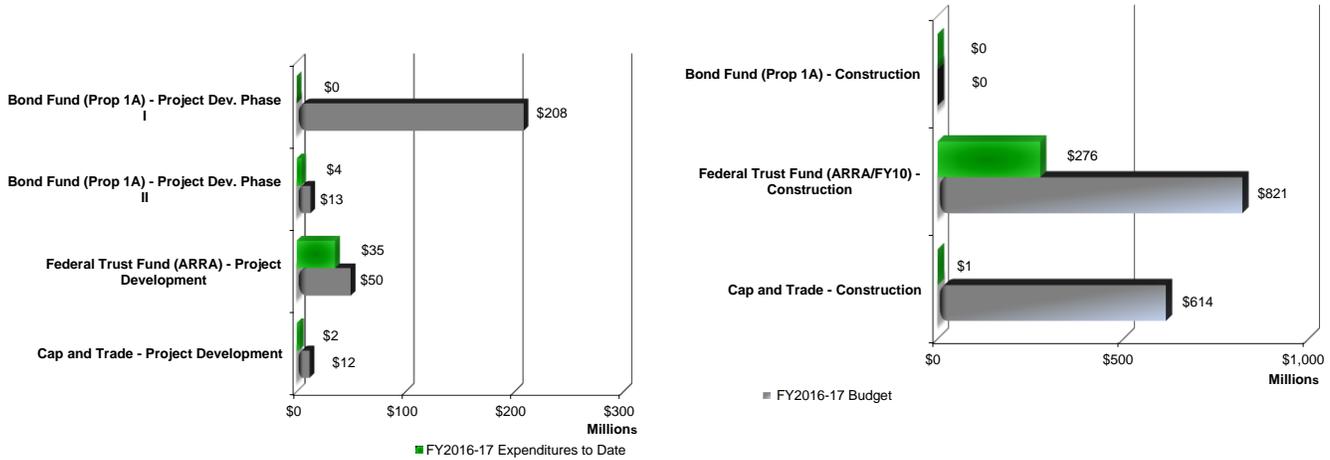


Status as of September 30, 2016

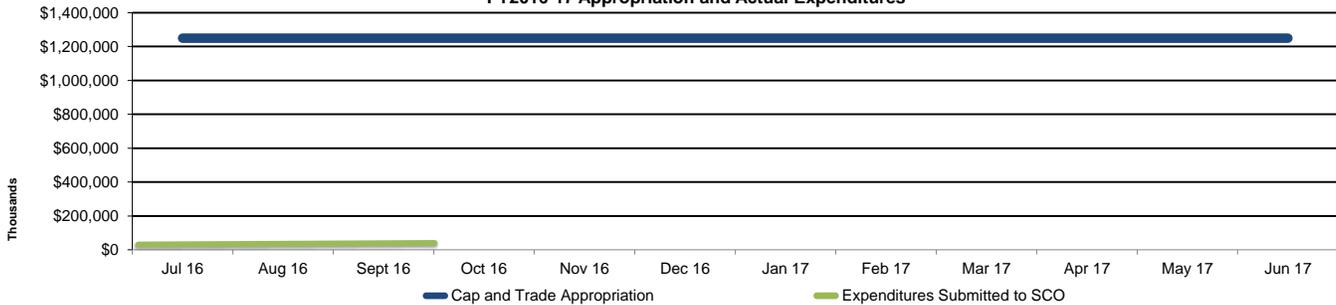
Budget Summary

FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget <sup>4</sup> (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 <sup>26</sup> (G)
Bond Fund (Prop 1A) - Project Dev. Phase I		\$574,804,226	\$208,341,376	\$0	\$0	0%	\$208,341,376	\$149,642,080
Bond Fund (Prop 1A) - Project Dev. Phase II	10		\$12,643,527	\$1,531,837	\$4,238,409	34%	\$8,405,118	\$12,643,527
Federal Trust Fund (ARRA) - Project Development		\$438,661,000	\$49,596,969	\$12,718,802	\$35,252,478	71%	\$14,344,490	\$49,596,969
Cap and Trade - Project Development	12	\$331,106,136	\$11,876,807	\$1,945	\$2,159,378	18%	\$9,717,429	\$11,876,807
<b>PROJECT DEVELOPMENT SUBTOTAL</b>		<b>\$1,344,571,362</b>	<b>\$282,458,678</b>	<b>\$14,252,584</b>	<b>\$41,650,266</b>	<b>15%</b>	<b>\$240,808,412</b>	<b>\$223,759,382</b>
Bond Fund (Prop 1A) - Construction	2	\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (ARRA/FY10) - Construction		\$3,042,514,289	\$820,985,310	\$92,893,393	\$275,948,576	34%	\$545,036,734	\$820,985,310
Cap and Trade - Construction	12	\$918,893,864	\$614,289,214	\$263,899	\$906,127	0%	\$613,383,086	\$227,969,850
<b>CONSTRUCTION SUBTOTAL</b>		<b>\$6,570,484,153</b>	<b>\$1,435,274,524</b>	<b>\$93,157,292</b>	<b>\$276,854,703</b>	<b>19%</b>	<b>\$1,158,419,820</b>	<b>\$1,048,955,160</b>
Local Assistance (Bookends)	9	\$1,100,000,000	\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		<b>\$9,015,055,515</b>	<b>\$1,717,733,202</b>	<b>\$107,409,876</b>	<b>\$318,504,969</b>	<b>19%</b>	<b>\$1,399,228,233</b>	<b>\$1,272,714,542</b>

FY2016-17 Expenditures to Date



Cap and Trade Funds  
 FY2016-17 Appropriation and Actual Expenditures



Month (\$000's)	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	\$989	\$989	\$989	\$989	\$989	\$989	\$989	\$989	\$989	\$989	\$989	\$989	\$11,868
Expenditures	\$0	\$2,800	\$3,066										\$3,066

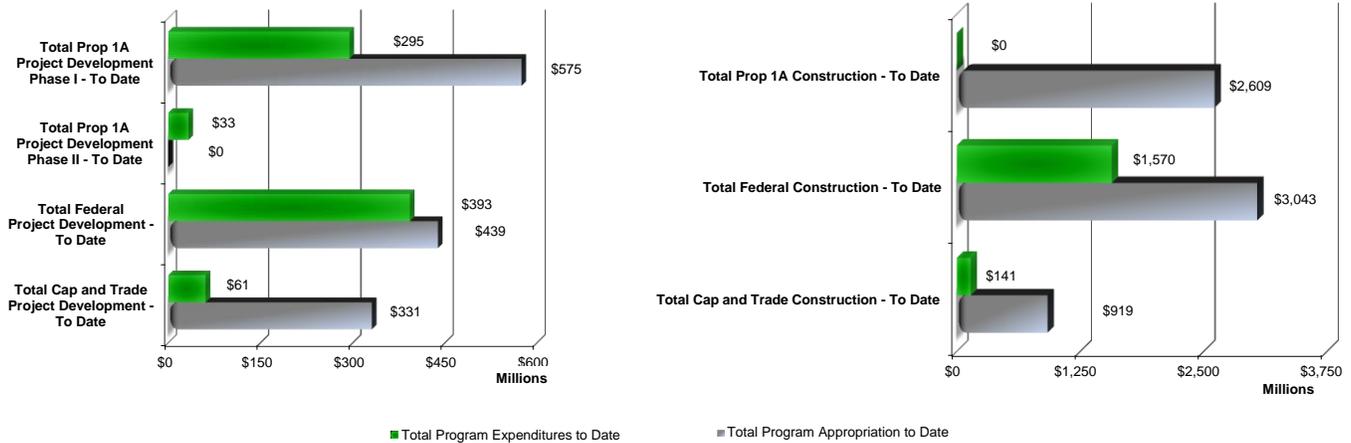
<sup>2</sup> Construction Prop 1A expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).  
<sup>4</sup> FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookends) and Phase II commitments.  
<sup>9</sup> Local Assistance (Bookends) expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).  
<sup>10</sup> Appropriation for Project Development Phase II shown with Phase I.  
<sup>12</sup> Cap and Trade includes \$500M as reflected in the 2016 budget act.  
<sup>26</sup> Forecast updates for Project Development reflect the potential efficiencies for environmental documentation production and review. Forecast updates for Construction reflects current information from the Design-Builders.

Status as of September 30, 2016

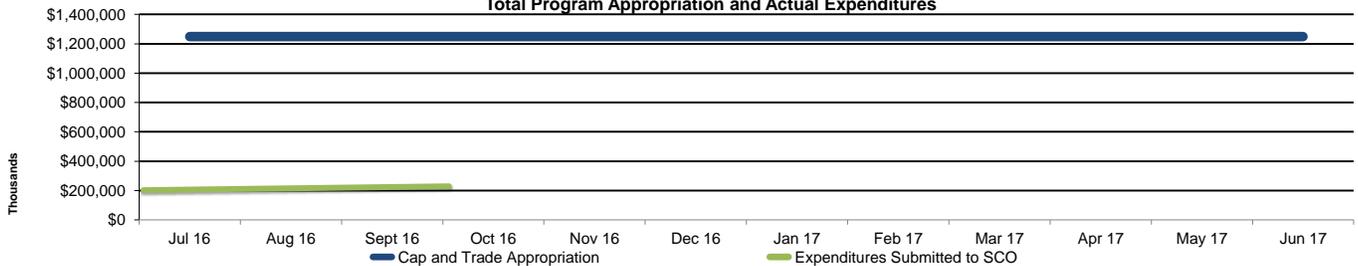
Budget Summary

Program to Date	Notes	Appropriation (A)	Total Program Budget <sup>6</sup> (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		\$574,804,226	\$524,667,793	\$0	\$294,692,825	56%	\$229,974,968	\$524,667,793
Bond Fund (Prop 1A) - To Date - Project Dev. Phase II	10	\$438,661,000	\$50,136,433	\$1,531,837	\$32,897,158	66%	\$17,239,275	\$50,136,433
Federal Trust Fund (ARRA) - To Date	27	\$438,661,000	\$438,661,000	\$12,718,802	\$392,912,791	90%	\$45,748,209	\$438,661,000
Cap and Trade - Project Development	12	\$331,106,136	\$331,106,136	\$1,945	\$60,745,378	18%	\$270,360,758	\$331,106,136
<b>PROJECT DEVELOPMENT SUBTOTAL</b>	14	<b>\$1,344,571,362</b>	<b>\$1,344,571,362</b>	<b>\$14,252,584</b>	<b>\$781,248,152</b>	<b>58%</b>	<b>\$563,323,210</b>	<b>\$1,344,571,362</b>
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	27	\$3,042,514,289	\$3,042,514,289	\$92,893,393	\$1,569,829,646	52%	\$1,472,684,643	\$3,042,514,289
Cap and Trade - Construction	12	\$918,893,864	\$893,208,564	\$263,899	\$141,274,095	16%	\$751,934,468	\$893,208,564
<b>CONSTRUCTION SUBTOTAL</b>	13	<b>\$6,570,484,153</b>	<b>\$6,544,798,853</b>	<b>\$93,157,292</b>	<b>\$1,711,103,741</b>	<b>26%</b>	<b>\$4,833,695,111</b>	<b>\$6,544,798,853</b>
Local Assistance (Bookends)	9	\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
<b>TOTAL</b>		<b>\$9,015,055,515</b>	<b>\$8,989,370,215</b>	<b>\$107,409,876</b>	<b>\$2,492,351,893</b>	<b>28%</b>	<b>\$6,497,018,322</b>	<b>\$8,989,370,215</b>

Program Expenditures To Date



Cap and Trade Funds  
 Total Program Appropriation and Actual Expenditures



Month (\$000's)	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
Cumulative Cap and Trade Forecasted Expenditures	\$199,943	\$200,932	\$201,921	\$202,910	\$203,899	\$204,888	\$205,877	\$206,866	\$207,855	\$208,844	\$209,833	\$210,822	\$210,822
Cumulative Expenditures	\$198,954	\$201,754	\$202,019										\$202,019

<sup>2</sup> Construction Prop 1A expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).  
<sup>6</sup> Total Program budget is aligned with the Board approved 2016 Business Plan.  
<sup>9</sup> Local Assistance (Bookends) expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).  
<sup>10</sup> Appropriation for Project Development Phase II shown with Phase I.  
<sup>12</sup> Cap and Trade includes \$500M as reflected in the 2016 budget act.  
<sup>13</sup> 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.  
<sup>14</sup> Project Development Prop 1A Total Program Budget and Expenditures include expenditures prior to 2010.  
<sup>27</sup> Total ARRA expenditures are \$2.007B or 78.6% of the \$2.553B grant as of November 1, 2016 including FRA paid, approved, and pending invoices plus invoices pending submittal to FRA, invoices received by HSRA, and Work-in-Progress.

Status as of September 30, 2016

Project Development - State and Federal Funds

FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget <sup>4,8</sup> (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 <sup>26</sup> (G)
<b>Phase I</b>								
San Francisco - San Jose			\$4,080,000	\$572,806	\$2,071,728	51%	\$2,008,272	\$5,423,238
San Jose - Merced			\$18,830,912	\$2,721,863	\$7,863,186	42%	\$10,967,726	\$12,689,392
Merced - Fresno			\$2,100,000	\$0	\$0	0%	\$2,100,000	\$400,876
Fresno - Bakersfield			\$1,000,000	\$0	\$0	0%	\$1,000,000	\$950,000
Bakersfield - Palmdale	21		\$16,891,878	\$2,179,067	\$4,514,183	27%	\$12,377,695	\$15,177,257
F Street Alignment (BFSSA)	21, 22		\$12,000,000	(\$513,915)	\$907,503	8%	\$11,092,497	\$12,000,000
Palmdale - Burbank			\$25,888,854	\$2,755,591	\$6,104,343	24%	\$19,784,511	\$22,194,831
Burbank - Los Angeles			\$10,080,931	\$39,655	\$1,234,742	12%	\$8,846,189	\$10,080,931
Los Angeles - Anaheim			\$13,956,600	\$1,743,115	\$2,834,001	20%	\$11,122,599	\$13,168,762
Central Valley Wye			\$5,487,675	\$0	\$0	0%	\$5,487,675	\$5,487,675
Resource Agency includes LAUS	7, 17		\$92,878,459	\$214,801	\$3,876,182	4%	\$89,002,277	\$63,698,254
Legal			\$9,078,597	\$237,558	\$938,313	10%	\$8,140,284	\$6,978,597
SCI/SAP	7		\$6,987,866	\$310,422	\$423,570	6%	\$6,564,295	\$2,036,386
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	23		\$47,082,462	\$2,459,785	\$6,644,105	14%	\$40,438,357	\$37,358,738
<b>Phase I TOTAL</b>			\$269,815,151	\$12,720,747	\$37,411,856	14%	\$232,403,295	\$211,115,855
<b>Phase II</b>								
Sacramento - Merced			\$1,000,000	\$21,792	\$49,030	5%	\$950,970	\$1,000,000
Altamont Pass			\$9,000,000	\$1,176,397	\$3,503,218	39%	\$5,496,782	\$9,000,000
Los Angeles - San Diego			\$1,500,000	\$333,649	\$686,161	46%	\$813,839	\$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
<b>Phase II TOTAL</b>			\$12,643,527	\$1,531,837	\$4,238,409	34%	\$8,405,118	\$12,643,527
<b>TOTALS</b>	12	\$1,344,571,362	\$282,458,678	\$14,252,584	\$41,650,266	15%	\$240,808,412	\$223,759,382

<sup>4</sup> 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.

<sup>7</sup> \$32M for Los Angeles Union Station (LAUS) is currently budgeted under Resource Agency.

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

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

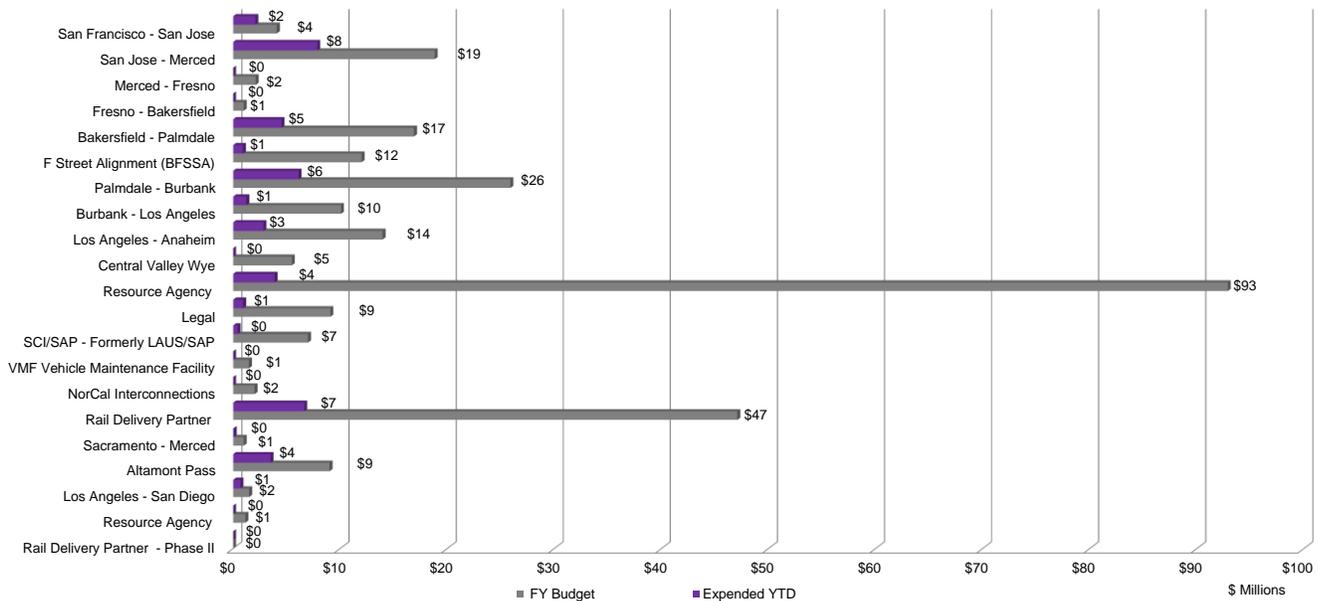
<sup>17</sup> Resource Agency budget and forecast includes Federal Agency contracts and the Financial Services contract, which are funded with Cap and Trade.

<sup>21</sup> Resource Agency contract is currently being amended and supports Environmental Section Bakersfield to Palmdale and F Street Alignment (BFSSA).

<sup>22</sup> Negative increment for BFSSA is result of prior accrual being higher than submitted invoice. BFSSA was not accrued for the September period, as the contract is awaiting Board Approval on a Change Order.

<sup>26</sup> Forecast updates for Project Development reflect the potential efficiencies for environmental documentation production and review. Forecast updates for Construction reflects current information from the Design-Builders.

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



Status as of September 30, 2016

Project Development - State and Federal Funds

Program Total	Notes	Appropriation (A)	Total Program Budget <sup>6</sup> (B)	FY2016-17 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
<b>Phase I</b>								
San Francisco - San Jose			\$61,628,818	\$572,806	\$50,299,862	82%	\$11,328,956	\$61,628,818
San Jose - Merced			\$113,090,898	\$2,721,863	\$79,475,753	70%	\$33,615,145	\$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	\$2,179,067	\$51,461,329	65%	\$28,078,740	\$79,540,069
F Street Alignment (BFSSA)	22		\$28,040,806	(\$513,915)	\$2,657,368	9%	\$25,383,438	\$28,040,806
Palmdale - Burbank			\$136,219,276	\$2,755,591	\$100,956,452	74%	\$35,262,825	\$136,219,276
Burbank - Los Angeles			\$21,093,171	\$39,655	\$3,279,857	16%	\$17,813,314	\$21,093,171
Los Angeles - Anaheim			\$72,057,779	\$1,743,115	\$47,140,427	65%	\$24,917,352	\$72,057,779
Central Valley Wye			\$46,725,423	\$0	\$23,011,798	49%	\$23,713,625	\$46,725,423
Resource Agency includes LAUS	7, 17		\$221,929,157	\$214,801	\$30,006,748	14%	\$191,922,409	\$221,929,157
Legal			\$50,668,720	\$237,558	\$6,409,096	13%	\$44,259,624	\$50,668,720
SCI/SAP			\$21,304,897	\$310,422	\$1,087,184	5%	\$20,217,713	\$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	\$2,459,785	\$162,178,554	79%	\$43,198,873	\$205,377,427
<b>Phase I TOTAL</b>			<b>\$1,294,434,929</b>	<b>\$12,720,747</b>	<b>\$748,350,994</b>	<b>58%</b>	<b>\$546,083,935</b>	<b>\$1,294,434,929</b>
<b>Phase II</b>								
Sacramento - Merced			\$14,152,998	\$21,792	\$7,102,027	50%	\$7,050,971	\$14,152,998
Altamont Pass			\$22,810,790	\$1,176,397	\$17,314,008	76%	\$5,496,782	\$22,810,790
Los Angeles - San Diego			\$10,794,094	\$333,649	\$8,480,255	79%	\$2,313,839	\$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
<b>Phase II TOTAL</b>			<b>\$50,136,433</b>	<b>\$1,531,837</b>	<b>\$32,897,158</b>	<b>66%</b>	<b>\$17,239,275</b>	<b>\$50,136,433</b>
<b>TOTALS</b>	14	\$1,344,571,362	\$1,344,571,362	\$14,252,584	\$781,248,152	58%	\$563,323,210	\$1,344,571,362

<sup>6</sup> Total Program budget is aligned with the Board approved 2016 Business Plan.

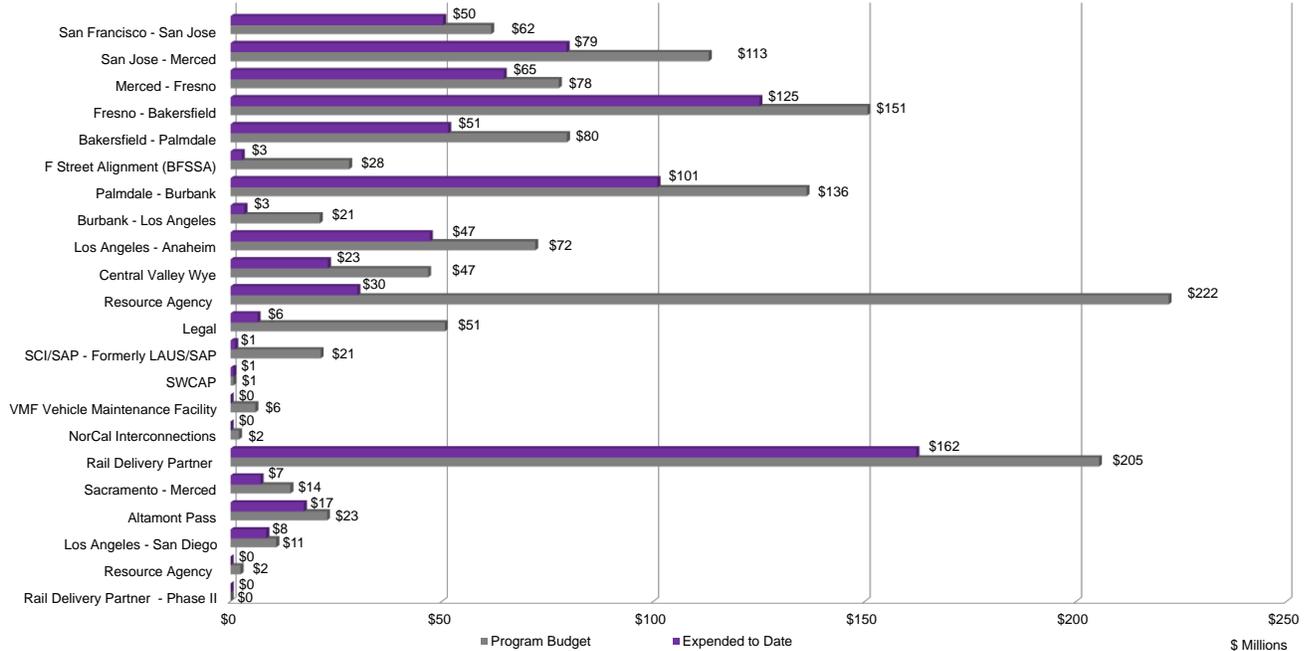
<sup>7</sup> \$32M for Los Angeles Union Station (LAUS) is currently budgeted under Resource Agency.

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

<sup>17</sup> Resource Agency budget and forecast includes Federal Agency contracts and the Financial Services contract, which are funded with Cap and Trade.

<sup>22</sup> Negative increment for BFSSA is result of prior accrual being higher than submitted invoice. BFSSA was not accrued for the September period, as the contract is awaiting Board Approval on a Change Order.

Project Development - State and Federal Funds  
 Program Expenditures to Date



Status as of September 30, 2016

Construction - State and Federal Funds

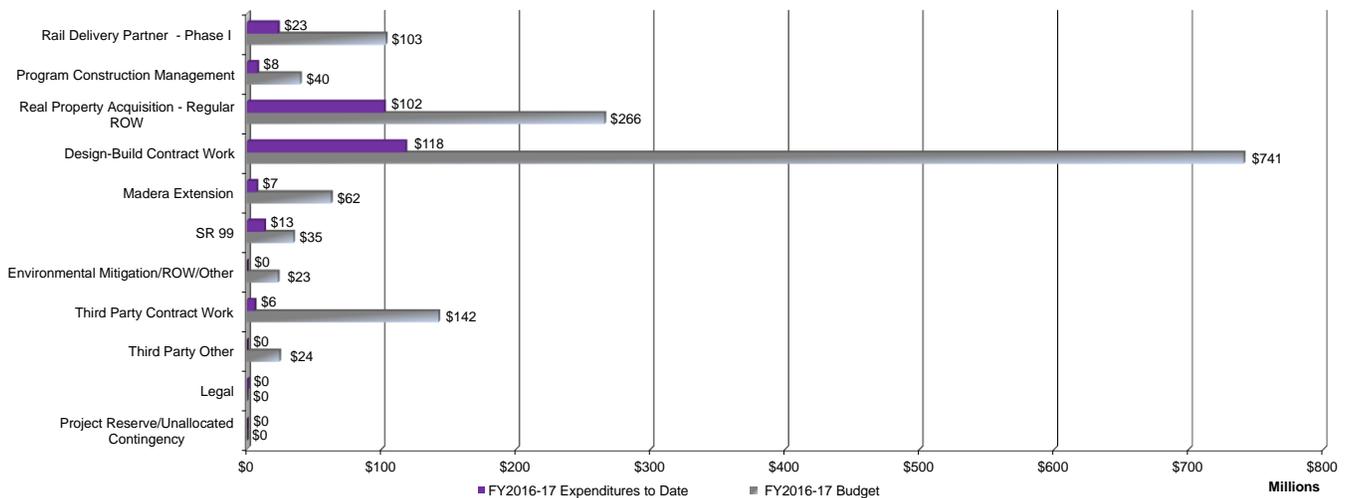
FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget <sup>4</sup> (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 Expenditures to Date (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast <sup>26</sup> (G)
Rail Delivery Partner - Phase I			\$103,153,341	\$8,761,247	\$23,087,295	22%	\$80,066,046	\$77,424,306
Program Construction Management			\$39,508,827	\$2,047,692	\$7,737,393	20%	\$31,771,434	\$30,856,454
Real Property Acquisition - Regular ROW			\$265,660,561	\$3,768,827	\$101,992,493	38%	\$163,668,068	\$270,001,546
Design-Build Contract Work			\$740,614,800	\$65,351,670	\$117,822,819	16%	\$622,791,981	\$426,723,705
Madera Extension			\$62,497,580	\$5,206,158	\$7,137,503	11%	\$55,360,077	\$53,674,588
SR 99			\$34,500,000	\$6,958,295	\$12,941,722	38%	\$21,558,278	\$40,003,345
Environmental Mitigation/ROW/Other	18		\$22,976,906	(\$235,667)	\$0	0%	\$22,976,906	\$0
Third Party Contract Work	20		\$142,276,617	\$971,555	\$5,699,049	4%	\$136,577,568	\$148,311,934
Third Party Other			\$24,035,317	\$0	\$0	0%	\$24,035,317	\$0
Legal	19		\$50,575	\$327,514	\$436,428	863%	(\$385,853)	\$1,959,284
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
<b>TOTALS</b>		\$6,570,484,153	\$1,435,274,524	\$93,157,292	\$276,854,703	19%	\$1,158,419,820	\$1,048,955,160

Program Total	Notes	Appropriation (A)	Total Program Budget <sup>13</sup> (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	\$8,761,247	\$198,575,874	50%	\$199,626,207	\$398,202,082
Program Construction Management			\$156,108,267	\$2,047,692	\$41,791,647	27%	\$114,316,620	\$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			\$872,738,795	\$3,768,827	\$569,285,843	65%	\$303,452,953	\$877,738,795
Design-Build Contract Work			\$3,951,408,890	\$65,351,670	\$687,678,096	17%	\$3,263,730,794	\$3,951,408,890
Madera Extension			\$153,399,844	\$5,206,158	\$14,521,699	9%	\$138,878,145	\$153,399,844
SR 99			\$260,900,000	\$6,958,295	\$93,421,914	36%	\$167,478,086	\$260,900,000
Environmental Mitigation/ROW/Other	18		\$46,313,298	(\$235,667)	\$0	0%	\$46,313,298	\$41,313,298
Third Party Contract Work			\$400,890,152	\$971,555	\$26,312,412	7%	\$374,577,740	\$400,890,152
Third Party Other			\$0	\$0	\$0	0%	\$0	\$0
Legal	19		\$4,316,718	\$327,514	\$1,332,479	31%	\$2,984,239	\$4,316,718
Project Reserve/Unallocated Contingency			\$276,193,421	\$0	\$53,856,392	19%	\$222,337,029	\$276,193,421
<b>SUBTOTAL</b>		\$6,570,484,153	\$6,544,798,853	\$93,157,292	\$1,711,103,741	26%	\$4,833,695,112	\$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
<b>TOTALS</b>		\$7,670,484,153	\$7,644,798,853	\$93,157,292	\$1,711,103,741	22%	\$5,933,695,112	\$7,644,798,853

<sup>4</sup> 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.  
<sup>13</sup> 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.  
<sup>18</sup> Expenditures of \$235K for Regional Consultant work reclassified to Project Development.  
<sup>19</sup> Construction Legal over-run is due to contracts that were originally planned as Project Development. Overall FY budget for Legal is \$9.1M, which includes Construction of \$51K and Project Development of \$9.08M. Expenditures to date are \$1.4M.  
<sup>20</sup> FY2016-17 forecast updates for Third Party Contract Work is currently forecast to be higher than budget, overall forecast is lower than FY budget.  
<sup>26</sup> Forecast updates for Project Development reflect the potential efficiencies for environmental documentation production and review. Forecast updates for Construction reflects current information from the Design-Builders.

Construction - State and Federal Funds  
 FY2016-17



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



Status as of September 30, 2016

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

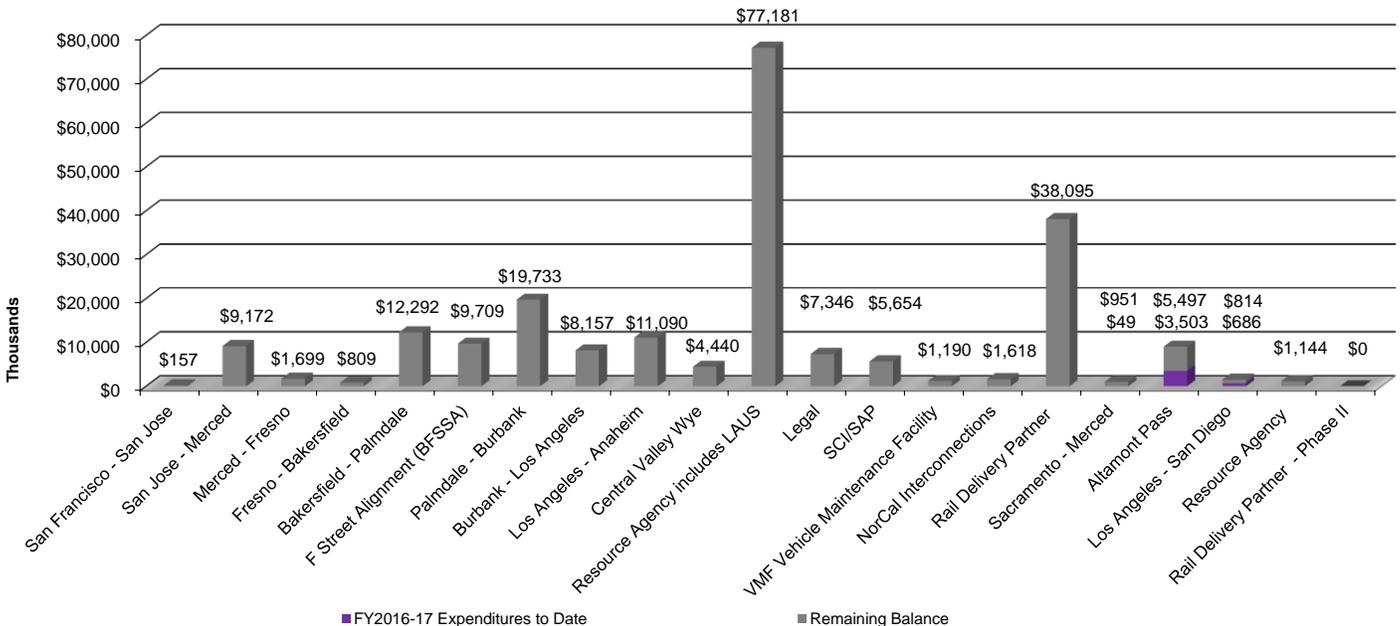
FY2016-17	Appropriation	FY2016-17 Budget	FY2016-17 Monthly Expenditures	FY2016-17 YTD Expenditures	% Expended	FY2016-17 Remaining Balance	FY2016-17 Forecast
Sections	Notes	(A)	4, 8 (B)	(C)	(E) = (D / B)	(F) = (B - D)	(G)
<b>Phase I</b>							
San Francisco - San Jose		\$156,762	\$0	\$0	0%	\$156,762	\$1,500,000.00
San Jose - Merced		\$9,172,029	\$0	\$0	0%	\$9,172,029	\$3,030,510
Merced - Fresno		\$1,699,124	\$0	\$0	0%	\$1,699,124	\$0
Fresno - Bakersfield		\$809,107	\$0	\$0	0%	\$809,107	\$759,107
Bakersfield - Palmdale		\$12,291,850	\$0	\$0	0%	\$12,291,850	\$10,577,230
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	\$16,039,163
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	\$10,302,264
Central Valley Wye		\$4,440,115	\$0	\$0	0%	\$4,440,115	\$4,440,115
Resource Agency includes LAUS	7	\$77,180,711	\$0	\$0	0%	\$77,180,711	\$48,000,505
Legal		\$7,345,554	\$0	\$0	0%	\$7,345,554	\$5,245,554
SCI/SAP		\$5,653,929	\$0	\$0	0%	\$5,653,929	\$702,450
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	\$28,371,012
<b>Phase I TOTAL</b>		<b>\$208,341,376</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$208,341,376</b>	<b>\$149,642,080</b>
<b>Phase II</b>							
Sacramento - Merced		\$1,000,000	\$21,792	\$49,030	5%	\$950,970	\$1,000,000
Altamont Pass		\$9,000,000	\$1,176,397	\$3,503,218	39%	\$5,496,782	\$9,000,000
Los Angeles - San Diego		\$1,500,000	\$333,649	\$686,161	46%	\$813,839	\$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
<b>Phase II TOTAL</b>		<b>\$12,643,527</b>	<b>\$1,531,837</b>	<b>\$4,238,409</b>	<b>34%</b>	<b>\$8,405,118</b>	<b>\$12,643,527</b>
<b>TOTAL</b>		<b>\$574,804,226</b>	<b>\$220,984,903</b>	<b>\$1,531,837</b>	<b>2%</b>	<b>\$216,746,493</b>	<b>\$162,285,607</b>

<sup>4</sup> 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.

<sup>7</sup> \$32M for Los Angeles Union Station (LAUS) is currently budgeted under Resource Agency.

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

**Proposition 1A - Project Development**



California High-Speed Rail Authority  
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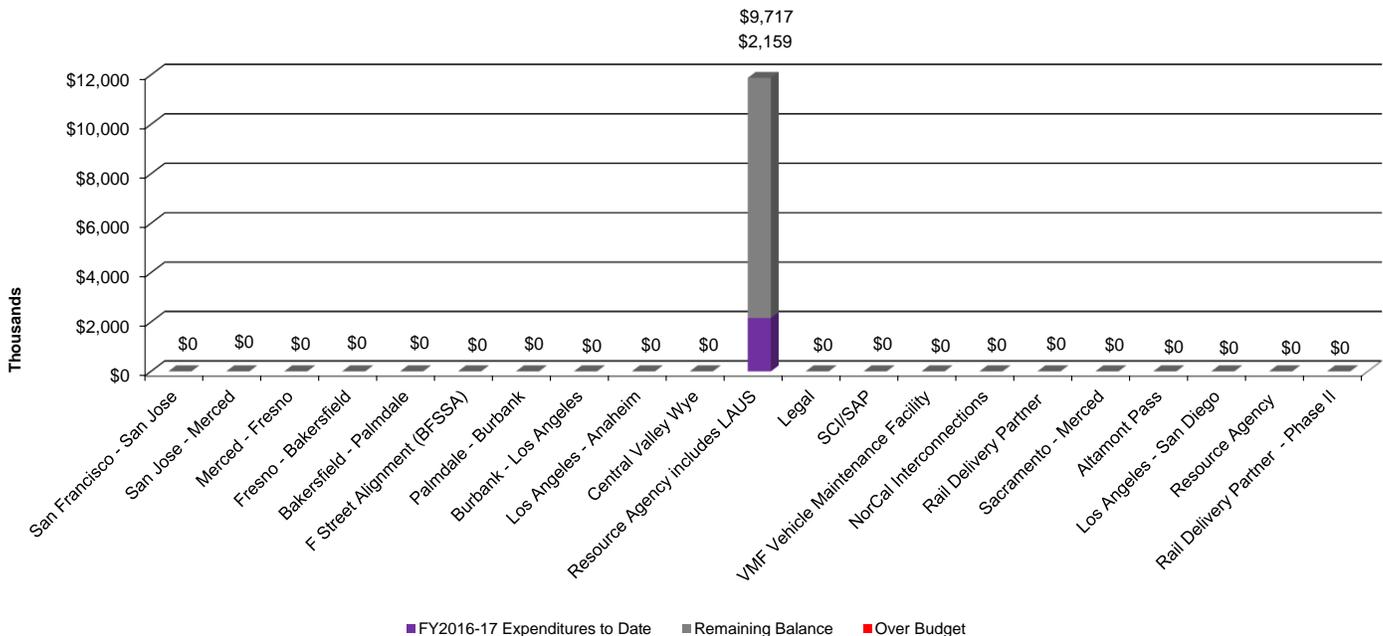
Status as of September 30, 2016

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)	(B)	(C)	(E) = (D / B)	(F) = (B - D)	(G)
<b>Phase I</b>							
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 includes LAUS	17	\$11,876,807	\$1,945	\$2,159,378	18%	\$9,717,429	\$11,876,807
Legal		\$0	\$0	\$0	0%	\$0	\$0
SCI/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
<b>Phase I TOTAL</b>		\$11,876,807	\$1,945	\$2,159,378	18%	\$9,717,429	\$11,876,807
<b>Phase II</b>							
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
<b>Phase II TOTAL</b>		\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		\$331,106,136	\$11,876,807	\$1,945	18%	\$9,717,429	\$11,876,807

<sup>17</sup> Resource Agency budget and forecast includes Federal Agency contracts and the Financial Services contract, which are funded with Cap and Trade.

Cap and Trade - Project Development



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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)	3, 4, 8 (B)	(C)	(E) = (D / B)	(F) = (B - D)	(G)
<b>Phase I</b>							
San Francisco - San Jose	8	\$3,923,238	\$572,806	\$2,071,728	53%	\$1,851,510	\$3,923,238
San Jose - Merced	8	\$9,658,883	\$2,721,863	\$7,863,186	81%	\$1,795,697	\$9,658,883
Merced - Fresno		\$400,876	\$0	\$0	0%	\$400,876	\$400,876
Fresno - Bakersfield		\$190,893	\$0	\$0	0%	\$190,893	\$190,893
Bakersfield - Palmdale	8	\$4,600,028	\$2,179,067	\$4,514,183	98%	\$85,845	\$4,600,028
F Street Alignment (BFSSA)	22	\$2,290,719	(\$513,915)	\$907,503	40%	\$1,383,216	\$2,290,719
Palmdale - Burbank	3, 8	\$6,155,669	\$2,755,591	\$6,104,343	99%	\$51,326	\$6,155,669
Burbank - Los Angeles		\$1,924,382	\$39,655	\$1,234,742	64%	\$689,640	\$1,924,382
Los Angeles - Anaheim	3, 8	\$2,866,498	\$1,743,115	\$2,834,001	99%	\$32,497	\$2,866,498
Central Valley Wye		\$1,047,560	\$0	\$0	0%	\$1,047,560	\$1,047,560
Resource Agency includes LAUS		\$3,820,942	\$212,856	\$1,716,804	45%	\$2,104,138	\$3,820,942
Legal		\$1,733,043	\$237,558	\$938,313	54%	\$794,730	\$1,733,043
SCI/SAP		\$1,333,937	\$310,422	\$423,570	32%	\$910,366	\$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	\$2,459,785	\$6,644,105	74%	\$2,343,621	\$8,987,726
<b>Phase I TOTAL</b>	<b>3</b>	<b>\$49,596,969</b>	<b>\$12,718,802</b>	<b>\$35,252,478</b>	<b>71%</b>	<b>\$14,344,490</b>	<b>\$49,596,969</b>
<b>Phase II</b>							
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
<b>Phase II TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL</b>		<b>\$438,661,000</b>	<b>\$49,596,969</b>	<b>\$12,718,802</b>	<b>71%</b>	<b>\$14,344,490</b>	<b>\$49,596,969</b>

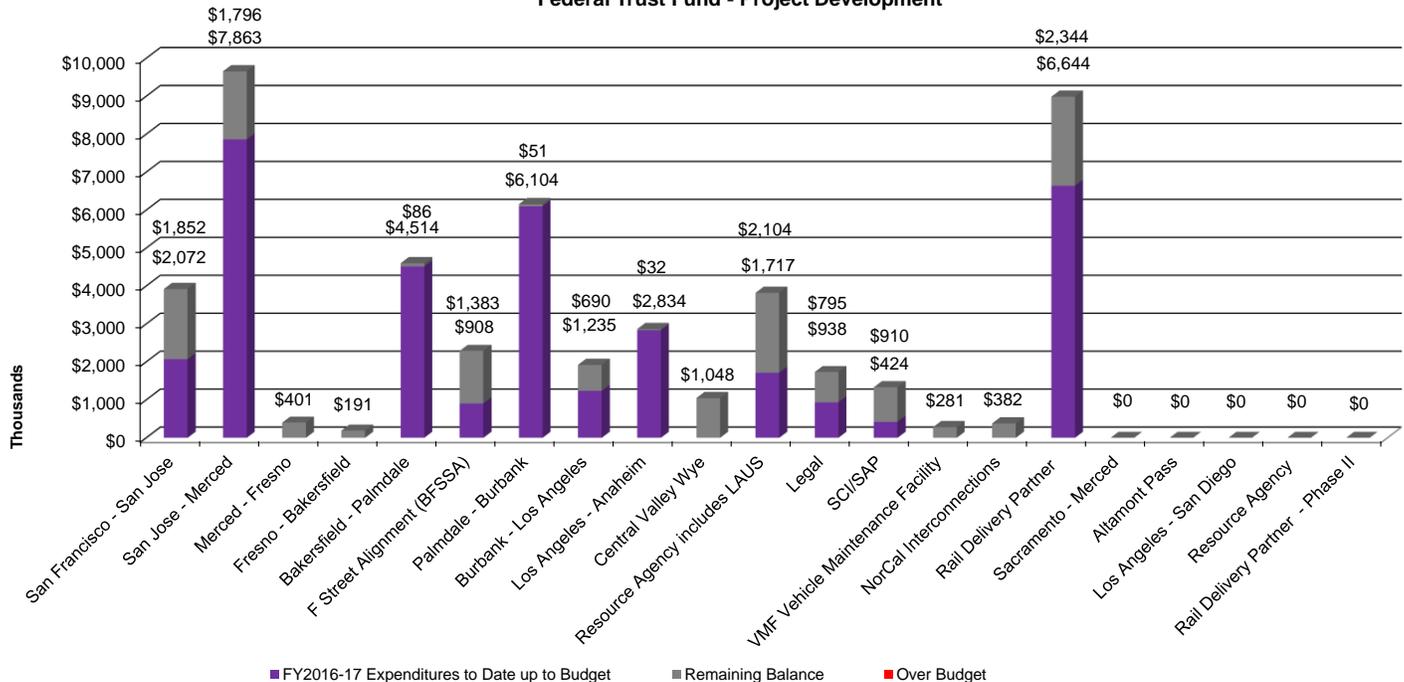
<sup>3</sup> Project Development segment remains within total FY2016-17. Project funding rebaseline is in progress, which will address overages.

<sup>4</sup> 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.

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

<sup>22</sup> Negative increment for BFSSA is result of prior accrual being higher than submitted invoice. BFSSA was not accrued for the September period, as the contract is awaiting Board Approval on a Change Order.

Federal Trust Fund - Project Development



California High-Speed Rail Authority  
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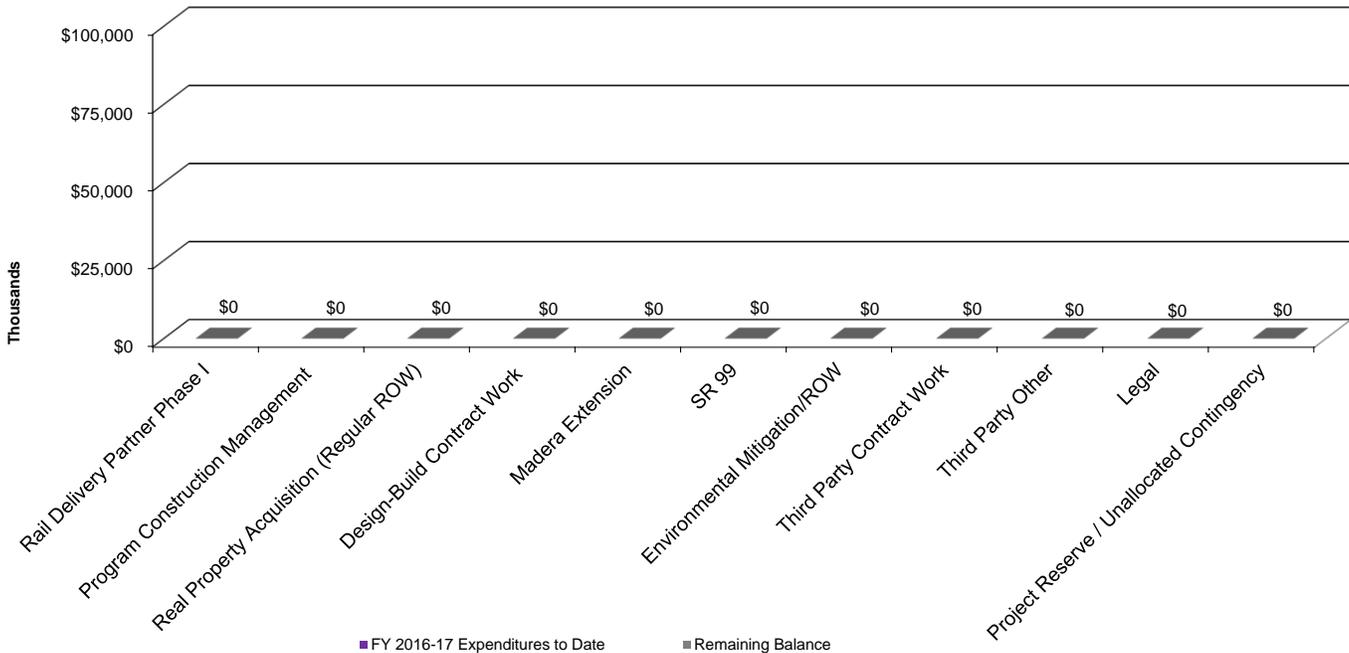
Proposition 1A - Construction  
 Bond Fund  
 2665-306-6043

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
<b>TOTAL</b>	2	\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0

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

<sup>15</sup> 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  
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Cap and Trade - Construction  
 Greenhouse Gas Reduction Fund  
 2665-306-3228/2665-801-3228

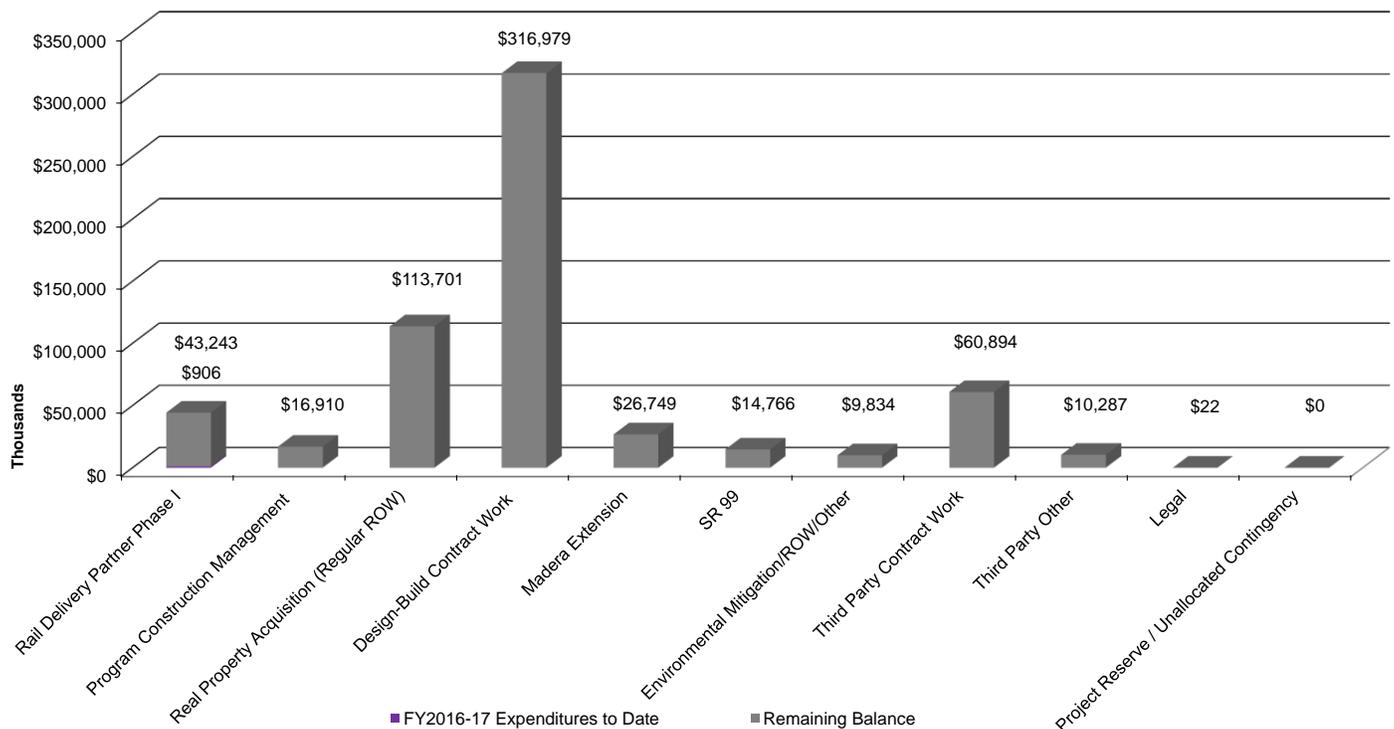
FY2016-17	Appropriation	FY2016-17 Budget	FY2016-17 Monthly Expenditures	FY2016-17 YTD Expenditures	% of Expended	FY2016-17 Remaining Balance	FY2016-17 Forecast
Sections	Notes	(A)	<sup>4</sup> (B)	(C)	(E) = (D / B)	(F) = (B - D)	(G)
Rail Delivery Partner Phase I	11	\$44,149,035	\$263,899	\$906,127	2%	\$43,242,907	\$18,420,000
Program Construction Management		\$16,909,550	\$0	\$0	0%	\$16,909,550	\$8,257,177
Real Property Acquisition (Regular ROW)		\$113,701,187	\$0	\$0	0%	\$113,701,187	\$118,042,172
Design-Build Contract Work		\$316,978,861	\$0	\$0	0%	\$316,978,861	\$3,087,765
Madera Extension		\$26,748,604	\$0	\$0	0%	\$26,748,604	\$17,925,612
SR 99		\$14,765,801	\$0	\$0	0%	\$14,765,801	\$20,269,145
Environmental Mitigation/ROW/Other		\$9,833,983	\$0	\$0	0%	\$9,833,983	\$0
Third Party Contract Work		\$60,893,571	\$0	\$0	0%	\$60,893,571	\$40,037,625
Third Party Other	15	\$10,286,977	\$0	\$0	0%	\$10,286,977	\$0
Legal		\$21,646	\$0	\$0	0%	\$21,646	\$1,930,354
Project Reserve / Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		<b>\$918,893,864</b>	<b>\$614,289,214</b>	<b>\$263,899</b>	<b>0%</b>	<b>\$613,383,086</b>	<b>\$227,969,850</b>

<sup>4</sup> 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.

<sup>11</sup> ARRA ineligible expenditures are captured and paid under Cap and Trade.

<sup>15</sup> 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.

Cap and Trade - Construction



**California High-Speed Rail Authority**  
**FY2016-17**  
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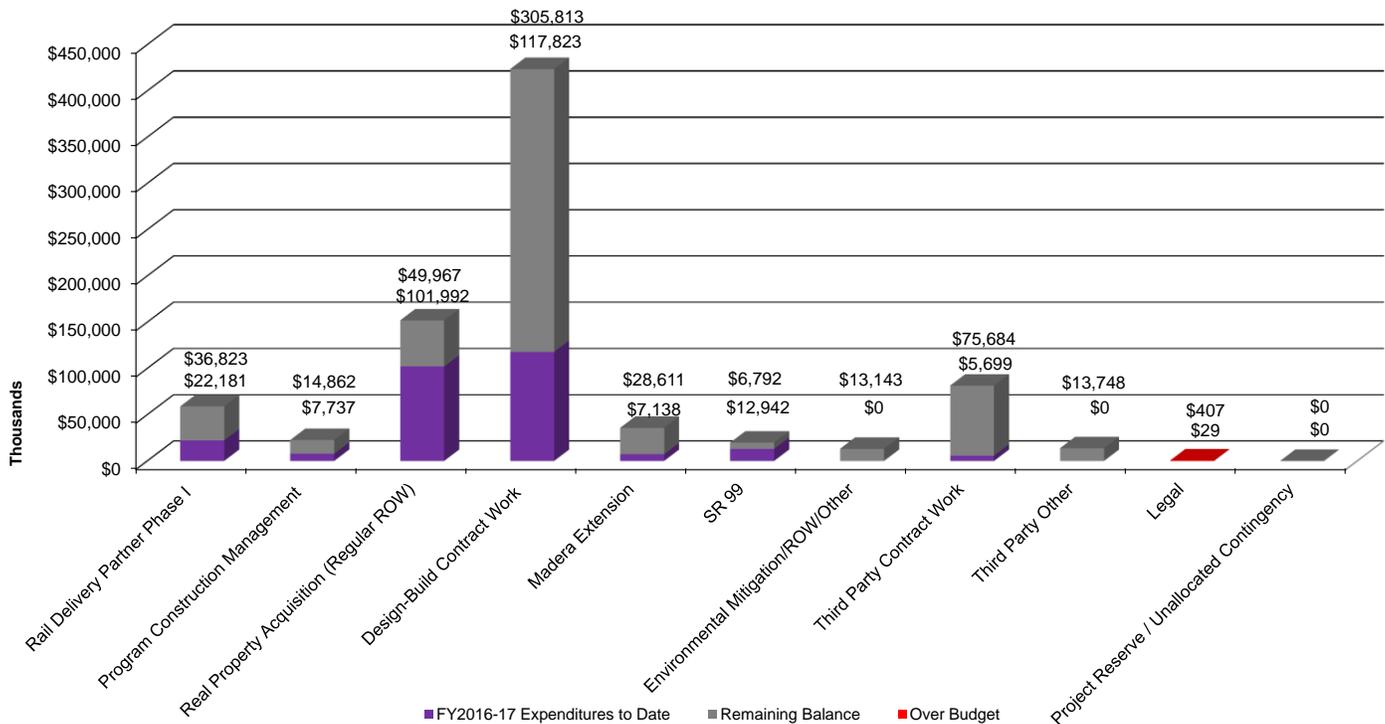
Status as of September 30, 2016

Federal Trust Fund - Construction  
 Federal Trust Fund  
 2665-306-0890

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)	<sup>3,4</sup> (B)	(C)	(E) = (D / B)	(F) = (B - D)	(G)
Rail Delivery Partner Phase I		\$59,004,306	\$8,497,348	\$22,181,168	38%	\$36,823,138	\$59,004,306
Program Construction Management		\$22,599,277	\$2,047,692	\$7,737,393	34%	\$14,861,884	\$22,599,277
Real Property Acquisition (Regular ROW)		\$151,959,374	\$3,768,827	\$101,992,493	67%	\$49,966,881	\$151,959,374
Design-Build Contract Work		\$423,635,939	\$65,351,670	\$117,822,819	28%	\$305,813,121	\$423,635,939
Madera Extension		\$35,748,976	\$5,206,158	\$7,137,503	20%	\$28,611,473	\$35,748,976
SR 99		\$19,734,199	\$6,958,295	\$12,941,722	66%	\$6,792,477	\$19,734,199
Environmental Mitigation/ROW/Other	18	\$13,142,923	(\$235,667)	\$0	0%	\$13,142,923	\$0
Third Party Contract Work		\$81,383,046	\$971,555	\$5,699,049	7%	\$75,683,997	\$108,274,309
Third Party Other	15	\$13,748,340	\$0	\$0	0%	\$13,748,340	\$0
Legal	19	\$28,929	\$327,514	\$436,428	1509%	(\$407,499)	\$28,929
Project Reserve / Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		<b>\$3,042,514,289</b>	<b>\$820,985,310</b>	<b>\$92,893,393</b>	<b>34%</b>	<b>\$545,036,734</b>	<b>\$820,985,310</b>

- <sup>3</sup> Project Development segment remains within total FY2016-17. Project funding rebaseline is in progress, which will address overages.
- <sup>4</sup> 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.
- <sup>15</sup> 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.
- <sup>18</sup> Expenditures of \$235K for Regional Consultant work reclassified to Project Development.
- <sup>19</sup> Construction Legal over-run is due to contracts that were originally planned as Project Development. Overall FY budget for Legal is \$9.1M, which includes Construction of \$51K and Project Development of \$9.08M. Expenditures to date are \$1.4M.

**Federal Trust Fund - Construction**



California High-Speed Rail Authority  
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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	FY2016-17 Remaining Balance	FY2016-17 Forecast
Sections	Notes	(A)	(B)	(C)	(E) = (D / B)	(F) = (B - D)	(G)
<b>CP1</b>							
Design-Build Contract Work		\$260,072,251	\$36,838,737	\$59,826,934	23%	\$200,245,317	\$187,333,247
Madera Extension		\$62,497,580	\$5,206,158	\$7,137,503	11%	\$55,360,077	\$53,674,588
SR 99		\$34,500,000	\$6,958,295	\$12,941,722	38%	\$21,558,278	\$40,003,345
Program Construction Management		\$4,899,724	\$825,636	\$2,439,020	50%	\$2,460,704	\$7,120,761
Real Property Acquisition (Regular ROW)	23	\$83,504,278	(\$9,524,303)	\$53,521,665	64%	\$29,982,613	\$113,535,727
Board Approved Contingency		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work		\$71,026,617	\$815,696	\$5,110,962	7%	\$65,915,655	\$77,061,934
<b>Total CP1</b>		<b>\$516,500,450</b>	<b>\$41,120,219</b>	<b>\$140,977,807</b>	<b>27%</b>	<b>\$375,522,643</b>	<b>\$478,729,602</b>
<b>CP2-3</b>							
Design-Build Contract Work		\$325,503,256	\$13,367,721	\$30,762,816	9%	\$294,740,440	\$134,050,053
Program Construction Management		\$24,296,782	\$714,295	\$4,109,726	17%	\$20,187,056	\$17,823,656
Real Property Acquisition (Regular ROW)		\$86,418,192	\$12,628,484	\$45,866,791	53%	\$40,551,401	\$82,833,691
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	\$155,859	\$588,088	1%	\$55,661,912	\$56,250,000
<b>Total CP2-3</b>		<b>\$492,468,230</b>	<b>\$26,866,359</b>	<b>\$81,327,420</b>	<b>17%</b>	<b>\$411,140,810</b>	<b>\$290,957,400</b>
<b>CP4</b>							
Design-Build Contract Work		\$155,039,293	\$15,145,212	\$27,233,069	18%	\$127,806,224	\$105,340,404
Program Construction Management		\$10,312,321	\$507,761	\$1,188,647	12%	\$9,123,674	\$5,912,036
Real Property Acquisition (Regular ROW)		\$95,738,091	\$664,646	\$2,604,037	3%	\$93,134,054	\$73,632,127
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
<b>Total CP4</b>		<b>\$276,089,705</b>	<b>\$16,317,619</b>	<b>\$31,025,752</b>	<b>11%</b>	<b>\$245,063,953</b>	<b>\$199,884,568</b>
<b>CP5</b>							
Design-Build Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Program Construction Management		\$0	\$0	\$0	0%	\$0	\$0
<b>Total CP5</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$0</b>	<b>\$0</b>
<b>Systemwide / Unallocated</b>							
Rail Delivery Partner Phase I		\$103,153,341	\$8,761,247	\$23,087,295	22%	\$80,066,046	\$77,424,306
Environmental Mitigation/ROW/Other	18	\$22,976,906	(\$235,667)	\$0	0%	\$22,976,906	\$0
Third Party Other	15	\$24,035,317	\$0	\$0	0%	\$24,035,317	\$0
Legal	19	\$50,575	\$327,514	\$436,428	863%	(\$385,853)	\$1,959,284
Project Reserve/Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
<b>Total Systemwide / Unallocated</b>		<b>\$150,216,139</b>	<b>\$8,853,094</b>	<b>\$23,523,724</b>	<b>16%</b>	<b>\$126,692,415</b>	<b>\$79,383,590</b>
<b>TOTAL</b>	<b>2</b>	<b>\$6,570,484,153</b>	<b>\$1,435,274,524</b>	<b>\$93,157,292</b>	<b>19%</b>	<b>\$1,158,419,820</b>	<b>\$1,048,955,160</b>

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

<sup>4</sup> 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.

<sup>15</sup> 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.

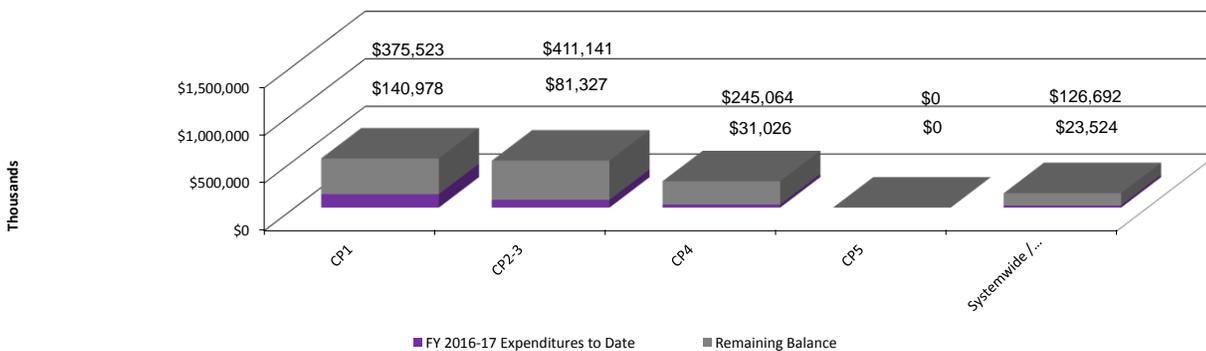
<sup>18</sup> Expenditures of \$235K for Regional Consultant work reclassified to Project Development.

<sup>19</sup> Construction Legal over-run is due to contracts that were originally planned as Project Development. Overall FY budget for Legal is \$9.1M, which includes Construction of \$51K and Project Development of \$9.08M. Expenditures to date are \$1.4M.

<sup>23</sup> Negative increment for ROW is result of WCA reversals.

<sup>26</sup> Forecast updates for Project Development reflect the potential efficiencies for environmental documentation production and review. Forecast updates for Construction reflects current information from the Design-Builders.

State and Federal Funds - Construction by Construction Package



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



Status as of September 30, 2016

Construction by Construction Package  
 State and Federal Funds  
 Program Total

Program Total	Notes	Appropriation (A)	Total Program Budget <sup>13</sup> (B)	Total Program Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
<b>CP1</b>	1							
Design-Build Contract Work			\$1,243,882,844	\$36,838,737	\$392,678,266	32%	\$851,204,578	\$1,243,882,844
Madera Extension			\$153,399,844	\$5,206,158	\$14,521,699	9%	\$138,878,145	\$153,399,844
SR 99			\$260,900,000	\$6,958,295	\$93,421,914	36%	\$167,478,086	\$260,900,000
Program Construction Management			\$34,208,889	\$825,636	\$23,411,007	68%	\$10,797,882	\$34,208,889
Real Property Acquisition (Regular ROW)			\$492,320,583	(\$9,524,303)	\$391,182,436	79%	\$101,138,146	\$492,320,583
Board Approved Contingency			\$89,105,156	\$0	\$0	0%	\$89,105,156	\$89,105,156
Third Party Contract Work			\$196,890,152	\$815,696	\$16,042,441	8%	\$180,847,711	\$196,890,152
<b>Total CP1</b>			<b>\$2,470,707,467</b>	<b>\$41,120,219</b>	<b>\$931,257,763</b>	<b>38%</b>	<b>\$1,539,449,704</b>	<b>\$2,470,707,467</b>
<b>CP2-3</b>	1							
Design-Build Contract Work			\$1,371,503,819	\$13,367,721	\$241,445,944	18%	\$1,130,057,875	\$1,371,503,819
Program Construction Management			\$71,844,690	\$714,295	\$15,988,159	22%	\$55,856,531	\$71,844,690
Real Property Acquisition (Regular ROW)			\$264,974,541	\$12,628,484	\$161,678,535	61%	\$103,296,006	\$264,974,541
Board Approved Contingency			\$255,032,071	\$0	\$0	0%	\$255,032,071	\$255,032,071
Hazardous Waste Provisional Sum			\$29,232,000	\$0	\$0	0%	\$29,232,000	\$29,232,000
Third Party Contract Work			\$167,000,000	\$155,859	\$10,269,971	6%	\$156,730,029	\$167,000,000
<b>Total CP2-3</b>			<b>\$2,159,587,121</b>	<b>\$26,866,359</b>	<b>\$429,382,609</b>	<b>20%</b>	<b>\$1,730,204,512</b>	<b>\$2,159,587,121</b>
<b>CP4</b>	1							
Design-Build Contract Work			\$445,681,128	\$15,145,212	\$53,553,886	12%	\$392,127,242	\$445,681,128
Program Construction Management			\$30,064,017	\$507,761	\$2,392,481	8%	\$27,671,536	\$30,064,017
Real Property Acquisition (Regular ROW)			\$115,443,672	\$664,646	\$16,424,871	14%	\$99,018,801	\$120,443,672
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			\$37,000,000	\$0	\$0	0%	\$37,000,000	\$37,000,000
<b>Total CP4</b>			<b>\$699,064,690</b>	<b>\$16,317,619</b>	<b>\$72,371,238</b>	<b>10%</b>	<b>\$626,693,451</b>	<b>\$704,064,690</b>
<b>CP5</b>								
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
<b>Total CP5</b>			<b>\$466,086,671</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$466,086,671</b>	<b>\$466,086,671</b>
<b>Systemwide / Unallocated</b>								
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	18		\$46,313,298	(\$235,667)	\$0	0%	\$46,313,298	\$41,313,298
Third Party Other	15		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner			\$398,202,082	\$8,761,247	\$198,575,874	50%	\$199,626,207	\$398,202,082
Legal			\$4,316,718	\$327,514	\$1,332,479	31%	\$2,984,239	\$4,316,718
Project Reserve/Unallocated Contingency			\$276,193,421	\$0	\$53,856,392	19%	\$222,337,029	\$276,193,421
<b>Total Systemwide / Unallocated</b>			<b>\$749,352,905</b>	<b>\$8,853,094</b>	<b>\$278,092,131</b>	<b>37%</b>	<b>\$471,260,774</b>	<b>\$744,352,905</b>
<b>SUBTOTAL</b>	12	\$6,570,484,153	\$6,544,798,853	\$93,157,292	\$1,711,103,741	26%	\$4,833,695,112	\$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
<b>TOTAL</b>		<b>\$7,670,484,153</b>	<b>\$7,644,798,853</b>	<b>\$93,157,292</b>	<b>\$1,711,103,741</b>	<b>22%</b>	<b>\$5,933,695,112</b>	<b>\$7,644,798,853</b>

<sup>1</sup> Distribution of the Design-Build contract by category as of September 30, 2016 Project Status Reports.

<sup>2</sup> Cap and Trade includes \$500M as reflected in the 2016 budget act.

<sup>3</sup> 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.

<sup>15</sup> 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.

<sup>18</sup> Expenditures of \$235K for Regional Consultant work reclassified to Project Development.

State and Federal Funds - Construction by Construction Package

