





























CA High-Speed Rail Authority  
 FY2017-18  
 Capital Outlay and Expenditure Report  
 March 2018



Status as of January 31, 2018

Percentage of Fiscal Year completed 58%

Central Valley Plan  
 Construction Package with Contingency  
 State and Federal Funds  
 Program Total

Program Total	Notes	Total Program Budget (A)	Total Program Expenditures to Date (B)	Total Program Remaining Balance (C) = (A - B)	Original Contingency Balance (D)	Current Contingency Allocated (E)	Current Contingency Balance (F)	Contingency % of Remaining Budget Balance (G) = (F / C)	% Remaining of Original Contingency (H) = (F / D)
<b>CP1</b>									
Design-Build Contract Work	1	\$1,297,931,409	\$705,661,951	\$592,269,458	\$0	\$0	\$0	0%	0%
Madera Extension		\$153,399,844	\$42,800,334	\$110,599,510	\$0	\$0	\$0	0%	0%
SR 99		\$260,900,000	\$201,129,970	\$59,770,030	\$0	\$0	\$0	0%	0%
Project Construction Management	64	\$41,208,889	\$38,705,004	\$2,503,885	\$0	\$0	\$0	0%	0%
Real Property Acquisition	60, 91	\$701,669,838	\$630,760,061	\$70,909,777	\$0	\$0	\$0	0%	0%
Board Approved Contingency	1	\$43,876,591	\$0	\$43,876,591	\$160,000,000	\$116,123,409	\$43,876,591	100%	27%
Third Party Contract Work		\$188,070,151	\$56,524,659	\$131,545,492	\$78,000,000	\$0	\$78,000,000	59%	100%
<b>Total CP1</b>	<b>64, 91</b>	<b>\$2,687,056,722</b>	<b>\$1,675,581,979</b>	<b>\$1,011,474,743</b>	<b>\$238,000,000</b>	<b>\$116,123,409</b>	<b>\$121,876,591</b>	<b>12%</b>	<b>51%</b>
<b>CP2-3</b>									
Design-Build Contract Work	1	\$1,441,008,477	\$469,917,716	\$971,090,761	\$0	\$0	\$0	0%	0%
Project Construction Management		\$65,844,690	\$41,953,429	\$23,891,261	\$0	\$0	\$0	0%	0%
Real Property Acquisition	60, 91	\$345,902,092	\$265,456,198	\$80,445,894	\$0	\$0	\$0	0%	0%
Board Approved Contingency	1	\$180,727,413	\$0	\$180,727,413	\$261,200,000	\$80,472,587	\$180,727,413	100%	69%
Hazardous Waste Provisional Sum	1	\$29,232,000	\$0	\$29,232,000	\$0	\$0	\$0	0%	0%
Third Party Contract Work		\$171,800,000	\$11,991,822	\$159,808,178	\$67,000,000	\$0	\$67,000,000	42%	100%
<b>Total CP2-3</b>	<b>91</b>	<b>\$2,234,514,672</b>	<b>\$789,319,164</b>	<b>\$1,445,195,508</b>	<b>\$328,200,000</b>	<b>\$80,472,587</b>	<b>\$247,727,413</b>	<b>17%</b>	<b>75%</b>
<b>CP4</b>									
Design-Build Contract Work	1	\$447,051,210	\$72,836,547	\$374,214,663	\$0	\$0	\$0	0%	0%
Project Construction Management		\$30,064,017	\$19,322,373	\$12,741,644	\$0	\$0	\$0	0%	0%
Real Property Acquisition	60, 62, 64, 91	\$107,093,395	\$119,626,666	(\$12,533,272)	\$0	\$0	\$0	0%	0%
Board Approved Contingency	1	\$59,195,790	\$0	\$59,195,790	\$62,000,000	\$2,804,210	\$59,195,790	100%	95%
Hazardous Waste Provisional Sum	1	\$10,310,000	\$0	\$10,310,000	\$0	\$0	\$0	0%	0%
Third Party Contract Work		\$37,000,000	\$0	\$37,000,000	\$37,000,000	\$0	\$37,000,000	100%	100%
<b>Total CP4</b>	<b>64, 91</b>	<b>\$690,714,412</b>	<b>\$209,785,587</b>	<b>\$480,928,825</b>	<b>\$99,000,000</b>	<b>\$2,804,210</b>	<b>\$96,195,790</b>	<b>20%</b>	<b>97%</b>
<b>CP5</b>									
Design-Build Contract Work	50, 91	\$347,096,000	\$0	\$347,096,000	\$61,720,237	\$0	\$61,720,237	18%	100%
Project Construction Management	50, 91	\$9,990,671	\$0	\$9,990,671	\$0	\$0	\$0	0%	0%
<b>Total CP5</b>	<b>50, 91</b>	<b>\$357,086,671</b>	<b>\$0</b>	<b>\$357,086,671</b>	<b>\$61,720,237</b>	<b>\$0</b>	<b>\$61,720,237</b>	<b>17%</b>	<b>100%</b>
<b>CP Systems/Stations/HMF</b>		<b>\$1,268,461,920</b>	<b>\$0</b>	<b>\$1,268,461,920</b>	<b>\$127,901,883</b>	<b>\$0</b>	<b>\$127,901,883</b>	<b>10%</b>	<b>100%</b>
<b>System wide/Unallocated</b>									
Merced - Fresno	14	\$8,780,286	\$8,780,286	\$0	\$0	\$0	\$0	0%	0%
Fresno - Bakersfield	14	\$15,547,100	\$15,547,100	\$0	\$0	\$0	\$0	0%	0%
Rail Delivery Partner Phase I		\$377,638,435	\$323,058,820	\$54,579,615	\$0	\$0	\$0	0%	0%
Early Train Operator	76	\$30,000,000	\$0	\$30,000,000	\$0	\$0	\$0	0%	0%
Legal		\$5,247,810	\$2,439,371	\$2,808,440	\$0	\$0	\$0	0%	0%
Project Reserve	67	\$46,267,108	\$0	\$46,267,108	\$0	\$0	\$0	0%	0%
Interim Use	68	\$161,879,645	\$53,856,392	\$108,023,253	\$0	\$0	\$0	0%	0%
Unallocated Contingency	40, 59	\$425,862,179	\$0	\$425,862,179	\$535,175,101	\$109,312,922	\$425,862,179	100%	80%
<b>Total System wide / Unallocated</b>		<b>\$1,071,222,563</b>	<b>\$403,681,969</b>	<b>\$667,540,595</b>	<b>\$535,175,101</b>	<b>\$109,312,922</b>	<b>\$425,862,179</b>	<b>64%</b>	<b>80%</b>
<b>SUBTOTAL</b>	<b>1, 40</b>	<b>\$8,309,056,960</b>	<b>\$3,078,368,698</b>	<b>\$5,230,688,262</b>	<b>\$1,389,997,221</b>	<b>\$308,713,127</b>	<b>\$1,081,284,094</b>	<b>21%</b>	<b>78%</b>
<b>TOTAL</b>	<b>1, 40</b>	<b>\$8,309,056,960</b>	<b>\$3,078,368,698</b>	<b>\$5,230,688,262</b>	<b>\$1,389,997,221</b>	<b>\$308,713,127</b>	<b>\$1,081,284,094</b>	<b>21%</b>	<b>78%</b>

<sup>1</sup> The Design-Build Contract Work, Board Approved Contingency and Hazardous Waste Provisional Sum budgets are adjusted monthly, upon executed change orders as identified in the Monthly Status Reports. Design-Build Contract Work includes Provisional Sums.

<sup>14</sup> Preliminary ROW was completed in FY2013-14 and no additional expenditures are expected.

<sup>40</sup> This report reflects a Total Program technical budget adjustment of \$467,128,433 to the unallocated contingency budget (previously \$68,046,668) of the Central Valley Segment as first reported in Jul-17. This adjustment was needed to right-size the unallocated contingency budget to be consistent with the overall Phase I project's unallocated contingency percentage. Because the impact of this project budget adjustment will be realized over several fiscal years, the Authority's appropriation totals will increase with the proceeds received from future Cap and Trade auctions, under Health and Safety Code 39719(b)(2), to cover the adjustment. Sep-17 captured a \$109,312,922 reallocation from unallocated contingency to support Real Property Acquisition activities.

<sup>50</sup> CP5 expenditures are expected to begin FY2018-19.

<sup>54</sup> Expenditures reflect invoices submitted to the State Controller's Office (SCO), invoices received but not yet submitted to SCO and material estimated costs for work performed, not yet billed.

<sup>59</sup> Unallocated Contingency is a set-aside estimated amount (monetary set-asides for cost) included in the overall cost targets for the project. The amount is designed to be used to overcome increases in costs that are due to unknown potential risks, and for which no other mitigation measure is available. Unallocated Contingency is allocated with Board of Directors approval as required.

<sup>60</sup> Real Property Acquisition includes service, engineering and surveying, acquisition, relocation, condemnation, Real Property Acquisition legal, environmental mitigation, and traffic mitigation activities.

<sup>62</sup> CP4 Real Property Acquisition expenditures exceed plan as a result of higher than anticipated acquisition costs. Total Program and FY2017-18 budgets are under review.

<sup>64</sup> As first reported in Feb-18, the FY2017-18 and Total Program budget and forecast reflect a \$1M reallocation from CP4 Real Property Acquisition to CP1 Project Construction Management in accordance with Board Resolution 17-15.

<sup>67</sup> Project Reserve funds, totaling \$46.3M, are established to address risks of overruns of program objectives. A Project Reserve is not a contingency account. Drawdowns of this account must be authorized by the Chief Operating Officer.

<sup>68</sup> The Authority and FRA have established an Interim Use reserve per Amendment 6 of the FRA grant agreement which can only be used with written approval from the FRA. Program expenditures to date of \$53.9M were for the purchase of radio spectrum approved by the Board in Feb-16 and the FRA in May-16.

<sup>76</sup> Expenditures for the Early Train Operator are anticipated to begin in the coming months.

<sup>91</sup> Total Program Real Property Acquisition budget reflects a \$109M budget increase (CP1 \$43.3M, CP2-3 \$57.8M, and CP4 \$7.9M) to capture the impact of design changes and legal settlements/agreements. The increase is offset by a decrease to CP5 Design-Build Contract Work (\$99M) and CP5 Project Construction Management (\$10M) resulting in a net zero impact to the Total Program budget.