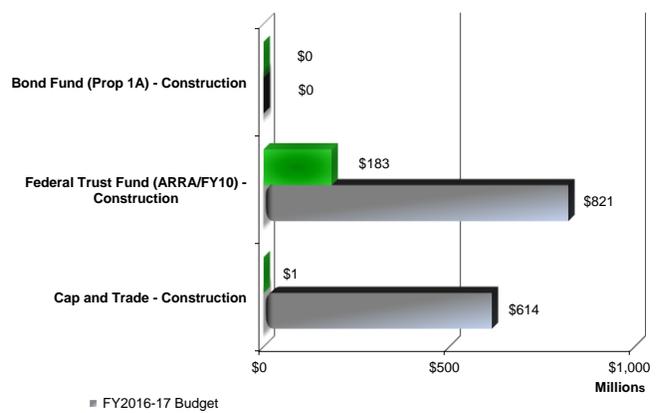
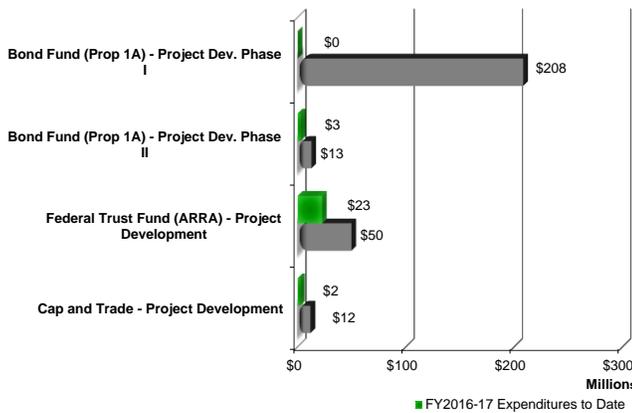


Status as of August 31, 2016

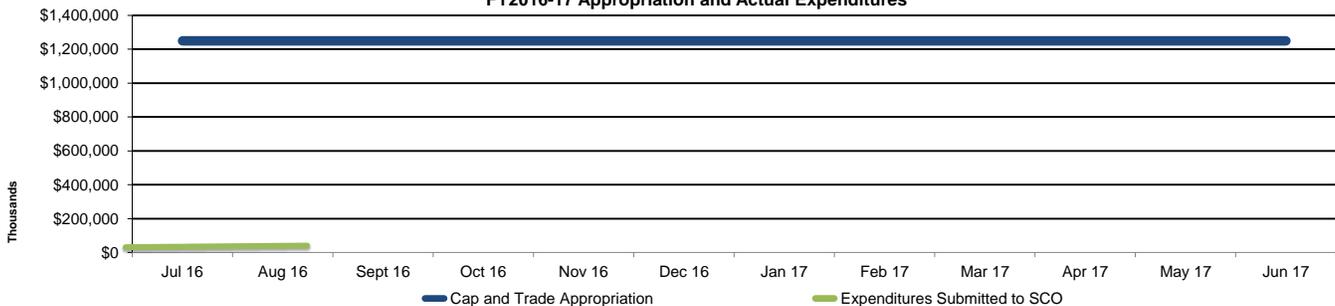
Budget Summary

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 (G)
Bond Fund (Prop 1A) - Project Dev. Phase I		\$574,804,226	\$208,341,376	\$0	\$0	0%	\$208,341,376	\$208,341,376
Bond Fund (Prop 1A) - Project Dev. Phase II	10		\$12,643,527	\$986,845	\$2,706,572	21%	\$9,936,955	\$12,643,527
Federal Trust Fund (ARRA) - Project Development		\$438,661,000	\$49,596,969	\$8,979,174	\$22,533,676	45%	\$27,063,292	\$49,596,969
Cap and Trade - Project Development	12, 18	\$331,106,136	\$11,876,807	\$2,157,433	\$2,157,433	18%	\$9,719,374	\$11,876,807
<b>PROJECT DEVELOPMENT SUBTOTAL</b>		<b>\$1,344,571,362</b>	<b>\$282,458,678</b>	<b>\$12,123,453</b>	<b>\$27,397,682</b>	<b>10%</b>	<b>\$255,060,996</b>	<b>\$282,458,678</b>
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	\$119,872,284	\$183,055,183	22%	\$637,930,127	\$820,985,310
Cap and Trade - Construction	12	\$918,893,864	\$614,289,214	\$642,229	\$642,229	0%	\$613,646,985	\$614,289,214
<b>CONSTRUCTION SUBTOTAL</b>		<b>\$6,570,484,153</b>	<b>\$1,435,274,524</b>	<b>\$120,514,513</b>	<b>\$183,697,412</b>	<b>13%</b>	<b>\$1,251,577,112</b>	<b>\$1,435,274,524</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>\$132,637,966</b>	<b>\$211,095,093</b>	<b>12%</b>	<b>\$1,506,638,108</b>	<b>\$1,717,733,202</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											\$2,800

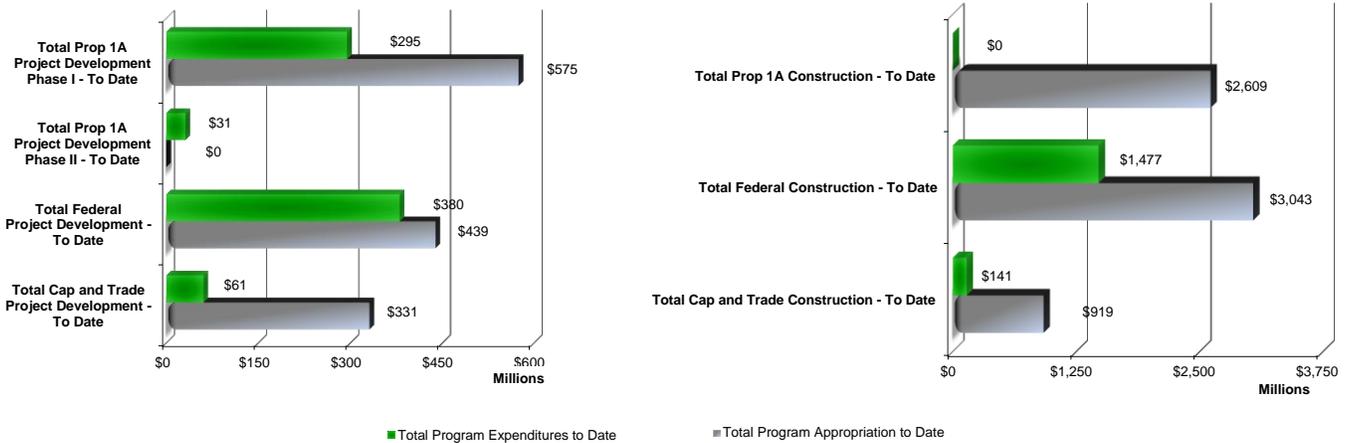
<sup>2</sup> Construction Prop 1A expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).  
<sup>4</sup> FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (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>16</sup> Federal Trust Fund includes ARRA \$2.1B and FY10 \$0.9B appropriations for Construction, all expenditures to date are funded by ARRA appropriation.  
<sup>18</sup> CHSRA board approved contract for financial advisor(s) on June 14, 2016 with a budget of \$40M over four years. Total approved budget for this activity has been included in Cap and Trade funding.

Status as of August 31, 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	20	\$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		\$50,136,433	\$986,845	\$31,365,321	63%	\$18,771,112	\$50,136,433
Federal Trust Fund (ARRA) - To Date	20	\$438,661,000	\$438,661,000	\$8,979,174	\$380,193,989	87%	\$58,467,011	\$438,661,000
Cap and Trade - Project Development	12, 18	\$331,106,136	\$331,106,136	\$2,157,433	\$60,743,433	18%	\$270,362,703	\$331,106,136
<b>PROJECT DEVELOPMENT SUBTOTAL</b>	14	<b>\$1,344,571,362</b>	<b>\$1,344,571,362</b>	<b>\$12,123,453</b>	<b>\$766,995,567</b>	<b>57%</b>	<b>\$577,575,795</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	16	\$3,042,514,289	\$3,042,514,289	\$119,872,284	\$1,476,936,253	49%	\$1,565,578,036	\$3,042,514,289
Cap and Trade - Construction	12	\$918,893,864	\$893,208,564	\$642,229	\$141,010,197	16%	\$752,198,367	\$893,208,564
<b>CONSTRUCTION SUBTOTAL</b>	13	<b>\$6,570,484,153</b>	<b>\$6,544,798,853</b>	<b>\$120,514,513</b>	<b>\$1,617,946,450</b>	<b>25%</b>	<b>\$4,926,852,403</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>\$132,637,966</b>	<b>\$2,384,942,017</b>	<b>27%</b>	<b>\$6,604,428,197</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											\$201,754

<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>11</sup> Credit is due to accounting adjustment.  
<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>16</sup> Federal Trust Fund includes ARRA \$2.1B and FY10 \$0.9B appropriations for Construction, all expenditures to date are funded by ARRA appropriation.  
<sup>18</sup> CHSRA board approved contract for financial advisor(s) on June 14, 2016 with a budget of \$40M over four years. Total approved budget for this activity has been included in Cap and Trade funding.  
<sup>20</sup> Total program to date expenditures have had \$31.4M reallocated from ARRA Project Development to Prop 1A Project Development due to a reversal following FY 15/16 year end accounting adjustments.

Status as of August 31, 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 (G)
<b>Phase I</b>								
San Francisco - San Jose			\$5,580,000	\$721,352	\$1,498,923	27%	\$4,081,077	\$5,580,000
San Jose - Merced			\$20,780,912	\$1,743,658	\$5,141,324	25%	\$15,639,588	\$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	\$1,062,753	\$2,335,116	15%	\$12,856,762	\$15,191,878
F Street Alignment (BFSSA)			\$12,000,000	\$1,435,487	\$1,421,418	12%	\$10,578,582	\$12,000,000
Palmdale - Burbank			\$24,388,854	\$1,664,430	\$3,348,752	14%	\$21,040,102	\$24,388,854
Burbank - Los Angeles			\$10,080,931	\$319,729	\$1,195,087	12%	\$8,885,844	\$10,080,931
Los Angeles - Anaheim			\$13,706,600	\$616,166	\$1,090,886	8%	\$12,615,714	\$13,706,600
Central Valley Wye			\$5,487,675	\$0	\$0	0%	\$5,487,675	\$5,487,675
Resource Agency	18		\$92,878,459	\$1,221,747	\$3,661,381	4%	\$89,217,078	\$92,878,459
Legal			\$9,078,597	\$225,713	\$700,756	8%	\$8,377,841	\$9,078,597
SCI/SAP - Formerly LAUS/SAP			\$6,987,866	\$41,613	\$113,148	2%	\$6,874,718	\$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	\$2,083,960	\$4,184,320	9%	\$42,898,142	\$47,082,462
<b>Phase I TOTAL</b>			<b>\$269,815,151</b>	<b>\$11,136,608</b>	<b>\$24,691,110</b>	<b>9%</b>	<b>\$245,124,041</b>	<b>\$269,815,151</b>
<b>Phase II</b>								
Sacramento - Merced			\$1,000,000	\$7,321	\$27,238	3%	\$972,762	\$1,000,000
Altamont Pass			\$9,000,000	\$801,055	\$2,326,822	26%	\$6,673,178	\$9,000,000
Los Angeles - San Diego			\$1,500,000	\$178,469	\$352,512	24%	\$1,147,488	\$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>\$986,845</b>	<b>\$2,706,572</b>	<b>21%</b>	<b>\$9,936,955</b>	<b>\$12,643,527</b>
<b>TOTALS</b>	12	\$1,344,571,362	\$282,458,678	\$12,123,453	\$27,397,682	10%	\$255,060,996	\$282,458,678

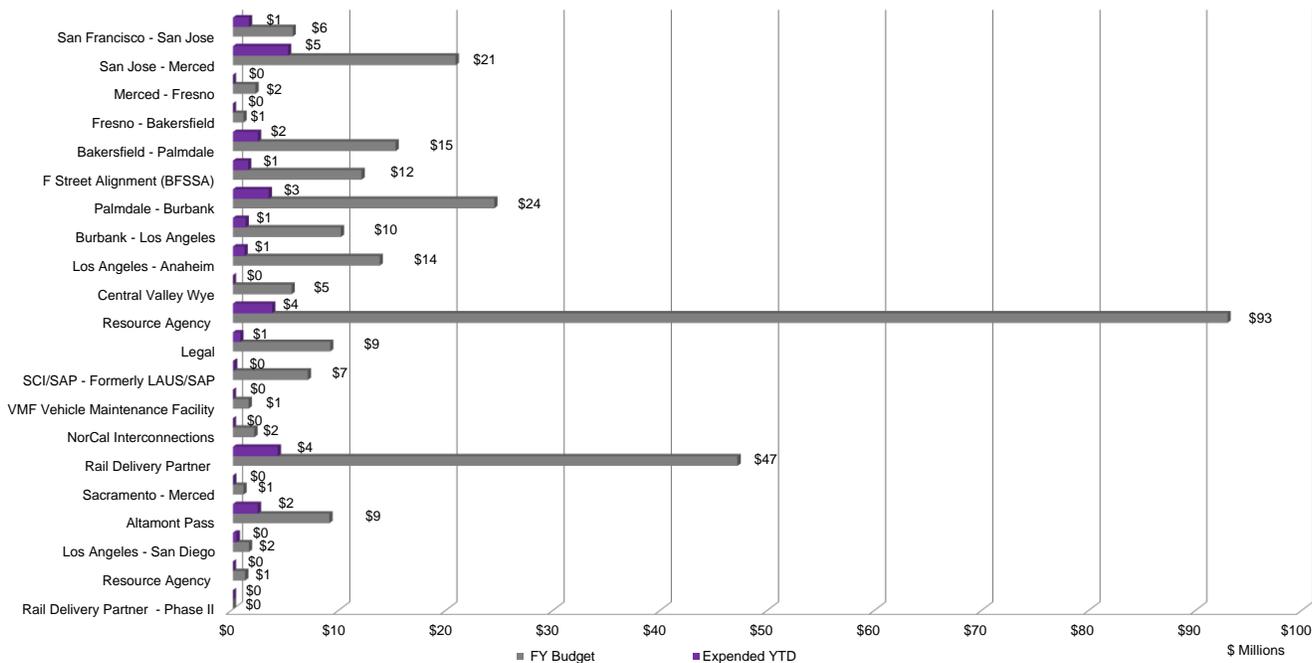
<sup>4</sup> FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookends) and Phase II commitments.

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

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

<sup>18</sup> CHSRA board approved contract for financial advisor(s) on June 14, 2016 with a budget of \$40M over four years. Total approved budget for this activity has been included in Cap and Trade funding.

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



Status as of August 31, 2016

Project Development - State and Federal Funds

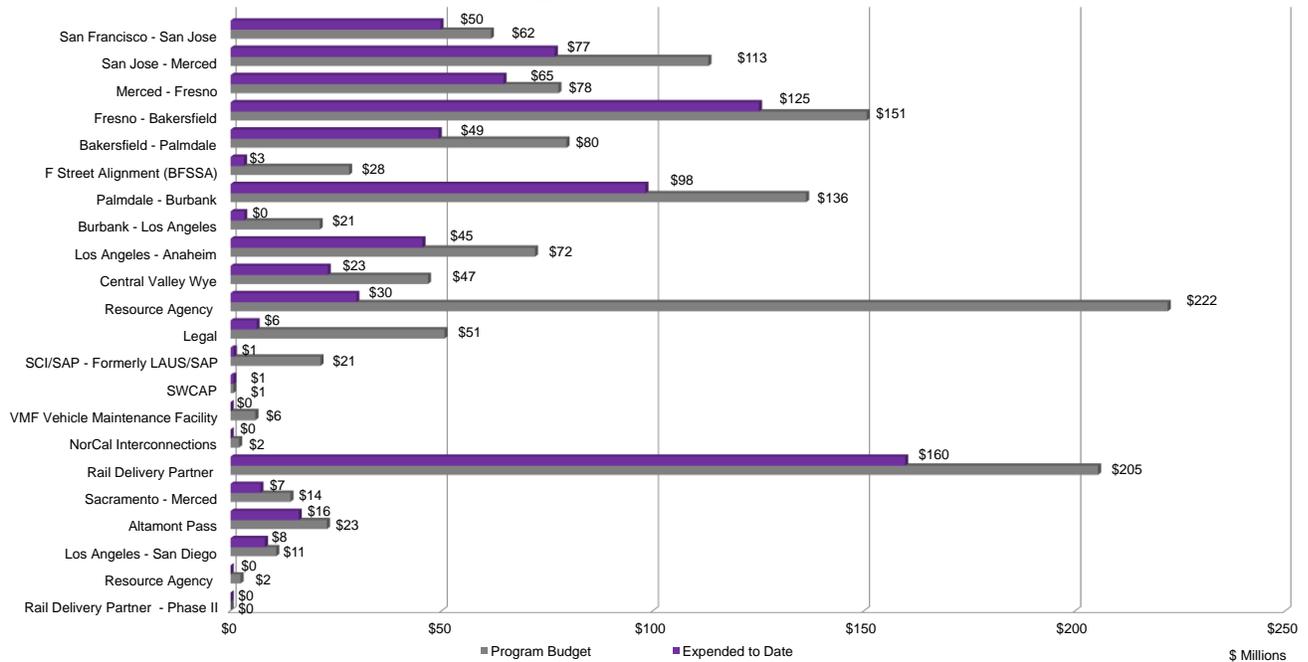
Program Total	Notes	Appropriation (A)	Total Program Budget <sup>6</sup> (B)	FY2016-17 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
<b>Phase I</b>								
San Francisco - San Jose			\$61,628,818	\$721,352	\$49,727,057	81%	\$11,901,761	\$61,628,818
San Jose - Merced			\$113,090,898	\$1,743,658	\$76,753,891	68%	\$36,337,007	\$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	\$1,062,753	\$49,282,263	62%	\$30,257,806	\$79,540,069
F Street Alignment (BFSSA)			\$28,040,806	\$1,435,487	\$3,171,282	11%	\$24,869,524	\$28,040,806
Palmdale - Burbank			\$136,219,276	\$1,664,430	\$98,200,861	72%	\$38,018,415	\$136,219,276
Burbank - Los Angeles			\$21,093,171	\$319,729	\$3,240,202	15%	\$17,852,969	\$21,093,171
Los Angeles - Anaheim			\$72,057,779	\$616,166	\$45,397,312	63%	\$26,660,467	\$72,057,779
Central Valley Wye			\$46,725,423	\$0	\$23,011,798	49%	\$23,713,625	\$46,725,423
Resource Agency	18		\$221,929,157	\$1,221,747	\$29,791,947	13%	\$192,137,210	\$221,929,157
Legal			\$50,668,720	\$225,713	\$6,171,538	12%	\$44,497,182	\$50,668,720
SCI/SAP - Formerly LAUS/SAP			\$21,304,897	\$41,613	\$776,761	4%	\$20,528,136	\$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	\$2,083,960	\$159,718,769	78%	\$45,658,658	\$205,377,427
<b>Phase I TOTAL</b>			<b>\$1,294,434,929</b>	<b>\$11,136,608</b>	<b>\$735,630,247</b>	<b>57%</b>	<b>\$558,804,682</b>	<b>\$1,294,434,929</b>
<b>Phase II</b>								
Sacramento - Merced			\$14,152,998	\$7,321	\$7,080,236	50%	\$7,072,762	\$14,152,998
Altamont Pass			\$22,810,790	\$801,055	\$16,137,611	71%	\$6,673,179	\$22,810,790
Los Angeles - San Diego			\$10,794,094	\$178,469	\$8,146,606	75%	\$2,647,488	\$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>\$986,845</b>	<b>\$31,365,321</b>	<b>63%</b>	<b>\$18,771,112</b>	<b>\$50,136,566</b>
<b>TOTALS</b>	14	\$1,344,571,362	\$1,344,571,362	\$12,123,453	\$766,995,567	57%	\$577,575,795	\$1,344,571,362

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

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

<sup>18</sup> CHSRA board approved contract for financial advisor(s) on June 14, 2016 with a budget of \$40M over four years. Total approved budget for this activity has been included in Cap and Trade funding.

Project Development - State and Federal Funds  
 Program Expenditures to Date



Status as of August 31, 2016

Construction - State and Federal Funds

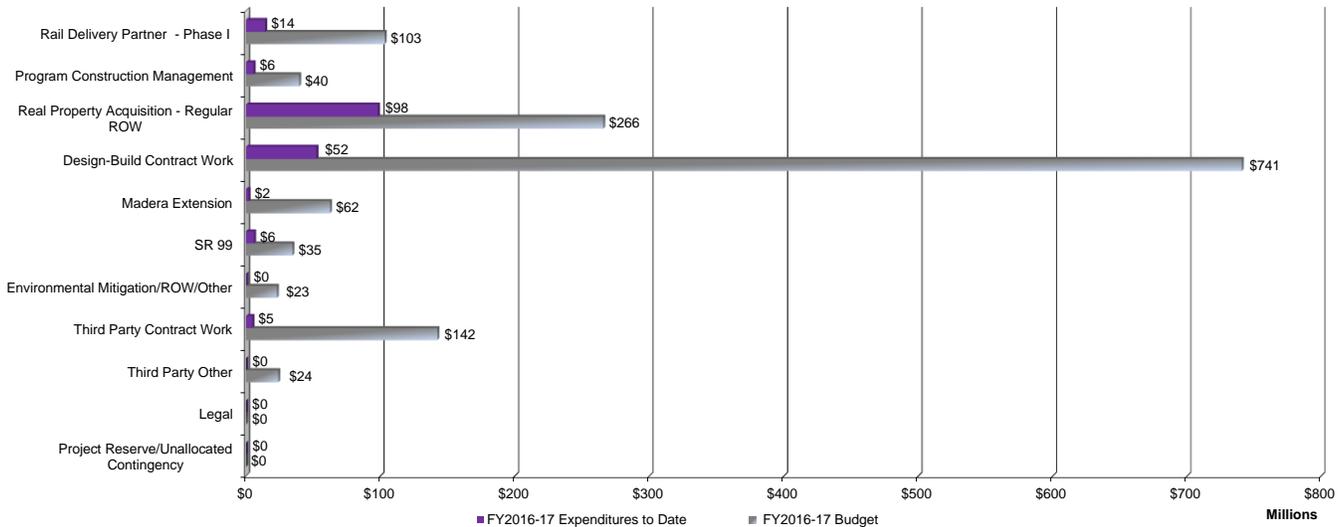
FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget <sup>4</sup> (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 Expenditures to Date (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Rail Delivery Partner - Phase I			\$103,153,341	\$7,526,936	\$14,326,049	14%	\$88,827,292	\$103,153,341
Program Construction Management			\$39,508,827	\$2,537,962	\$5,689,701	14%	\$33,819,126	\$39,508,827
Real Property Acquisition - Regular ROW			\$265,660,561	\$75,704,972	\$98,223,666	37%	\$167,436,895	\$265,660,561
Design-Build Contract Work			\$740,614,800	\$28,977,478	\$52,471,149	7%	\$688,143,651	\$740,614,800
Madera Extension			\$62,497,580	\$847,345	\$1,931,345	3%	\$60,566,235	\$62,497,580
SR 99			\$34,500,000	\$2,170,088	\$5,983,427	17%	\$28,516,573	\$34,500,000
Environmental Mitigation/ROW/Other			\$22,976,906	\$235,667	\$235,667	1%	\$22,741,239	\$22,976,906
Third Party Contract Work			\$142,276,617	\$2,405,150	\$4,727,494	3%	\$137,549,123	\$142,276,617
Third Party Other			\$24,035,317	\$0	\$0	0%	\$24,035,317	\$24,035,317
Legal			\$50,575	\$108,914	\$108,914	215%	(\$58,339)	\$50,575
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
<b>TOTALS</b>		\$6,570,484,153	\$1,435,274,524	\$120,514,513	\$183,697,412	13%	\$1,251,577,112	\$1,435,274,524

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	\$7,526,936	\$189,814,628	48%	\$208,387,454	\$398,202,082
Program Construction Management			\$156,108,267	\$2,537,962	\$39,743,955	25%	\$116,364,312	\$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	\$75,704,972	\$565,517,015	65%	\$307,221,780	\$872,738,795
Design-Build Contract Work			\$3,801,899,042	\$28,977,478	\$622,326,426	16%	\$3,179,572,616	\$3,801,899,042
Madera Extension			\$153,399,844	\$847,345	\$9,315,541	6%	\$144,084,303	\$153,399,844
SR 99			\$260,900,000	\$2,170,088	\$86,463,619	33%	\$174,436,381	\$260,900,000
Environmental Mitigation/ROW/Other			\$46,313,298	\$235,667	\$235,667	1%	\$46,077,631	\$46,313,298
Third Party Contract Work			\$550,400,000	\$2,405,150	\$25,340,856	5%	\$525,059,144	\$550,400,000
Third Party Other			\$0	\$0	\$0	0%	\$0	\$0
Legal			\$4,316,718	\$108,914	\$1,004,965	23%	\$3,311,753	\$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	\$6,544,798,854	\$120,514,513	\$1,617,946,450	25%	\$4,926,852,404	\$6,544,798,854
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	\$7,644,798,854	\$120,514,513	\$1,617,946,450	21%	\$6,026,852,404	\$7,644,798,854

<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.

Construction - State and Federal Funds  
 FY2016-17



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



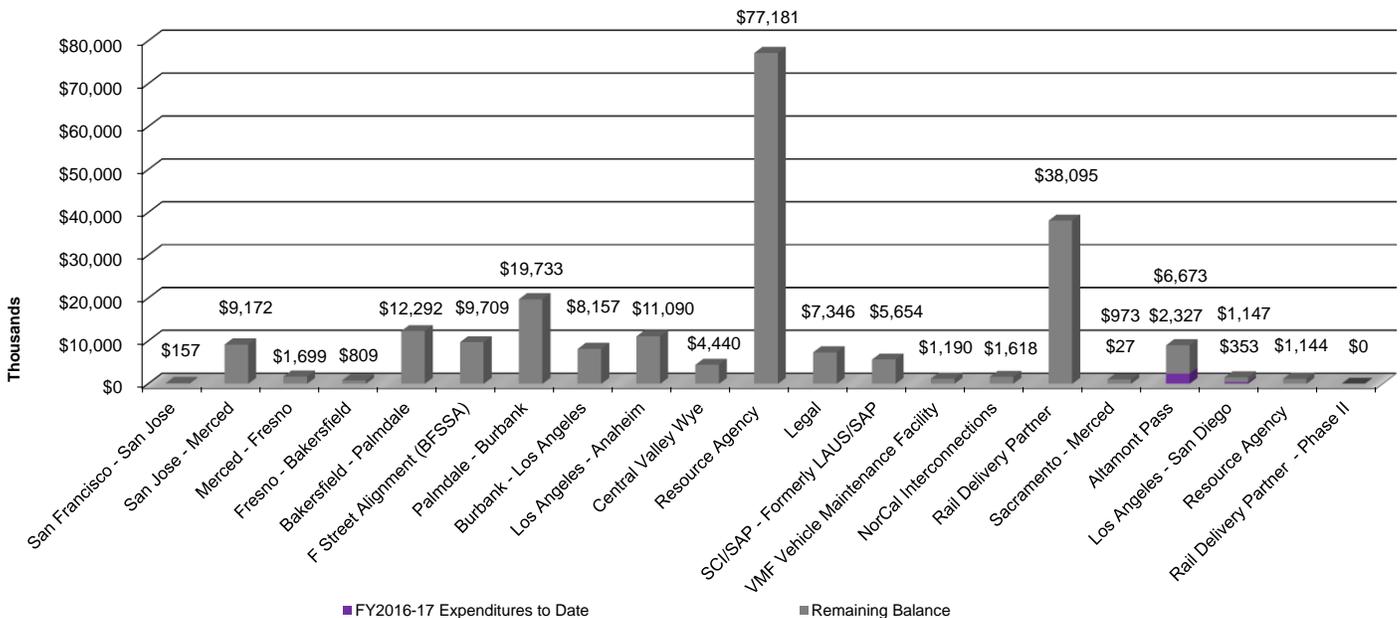
Status as of August 31, 2016

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)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
<b>Phase I</b>								
San Francisco - San Jose		\$156,762	\$0	\$0	0%	\$156,762	\$156,762	
San Jose - Merced		\$9,172,029	\$0	\$0	0%	\$9,172,029	\$9,172,029	
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	18, 19	\$77,180,711	\$0	\$0	0%	\$77,180,711	\$77,180,711	
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	
<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>\$208,341,376</b>	
<b>Phase II</b>								
Sacramento - Merced		\$1,000,000	\$7,321	\$27,238	3%	\$972,762	\$1,000,000	
Altamont Pass		\$9,000,000	\$801,055	\$2,326,822	26%	\$6,673,178	\$9,000,000	
Los Angeles - San Diego		\$1,500,000	\$178,469	\$352,512	24%	\$1,147,488	\$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>\$986,845</b>	<b>\$2,706,572</b>	<b>21%</b>	<b>\$9,936,955</b>	<b>\$12,643,527</b>	
<b>TOTAL</b>		<b>\$574,804,226</b>	<b>\$220,984,903</b>	<b>\$986,845</b>	<b>1%</b>	<b>\$218,278,331</b>	<b>\$220,984,903</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>8</sup> The Authority is prioritizing the use of ARRA funding, as a result the budget allocations are subject to change.  
<sup>18</sup> CHSRA board approved contract for financial advisor(s) on June 14, 2016 with a budget of \$40M over four years. Total approved budget for this activity has been included in Cap and Trade funding.  
<sup>19</sup> Within Project Development ARRA \$12M was shifted to San Francisco to San Jose (\$4.4M) and San Jose to Merced (\$7.4M) from Resource Agency. This adjustment was balanced in the Project Development Prop 1A where the opposite was done to maintain total program budget for Resource Agency.

Proposition 1A - Project Development



Status as of August 31, 2016

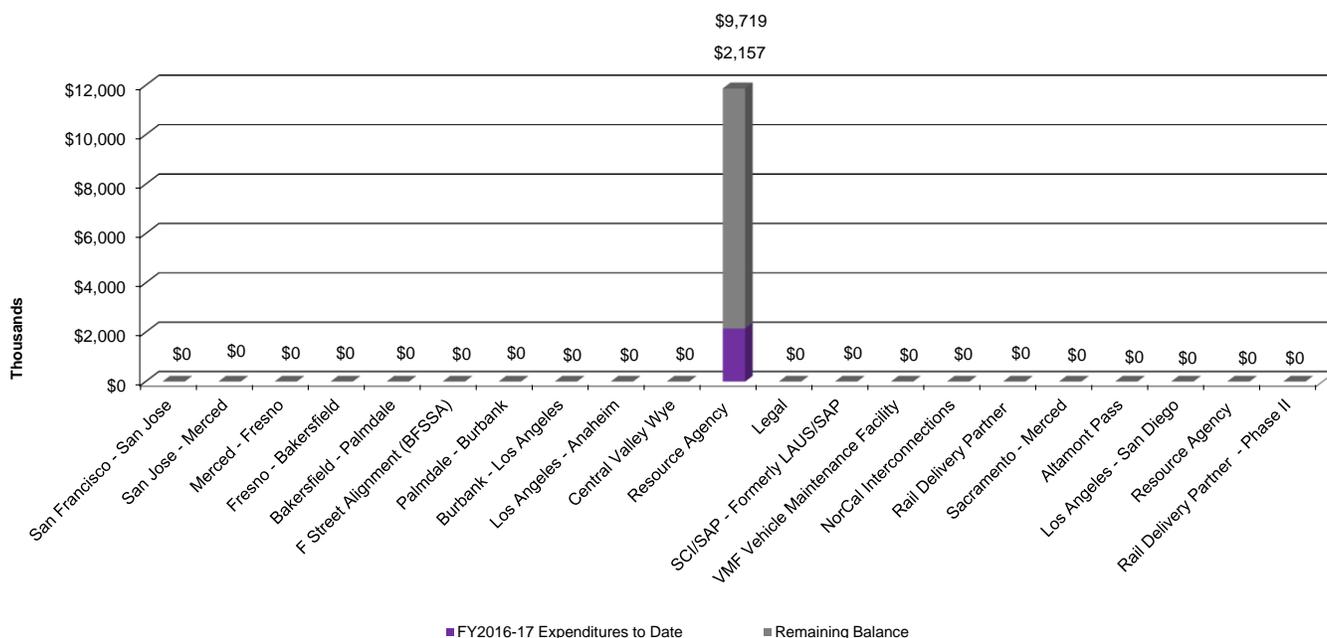
Cap and Trade - Project Development  
 Greenhouse Gas Reduction Fund  
 2665-301-3228/2665-801-3228

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)	(B)	(C)	(D)	(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	17, 18	\$11,876,807	\$2,157,433	\$2,157,433	18%	\$9,719,374	\$11,876,807	
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	
<b>Phase I TOTAL</b>		<b>\$11,876,807</b>	<b>\$2,157,433</b>	<b>\$2,157,433</b>	<b>18%</b>	<b>\$9,719,374</b>	<b>\$11,876,807</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>\$331,106,136</b>	<b>\$11,876,807</b>	<b>\$2,157,433</b>	<b>18%</b>	<b>\$9,719,374</b>	<b>\$11,876,807</b>	

<sup>17</sup> Resource Agency budget adjusted for several Federal Agency contracts and Financial Advisory Services contract.

<sup>18</sup> CHSRA board approved contract for financial advisor(s) on June 14, 2016 with a budget of \$40M over four years. Total approved budget for this activity has been included in Cap and Trade funding.

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)	4, 8 (B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
<b>Phase I</b>							
San Francisco - San Jose		\$5,423,238	\$721,352	\$1,498,923	28%	\$3,924,316	\$5,423,238
San Jose - Merced		\$11,608,883	\$1,743,658	\$5,141,324	44%	\$6,467,559	\$11,608,883
Merced - Fresno		\$400,876	\$0	\$0	0%	\$400,876	\$400,876
Fresno - Bakersfield		\$190,893	\$0	\$0	0%	\$190,893	\$190,893
Bakersfield - Palmdale		\$2,900,028	\$1,062,753	\$2,335,116	81%	\$564,912	\$2,900,028
F Street Alignment (BFSSA)		\$2,290,719	\$1,435,487	\$1,421,418	62%	\$869,302	\$2,290,719
Palmdale - Burbank		\$4,655,669	\$1,664,430	\$3,348,752	72%	\$1,306,917	\$4,655,669
Burbank - Los Angeles		\$1,924,382	\$319,729	\$1,195,087	62%	\$729,295	\$1,924,382
Los Angeles - Anaheim		\$2,616,498	\$616,166	\$1,090,886	42%	\$1,525,612	\$2,616,498
Central Valley Wye		\$1,047,560	\$0	\$0	0%	\$1,047,560	\$1,047,560
Resource Agency	19, 21	\$3,820,942	(\$935,686)	\$1,503,948	39%	\$2,316,994	\$3,820,942
Legal		\$1,733,043	\$225,713	\$700,756	40%	\$1,032,288	\$1,733,043
SCI/SAP - Formerly LAUS/SAP		\$1,333,937	\$41,613	\$113,148	8%	\$1,220,789	\$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	\$2,083,960	\$4,184,320	47%	\$4,803,406	\$8,987,726
<b>Phase I TOTAL</b>		<b>\$49,596,969</b>	<b>\$8,979,174</b>	<b>\$22,533,676</b>	<b>45%</b>	<b>\$27,063,292</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>\$8,979,174</b>	<b>45%</b>	<b>\$27,063,292</b>	<b>\$49,596,969</b>

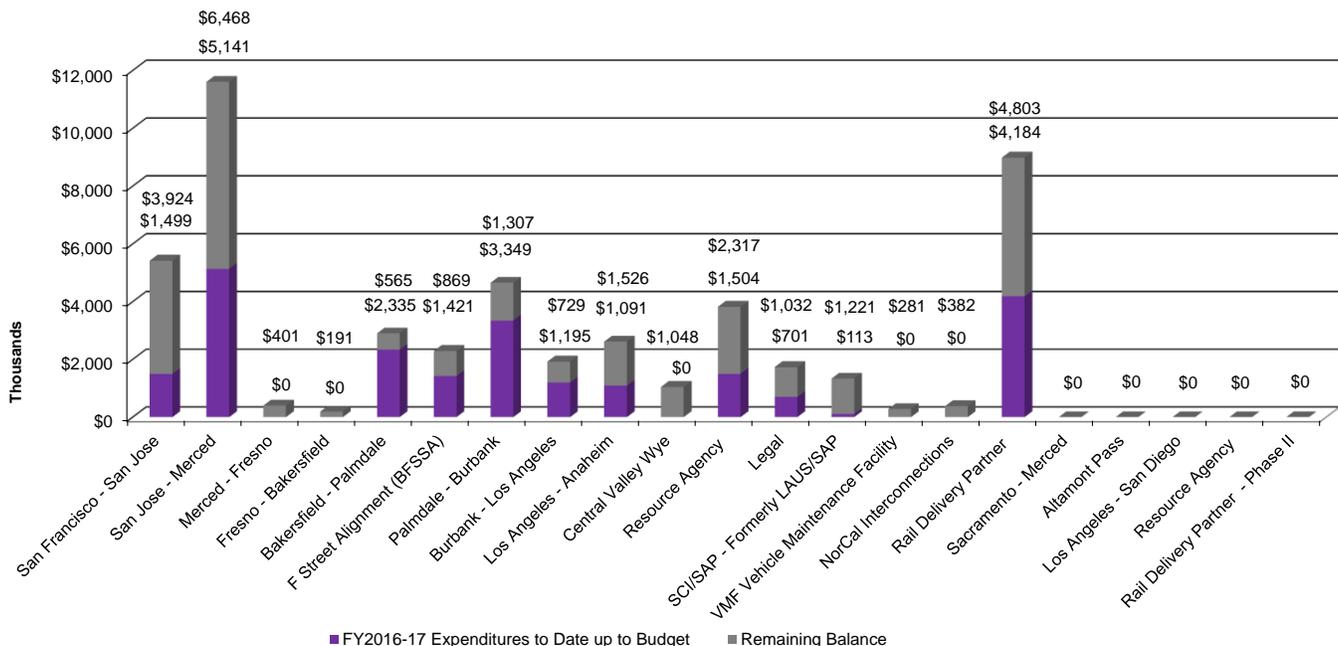
<sup>4</sup> FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookends) and Phase II commitments.

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

<sup>19</sup> Within Project Development ARRA \$12M was shifted to San Francisco to San Jose (\$4.4M) and San Jose to Merced (\$7.4M) from Resource Agency. This adjustment was balanced in the Project Development Prop 1A where the opposite was done to maintain total program budget for Resource Agency.

<sup>21</sup> \$1.1M of Federal Resource Agency expenditures were reclassified from ARRA to Cap and Trade.

Federal Trust Fund - Project Development



Status as of August 31, 2016

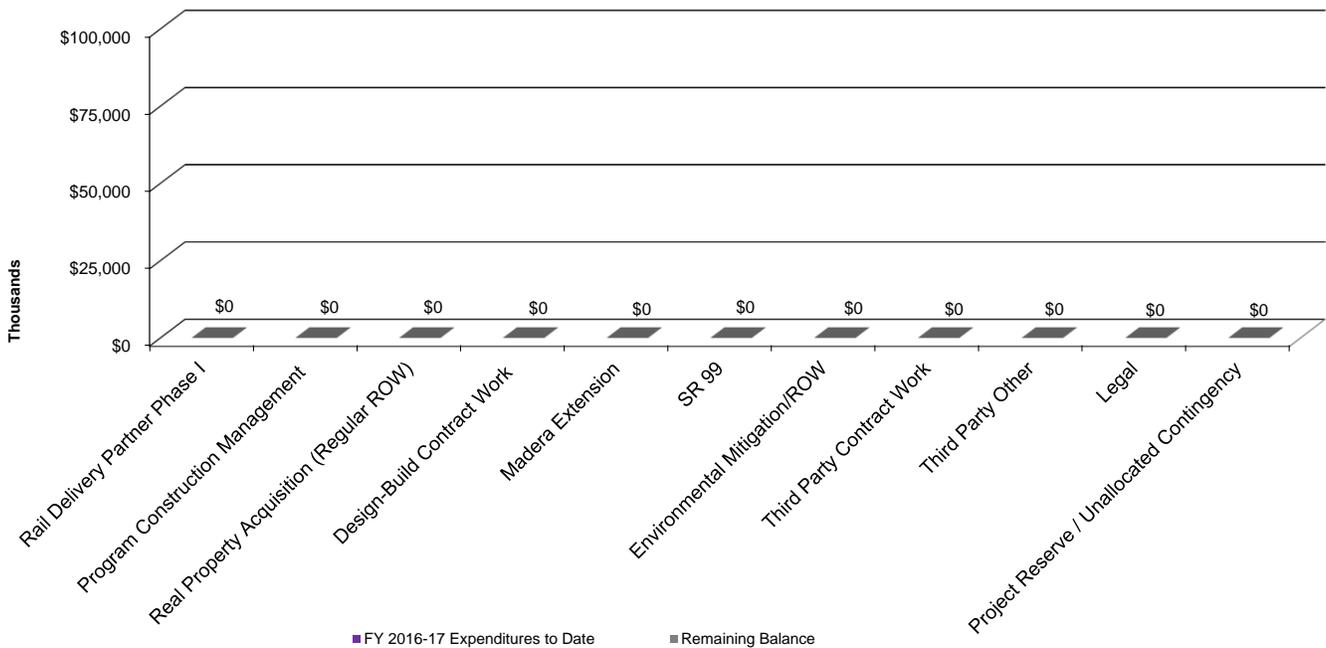
Proposition 1A - Construction  
 Bond Fund  
 2665-306-6043

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
<b>TOTAL</b>	2	\$2,609,076,000	\$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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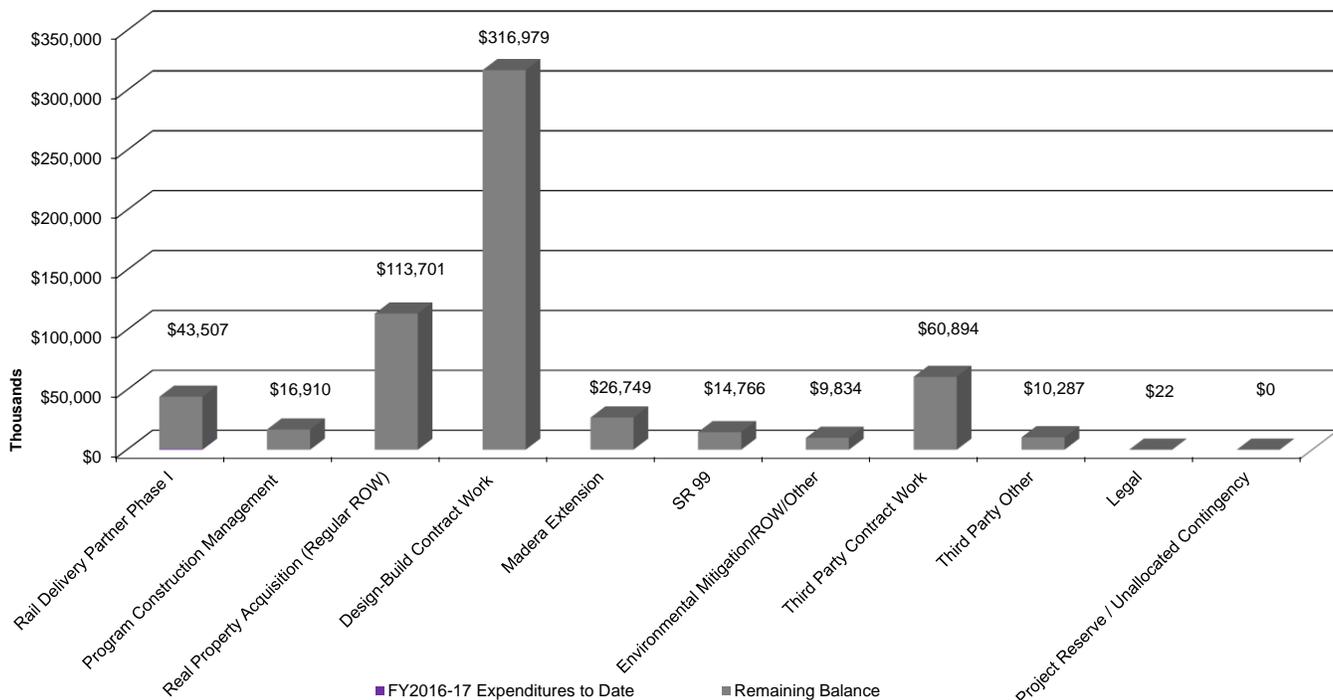
Cap and Trade - Construction  
 Greenhouse Gas Reduction Fund  
 2665-306-3228/2665-801-3228

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)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
Rail Delivery Partner Phase I			\$44,149,035	\$642,229	\$642,229	1%	\$43,506,806	\$44,149,035
Program Construction Management			\$16,909,550	\$0	\$0	0%	\$16,909,550	\$16,909,550
Real Property Acquisition (Regular ROW)			\$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/Other			\$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
<b>TOTAL</b>		\$918,893,864	\$614,289,214	\$642,229	\$642,229	0%	\$613,646,985	\$614,289,214

<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.

Cap and Trade - Construction



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



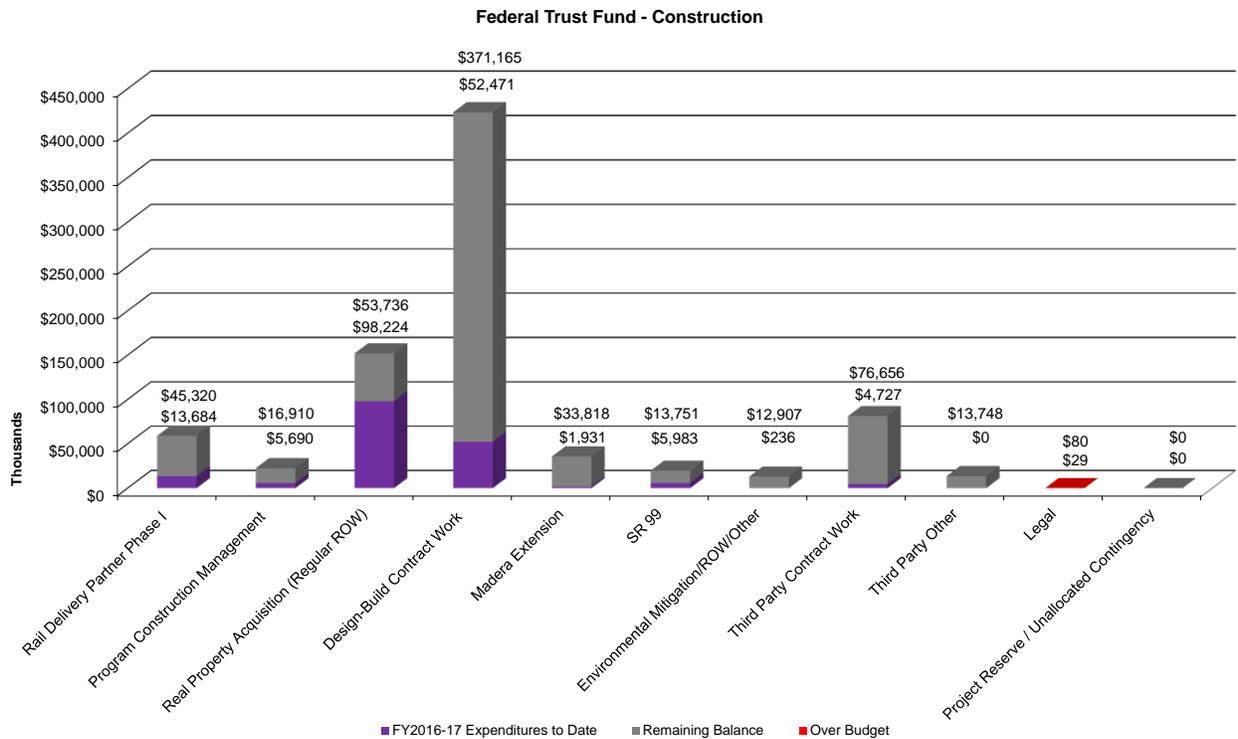
Status as of August 31, 2016

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

FY2016-17 Sections	Notes	Appropriation (A)	FY2016-17 Budget <sup>4</sup> (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	\$6,884,707	\$13,683,820	23%	\$45,320,486	\$59,004,306
Program Construction Management			\$22,599,277	\$2,537,962	\$5,689,701	25%	\$16,909,576	\$22,599,277
Real Property Acquisition (Regular ROW)			\$151,959,374	\$75,704,972	\$98,223,666	65%	\$53,735,708	\$151,959,374
Design-Build Contract Work			\$423,635,939	\$28,977,478	\$52,471,149	12%	\$371,164,791	\$423,635,939
Madera Extension			\$35,748,976	\$847,345	\$1,931,345	5%	\$33,817,631	\$35,748,976
SR 99			\$19,734,199	\$2,170,088	\$5,983,427	30%	\$13,750,772	\$19,734,199
Environmental Mitigation/ROW/Other			\$13,142,923	\$235,667	\$235,667	2%	\$12,907,256	\$13,142,923
Third Party Contract Work			\$81,383,046	\$2,405,150	\$4,727,494	6%	\$76,655,552	\$81,383,046
Third Party Other	15		\$13,748,340	\$0	\$0	0%	\$13,748,340	\$13,748,340
Legal			\$28,929	\$108,914	\$108,914	376%	(\$79,985)	\$28,929
Project Reserve / Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		\$3,042,514,289	\$820,985,310	\$119,872,284	\$183,055,183	22%	\$637,930,127	\$820,985,310

<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.



Status as of August 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)	<sup>4</sup> (B)	(C)	(D)	(E)	(G)
<b>CP1</b>							
Design-Build Contract Work		\$260,072,251	\$11,946,567	\$22,988,198	9%	\$237,084,053	\$260,072,251
Madera Extension		\$62,497,580	\$847,345	\$1,931,345	3%	\$60,566,235	\$62,497,580
SR 99		\$34,500,000	\$2,170,088	\$5,983,427	17%	\$28,516,573	\$34,500,000
Program Construction Management		\$4,899,724	\$696,555	\$1,613,384	33%	\$3,286,340	\$4,899,724
Real Property Acquisition (Regular ROW)		\$83,504,278	\$46,031,933	\$63,045,968	76%	\$20,458,310	\$83,504,278
Board Approved Contingency		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work		\$71,026,617	\$2,200,513	\$4,295,266	6%	\$66,731,351	\$71,026,617
<b>Total CP1</b>		<b>\$516,500,450</b>	<b>\$63,893,002</b>	<b>\$99,857,588</b>	<b>19%</b>	<b>\$416,642,862</b>	<b>\$516,500,450</b>
<b>CP2-3</b>							
Design-Build Contract Work		\$325,503,256	\$7,052,217	\$17,395,095	5%	\$308,108,161	\$325,503,256
Program Construction Management		\$24,296,782	\$1,488,886	\$3,395,431	14%	\$20,901,351	\$24,296,782
Real Property Acquisition (Regular ROW)		\$86,418,192	\$30,609,139	\$33,238,307	38%	\$53,179,885	\$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	\$204,637	\$432,228	1%	\$55,817,772	\$56,250,000
<b>Total CP2-3</b>		<b>\$492,468,230</b>	<b>\$39,354,879</b>	<b>\$54,461,061</b>	<b>11%</b>	<b>\$438,007,169</b>	<b>\$492,468,230</b>
<b>CP4</b>							
Design-Build Contract Work		\$155,039,293	\$9,978,694	\$12,087,857	8%	\$142,951,436	\$155,039,293
Program Construction Management		\$10,312,321	\$352,521	\$680,886	7%	\$9,631,435	\$10,312,321
Real Property Acquisition (Regular ROW)	11	\$95,738,091	(\$936,100)	\$1,939,391	2%	\$93,798,700	\$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
<b>Total CP4</b>		<b>\$276,089,705</b>	<b>\$9,395,114</b>	<b>\$14,708,133</b>	<b>5%</b>	<b>\$261,381,572</b>	<b>\$276,089,705</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	\$7,526,936	\$14,326,049	14%	\$88,827,292	\$103,153,341
Environmental Mitigation/ROW/Other		\$22,976,906	\$235,667	\$235,667	1%	\$22,741,239	\$22,976,906
Third Party Other	15	\$24,035,317	\$0	\$0	0%	\$24,035,317	\$24,035,317
Legal		\$50,575	\$108,914	\$108,914	215%	(\$58,339)	\$50,575
Project Reserve/Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
<b>Total Systemwide / Unallocated</b>		<b>\$150,216,139</b>	<b>\$7,871,518</b>	<b>\$14,670,630</b>	<b>10%</b>	<b>\$135,545,508</b>	<b>\$150,216,139</b>
<b>TOTAL</b>	<b>2</b>	<b>\$6,570,484,153</b>	<b>\$1,435,274,524</b>	<b>\$120,514,513</b>	<b>13%</b>	<b>\$1,251,577,112</b>	<b>\$1,435,274,524</b>

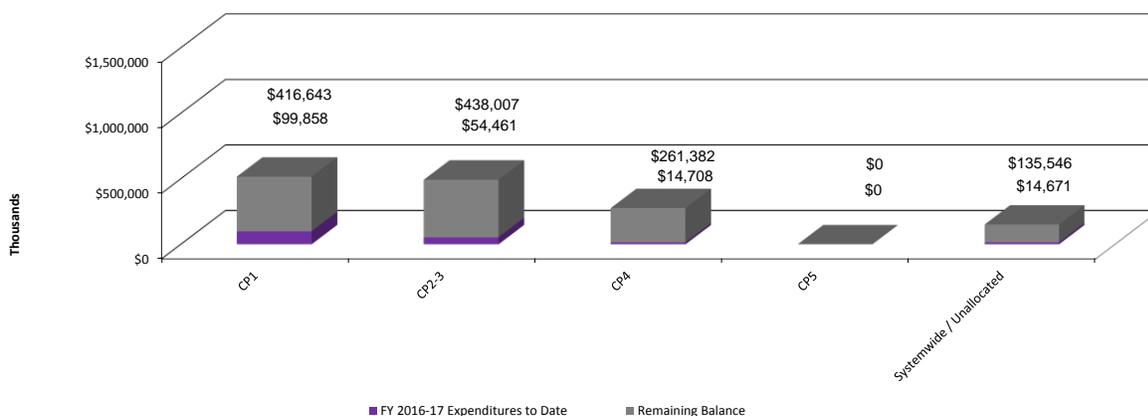
<sup>2</sup> Construction Prop 1A expenditures subject to requirements of Streets & Highways Code Section 2704.08 (d).

<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>11</sup> Credit is due to accounting adjustment.

<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.

State and Federal Funds - Construction by Construction Package



Status as of August 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)	<sup>13</sup> (B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
<b>CP1</b>	1							
Design-Build Contract Work	3		\$1,092,974,345	\$11,946,567	\$355,839,530	33%	\$737,134,816	\$1,092,974,345
Madera Extension			\$153,399,844	\$847,345	\$9,315,541	6%	\$144,084,303	\$153,399,844
SR 99			\$260,900,000	\$2,170,088	\$86,463,619	33%	\$174,436,381	\$260,900,000
Program Construction Management			\$34,208,889	\$696,555	\$22,585,371	66%	\$11,623,518	\$34,208,889
Real Property Acquisition (Regular ROW)			\$440,879,079	\$46,031,933	\$400,706,739	91%	\$40,172,340	\$440,879,079
Board Approved Contingency			\$90,503,807	\$0	\$0	0%	\$90,503,807	\$90,503,807
Third Party Contract Work			\$346,400,000	\$2,200,513	\$15,226,745	4%	\$331,173,255	\$346,400,000
<b>Total CP1</b>			<b>\$2,419,265,964</b>	<b>\$63,893,002</b>	<b>\$890,137,544</b>	<b>37%</b>	<b>\$1,529,128,420</b>	<b>\$2,419,265,964</b>
<b>CP2-3</b>	1							
Design-Build Contract Work			\$1,369,319,869	\$7,052,217	\$228,078,223	17%	\$1,141,241,646	\$1,369,319,869
Program Construction Management			\$71,844,690	\$1,488,886	\$15,273,864	21%	\$56,570,826	\$71,844,690
Real Property Acquisition (Regular ROW)			\$271,005,394	\$30,609,139	\$149,050,051	55%	\$121,955,343	\$271,005,394
Board Approved Contingency			\$257,216,021	\$0	\$0	0%	\$257,216,021	\$257,216,021
Hazardous Waste Provisional Sum			\$29,232,000	\$0	\$0	0%	\$29,232,000	\$29,232,000
Third Party Contract Work			\$167,000,000	\$204,637	\$10,114,112	6%	\$156,885,888	\$167,000,000
<b>Total CP2-3</b>			<b>\$2,165,617,974</b>	<b>\$39,354,879</b>	<b>\$402,516,249</b>	<b>19%</b>	<b>\$1,763,101,725</b>	<b>\$2,165,617,974</b>
<b>CP4</b>	1							
Design-Build Contract Work			\$445,681,128	\$9,978,694	\$38,408,674	9%	\$407,272,454	\$445,681,128
Program Construction Management			\$30,064,017	\$352,521	\$1,884,720	6%	\$28,179,297	\$30,064,017
Real Property Acquisition (Regular ROW)	11		\$160,854,322	(\$936,100)	\$15,760,225	10%	\$145,094,097	\$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			\$37,000,000	\$0	\$0	0%	\$37,000,000	\$37,000,000
<b>Total CP4</b>			<b>\$744,475,339</b>	<b>\$9,395,114</b>	<b>\$56,053,619</b>	<b>8%</b>	<b>\$688,421,720</b>	<b>\$744,475,339</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			\$46,313,298	\$235,667	\$235,667	1%	\$46,077,631	\$46,313,298
Third Party Other	15		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner			\$398,202,082	\$7,526,936	\$189,814,628	48%	\$208,387,454	\$398,202,082
Legal			\$4,316,718	\$108,914	\$1,004,965	23%	\$3,311,753	\$4,316,718
Project Reserve/Unallocated Contingency	3		\$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>\$7,871,518</b>	<b>\$269,239,038</b>	<b>36%</b>	<b>\$480,113,867</b>	<b>\$749,352,905</b>
<b>SUBTOTAL</b>	12	\$6,570,484,153	\$6,544,798,854	\$120,514,513	\$1,617,946,450	25%	\$4,926,852,404	\$6,544,798,854
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>\$7,644,798,854</b>	<b>\$120,514,513</b>	<b>21%</b>	<b>\$6,026,852,404</b>	<b>\$7,644,798,854</b>

<sup>1</sup> Distribution of the Design-Build contract by category as of August 31, 2016 Project Status Reports.

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

<sup>11</sup> Credit is due to accounting adjustment.

<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>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.

State and Federal Funds - Construction by Construction Package

