\$1,719,727	\$1,719,727	14%	\$10,923,800	\$12,643,527
TOTALS	12, 19	\$1,304,571,362	\$272,458,678	\$15,274,229	\$15,274,229	6%	\$257,184,449	\$272,458,678

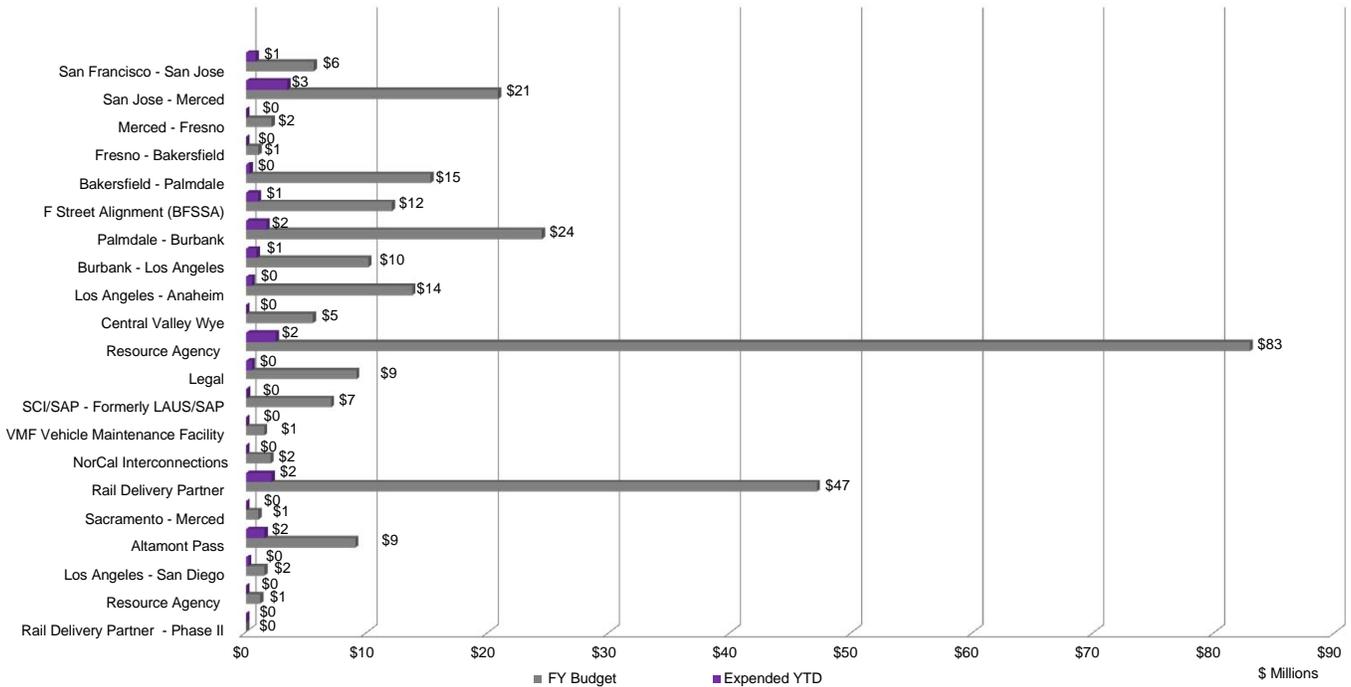
⁴ FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookends) and Phase II commitments.

⁸ The Authority is prioritizing the use of ARRA funding, as a result the budget allocations are subject to change.

¹² Cap and Trade includes \$500M as reflected in the 2016 budget act.

¹⁹ The Project Development FY2016-17 ARRA budget was adjusted \$31.4M, from \$81M to \$49.6M to reflect remaining ARRA funds. The \$31.4M was expended and is included in the total program expenditures and will be reflected in the August FCP following Section 28 approval.

Project Development - State and Federal Funds
 FY2016-17 Expenditures Year to Date



Status as of July 31, 2016

Project Development - State and Federal Funds

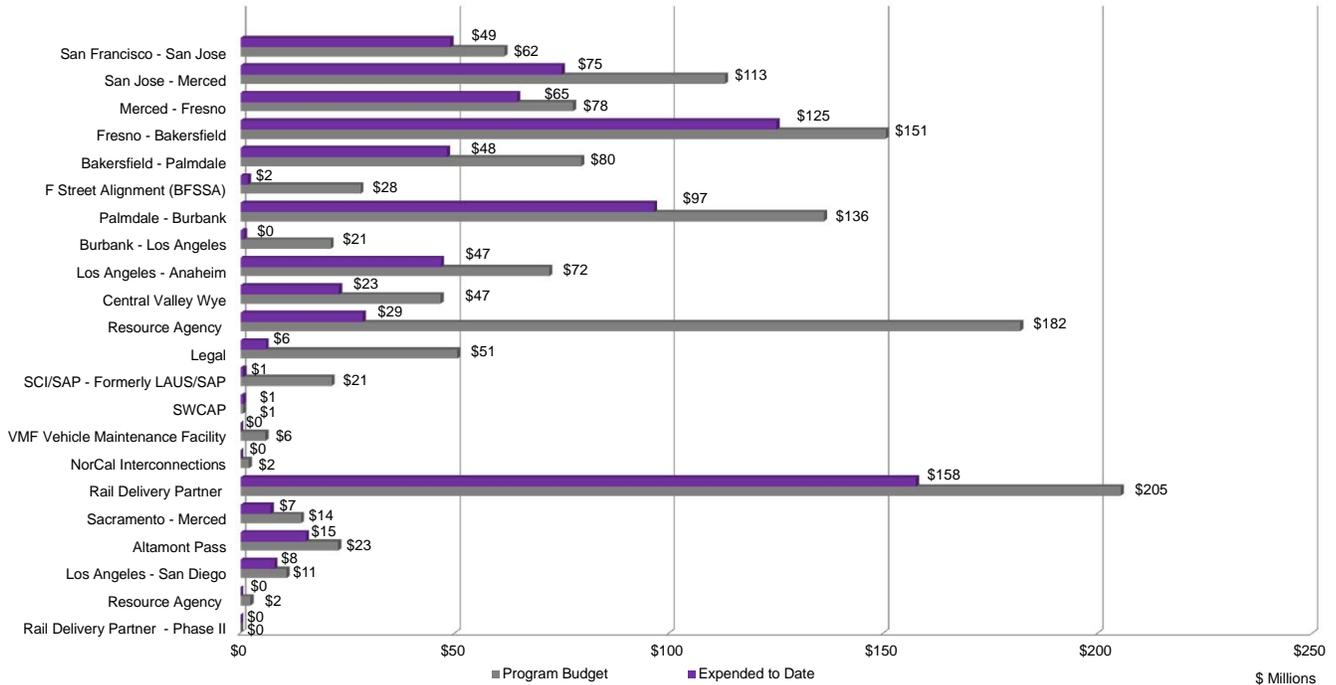
Program Total	Notes	Appropriation (A)	Total Program Budget ⁶ (B)	FY2016-17 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
Phase I								
San Francisco - San Jose			\$61,628,818	\$777,570	\$49,005,704	80%	\$12,623,114	\$61,628,818
San Jose - Merced			\$113,090,898	\$3,397,666	\$75,010,233	66%	\$38,080,665	\$113,090,898
Merced - Fresno			\$77,613,587	\$0	\$64,618,308	83%	\$12,995,279	\$77,613,587
Fresno - Bakersfield			\$150,612,479	\$0	\$125,090,387	83%	\$25,522,092	\$150,612,479
Bakersfield - Palmdale			\$79,540,069	\$280,506	\$48,219,510	61%	\$31,320,559	\$79,540,069
F Street Alignment (BFSSA)			\$28,040,806	\$977,788	\$1,735,795	6%	\$26,305,011	\$28,040,806
Palmdale - Burbank			\$136,219,276	\$1,684,321	\$96,536,430	71%	\$39,682,846	\$136,219,276
Burbank - Los Angeles			\$21,093,171	\$875,358	\$875,358	4%	\$20,217,813	\$21,093,171
Los Angeles - Anaheim			\$72,057,779	\$474,720	\$46,826,261	65%	\$25,231,518	\$72,057,779
Central Valley Wye			\$46,725,423	\$0	\$23,011,798	49%	\$23,713,625	\$46,725,423
Resource Agency			\$181,929,157	\$2,439,634	\$28,570,200	16%	\$153,358,957	\$181,929,157
Legal			\$50,668,720	\$475,043	\$5,945,826	12%	\$44,722,894	\$50,668,720
SCI/SAP - Formerly LAUS/SAP			\$21,304,897	\$71,535	\$735,149	3%	\$20,569,748	\$21,304,897
SWCAP			\$677,872	\$0	\$677,872	100%	\$0	\$677,872
VMF Vehicle Maintenance Facility			\$5,854,550	\$0	\$0	0%	\$5,854,550	\$5,854,550
NorCal Interconnections			\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
Rail Delivery Partner			\$205,377,427	\$2,100,360	\$157,634,808	77%	\$47,742,619	\$205,377,427
Phase I TOTAL			\$1,254,434,929	\$13,554,502	\$724,493,639	58%	\$529,941,290	\$1,254,434,929
Phase II								
Sacramento - Merced			\$14,152,998	\$19,918	\$7,072,915	50%	\$7,080,083	\$14,152,998
Altamont Pass			\$22,810,790	\$1,525,766	\$15,336,556	67%	\$7,474,234	\$22,810,790
Los Angeles - San Diego			\$10,794,094	\$174,043	\$7,968,137	74%	\$2,825,957	\$10,794,094
Resource Agency			\$2,377,684	\$0	\$0	0%	\$2,377,684	\$2,377,684
Rail Delivery Partner - Phase II			\$867	\$0	\$867	100%	\$0	\$867
Phase II TOTAL			\$50,136,433	\$1,719,727	\$30,378,476	61%	\$19,757,957	\$50,136,433
TOTALS	14, 19	\$1,304,571,362	\$1,304,571,362	\$15,274,229	\$754,872,115	58%	\$549,699,247	\$1,304,571,362

⁶ Total Program budget is aligned with the Board approved 2016 Business Plan.

¹⁴ Project Development Prop 1A Total Program Budget and Expenditures include expenditures prior to 2010.

¹⁹ The Project Development FY2016-17 ARRA budget was adjusted \$31.4M, from \$81M to \$49.6M to reflect remaining ARRA funds. The \$31.4M was expended and is included in the total program expenditures and will be reflected in the August FCP following Section 28 approval.

Project Development - State and Federal Funds
 Program Expenditures to Date



Status as of July 31, 2016

Construction - State and Federal Funds

FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget ⁴ (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 Expenditures to Date (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Rail Delivery Partner - Phase I			\$103,153,341	\$6,799,113	\$6,799,113	7%	\$96,354,228	\$103,153,341
Program Construction Management			\$39,508,827	\$3,151,739	\$3,151,739	8%	\$36,357,088	\$39,508,827
Real Property Acquisition - Regular ROW	7		\$265,660,561	\$22,518,694	\$22,518,694	8%	\$243,141,867	\$265,660,561
Design-Build Contract Work			\$740,614,800	\$23,493,671	\$23,493,671	3%	\$717,121,129	\$740,614,800
Madera Extension			\$62,497,580	\$1,084,000	\$1,084,000	2%	\$61,413,580	\$62,497,580
SR 99			\$34,500,000	\$3,813,339	\$3,813,339	11%	\$30,686,661	\$34,500,000
Environmental Mitigation/ROW/Other	7		\$22,976,906	\$0	\$0	0%	\$22,976,906	\$22,976,906
Third Party Contract Work			\$142,276,617	\$2,322,344	\$2,322,344	2%	\$139,954,273	\$142,276,617
Third Party Other			\$24,035,317	\$0	\$0	0%	\$24,035,317	\$24,035,317
Legal			\$50,575	\$0	\$0	0%	\$50,575	\$50,575
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
TOTALS		\$6,610,484,153	\$1,435,274,524	\$63,182,899	\$63,182,899	4%	\$1,372,091,625	\$1,435,274,524

Program Total	Notes	Appropriation (A)	Total Program Budget ¹³ (B)	FY2016-17 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
Rail Delivery Partner - Phase I			\$398,202,082	\$6,799,113	\$182,287,691	46%	\$215,914,391	\$398,202,082
Program Construction Management			\$156,108,267	\$3,151,739	\$37,205,993	24%	\$118,902,274	\$156,108,267
Merced-Fresno (Preliminary ROW)			\$8,780,286	\$0	\$8,780,286	100%	\$0	\$8,780,286
Fresno-Bakersfield (Preliminary ROW)			\$15,547,100	\$0	\$15,547,100	100%	\$0	\$15,547,100
Real Property Acquisition - Regular ROW	7		\$872,738,795	\$22,518,694	\$489,812,044	56%	\$382,926,751	\$872,738,795
Design-Build Contract Work			\$3,801,899,042	\$23,493,671	\$593,348,948	16%	\$3,208,550,094	\$3,801,899,042
Madera Extension			\$153,399,844	\$1,084,000	\$8,468,196	6%	\$144,931,648	\$153,399,844
SR 99	18		\$260,900,000	\$3,813,339	\$84,293,530	32%	\$176,606,469	\$260,900,000
Environmental Mitigation/ROW/Other	7, 18		\$46,313,298	\$0	\$0	0%	\$46,313,298	\$46,313,298
Third Party Contract Work			\$550,400,000	\$2,322,344	\$22,935,706	4%	\$527,464,294	\$550,400,000
Third Party Other			\$0	\$0	\$0	0%	\$0	\$0
Legal			\$4,316,718	\$0	\$896,051	21%	\$3,420,667	\$4,316,718
Project Reserve/Unallocated Contingency			\$276,193,421	\$0	\$53,856,392	19%	\$222,337,029	\$276,193,421
SUBTOTAL		\$6,610,484,153	\$6,544,798,853	\$63,182,899	\$1,497,431,937	23%	\$5,047,366,916	\$6,544,798,853
LOCAL ASSISTANCE (BOOKENDS)		\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
TOTALS		\$7,710,484,153	\$7,644,798,853	\$63,182,899	\$1,497,431,937	20%	\$6,147,366,916	\$7,644,798,853

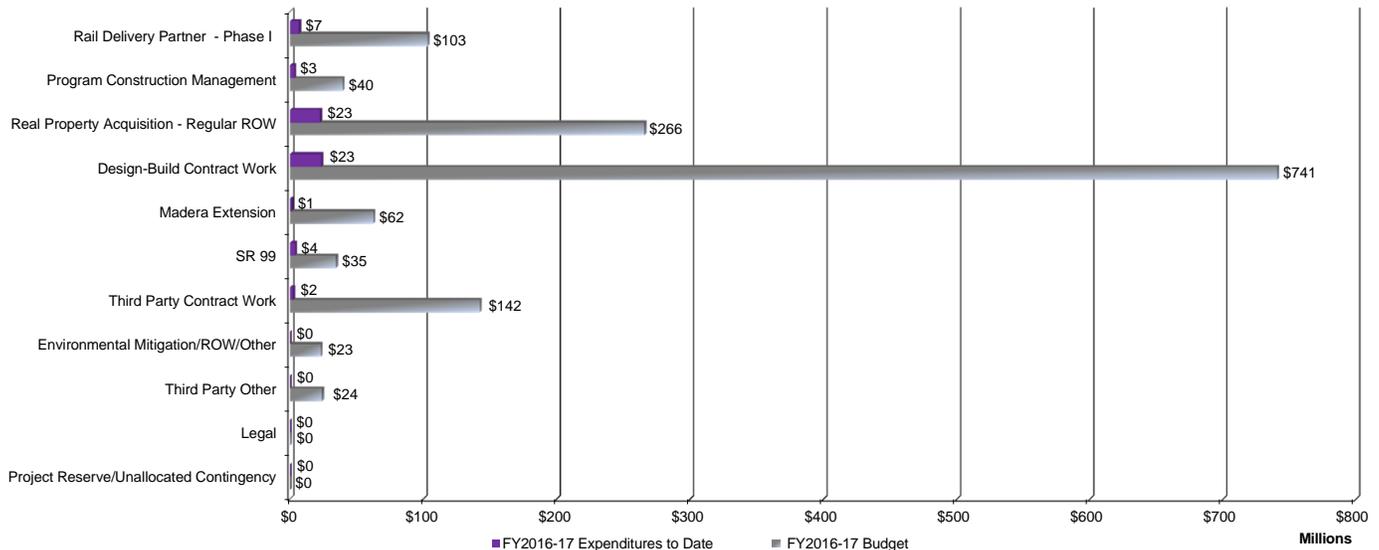
⁴ FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookends) and Phase II commitments.

⁷ Systemwide/Unallocated budget has been apportioned as planned following finalization of scope, \$44.8M to CP1D (Northern Extension) and \$48.9M for Westervelt Contract, CP2-3.

¹³ Construction Total Program Budget includes Madera to Poplar, scope as defined in the ARRA grant, and does not include electrified rail systems, rail communications and stations.

¹⁸ Systemwide/Unallocated budget has been apportioned as planned following finalization of scope, budget of \$35M was apportioned to SR 99.

Construction - State and Federal Funds
 FY2016-17



California High-Speed Rail Authority
 FY2016-17
 Capital Outlay and Expenditure Report
 September 2016



Status as of July 31, 2016

Proposition 1A - Project Development
 Bond Fund
 2665-301-6043

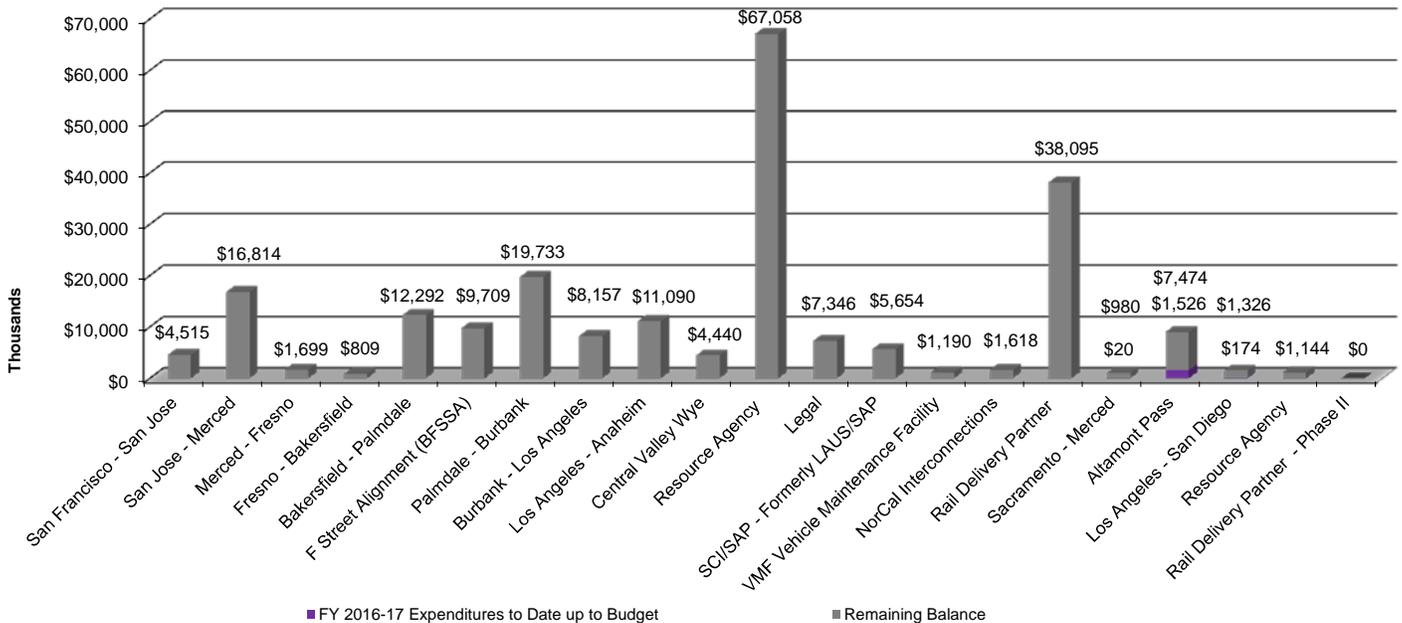
FY2016-17	Appropriation	FY2016-17 Budget	FY2016-17 Monthly Expenditures	FY2016-17 YTD Expenditures	% Expended	FY2016-17 Remaining Balance	FY2016-17 Forecast
Sections	Notes	(A)	4, 8 (B)	(C)	(E) = (D / B)	(F) = (B - D)	(G)
Phase I							
San Francisco - San Jose		\$4,514,815	\$0	\$0	0%	\$4,514,815	\$4,514,815
San Jose - Merced		\$16,813,975	\$0	\$0	0%	\$16,813,975	\$16,813,975
Merced - Fresno		\$1,699,124	\$0	\$0	0%	\$1,699,124	\$1,699,124
Fresno - Bakersfield		\$809,107	\$0	\$0	0%	\$809,107	\$809,107
Bakersfield - Palmdale		\$12,291,850	\$0	\$0	0%	\$12,291,850	\$12,291,850
F Street Alignment (BFSSA)		\$9,709,281	\$0	\$0	0%	\$9,709,281	\$9,709,281
Palmdale - Burbank		\$19,733,185	\$0	\$0	0%	\$19,733,185	\$19,733,185
Burbank - Los Angeles		\$8,156,549	\$0	\$0	0%	\$8,156,549	\$8,156,549
Los Angeles - Anaheim		\$11,090,102	\$0	\$0	0%	\$11,090,102	\$11,090,102
Central Valley Wye		\$4,440,115	\$0	\$0	0%	\$4,440,115	\$4,440,115
Resource Agency		\$67,057,518	\$0	\$0	0%	\$67,057,518	\$67,057,518
Legal		\$7,345,554	\$0	\$0	0%	\$7,345,554	\$7,345,554
SCI/SAP - Formerly LAUS/SAP		\$5,653,929	\$0	\$0	0%	\$5,653,929	\$5,653,929
VMF Vehicle Maintenance Facility		\$1,190,129	\$0	\$0	0%	\$1,190,129	\$1,190,129
NorCal Interconnections		\$1,618,213	\$0	\$0	0%	\$1,618,213	\$1,618,213
Rail Delivery Partner		\$38,094,736	\$0	\$0	0%	\$38,094,736	\$38,094,736
Phase I TOTAL		\$210,218,183	\$0	\$0	0%	\$210,218,183	\$210,218,183
Phase II							
Sacramento - Merced		\$1,000,000	\$19,918	\$19,918	2%	\$980,082	\$1,000,000
Altamont Pass		\$9,000,000	\$1,525,766	\$1,525,766	17%	\$7,474,234	\$9,000,000
Los Angeles - San Diego		\$1,500,000	\$174,043	\$174,043	12%	\$1,325,957	\$1,500,000
Resource Agency		\$1,143,527	\$0	\$0	0%	\$1,143,527	\$1,143,527
Rail Delivery Partner - Phase II		\$0	\$0	\$0	0%	\$0	\$0
Phase II TOTAL		\$12,643,527	\$1,719,727	\$1,719,727	14%	\$10,923,800	\$12,643,527
TOTAL	19	\$574,804,226	\$222,861,710	\$1,719,727	1%	\$221,141,983	\$222,861,710

⁴ FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookends) and Phase II commitments.

⁸ The Authority is prioritizing the use of ARRA funding, as a result the budget allocations are subject to change.

¹⁹ The Project Development FY2016-17 ARRA budget was adjusted \$31.4M, from \$81M to \$49.6M to reflect remaining ARRA funds. The \$31.4M was expended and is included in the total program expenditures and will be reflected in the August FCP following Section 28 approval.

Proposition 1A - Project Development



California High-Speed Rail Authority
 FY2016-17
 Capital Outlay and Expenditure Report
 September 2016

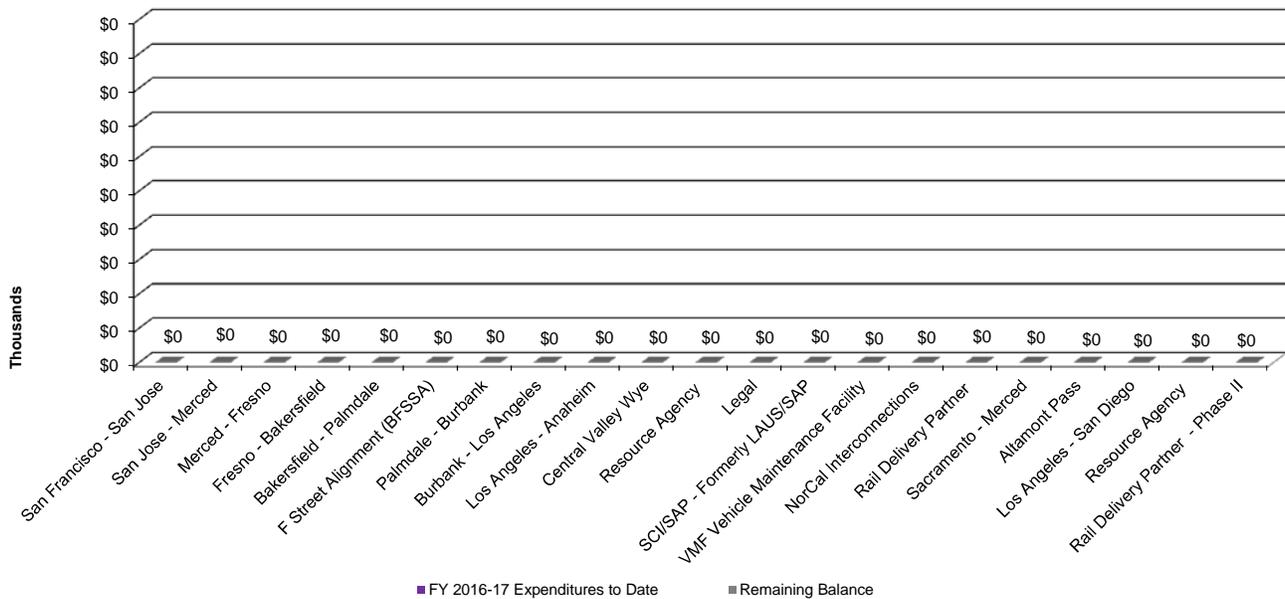


Status as of July 31, 2016

Cap and Trade - Project Development
 Greenhouse Gas Reduction Fund
 2665-301-3228/2665-801-3228

FY2016-17	Appropriation	FY2016-17 Budget	FY2016-17 Monthly Expenditures	FY2016-17 YTD Expenditures	% Expended	FY2016-17 Remaining Balance	FY2016-17 Forecast
Sections	Notes	(A)	⁴ (B)	(C)	(E) = (D / B)	(F) = (B - D)	(G)
Phase I							
San Francisco - San Jose		\$0	\$0	\$0	0%	\$0	\$0
San Jose - Merced		\$0	\$0	\$0	0%	\$0	\$0
Merced - Fresno		\$0	\$0	\$0	0%	\$0	\$0
Fresno - Bakersfield		\$0	\$0	\$0	0%	\$0	\$0
Bakersfield - Palmdale		\$0	\$0	\$0	0%	\$0	\$0
F Street Alignment (BFSSA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$0	\$0	\$0	0%	\$0	\$0
Burbank - Los Angeles		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - Anaheim		\$0	\$0	\$0	0%	\$0	\$0
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$0	\$0	\$0	0%	\$0	\$0
Legal		\$0	\$0	\$0	0%	\$0	\$0
SCI/SAP - Formerly LAUS/SAP		\$0	\$0	\$0	0%	\$0	\$0
VMF Vehicle Maintenance Facility		\$0	\$0	\$0	0%	\$0	\$0
NorCal Interconnections		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner		\$0	\$0	\$0	0%	\$0	\$0
Phase I TOTAL		\$0	\$0	\$0	0%	\$0	\$0
Phase II							
Sacramento - Merced		\$0	\$0	\$0	0%	\$0	\$0
Altamont Pass		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - San Diego		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Phase II		\$0	\$0	\$0	0%	\$0	\$0
Phase II TOTAL		\$0	\$0	\$0	0%	\$0	\$0
TOTAL		\$291,106,136	\$0	\$0	0%	\$0	\$0

Cap and Trade - Project Development



California High-Speed Rail Authority
 FY2016-17
 Capital Outlay and Expenditure Report
 September 2016



Status as of July 31, 2016

Federal Trust Fund - Project Development
 Federal Trust Fund
 2665-301-0890

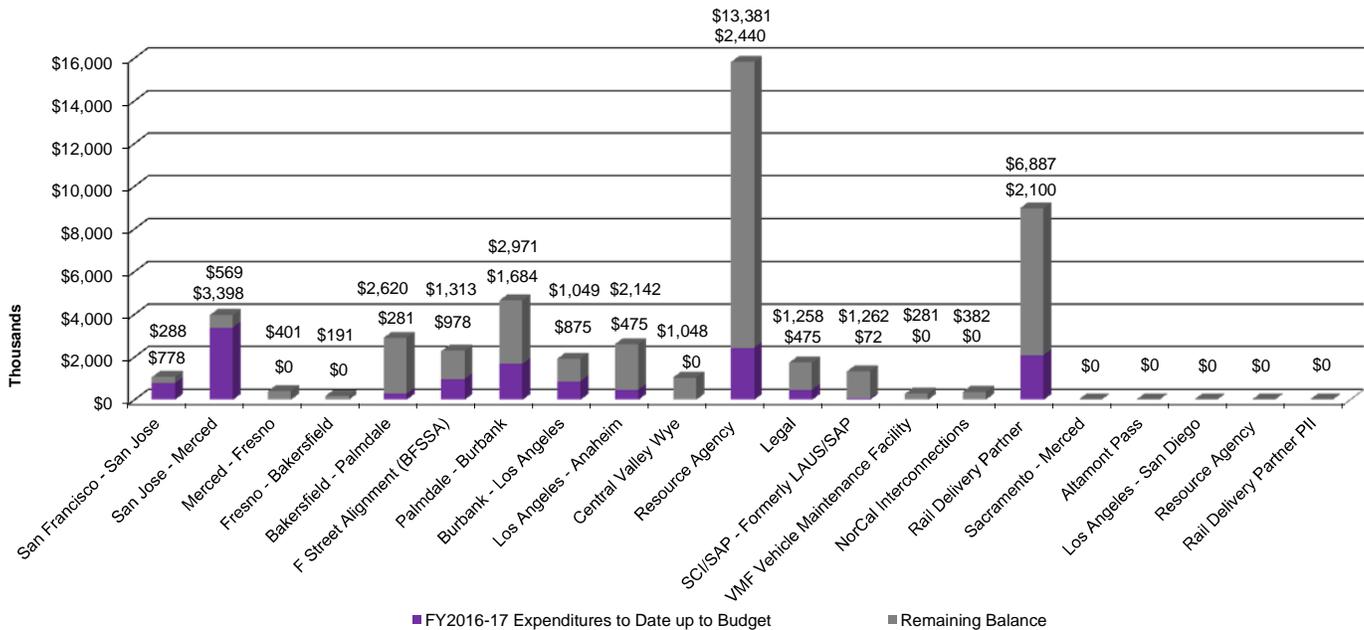
FY2016-17	Appropriation	FY2016-17 Budget	FY2016-17 Monthly Expenditures	FY2016-17 YTD Expenditures	% Expended	FY2016-17 Remaining Balance	FY2016-17 Forecast
Sections	Notes	(A)	4,8 (B)	(C)	(E) = (D / B)	(F) = (B - D)	(G)
Phase I							
San Francisco - San Jose		\$1,065,185	\$777,570	\$777,570	73%	\$287,614	\$1,065,185
San Jose - Merced		\$3,966,937	\$3,397,666	\$3,397,666	86%	\$569,271	\$3,966,937
Merced - Fresno		\$400,876	\$0	\$0	0%	\$400,876	\$400,876
Fresno - Bakersfield		\$190,893	\$0	\$0	0%	\$190,893	\$190,893
Bakersfield - Palmdale		\$2,900,028	\$280,506	\$280,506	10%	\$2,619,521	\$2,900,028
F Street Alignment (BFSSA)		\$2,290,719	\$977,788	\$977,788	43%	\$1,312,931	\$2,290,719
Palmdale - Burbank		\$4,655,669	\$1,684,321	\$1,684,321	36%	\$2,971,347	\$4,655,669
Burbank - Los Angeles		\$1,924,382	\$875,358	\$875,358	45%	\$1,049,024	\$1,924,382
Los Angeles - Anaheim		\$2,616,498	\$474,720	\$474,720	18%	\$2,141,778	\$2,616,498
Central Valley Wye		\$1,047,560	\$0	\$0	0%	\$1,047,560	\$1,047,560
Resource Agency		\$15,820,942	\$2,439,634	\$2,439,634	15%	\$13,381,308	\$15,820,942
Legal		\$1,733,043	\$475,043	\$475,043	27%	\$1,258,000	\$1,733,043
SCI/SAP - Formerly LAUS/SAP		\$1,333,937	\$71,535	\$71,535	5%	\$1,262,401	\$1,333,937
VMF Vehicle Maintenance Facility		\$280,788	\$0	\$0	0%	\$280,788	\$280,788
NorCal Interconnections		\$381,787	\$0	\$0	0%	\$381,787	\$381,787
Rail Delivery Partner		\$8,987,726	\$2,100,360	\$2,100,360	23%	\$6,887,366	\$8,987,726
Phase I TOTAL		\$49,596,969	\$13,554,502	\$13,554,502	27%	\$36,042,467	\$49,596,969
Phase II							
Sacramento - Merced		\$0	\$0	\$0	0%	\$0	\$0
Altamont Pass		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - San Diego		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Phase II		\$0	\$0	\$0	0%	\$0	\$0
Phase II TOTAL		\$0	\$0	\$0	0%	\$0	\$0
TOTAL	19	\$438,661,000	\$49,596,969	\$13,554,502	27%	\$36,042,467	\$49,596,969

⁴ FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookends) and Phase II commitments.

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¹⁹ The Project Development FY2016-17 ARRA budget was adjusted \$31.4M, from \$81M to \$49.6M to reflect remaining ARRA funds. The \$31.4M was expended and is included in the total program expenditures and will be reflected in the August FCP following Section 28 approval.

Federal Trust Fund - Project Development



California High-Speed Rail Authority
 FY2016-17
 Capital Outlay and Expenditure Report
 September 2016



Status as of July 31, 2016

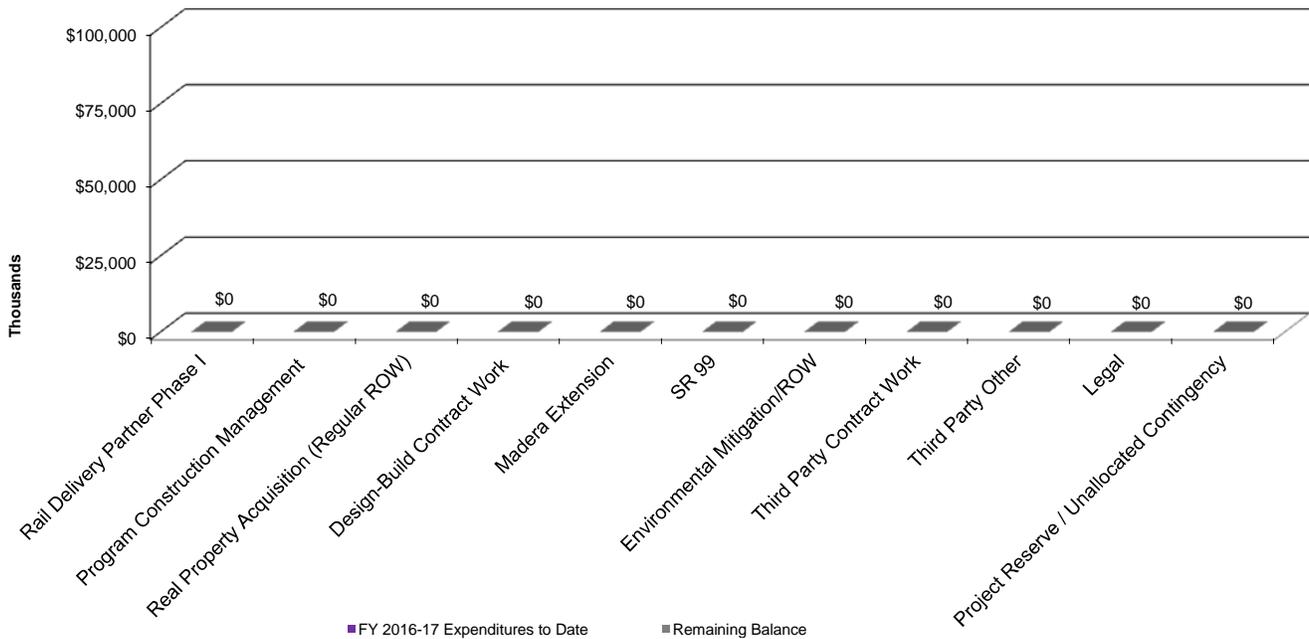
Proposition 1A - Construction
 Bond Fund
 2665-306-6043

FY2016-17		Appropriation	FY2016-17 Budget	FY2016-17 Monthly Expenditures	FY2016-17 YTD Expenditures	% Expended	FY2016-17 Remaining Balance	FY2016-17 Forecast
Sections	Notes	(A)	(B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
Rail Delivery Partner Phase I			\$0	\$0	\$0	0%	\$0	\$0
Program Construction Management			\$0	\$0	\$0	0%	\$0	\$0
Real Property Acquisition (Regular ROW)			\$0	\$0	\$0	0%	\$0	\$0
Design-Build Contract Work			\$0	\$0	\$0	0%	\$0	\$0
Madera Extension			\$0	\$0	\$0	0%	\$0	\$0
SR 99			\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation/ROW			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work			\$0	\$0	\$0	0%	\$0	\$0
Third Party Other	15		\$0	\$0	\$0	0%	\$0	\$0
Legal			\$0	\$0	\$0	0%	\$0	\$0
Project Reserve / Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
TOTAL	2	\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0

² Construction Prop 1A expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).

¹⁵ Third Party Agreements are agreements that enable the design and construction of the CA High-Speed Rail System. These agreements are for the relocation, modification, reconstruction, and/or protection of utilities, rail road facilities, irrigation facilities, and roadways that are in physical conflict with the proposed alignment.

Proposition 1A - Construction



California High-Speed Rail Authority
 FY2016-17
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Status as of July 31, 2016

Cap and Trade - Construction
 Greenhouse Gas Reduction Fund
 2665-306-3228/2665-801-3228

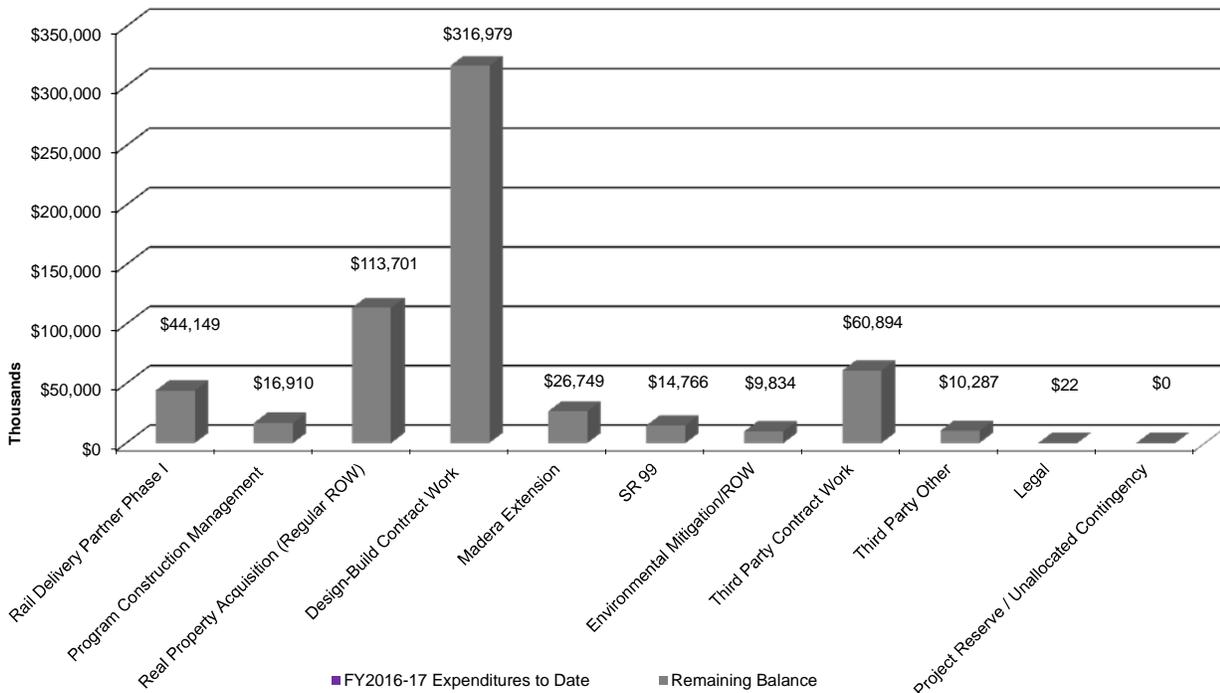
FY2016-17		Appropriation	FY2016-17 Budget	FY2016-17 Monthly Expenditures	FY2016-17 YTD Expenditures	% of Expended	FY2016-17 Remaining Balance	FY2016-17 Forecast
Sections	Notes	(A)	⁴ (B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
Rail Delivery Partner Phase I			\$44,149,035	\$0	\$0	0%	\$44,149,035	\$44,149,035
Program Construction Management			\$16,909,550	\$0	\$0	0%	\$16,909,550	\$16,909,550
Real Property Acquisition (Regular ROW)	7		\$113,701,187	\$0	\$0	0%	\$113,701,187	\$113,701,187
Design-Build Contract Work			\$316,978,861	\$0	\$0	0%	\$316,978,861	\$316,978,861
Madera Extension			\$26,748,604	\$0	\$0	0%	\$26,748,604	\$26,748,604
SR 99			\$14,765,801	\$0	\$0	0%	\$14,765,801	\$14,765,801
Environmental Mitigation/ROW	7		\$9,833,983	\$0	\$0	0%	\$9,833,983	\$9,833,983
Third Party Contract Work			\$60,893,571	\$0	\$0	0%	\$60,893,571	\$60,893,571
Third Party Other	15		\$10,286,977	\$0	\$0	0%	\$10,286,977	\$10,286,977
Legal			\$21,646	\$0	\$0	0%	\$21,646	\$21,646
Project Reserve / Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
TOTAL		\$958,893,864	\$614,289,214	\$0	\$0	0%	\$614,289,214	\$614,289,214

⁴ FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookends) and Phase II commitments.

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Cap and Trade - Construction



California High-Speed Rail Authority
 FY2016-17
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Federal Trust Fund - Construction
 Federal Trust Fund
 2665-306-0890

FY2016-17 Sections	Notes	Appropriation (A)	FY2016-17 Budget ⁴ (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 YTD Expenditures (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Rail Delivery Partner Phase I			\$59,004,306	\$6,799,113	\$6,799,113	12%	\$52,205,194	\$59,004,306
Program Construction Management			\$22,599,277	\$3,151,739	\$3,151,739	14%	\$19,447,538	\$22,599,277
Real Property Acquisition (Regular ROW)	7		\$151,959,374	\$22,518,694	\$22,518,694	15%	\$129,440,680	\$151,959,374
Design-Build Contract Work			\$423,635,939	\$23,493,671	\$23,493,671	6%	\$400,142,269	\$423,635,939
Madera Extension			\$35,748,976	\$1,084,000	\$1,084,000	3%	\$34,664,976	\$35,748,976
SR 99			\$19,734,199	\$3,813,339	\$3,813,339	19%	\$15,920,861	\$19,734,199
Environmental Mitigation/ROW/Other	7		\$13,142,923	\$0	\$0	0%	\$13,142,923	\$13,142,923
Third Party Contract Work			\$81,383,046	\$2,322,344	\$2,322,344	3%	\$79,060,702	\$81,383,046
Third Party Other	15		\$13,748,340	\$0	\$0	0%	\$13,748,340	\$13,748,340
Legal			\$28,929	\$0	\$0	0%	\$28,929	\$28,929
Project Reserve / Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
TOTAL	11	\$3,042,514,289	\$820,985,310	\$63,182,899	\$63,182,899	8%	\$757,802,411	\$820,985,310

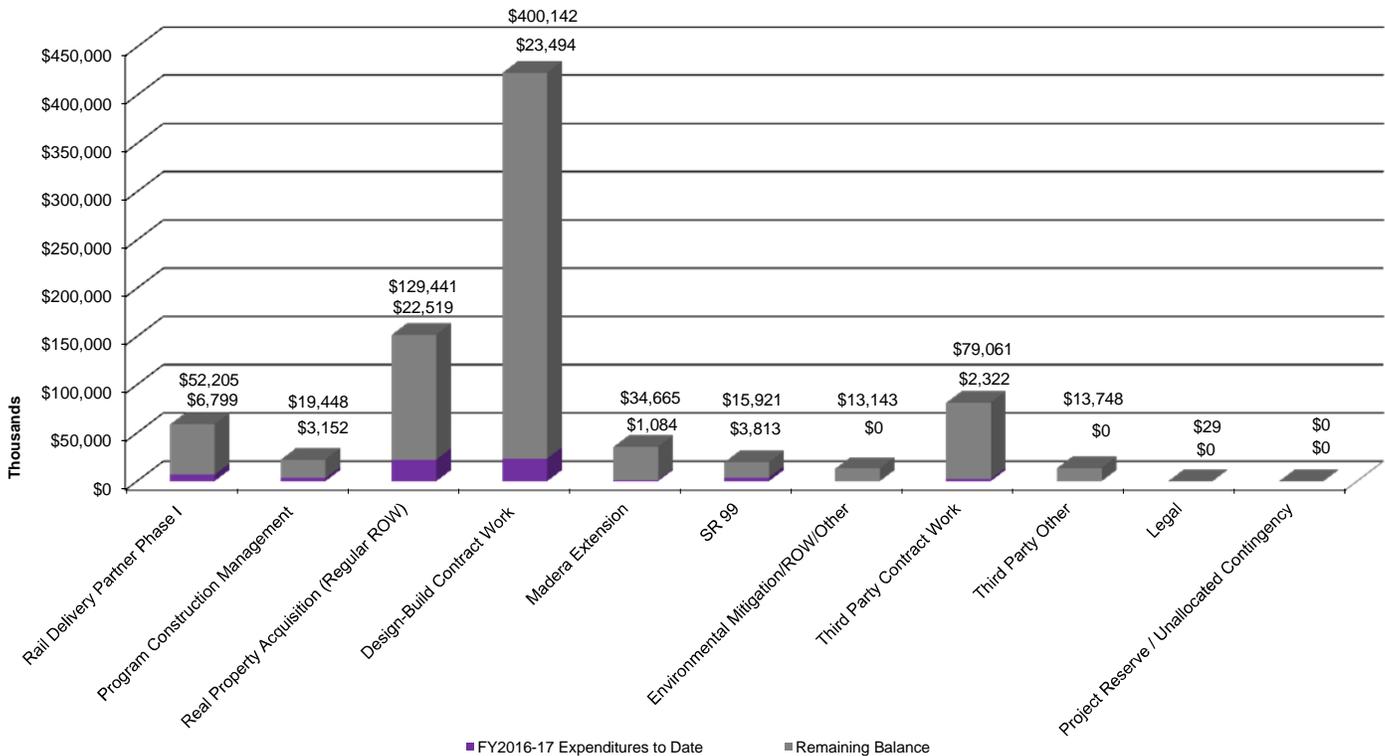
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⁷ Systemwide/Unallocated budget has been apportioned as planned following finalization of scope, \$44.8M to CP1D (Northern Extension) and \$48.9M for Westervelt Contract, CP2-3.

¹¹ Items approved at the August board meeting include 1) Grade Separation reimbursement agreement of \$83M and 2) Caltrain reimbursement agreement of \$113M. The budget will be reallocated for these items upon receipt of expenditure documentation from partner agencies.

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Federal Trust Fund - Construction



California High-Speed Rail Authority
 FY2016-17
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 September 2016



Status as of July 31, 2016

Construction by Construction Package
 State and Federal Funds
 FY2016-17

FY2016-17	Appropriation	FY2016-17 Budget	FY2016-17 Monthly Expenditures	FY2016-17 YTD Expenditures	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Sections	Notes	(A)	(B)	(C)	(D)	(E)	(G)
CP1							
Design-Build Contract Work		\$260,072,251	\$11,041,631	\$11,041,631	4%	\$249,030,620	\$260,072,251
Madera Extension		\$62,497,580	\$1,084,000	\$1,084,000	2%	\$61,413,580	\$62,497,580
SR 99		\$34,500,000	\$3,813,339	\$3,813,339	11%	\$30,686,661	\$34,500,000
Program Construction Management		\$4,899,724	\$916,829	\$916,829	19%	\$3,982,896	\$4,899,724
Real Property Acquisition (Regular ROW)	7	\$83,504,278	\$17,014,035	\$17,014,035	20%	\$66,490,243	\$83,504,278
Board Approved Contingency		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work		\$71,026,617	\$2,094,753	\$2,094,753	3%	\$68,931,864	\$71,026,617
Total CP1		\$516,500,450	\$35,964,586	\$35,964,586	7%	\$480,535,864	\$516,500,450
CP2-3							
Design-Build Contract Work		\$325,503,256	\$10,342,877	\$10,342,877	3%	\$315,160,379	\$325,503,256
Program Construction Management		\$24,296,782	\$1,906,545	\$1,906,545	8%	\$22,390,237	\$24,296,782
Real Property Acquisition (Regular ROW)		\$86,418,192	\$2,629,168	\$2,629,168	3%	\$83,789,024	\$86,418,192
Board Approved Contingency		\$0	\$0	\$0	0%	\$0	\$0
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work		\$56,250,000	\$227,591	\$227,591	0%	\$56,022,409	\$56,250,000
Total CP2-3		\$492,468,230	\$15,106,182	\$15,106,182	3%	\$477,362,048	\$492,468,230
CP4							
Design-Build Contract Work		\$155,039,293	\$2,109,162	\$2,109,162	1%	\$152,930,131	\$155,039,293
Program Construction Management		\$10,312,321	\$328,365	\$328,365	3%	\$9,983,956	\$10,312,321
Real Property Acquisition (Regular ROW)		\$95,738,091	\$2,875,491	\$2,875,491	3%	\$92,862,600	\$95,738,091
Board Approved Contingency		\$0	\$0	\$0	0%	\$0	\$0
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work		\$15,000,000	\$0	\$0	0%	\$15,000,000	\$15,000,000
Total CP4		\$276,089,705	\$5,313,018	\$5,313,018	2%	\$270,776,687	\$276,089,705
CP5							
Design-Build Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Program Construction Management		\$0	\$0	\$0	0%	\$0	\$0
Total CP5		\$0	\$0	\$0	0%	\$0	\$0
Systemwide / Unallocated							
Rail Delivery Partner Phase I		\$103,153,341	\$6,799,113	\$6,799,113	7%	\$96,354,228	\$103,153,341
Environmental Mitigation/ROW/Other	7	\$22,976,906	\$0	\$0	0%	\$22,976,906	\$22,976,906
Third Party Other	15	\$24,035,317	\$0	\$0	0%	\$24,035,317	\$24,035,317
Legal		\$50,575	\$0	\$0	0%	\$50,575	\$50,575
Project Reserve/Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Total Systemwide / Unallocated		\$150,216,139	\$6,799,113	\$6,799,113	5%	\$143,417,026	\$150,216,139
TOTAL	2, 11	\$6,610,484,153	\$1,435,274,524	\$63,182,899	4%	\$1,372,091,625	\$1,435,274,524

² Construction Prop 1A expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).

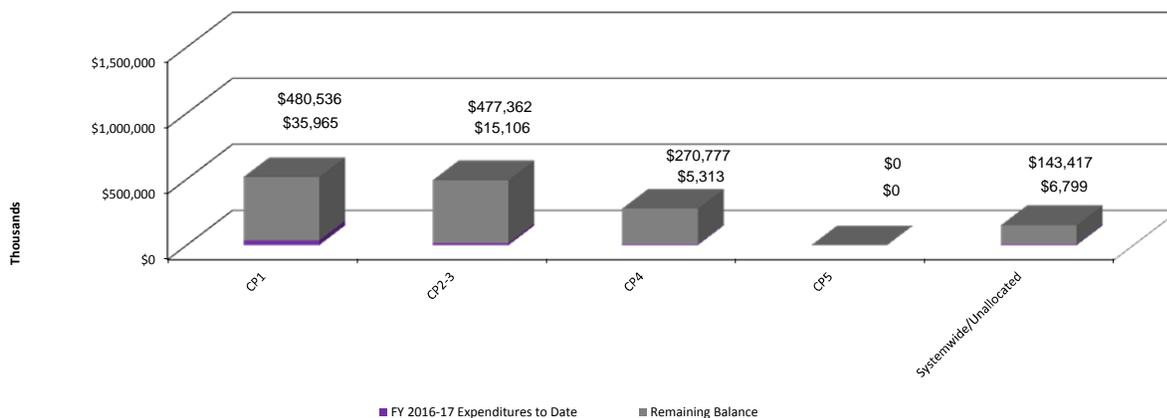
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State and Federal Funds - Construction by Construction Package



Status as of July 31, 2016

Construction by Construction Package
 State and Federal Funds

Program Total		Appropriation	Total Program Budget	Total Program Monthly Expenditures	Total Program Expenditures to Date	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
Sections	Notes	(A)	¹³ (B)	(C)	(D)	(E)	(F)	(G)
CP1	1							
Design-Build Contract Work	3		\$1,132,027,585	\$11,041,631	\$343,892,963	30%	\$788,134,622	\$1,132,027,585
Madera Extension			\$153,399,844	\$1,084,000	\$8,468,196	6%	\$144,931,648	\$153,399,844
SR 99	18		\$260,900,000	\$3,813,339	\$84,293,530	32%	\$176,606,469	\$260,900,000
Program Construction Management			\$34,208,889	\$916,829	\$21,888,815	64%	\$12,320,074	\$34,208,889
Real Property Acquisition (Regular ROW)	7		\$440,879,079	\$17,014,035	\$354,674,806	80%	\$86,204,273	\$440,879,079
Board Approved Contingency			\$51,450,567	\$0	\$0	0%	\$51,450,567	\$51,450,567
Third Party Contract Work	20		\$346,399,999	\$2,094,753	\$13,026,232	4%	\$333,373,768	\$346,399,999
Total CP1			\$2,419,265,964	\$35,964,586	\$826,244,542	34%	\$1,593,021,421	\$2,419,265,964
CP2-3	1							
Design-Build Contract Work			\$1,369,149,646	\$10,342,877	\$221,026,005	16%	\$1,148,123,640	\$1,369,149,646
Program Construction Management			\$71,844,690	\$1,906,545	\$13,784,978	19%	\$58,059,712	\$71,844,690
Real Property Acquisition (Regular ROW)	7		\$271,005,394	\$2,629,168	\$118,440,912	44%	\$152,564,481	\$271,005,394
Board Approved Contingency			\$257,386,245	\$0	\$0	0%	\$257,386,245	\$257,386,245
Hazardous Waste Provisional Sum			\$29,232,000	\$0	\$0	0%	\$29,232,000	\$29,232,000
Third Party Contract Work	20		\$167,000,000	\$227,591	\$9,909,474	6%	\$157,090,526	\$167,000,000
Total CP2-3			\$2,165,617,974	\$15,106,182	\$363,161,370	17%	\$1,802,456,604	\$2,165,617,974
CP4	1							
Design-Build Contract Work			\$445,681,128	\$2,109,162	\$28,429,979	6%	\$417,251,149	\$445,681,128
Program Construction Management			\$30,064,017	\$328,365	\$1,532,200	5%	\$28,531,817	\$30,064,017
Real Property Acquisition (Regular ROW)			\$160,854,322	\$2,875,491	\$16,696,325	10%	\$144,157,997	\$160,854,322
Board Approved Contingency			\$60,565,872	\$0	\$0	0%	\$60,565,872	\$60,565,872
Hazardous Waste Provisional Sum			\$10,310,000	\$0	\$0	0%	\$10,310,000	\$10,310,000
Third Party Contract Work	20		\$37,000,000	\$0	\$0	0%	\$37,000,000	\$37,000,000
Total CP4			\$744,475,339	\$5,313,018	\$46,658,504	6%	\$697,816,834	\$744,475,339
CP5								
Design-Build Contract Work			\$446,096,000	\$0	\$0	0%	\$446,096,000	\$446,096,000
Program Construction Management			\$19,990,671	\$0	\$0	0%	\$19,990,671	\$19,990,671
Total CP5			\$466,086,671	\$0	\$0	0%	\$466,086,671	\$466,086,671
Systemwide / Unallocated								
Merced-Fresno (Preliminary ROW)			\$8,780,286	\$0	\$8,780,286	100%	\$0	\$8,780,286
Fresno-Bakersfield (Preliminary ROW)			\$15,547,100	\$0	\$15,547,100	100%	\$0	\$15,547,100
Environmental Mitigation/ROW/Other	7, 18		\$46,313,298	\$0	\$0	0%	\$46,313,298	\$46,313,298
Third Party Other	15, 20		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner			\$398,202,082	\$6,799,113	\$182,287,691	46%	\$215,914,391	\$398,202,082
Legal			\$4,316,718	\$0	\$896,051	21%	\$3,420,667	\$4,316,718
Project Reserve/Unallocated Contingency	3		\$276,193,421	\$0	\$53,856,392	19%	\$222,337,029	\$276,193,421
Total Systemwide / Unallocated			\$749,352,905	\$6,799,113	\$261,367,520	35%	\$487,985,385	\$749,352,905
SUBTOTAL	11, 12	\$6,610,484,153	\$6,544,798,853	\$63,182,899	\$1,497,431,937	23%	\$5,047,366,916	\$6,544,798,853
LOCAL ASSISTANCE (BOOKENDS)		\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
TOTAL		\$7,710,484,153	\$7,644,798,853	\$63,182,899	\$1,497,431,937	20%	\$6,147,366,916	\$7,644,798,853

¹ Distribution of the Design-Build contract by category as of July 31, 2016 Project Status Reports.

³ CP1 Design-Build contract Work will be adjusted by \$149,509,848 pending execution of change order to establish third party provisional sum.

⁷ Systemwide/Unallocated budget has been apportioned as planned following finalization of scope, \$44.8M to CP1D (Northern Extension) and \$48.9M for Westervelt Contract, CP2-3.

¹¹ Items approved at the August board meeting include 1) Grade Separation reimbursement agreement of \$83M and 2) Caltrain reimbursement agreement of \$113M. The budget will be reallocated for these items upon receipt of expenditure documentation from partner agencies.

¹² Cap and Trade includes \$500M as reflected in the 2016 budget act.

¹³ Construction Total Program Budget includes Madera to Poplar, scope as defined in the ARRA grant, and does not include electrified rail systems, rail communications and stations.

¹⁵ Third Party Agreements are agreements that enable the design and construction of the CA High-Speed Rail System. These agreements are for the relocation, modification, reconstruction, and/or protection of utilities, rail road facilities, irrigation facilities, and roadways that are in physical conflict with the proposed alignment.

¹⁸ Systemwide/Unallocated budget has been apportioned as planned following finalization of scope, budget of \$35M was apportioned to SR 99.

²⁰ Systemwide/Unallocated third party reserve apportioned to appropriate CP per May 2016 F&A Briefing.

