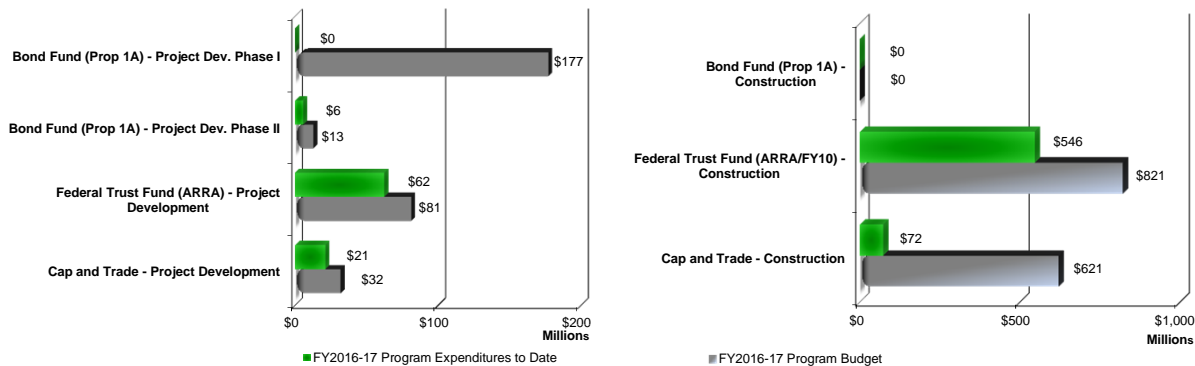


Status as of January 31, 2017

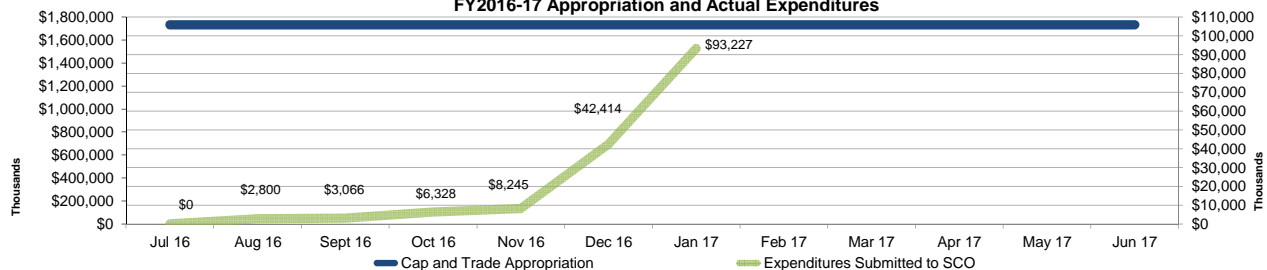
Budget Summary

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	\$176,937,657	\$0	\$0	0%	\$176,937,657	\$118,238,361
Bond Fund (Prop 1A) - Project Dev. Phase II	10		\$12,643,527	\$93,947	\$5,656,426	45%	\$6,987,101	\$12,643,527
Federal Trust Fund (ARRA) - Project Development	18	\$438,661,000	\$81,000,688	\$13,331,492	\$62,227,083	77%	\$18,773,605	\$81,000,688
Cap and Trade - Project Development	12, 26, 38	\$331,106,136	\$31,876,807	\$11,253,809	\$21,063,621	66%	\$10,813,186	\$31,876,807
<b>PROJECT DEVELOPMENT SUBTOTAL</b>		<b>\$1,344,571,362</b>	<b>\$302,458,678</b>	<b>\$24,679,248</b>	<b>\$88,947,130</b>	<b>29%</b>	<b>\$213,511,548</b>	<b>\$243,759,382</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	\$16,024,414	\$545,647,375	66%	\$275,337,935	\$820,985,310
Cap and Trade - Construction	12, 36, 38	\$1,400,971,490	\$620,962,193	\$39,507,320	\$72,163,298	12%	\$548,798,895	\$340,969,850
<b>CONSTRUCTION SUBTOTAL</b>		<b>\$7,052,561,779</b>	<b>\$1,441,947,503</b>	<b>\$55,531,734</b>	<b>\$617,810,673</b>	<b>43%</b>	<b>\$824,136,830</b>	<b>\$1,161,955,160</b>
Local Assistance (Bookend)	2	\$0	\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		<b>\$9,497,133,141</b>	<b>\$1,744,406,181</b>	<b>\$80,210,982</b>	<b>\$706,757,803</b>	<b>41%</b>	<b>\$1,037,648,378</b>	<b>\$1,405,714,542</b>

FY2016-17 Program 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	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$239,847
Cumulative Expenditures <sup>26</sup>	\$0	\$2,800	\$3,066	\$6,328	\$8,245	\$42,414	\$93,227						\$93,227

<sup>2</sup> Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are 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 (Bookend) and Phase II commitments.

<sup>10</sup> Appropriation for Project Development Phase II shown with Phase I.

<sup>12</sup> With the release of the Governor's Budget (Jan-17), the Cap and Trade appropriation was increased to \$1.7B to account for the remaining anticipated total auction sales for FY2016-17 and FY2017-18.

<sup>18</sup> The Authority has received approval from the FRA to increase the Project Development budget. The Authority is currently seeking appropriation approval from the Department of Finance. This increase in funding will cover the expected expenditures anticipated for March 2017.

<sup>26</sup> The Authority conducts monthly reconciliations of balances. The January reconciliation for Cap and Trade expenditures resulted in a Total Program increase of \$2.9M for Project Development prior period expenditures.

<sup>36</sup> For Design-Build Contract work, a \$39.5M reconciling item was booked in Jan-17 to increase the Cap and Trade expenditures and decrease the ARRA expenditures. This reconciling item was due to certain ARRA eligible activities recorded under ARRA funding prior to having final approval for reimbursement. These activities are under review with the FRA.

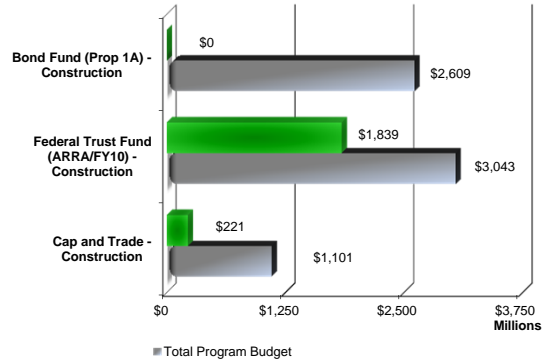
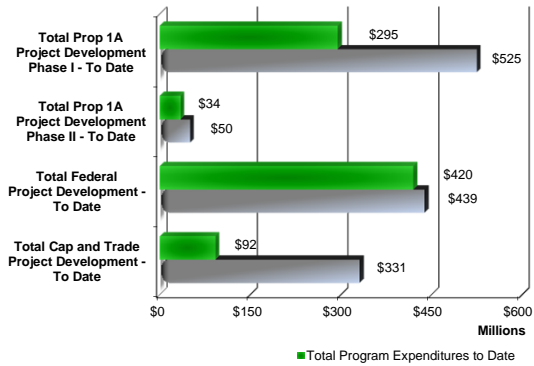
<sup>38</sup> The Construction Cap and Trade FY2016-17 budget was reduced in total by \$43M consisting of 1) a \$23M reduction to align with the Governor's Budget and 2) a \$20M reduction which was allocated to Project Development to allow for future Cap and Trade expenditures.

Status as of January 31, 2017

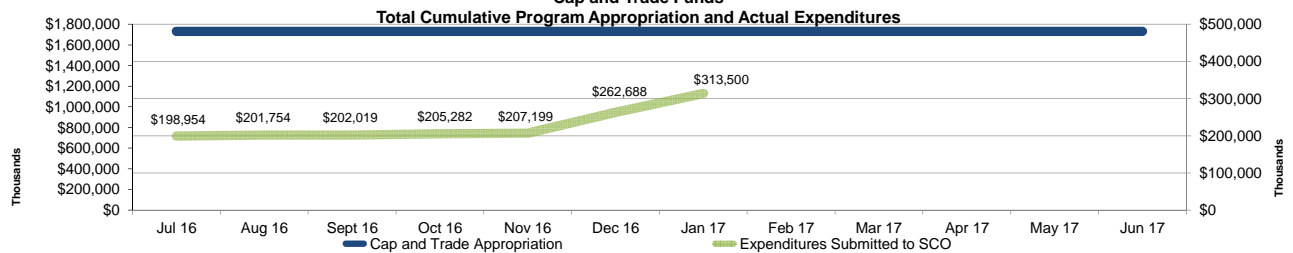
Budget Summary

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		\$50,136,433	\$93,947	\$34,315,175	68%	\$15,821,258	\$50,136,433
Federal Trust Fund (ARRA) - To Date	27	\$438,661,000	\$438,661,000	\$13,331,492	\$419,887,395	96%	\$18,773,605	\$438,661,000
Cap and Trade - Project Development	12, 26	\$331,106,136	\$331,106,136	\$11,253,809	\$92,196,729	28%	\$238,909,407	\$331,106,136
<b>PROJECT DEVELOPMENT SUBTOTAL</b>	14	<b>\$1,344,571,362</b>	<b>\$1,344,571,362</b>	<b>\$24,679,248</b>	<b>\$841,092,124</b>	<b>63%</b>	<b>\$503,479,238</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	\$3,042,514,231	\$16,024,414	\$1,838,554,955	60%	\$1,203,960,276	\$3,042,514,231
Cap and Trade - Construction	12, 36, 40	\$1,400,971,490	\$1,100,971,490	\$39,507,320	\$221,303,624	20%	\$879,667,867	\$1,100,971,491
<b>CONSTRUCTION SUBTOTAL</b>	13	<b>\$7,052,561,779</b>	<b>\$6,752,562,721</b>	<b>\$55,531,734</b>	<b>\$2,059,858,578</b>	<b>31%</b>	<b>\$4,692,704,144</b>	<b>\$6,752,562,722</b>
Local Assistance (Bookend)	2	\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
<b>TOTAL</b>		<b>\$9,497,133,141</b>	<b>\$9,197,134,083</b>	<b>\$80,210,982</b>	<b>\$2,900,950,702</b>	<b>32%</b>	<b>\$6,296,183,382</b>	<b>\$9,197,134,084</b>

Program Expenditures To Date



Cap and Trade Funds



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	\$218,941	\$238,928	\$258,916	\$278,903	\$298,890	\$318,877	\$338,865	\$358,852	\$378,839	\$398,826	\$418,813	\$438,801	\$438,801
Cumulative Expenditures Program-to-Date <sup>36</sup>	\$198,954	\$201,754	\$202,019	\$205,282	\$207,199	\$262,688	\$313,500						\$313,500

<sup>2</sup> Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are 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>10</sup> Appropriation for Project Development Phase II shown with Phase I.  
<sup>12</sup> With the release of the Governor's Budget (Jan-17), the Cap and Trade appropriation was increased to \$1.7B to account for the remaining anticipated total auction sales for FY2016-17 and FY2017-18.  
<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> Total Project Development expenditures to date for Prop 1A include expenditures incurred prior to 2010.  
<sup>26</sup> The Authority conducts monthly reconciliations of balances. The January reconciliation for Cap and Trade expenditures resulted in a Total Program increase of \$2.9M for Project Development prior period expenditures.  
<sup>27</sup> Total ARRA expenditures were \$2.269B or 88.9% of the \$2.553B grant as of February 14, 2017, including FRA paid, approved, and pending invoices plus invoices pending submittal to FRA, invoices received by HSRA, and Work-in-Progress.  
<sup>36</sup> For Design-Build Contract work, a \$39.5M reconciling item was booked in Jan-17 to increase the Cap and Trade expenditures and decrease the ARRA expenditures. This reconciling item was due to certain ARRA eligible activities recorded under ARRA funding prior to having final approval for reimbursement. These activities are under review with the FRA.  
<sup>40</sup> The Construction Cap and Trade Total Program budget was increased by \$124.8M to align with the the Governor's Budget.

Status as of January 31, 2017

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	8		\$8,580,000	\$2,540,041	\$5,549,578	65%	\$3,030,422	\$7,423,238
San Jose - Merced	8		\$20,780,912	\$365,875	\$8,965,532	43%	\$11,815,380	\$12,689,392
Merced - Fresno	8		\$2,100,000	\$0	\$0	0%	\$2,100,000	\$400,876
Fresno - Bakersfield	8		\$1,000,000	\$0	\$0	0%	\$1,000,000	\$950,000
Bakersfield - Palmdale	8, 21		\$14,191,878	\$1,179,621	\$6,120,202	43%	\$8,071,676	\$15,177,257
F Street Alignment (BFSSA)	8, 21		\$12,000,000	\$328,901	\$2,952,014	25%	\$9,047,986	\$12,000,000
Palmdale - Burbank	8		\$25,388,854	\$3,530,565	\$12,961,225	51%	\$12,427,629	\$25,194,831
Burbank - Los Angeles	8		\$10,080,931	\$728,584	\$2,772,625	28%	\$7,308,306	\$10,080,931
Los Angeles - Anaheim	8		\$10,706,600	\$413,191	\$5,673,859	53%	\$5,032,741	\$10,168,762
Central Valley Wye	8		\$5,487,675	\$0	\$0	0%	\$5,487,675	\$5,487,675
Resource Agency includes LAUS	8, 17		\$112,878,459	\$12,670,002	\$25,082,811	22%	\$87,795,648	\$81,598,254
Legal	8		\$9,078,597	\$166,712	\$1,864,004	21%	\$7,214,593	\$6,978,597
SCI/SAP	8		\$6,987,866	\$182,270	\$810,746	12%	\$6,177,120	\$2,136,386
VMF Vehicle Maintenance Facility	8		\$1,470,917	\$0	\$0	0%	\$1,470,917	\$1,470,917
NorCal Interconnections	8		\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
Rail Delivery Partner	8		\$47,082,462	\$2,479,539	\$10,538,107	22%	\$36,544,355	\$37,358,738
<b>Phase I TOTAL</b>			\$289,815,151	\$24,585,301	\$83,290,704	29%	\$206,524,448	\$231,115,855
<b>Phase II</b>								
Sacramento - Merced			\$1,000,000	\$39,795	\$192,885	19%	\$807,115	\$1,000,000
Altamont Pass			\$9,000,000	\$0	\$4,652,949	52%	\$4,347,051	\$9,000,000
Los Angeles - San Diego			\$1,500,000	\$54,152	\$810,593	54%	\$689,407	\$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	\$93,947	\$5,656,426	45%	\$6,987,101	\$12,643,527
<b>TOTALS</b>		\$1,344,571,362	\$302,458,678	\$24,679,248	\$88,947,130	29%	\$213,511,548	\$243,759,382

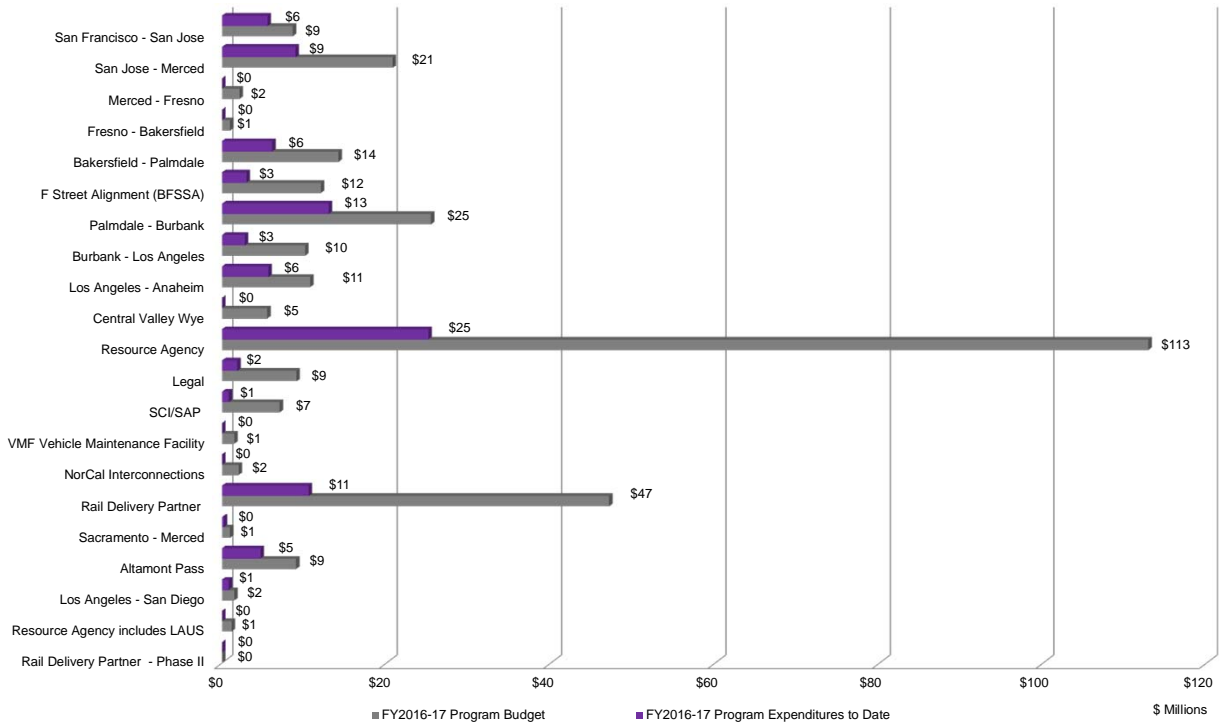
<sup>4</sup> FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookend) and Phase II commitments.

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

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

<sup>21</sup> Regional Consultant contract is currently being amended and supports the environmental section of Bakersfield to Palmdale and F Street Alignment (BFSSA).

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



Status as of January 31, 2017

Project Development - State and Federal Funds

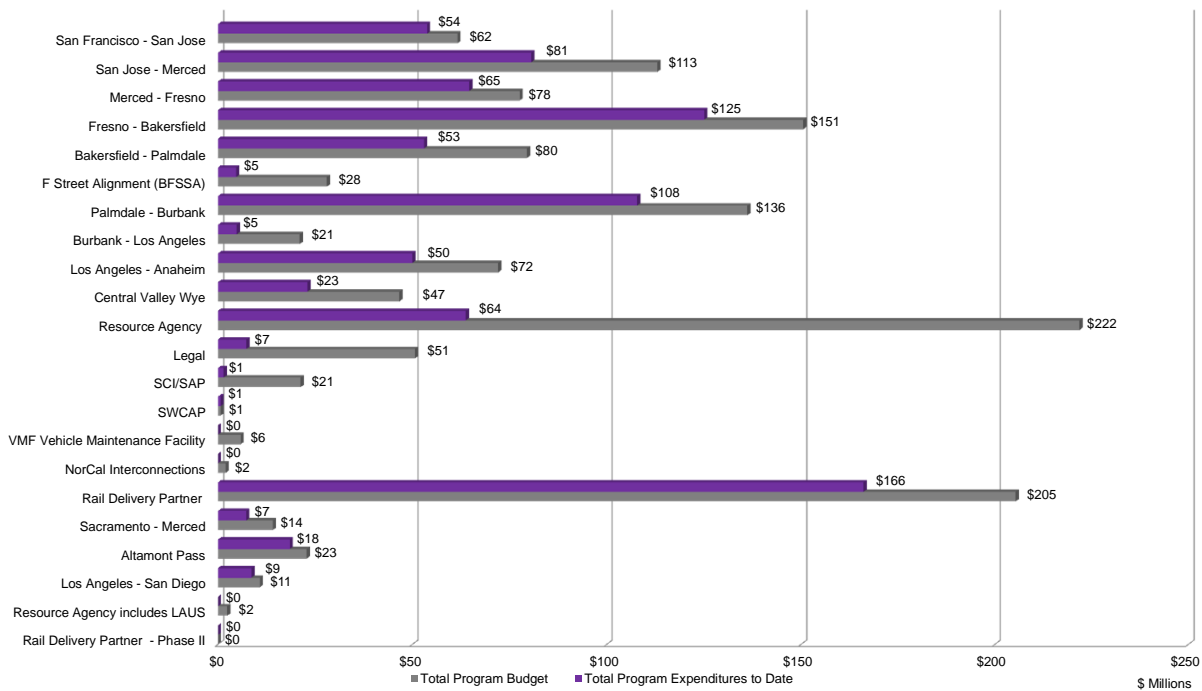
Program Total	Notes	Appropriation (A)	Total Program Budget <sup>6</sup> (B)	FY2016-17 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
<b>Phase I</b>								
San Francisco - San Jose			\$61,628,818	\$2,540,041	\$53,777,712	87%	\$7,851,106	\$61,628,818
San Jose - Merced			\$113,090,898	\$365,875	\$80,578,099	71%	\$32,512,799	\$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	\$1,179,621	\$53,067,348	67%	\$26,472,721	\$79,540,069
F Street Alignment (BFSSA)			\$28,040,806	\$328,901	\$4,701,878	17%	\$23,338,928	\$28,040,806
Palmdale - Burbank			\$136,219,276	\$3,530,565	\$107,813,334	79%	\$28,405,942	\$136,219,276
Burbank - Los Angeles			\$21,093,171	\$728,584	\$4,817,740	23%	\$16,275,431	\$21,093,171
Los Angeles - Anaheim			\$72,057,779	\$413,191	\$49,980,285	69%	\$22,077,494	\$72,057,779
Central Valley Wye			\$46,725,423	\$0	\$23,011,798	49%	\$23,713,625	\$46,725,423
Resource Agency includes LAUS	17		\$221,929,157	\$12,670,002	\$63,760,486	29%	\$158,168,671	\$221,929,157
Legal			\$50,668,720	\$166,712	\$7,334,787	14%	\$43,333,933	\$50,668,720
SCI/SAP			\$21,304,897	\$182,270	\$1,474,359	7%	\$19,830,538	\$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	\$2,479,539	\$166,072,556	81%	\$39,304,871	\$205,377,427
<b>Phase I TOTAL</b>			<b>\$1,294,434,929</b>	<b>\$24,585,301</b>	<b>\$806,776,949</b>	<b>62%</b>	<b>\$487,657,980</b>	<b>\$1,294,434,929</b>
<b>Phase II</b>								
Sacramento - Merced			\$14,152,998	\$39,795	\$7,245,882	51%	\$6,907,116	\$14,152,998
Altamont Pass			\$22,810,790	\$0	\$18,463,739	81%	\$4,347,051	\$22,810,790
Los Angeles - San Diego			\$10,794,094	\$54,152	\$8,604,687	80%	\$2,189,407	\$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>\$93,947</b>	<b>\$34,315,175</b>	<b>68%</b>	<b>\$15,821,258</b>	<b>\$50,136,433</b>
<b>TOTALS</b>	14	\$1,344,571,362	\$1,344,571,362	\$24,679,248	\$841,092,124	63%	\$503,479,238	\$1,344,571,362

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

<sup>14</sup> Total Project Development expenditures to date for Prop 1A include expenditures incurred prior to 2010.

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

Project Development - State and Federal Funds  
 Program Expenditures to Date and Budget



Status as of January 31, 2017

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			\$100,703,916	\$3,974,508	\$49,151,432	49%	\$51,552,484	\$76,883,590
Program Construction Management			\$39,808,827	\$3,059,553	\$17,785,280	45%	\$22,023,547	\$34,856,453
Real Property Acquisition			\$315,697,784	\$11,457,031	\$234,149,091	74%	\$81,548,693	\$270,001,545
Design-Build Contract Work			\$618,962,779	\$22,471,971	\$213,475,809	34%	\$405,486,970	\$402,723,704
Madera Extension			\$62,497,580	\$1,520,000	\$20,287,414	32%	\$42,210,166	\$53,674,588
SR 99	29		\$64,500,000	\$19,093,942	\$48,387,788	75%	\$16,112,212	\$60,003,345
Caltrain	16		\$113,000,000	\$0	\$27,826,713	25%	\$85,173,287	\$113,000,000
Environmental Mitigation/ROW/Other			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	20, 22		\$124,276,617	(\$6,215,911)	\$5,935,332	5%	\$118,341,285	\$148,311,934
Third Party Other			\$0	\$0	\$0	0%	\$0	\$0
Legal			\$2,500,000	\$170,641	\$811,814	32%	\$1,688,186	\$2,500,000
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
<b>TOTALS</b>	16	\$7,052,561,779	\$1,441,947,503	\$55,531,734	\$617,810,673	43%	\$824,136,830	\$1,161,955,160

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)	FY2016-17 Remaining Balance (F) = (B - D)	Project Forecast (G)
Rail Delivery Partner - Phase I			\$492,965,951	\$3,974,508	\$224,640,011	46%	\$268,325,940	\$492,965,951
Program Construction Management			\$156,108,267	\$3,059,553	\$51,839,534	33%	\$104,268,733	\$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	37		\$919,052,093	\$11,457,031	\$700,480,878	76%	\$218,571,215	\$919,052,093
Design-Build Contract Work			\$3,960,228,890	\$22,471,971	\$783,331,085	20%	\$3,176,897,805	\$3,960,228,890
Madera Extension			\$153,399,844	\$1,520,000	\$27,671,610	18%	\$125,728,234	\$153,399,844
SR 99			\$260,900,000	\$19,093,942	\$128,867,980	49%	\$132,032,020	\$260,900,000
Caltrain	16		\$113,000,000	\$0	\$27,826,713	25%	\$85,173,287	\$113,000,000
Environmental Mitigation/ROW/Other	37		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	22		\$392,070,151	(\$6,215,911)	\$35,309,125	9%	\$356,761,026	\$392,070,151
Third Party Other			\$0	\$0	\$0	0%	\$0	\$0
Legal			\$4,316,718	\$170,641	\$1,707,864	40%	\$2,608,854	\$4,316,718
Project Reserve/Unallocated Contingency			\$276,193,421	\$0	\$53,856,392	19%	\$222,337,029	\$276,193,421
<b>SUBTOTAL</b>	13	\$7,052,561,779	\$6,752,562,721	\$55,531,734	\$2,059,858,578	31%	\$4,692,704,143	\$6,752,562,721
Local Assistance (Bookend)	2	\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
<b>TOTALS</b>		\$8,152,561,779	\$7,852,562,721	\$55,531,734	\$2,059,858,578	26%	\$5,792,704,143	\$7,852,562,721

<sup>2</sup> Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are 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 (Bookend) 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>16</sup> Items approved at the August 9, 2016 Board Meeting, included the Caltrain reimbursement agreement of \$113M. The contract was signed November 21, 2016. HSR began receiving invoices for Caltrain in December 2016. The FY2016-17 and Total Program Budget and forecast was increased by \$113M.

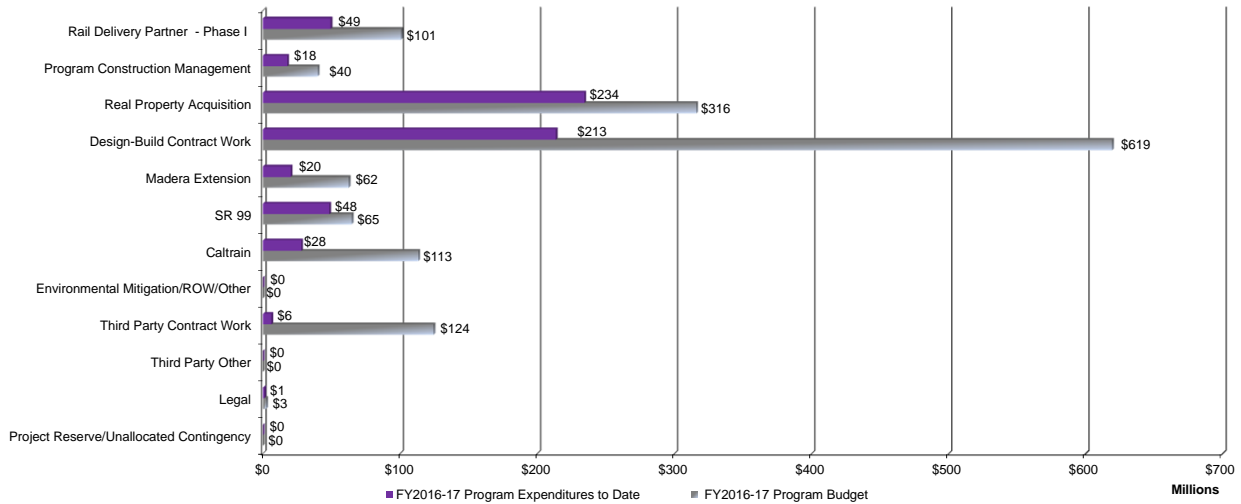
<sup>20</sup> Third Party Contract Work for FY2016-17 forecast currently exceeds budget. The increased forecast captures activities previously budgeted and forecasted outside of current FY2016-17 under Environmental Mitigation/ROW/Other and Third Party Other, which have now been identified as Third Party Contract Work.

<sup>22</sup> Third Party Contract Work net (\$6.2M) expenditure includes (\$8.6M) for the reversal of an ARRA ineligible FY2015-16 advance from San Joaquin Valley Air Pollution Control District.

<sup>29</sup> SR99 FY2016-17 budget was increased by \$30M budget based on updated forecast from Caltrans with an accelerated schedule.

<sup>37</sup> Real Property Acquisition Total Program Budgets were updated as follows: CP1 increased by \$23.6M, CP2-3 was increased by \$32.4M and CP4 was decreased by \$9.6M. The overall net increase to Real Property Acquisition was funded by \$46.3M out of Environmental Mitigation/ROW/Other.

Construction - State and Federal Funds  
 FY2016-17 Expenditures to Date and Budget



California High-Speed Rail Authority  
 FY2016-17  
 Capital Outlay and Expenditure Report  
 March 2017



Status as of January 31, 2017

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

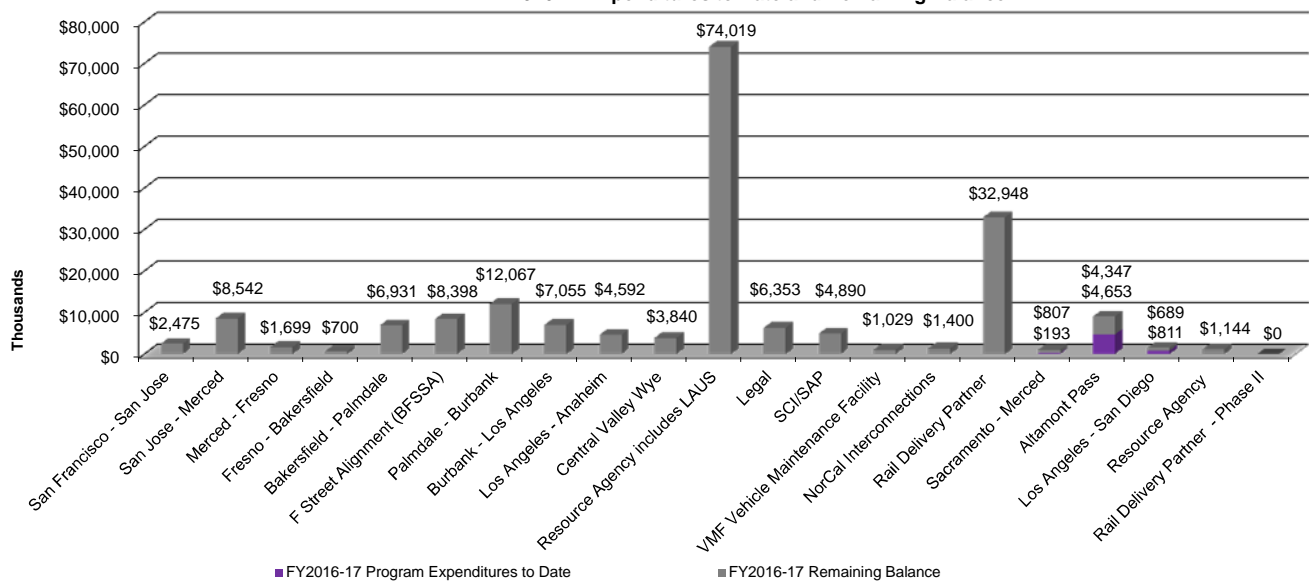
Sections	Notes	Appropriation (A)	FY2016-17 Budget <sup>4,8</sup> (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 YTD Expenditures (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
<b>Phase I</b>								
San Francisco - San Jose	8		\$2,475,278	\$0	\$0	0%	\$2,475,278	\$1,318,516
San Jose - Merced	8		\$8,542,314	\$0	\$0	0%	\$8,542,314	\$450,795
Merced - Fresno	8		\$1,699,124	\$0	\$0	0%	\$1,699,124	\$0
Fresno - Bakersfield	8		\$699,792	\$0	\$0	0%	\$699,792	\$649,792
Bakersfield - Palmdale	8		\$6,931,154	\$0	\$0	0%	\$6,931,154	\$7,916,533
F Street Alignment (BFSSA)	8		\$8,397,503	\$0	\$0	0%	\$8,397,503	\$8,397,503
Palmdale - Burbank	8		\$12,067,123	\$0	\$0	0%	\$12,067,123	\$11,873,100
Burbank - Los Angeles	8		\$7,054,554	\$0	\$0	0%	\$7,054,554	\$7,054,554
Los Angeles - Anaheim	8		\$4,591,768	\$0	\$0	0%	\$4,591,768	\$4,053,929
Central Valley Wye	8		\$3,840,231	\$0	\$0	0%	\$3,840,231	\$3,840,231
Resource Agency includes LAUS	8		\$74,018,789	\$0	\$0	0%	\$74,018,789	\$42,738,583
Legal	8		\$6,353,129	\$0	\$0	0%	\$6,353,129	\$4,253,129
SCI/SAP	8		\$4,890,052	\$0	\$0	0%	\$4,890,052	\$38,573
VMF Vehicle Maintenance Facility	8		\$1,029,336	\$0	\$0	0%	\$1,029,336	\$1,029,336
NorCal Interconnections	8		\$1,399,584	\$0	\$0	0%	\$1,399,584	\$1,399,584
Rail Delivery Partner	8		\$32,947,927	\$0	\$0	0%	\$32,947,927	\$23,224,203
<b>Phase I TOTAL</b>	<b>39</b>		<b>\$176,937,657</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$176,937,657</b>	<b>\$118,238,361</b>
<b>Phase II</b>								
Sacramento - Merced			\$1,000,000	\$39,795	\$192,885	19%	\$807,115	\$1,000,000
Altamont Pass			\$9,000,000	\$0	\$4,652,949	52%	\$4,347,051	\$9,000,000
Los Angeles - San Diego			\$1,500,000	\$54,152	\$810,593	54%	\$689,407	\$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>39</b>		<b>\$12,643,527</b>	<b>\$93,947</b>	<b>\$5,656,426</b>	<b>45%</b>	<b>\$6,987,101</b>	<b>\$12,643,527</b>
<b>TOTAL</b>	<b>39</b>	<b>\$574,804,226</b>	<b>\$189,581,184</b>	<b>\$93,947</b>	<b>\$5,656,426</b>	<b>3%</b>	<b>\$183,924,757</b>	<b>\$130,881,888</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 (Bookend) 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>39</sup> Appropriation for Project Development Phase I and Phase II is shown in the Total.

Proposition 1A - Project Development  
 FY2016-17 Expenditures to Date and Remaining Balance



California High-Speed Rail Authority  
 FY2016-17  
 Capital Outlay and Expenditure Report  
 March 2017



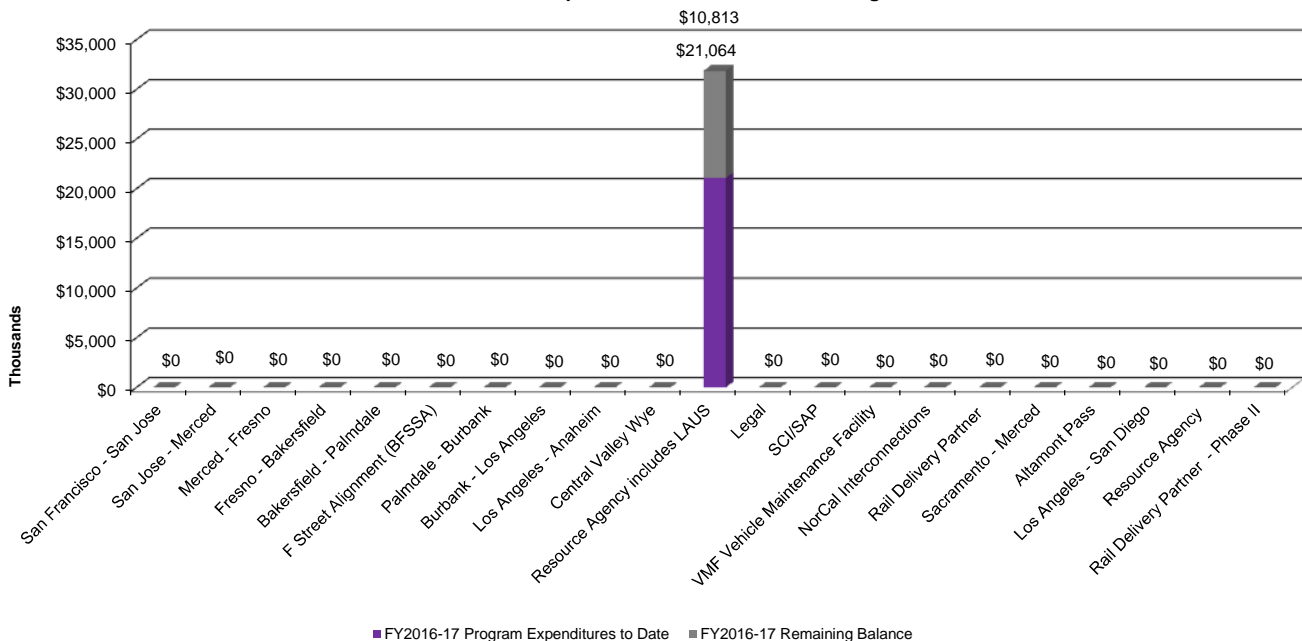
Status as of January 31, 2017

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

Sections	Notes	Appropriation (A)	FY2016-17 Budget (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)
<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, 38		\$31,876,807	\$11,253,809	\$21,063,621	66%	\$10,813,186	\$31,876,807
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>	39		\$31,876,807	\$11,253,809	\$21,063,621	66%	\$10,813,186	\$31,876,807
<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>	39		\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>	39	\$331,106,136	\$31,876,807	\$11,253,809	\$21,063,621	66%	\$10,813,186	\$31,876,807

- <sup>17</sup> Resource Agency budget and forecast includes Federal Agency contracts, Financial Advisor contracts and Caltrain contract, which are funded with Cap and Trade.
- <sup>38</sup> The Construction Cap and Trade FY2016-17 budget was reduced in total by \$43M consisting of 1) a \$23M reduction to align with the Governor's Budget and 2) a \$20M reduction which was allocated to Project Development to allow for future Cap and Trade expenditures.
- <sup>39</sup> Appropriation for Project Development Phase I and Phase II is shown in the Total.

Cap and Trade - Project Development  
 FY2016-17 Expenditures to Date and Remaining Balance



California High-Speed Rail Authority  
 FY2016-17  
 Capital Outlay and Expenditure Report  
 March 2017



Status as of January 31, 2017

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

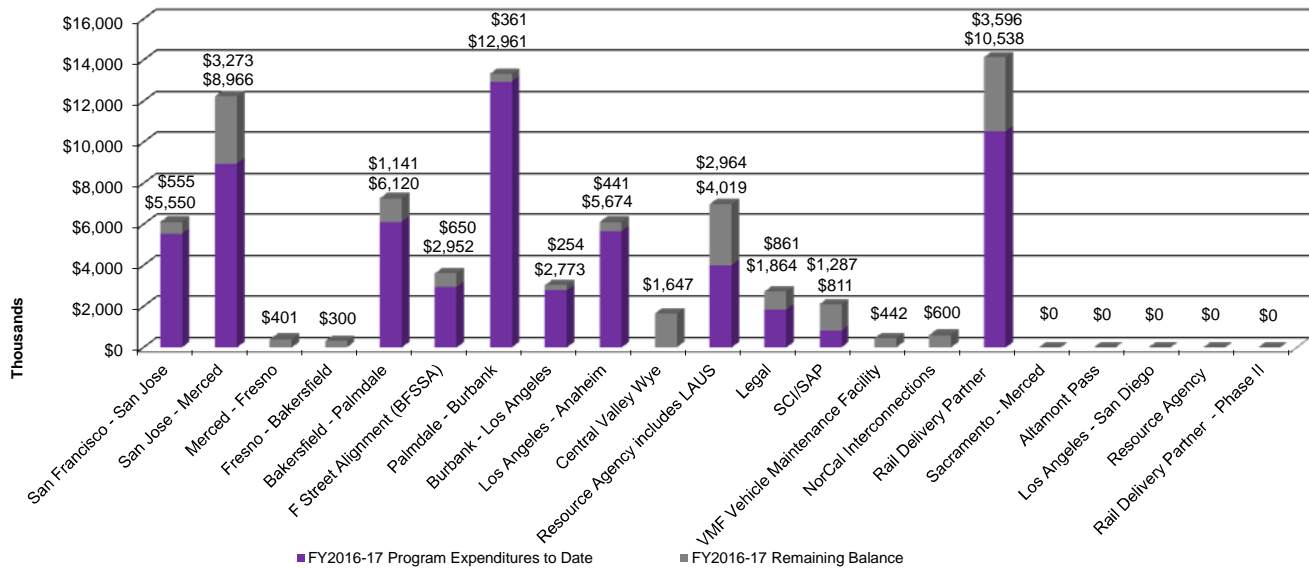
Sections	Notes	Appropriation (A)	FY2016-17 Budget 4, 8 (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 YTD Expenditures (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
<b>Phase I</b>								
San Francisco - San Jose	8		\$6,104,722	\$2,540,041	\$5,549,578	91%	\$555,145	\$6,104,722
San Jose - Merced	8		\$12,238,598	\$365,875	\$8,965,532	73%	\$3,273,065	\$12,238,598
Merced - Fresno	8		\$400,876	\$0	\$0	0%	\$400,876	\$400,876
Fresno - Bakersfield	8		\$300,208	\$0	\$0	0%	\$300,208	\$300,208
Bakersfield - Palmdale	8		\$7,260,724	\$1,179,621	\$6,120,202	84%	\$1,140,523	\$7,260,724
F Street Alignment (BFSSA)	8		\$3,602,497	\$328,901	\$2,952,014	82%	\$650,483	\$3,602,497
Palmdale - Burbank	8		\$13,321,731	\$3,530,565	\$12,961,225	97%	\$360,506	\$13,321,731
Burbank - Los Angeles	8		\$3,026,377	\$728,584	\$2,772,625	92%	\$253,752	\$3,026,377
Los Angeles - Anaheim	8		\$6,114,832	\$413,191	\$5,673,859	93%	\$440,973	\$6,114,832
Central Valley Wye	8		\$1,647,444	\$0	\$0	0%	\$1,647,444	\$1,647,444
Resource Agency includes LAUS	8		\$6,982,864	\$1,416,193	\$4,019,190	58%	\$2,963,673	\$6,982,864
Legal	8		\$2,725,468	\$166,712	\$1,864,004	68%	\$861,464	\$2,725,468
SCI/SAP	8		\$2,097,814	\$182,270	\$810,746	39%	\$1,287,068	\$2,097,814
VMF Vehicle Maintenance Facility	8		\$441,581	\$0	\$0	0%	\$441,581	\$441,581
NorCal Interconnections	8		\$600,416	\$0	\$0	0%	\$600,416	\$600,416
Rail Delivery Partner	8		\$14,134,535	\$2,479,539	\$10,538,107	75%	\$3,596,428	\$14,134,535
<b>Phase I TOTAL</b>	<b>39</b>		<b>\$81,000,688</b>	<b>\$13,331,492</b>	<b>\$62,227,083</b>	<b>77%</b>	<b>\$18,773,605</b>	<b>\$81,000,688</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>39</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL</b>	<b>39</b>	<b>\$438,661,000</b>	<b>\$81,000,688</b>	<b>\$13,331,492</b>	<b>\$62,227,083</b>	<b>77%</b>	<b>\$18,773,605</b>	<b>\$81,000,688</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 (Bookend) 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>39</sup> Appropriation for Project Development Phase I and Phase II is shown in the Total.

Federal Trust Fund - Project Development  
 FY2016-17 Expenditures to Date and Remaining Balance





California High-Speed Rail Authority  
 FY2016-17  
 Capital Outlay and Expenditure Report  
 March 2017



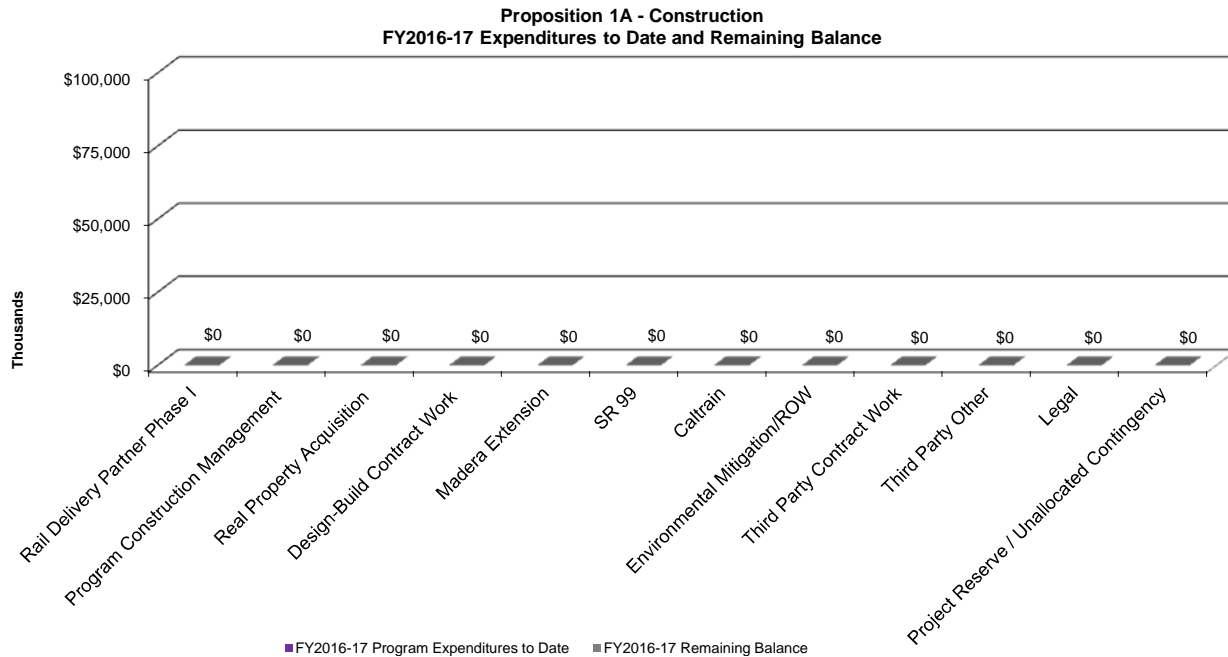
Status as of January 31, 2017

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

Sections	Notes	Appropriation (A)	FY2016-17 Budget (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			\$0	\$0	\$0	0%	\$0	\$0
Program Construction Management			\$0	\$0	\$0	0%	\$0	\$0
Real Property Acquisition			\$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
Caltrain			\$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 and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704.08(d).

<sup>15</sup> Third Party Other includes 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.



California High-Speed Rail Authority  
 FY2016-17  
 Capital Outlay and Expenditure Report  
 March 2017

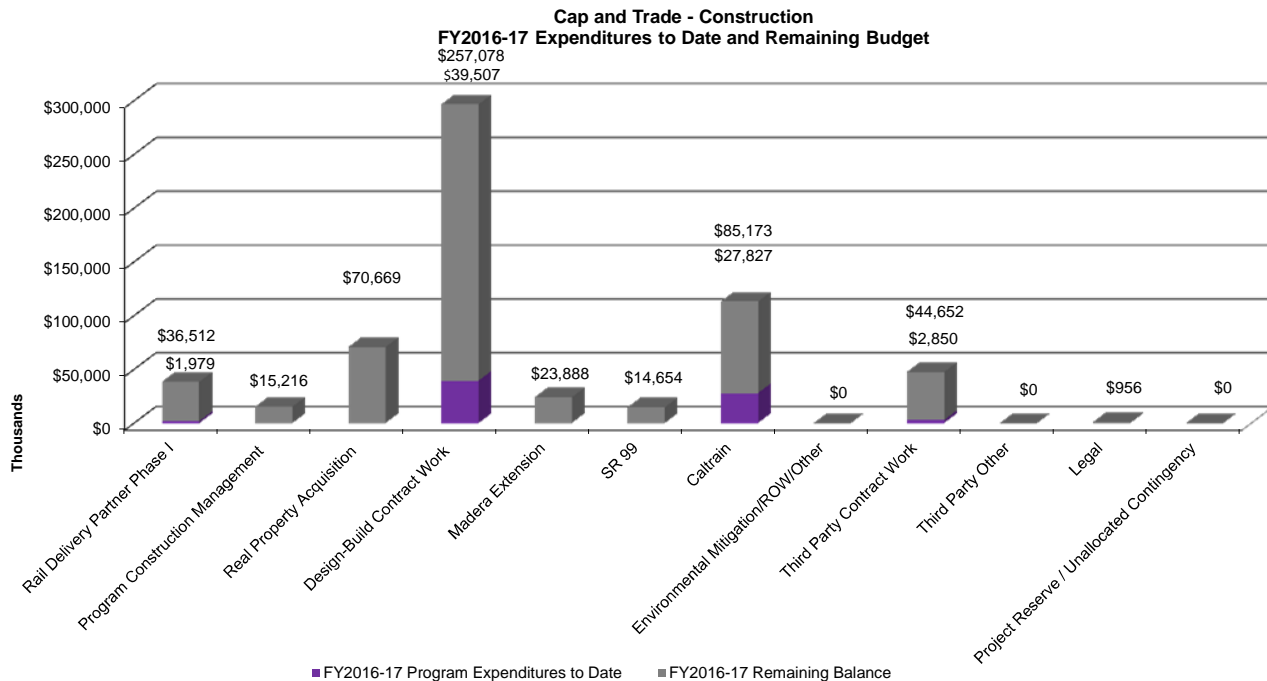


Status as of January 31, 2017

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

FY2016-17 Sections	Notes	Appropriation (A)	FY2016-17 Budget <sup>4</sup> (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 YTD Expenditures (D)	% of Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Rail Delivery Partner Phase I			\$38,491,951	\$0	\$1,979,468	5%	\$36,512,483	\$14,671,625
Program Construction Management			\$15,216,086	\$0	\$0	0%	\$15,216,086	\$10,263,712
Real Property Acquisition	24		\$70,668,829	\$0	\$0	0%	\$70,668,829	\$24,972,590
Design-Build Contract Work	24, 36		\$296,585,486	\$39,507,320	\$39,507,320	13%	\$257,078,166	\$80,346,411
Madera Extension			\$23,888,384	\$0	\$0	0%	\$23,888,384	\$15,065,392
SR 99	29		\$14,653,767	\$0	\$0	0%	\$14,653,767	\$10,157,112
Caltrain	16		\$113,000,000	\$0	\$27,826,713	25%	\$85,173,287	\$113,000,000
Environmental Mitigation/ROW/Other			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	26		\$47,502,119	\$0	\$2,849,797	6%	\$44,652,322	\$71,537,436
Third Party Other	15		\$0	\$0	\$0	0%	\$0	\$0
Legal			\$955,572	\$0	\$0	0%	\$955,572	\$955,572
Project Reserve / Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>	<b>38</b>	<b>\$1,400,971,490</b>	<b>\$620,962,193</b>	<b>\$39,507,320</b>	<b>\$72,163,298</b>	<b>12%</b>	<b>\$548,798,895</b>	<b>\$340,969,850</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 (Bookend) and Phase II commitments.
- <sup>15</sup> Third Party Other includes 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 HSR.
- <sup>16</sup> Items approved at the August 9, 2016 Board Meeting, included the Caltrain reimbursement agreement of \$113M. The contract was signed November 21, 2016. HSR began receiving invoices for Caltrain in December 2016. The FY2016-17 and Total Program Budget and forecast was increased by \$113M.
- <sup>24</sup> FY2016-17 ARRA budget and forecast shift of \$80M from Design-Build to Real Property Acquisition (see FN 23 on Page 12), resulted in a redistribution of FY2016-17 Cap and Trade budget and forecast for Design-Build and Real Property Acquisition.
- <sup>26</sup> The Authority conducts monthly reconciliations of balances. The January reconciliation for Cap and Trade expenditures resulted in a Total Program increase of \$2.9M for Project Development prior period expenditures.
- <sup>29</sup> SR99 FY2016-17 budget was increased by \$30M budget based on updated forecast from Caltrans with an accelerated schedule.
- <sup>36</sup> For Design-Build Contract work, a \$39.5M reconciling item was booked in Jan-17 to increase the Cap and Trade expenditures and decrease the ARRA expenditures. This reconciling item was due to certain ARRA eligible activities recorded under ARRA funding prior to having final approval for reimbursement. These activities are under review with the FRA.
- <sup>38</sup> The Construction Cap and Trade FY2016-17 budget was reduced in total by \$43M consisting of 1) a \$23M reduction to align with the Governor's Budget and 2) a \$20M reduction which was allocated to Project Development to allow for future Cap and Trade expenditures.



California High-Speed Rail Authority  
 FY2016-17  
 Capital Outlay and Expenditure Report  
 March 2017



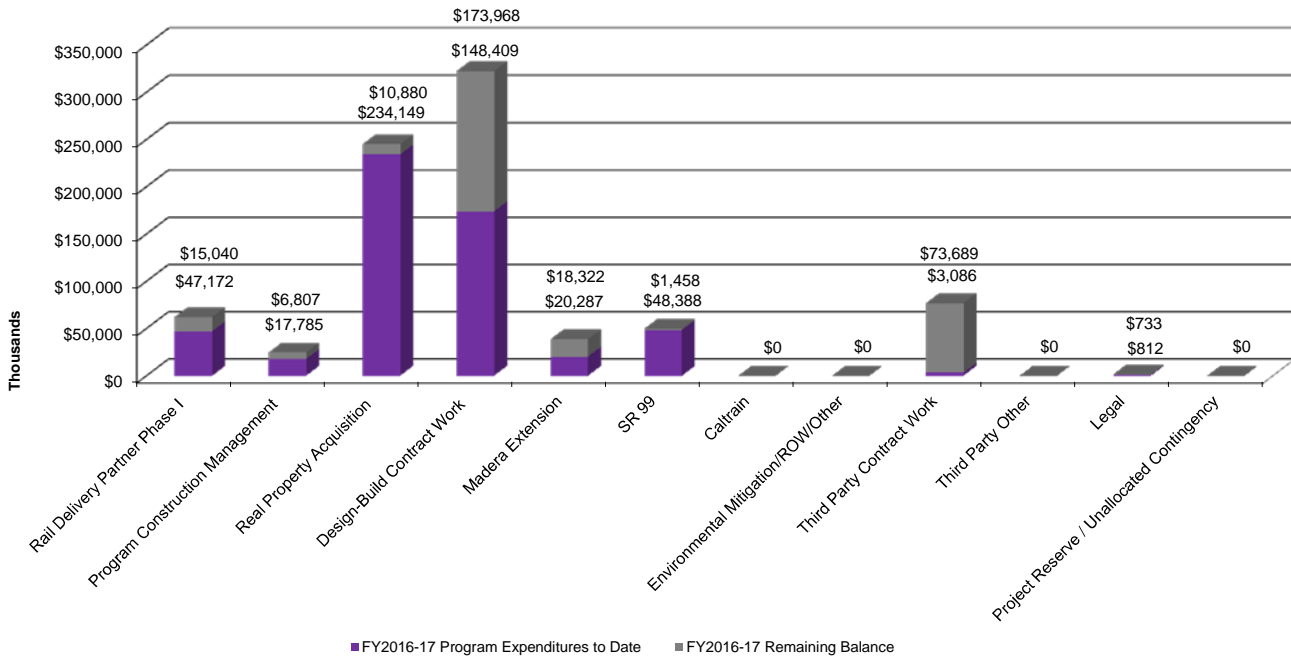
Status as of January 31, 2017

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

FY2016-17			FY2016-17	FY2016-17	FY2016-17	%	FY2016-17	FY2016-17
Sections	Notes	Appropriation (A)	Budget (B)	Monthly Expenditures (C)	YTD Expenditures (D)	Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Forecast (G)
Rail Delivery Partner Phase I			\$62,211,965	\$3,974,508	\$47,171,965	76%	\$15,040,001	\$62,211,965
Program Construction Management			\$24,592,742	\$3,059,553	\$17,785,280	72%	\$6,807,461	\$24,592,742
Real Property Acquisition	24		\$245,028,955	\$11,457,031	\$234,149,091	96%	\$10,879,864	\$245,028,955
Design-Build Contract Work	24, 36		\$322,377,293	(\$17,035,349)	\$173,968,488	54%	\$148,408,805	\$322,377,293
Madera Extension			\$38,609,196	\$1,520,000	\$20,287,414	53%	\$18,321,782	\$38,609,196
SR 99			\$49,846,233	\$19,093,942	\$48,387,788	97%	\$1,458,446	\$49,846,233
Caltrain			\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation/ROW/Other			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	22		\$76,774,498	(\$6,215,911)	\$3,085,535	4%	\$73,688,963	\$76,774,498
Third Party Other	15		\$0	\$0	\$0	0%	\$0	\$0
Legal			\$1,544,428	\$170,641	\$811,814	53%	\$732,614	\$1,544,428
Project Reserve / Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		\$3,042,514,289	\$820,985,310	\$16,024,414	\$545,647,375	66%	\$275,337,935	\$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 (Bookend) and Phase II commitments.
- <sup>15</sup> Third Party Other includes 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>22</sup> Third Party Contract Work net (\$6.2M) expenditure includes (\$8.6M) for the reversal of an ARRA ineligible FY2015-16 advance from San Joaquin Valley Air Pollution Control District.
- <sup>24</sup> FY2016-17 ARRA budget and forecast shift of \$80M from Design-Build to Real Property Acquisition (see FN 23 on Page 12), resulted in a redistribution of FY2016-17 Cap and Trade budget and forecast for Design-Build and Real Property Acquisition.
- <sup>36</sup> For Design-Build Contract work, a \$39.5M reconciling item was booked in Jan-17 to increase the Cap and Trade expenditures and decrease the ARRA expenditures. This reconciling item was due to certain ARRA eligible activities recorded under ARRA funding prior to having final approval for reimbursement. These activities are under review with the FRA.

Federal Trust Fund - Construction  
 FY2016-17 Expenditures to Date and Remaining Balance

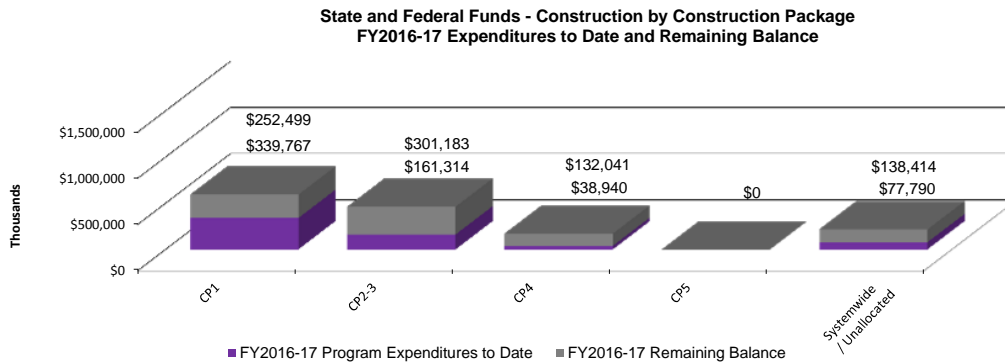


Status as of January 31, 2017

Construction by Construction Package  
 State and Federal Funds  
 FY2016-17

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)
<b>CP1</b>								
Design-Build Contract Work			\$221,937,741	\$9,994,479	\$123,219,410	56%	\$98,718,330	\$187,333,247
Madera Extension			\$62,497,580	\$1,520,000	\$20,287,414	32%	\$42,210,166	\$53,674,588
SR 99	29		\$64,500,000	\$19,093,942	\$48,387,788	75%	\$16,112,212	\$60,003,345
Program Construction Management	30		\$5,199,724	\$854,320	\$5,178,610	100%	\$21,115	\$7,120,761
Real Property Acquisition	23, 41		\$167,104,278	\$2,288,868	\$129,302,198	77%	\$37,802,080	\$113,535,727
Board Approved Contingency			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	20		\$71,026,617	\$2,259,673	\$13,391,255	19%	\$57,635,362	\$77,061,934
<b>Total CP1</b>			\$592,265,940	\$36,011,282	\$339,766,675	57%	\$252,499,265	\$498,729,602
<b>CP2-3</b>								
Design-Build Contract Work			\$280,120,256	\$12,477,492	\$70,309,957	25%	\$209,810,299	\$114,050,053
Program Construction Management			\$24,296,782	\$1,464,995	\$9,372,554	39%	\$14,924,228	\$17,823,656
Real Property Acquisition	23, 41		\$119,830,415	\$5,159,371	\$89,087,867	74%	\$30,742,548	\$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	20, 35		\$38,250,000	(\$8,475,584)	(\$7,455,923)	-19%	\$45,705,923	\$56,250,000
<b>Total CP2-3</b>			\$462,497,453	\$10,626,274	\$161,314,456	35%	\$301,182,997	\$270,957,400
<b>CP4</b>								
Design-Build Contract Work			\$116,904,783	\$0	\$19,946,441	17%	\$96,958,342	\$101,340,404
Program Construction Management			\$10,312,321	\$740,237	\$3,234,116	31%	\$7,078,205	\$9,912,036
Real Property Acquisition	3, 23, 41		\$28,763,091	\$4,008,791	\$15,759,026	55%	\$13,004,065	\$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>	23		\$170,980,195	\$4,749,028	\$38,939,583	23%	\$132,040,611	\$199,884,568
<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>			\$0	\$0	\$0	0%	\$0	\$0
<b>Systemwide / Unallocated</b>								
Rail Delivery Partner Phase I			\$100,703,916	\$3,974,508	\$49,151,432	49%	\$51,552,484	\$76,883,590
Caltrain	16		\$113,000,000	\$0	\$27,826,713	25%	\$85,173,287	\$113,000,000
Environmental Mitigation/ROW/Other	41		\$0	\$0	\$0	0%	\$0	\$0
Third Party Other	15, 41		\$0	\$0	\$0	0%	\$0	\$0
Legal			\$2,500,000	\$170,641	\$811,814	32%	\$1,688,186	\$2,500,000
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
<b>Total Systemwide / Unallocated</b>			\$216,203,916	\$4,145,149	\$77,789,959	36%	\$138,413,957	\$192,383,590
<b>TOTAL</b>	2	\$7,052,561,779	\$1,441,947,503	\$55,531,734	\$617,810,673	43%	\$824,136,830	\$1,161,955,160

<sup>2</sup> Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704.08(d).  
<sup>3</sup> Real Property Acquisition FY2016-17 forecast exceeds budget due to focused effort on critical parcels, which accelerated ARRA expenditures as well as the reduction of budget.  
<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 (Bookend) and Phase II commitments.  
<sup>15</sup> Third Party Other includes 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>16</sup> Items approved at the August 9, 2016 Board Meeting, included the Caltrain reimbursement agreement of \$113M. The contract was signed November 21, 2016. HSR began receiving invoices for Caltrain in December 2016. The FY2016-17 and Total Program Budget and forecast was increased by \$113M.  
<sup>20</sup> Third Party Contract Work for FY2016-17 forecast currently exceeds budget. The increased forecast captures activities previously budgeted and forecasted outside of current FY2016-17 under Environmental Mitigation/ROW/Other and Third Party Other, which have now been identified as Third Party Contract Work.  
<sup>23</sup> FY2016-17 Real Property Acquisition budget shift of \$80M from CP4 to CP1 for \$60M and CP2-3 for \$20M, respectively in Feb-2017 reporting period.  
<sup>29</sup> SR99 FY2016-17 budget was increased by \$30M budget based on updated forecast from Caltrans with an accelerated schedule.  
<sup>30</sup> CP1 PCM forecast currently exceeds FY2016-17 budget. This is due to accelerated schedule for CP1 DB support.  
<sup>35</sup> CP2-3 Third Party Contract Work net (\$8.5M) expenditure includes (\$8.6M) for the reversal of an ineligible FY2015-16 advance from San Joaquin Valley Air Pollution Control District.  
<sup>41</sup> Real Property Acquisition FY2016-17 budgets were updated as follows: CP1 increased by \$23.6M, CP2-3 was increased by \$13.4M and CP4 was decreased by \$9.6M. The overall net increase to Real Property Acquisition was funded by \$27.3M out of Environmental Mitigation/ROW/Other.



Status as of January 31, 2017

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	7		\$1,271,556,570	\$9,994,479	\$458,070,742	36%	\$813,485,828	\$1,271,556,570
Madera Extension			\$153,399,844	\$1,520,000	\$27,671,610	18%	\$125,728,234	\$153,399,844
SR 99			\$260,900,000	\$19,093,942	\$128,867,980	49%	\$132,032,020	\$260,900,000
Program Construction Management			\$34,208,889	\$854,320	\$26,150,596	76%	\$8,058,293	\$34,208,889
Real Property Acquisition	37		\$515,884,515	\$2,288,868	\$466,001,406	90%	\$49,883,109	\$515,884,515
Board Approved Contingency			\$70,251,430	\$0	\$0	0%	\$70,251,430	\$70,251,430
Third Party Contract Work	7		\$188,070,151	\$2,259,673	\$24,437,626	13%	\$163,632,525	\$188,070,151
<b>Total CP1</b>			<b>\$2,494,271,399</b>	<b>\$36,011,282</b>	<b>\$1,131,199,961</b>	<b>45%</b>	<b>\$1,363,071,438</b>	<b>\$2,494,271,399</b>
<b>CP2-3</b>	1							
Design-Build Contract Work			\$1,376,219,237	\$12,477,492	\$278,993,085	20%	\$1,097,226,152	\$1,376,219,237
Program Construction Management			\$71,844,690	\$1,464,995	\$21,250,987	30%	\$50,593,703	\$71,844,690
Real Property Acquisition	37		\$287,254,890	\$5,159,371	\$204,899,611	71%	\$82,355,279	\$287,254,890
Board Approved Contingency			\$250,316,653	\$0	\$0	0%	\$250,316,653	\$250,316,653
Hazardous Waste Provisional Sum			\$29,232,000	\$0	\$0	0%	\$29,232,000	\$29,232,000
Third Party Contract Work	35		\$167,000,000	(\$8,475,584)	\$10,871,499	7%	\$156,128,501	\$167,000,000
<b>Total CP2-3</b>			<b>\$2,181,867,470</b>	<b>\$10,626,274</b>	<b>\$516,015,182</b>	<b>24%</b>	<b>\$1,665,852,288</b>	<b>\$2,181,867,470</b>
<b>CP4</b>	1							
Design-Build Contract Work			\$446,178,178	\$0	\$46,267,258	10%	\$399,910,920	\$446,178,178
Program Construction Management			\$30,064,017	\$740,237	\$4,437,951	15%	\$25,626,066	\$30,064,017
Real Property Acquisition	37		\$115,912,688	\$4,008,791	\$29,579,861	26%	\$86,332,827	\$115,912,688
Board Approved Contingency			\$60,068,822	\$0	\$0	0%	\$60,068,822	\$60,068,822
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>\$699,533,705</b>	<b>\$4,749,028</b>	<b>\$80,285,069</b>	<b>11%</b>	<b>\$619,248,636</b>	<b>\$699,533,705</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
Caltrain	16		\$113,000,000	\$0	\$27,826,713	25%	\$85,173,288	\$113,000,000
Environmental Mitigation/ROW/Other	37		\$0	\$0	\$0	0%	\$0	\$0
Third Party Other	15		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner	44		\$492,965,951	\$3,974,508	\$224,640,011	46%	\$268,325,940	\$492,965,951
Legal			\$4,316,718	\$170,641	\$1,707,864	40%	\$2,608,854	\$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>\$910,803,476</b>	<b>\$4,145,149</b>	<b>\$332,358,366</b>	<b>36%</b>	<b>\$578,445,110</b>	<b>\$910,803,476</b>
<b>SUBTOTAL</b>		\$7,052,561,779	\$6,752,562,721	\$55,531,734	\$2,059,858,578	31%	\$4,692,704,143	\$6,752,562,721
Local Assistance (Bookend)	2	\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
<b>TOTAL</b>		<b>\$8,152,561,779</b>	<b>\$7,852,562,721</b>	<b>\$55,531,734</b>	<b>\$2,059,858,578</b>	<b>26%</b>	<b>\$5,792,704,143</b>	<b>\$7,852,562,721</b>

- <sup>1</sup> Distribution of the Design-Build contract by category as of January 31, 2017 Project Status Reports.
- <sup>2</sup> Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704.08(d).
- <sup>7</sup> The CP1 DB budget increase of \$8.8M was redistributed from the CP1 TPA budget, as the result of TPA savings related to PG&E and AT&T contracts.
- <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 Other includes 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
- <sup>16</sup> Items approved at the August 9, 2016 Board Meeting, included the Caltrain reimbursement agreement of \$113M. The contract was signed November 21, 2016. HSR began receiving invoices for Caltrain in December 2016. The FY2016-17 and Total Program Budget and forecast was increased by \$113M.
- <sup>35</sup> CP2-3 Third Party Contract Work net (\$8.5M) expenditure includes (\$8.6M) for the reversal of an ineligible FY2015-16 advance from San Joaquin Valley Air Pollution Control District.
- <sup>37</sup> Real Property Acquisition Total Program Budgets were updated as follows: CP1 increased by \$23.6M, CP2-3 was increased by \$32.4M and CP4 was decreased by \$9.6M. The overall net increase to Real Property Acquisition was funded by \$46.3M out of Environmental Mitigation/ROW/Other.
- <sup>44</sup> The Construction Cap and Trade FY2016-17 budget was reduced in total by \$43M consisting of 1) a \$23M reduction to align with the Governor's Budget and 2) a \$20M reduction which was allocated to Project Development to allow for future Cap and Trade expenditures.

