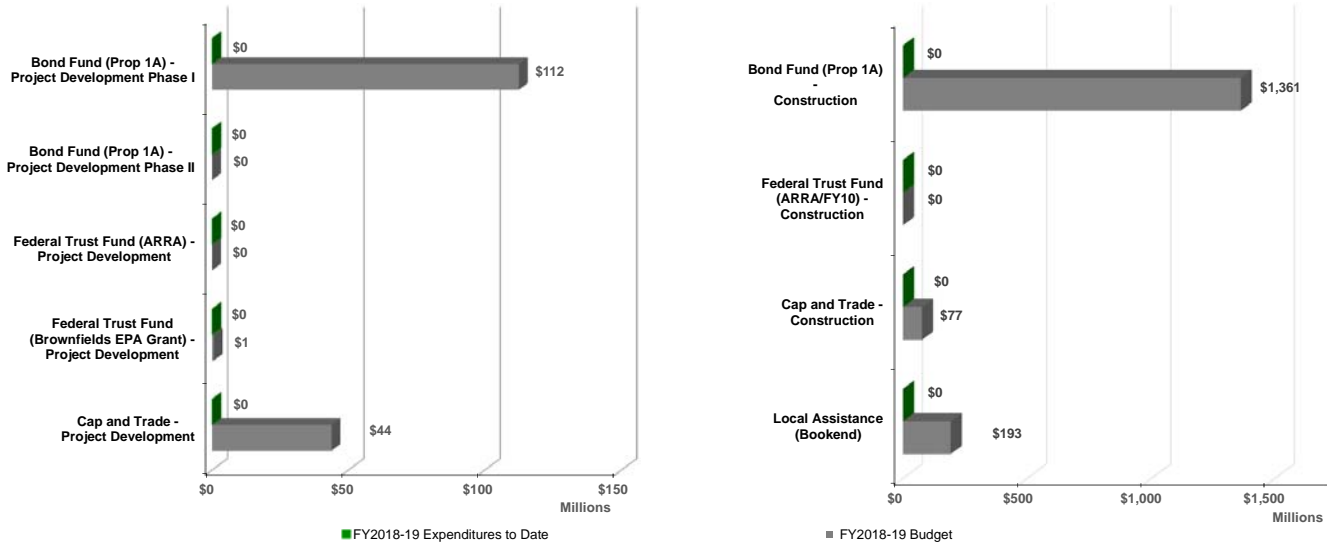


Percentage of Fiscal Year completed 0%

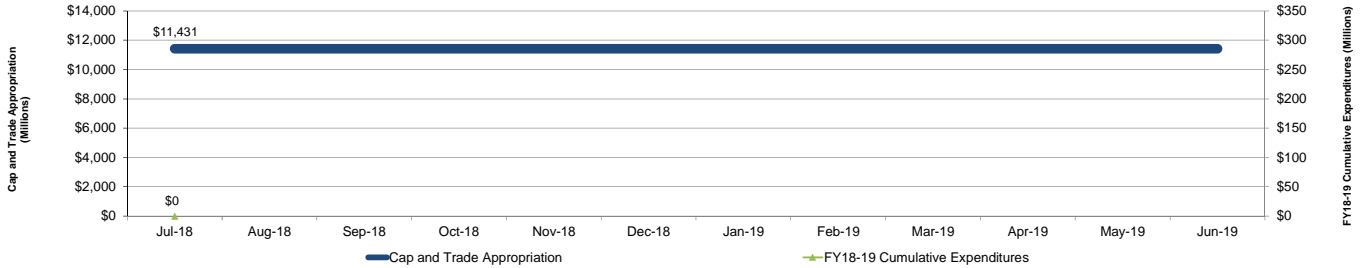
Budget Summary

| FY2018-19 | Notes | Appropriation (A) | FY2018-19 Budget (B) | FY2018-19 Monthly Expenditures (C) | FY2018-19 Expenditures to Date (D) | % Budget Expended (E) = (D / B) | FY2018-19 Remaining Budget Balance (F) = (B - D) | FY2018-19 Forecast (G) |
|--|-------|-------------------------|------------------------|------------------------------------|------------------------------------|---------------------------------|--|------------------------|
| Bond Fund (Prop 1A) - Project Dev. Phase I | | \$526,312,146 | \$112,477,380 | \$0 | \$0 | 0% | \$112,477,380 | \$112,477,380 |
| Bond Fund (Prop 1A) - Project Dev. Phase II | | \$48,492,080 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Federal Trust Fund (ARRA) - Project Development | | \$510,776,229 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Federal Trust Fund (Brownfields EPA Grant) - Project Development | | \$600,000 | \$600,000 | \$0 | \$0 | 0% | \$600,000 | \$600,000 |
| Cap and Trade - Project Development | 2 | \$478,037,989 | \$43,787,722 | \$0 | \$0 | 0% | \$43,787,722 | \$43,787,722 |
| PROJECT DEVELOPMENT SUBTOTAL | | \$1,564,218,444 | \$156,865,103 | \$0 | \$0 | 0% | \$156,865,103 | \$156,865,103 |
| Bond Fund (Prop 1A) - Construction | | \$2,609,076,000 | \$1,360,562,849 | \$0 | \$0 | 0% | \$1,360,562,849 | \$1,360,562,849 |
| Federal Trust Fund (ARRA/FY10) - Construction | | \$3,042,514,289 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Cap and Trade - Construction | 2 | \$10,952,613,121 | \$76,872,100 | \$0 | \$0 | 0% | \$76,872,100 | \$76,872,100 |
| CONSTRUCTION SUBTOTAL | | \$16,604,203,410 | \$1,437,434,949 | \$0 | \$0 | 0% | \$1,437,434,949 | \$1,437,434,949 |
| Local Assistance (Bookend) | | \$1,100,000,000 | \$192,540,546 | \$0 | \$0 | 0% | \$192,540,546 | \$192,540,546 |
| TOTAL | | \$19,268,421,854 | \$1,786,840,597 | \$0 | \$0 | 0% | \$1,786,840,597 | \$1,786,840,597 |

FY2018-19 Expenditures to Date



Cap and Trade Fund
 FY2018-19 Appropriation and Actual Expenditures



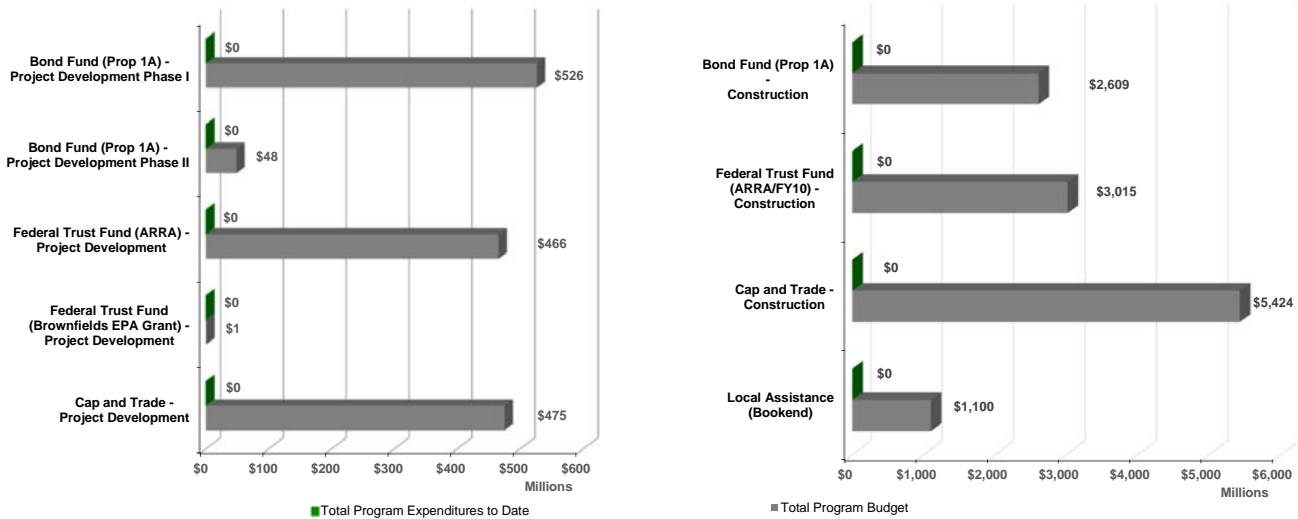
| Month (\$000's) | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Total |
|---------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| Cap and Trade Forecasted Expenditures | \$10,055 | \$10,055 | \$10,055 | \$10,055 | \$10,055 | \$10,055 | \$10,055 | \$10,055 | \$10,055 | \$10,055 | \$10,055 | \$10,055 | \$120,660 |
| FY18-19 Cumulative Expenditures | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

- The Total Program Budget prioritizes the ARRA Grant Scope of work, completing the Central Valley Section and Bookend Corridor projects, which is consistent with the previous methodologies for the Capital Outlay Report per the 2018 Business Plan.
- The Cap and Trade Appropriation has been increased to a total of \$11.431 billion which reflects a one-time 2014-15 Budget Act appropriations of \$650 million, auction proceeds to date of \$1.218 billion, and the forecasted Cap and Trade auction proceeds through December 2030, at \$750 million per year (\$9.563 billion), which is in line with the 2018 Business Plan.

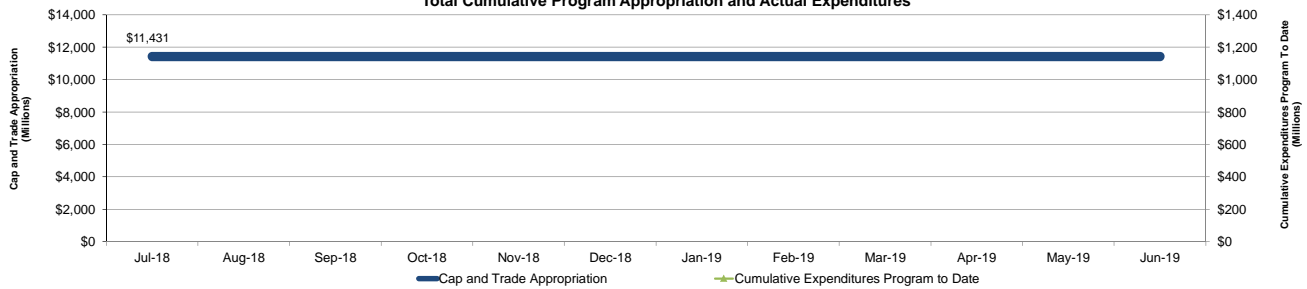
Budget Summary

| Program to Date | Notes | Appropriation (A) | Total Program Budget (B) | FY2018-19 Monthly Expenditures (C) | Total Program Expenditures to Date (D) | % Budget Expended (E) = (D / B) | Remaining Balance (F) = (B - D) | Program Forecast (G) |
|--|-------|-------------------------|--------------------------|------------------------------------|--|---------------------------------|---------------------------------|-------------------------|
| Bond Fund (Prop 1A) - To Date - Project Dev. Phase I | | \$526,312,146 | \$526,312,146 | \$0 | \$0 | 0% | \$526,312,146 | \$526,312,146 |
| Bond Fund (Prop 1A) - To Date - Project Dev.Phase II | | \$48,492,080 | \$48,492,080 | \$0 | \$0 | 0% | \$48,492,080 | \$48,492,080 |
| Federal Trust Fund (ARRA) - To Date | | \$510,776,229 | \$465,758,154 | \$0 | \$0 | 0% | \$465,758,154 | \$465,758,154 |
| Federal Trust Fund (Brownfields EPA Grant) - Project Development | | \$600,000 | \$600,000 | \$0 | \$0 | 0% | \$600,000 | \$600,000 |
| Cap and Trade - Project Development | 2 | \$478,037,989 | \$475,170,877 | \$0 | \$0 | 0% | \$475,170,877 | \$475,170,877 |
| PROJECT DEVELOPMENT SUBTOTAL | | \$1,564,218,444 | \$1,516,333,257 | \$0 | \$0 | 0% | \$1,516,333,257 | \$1,516,333,257 |
| Bond Fund (Prop 1A) - Construction | | \$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 | | \$3,042,514,289 | \$3,015,418,077 | \$0 | \$0 | 0% | \$3,015,418,077 | \$3,015,418,077 |
| Cap and Trade - Construction | 2 | \$10,952,613,121 | \$5,423,718,968 | \$0 | \$0 | 0% | \$5,423,718,968 | \$5,423,718,968 |
| CONSTRUCTION SUBTOTAL | | \$16,604,203,410 | \$11,048,213,045 | \$0 | \$0 | 0% | \$11,048,213,045 | \$11,048,213,045 |
| Local Assistance (Bookend) | | \$1,100,000,000 | \$1,100,000,000 | \$0 | \$0 | 0% | \$1,100,000,000 | \$1,100,000,000 |
| TOTAL | | \$19,268,421,854 | \$13,664,546,302 | \$0 | \$0 | 0% | \$13,664,546,302 | \$13,664,546,302 |

Program Expenditures To Date



Cap and Trade Funds
 Total Cumulative Program Appropriation and Actual Expenditures



| Month (\$000's) | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Total |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Cumulative Cap and Trade Forecasted Expenditures | \$608,264 | \$618,319 | \$628,374 | \$638,429 | \$648,484 | \$658,539 | \$668,594 | \$678,649 | \$688,704 | \$698,759 | \$708,814 | \$718,869 | \$718,869 |
| Cumulative Expenditures Program to Date | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

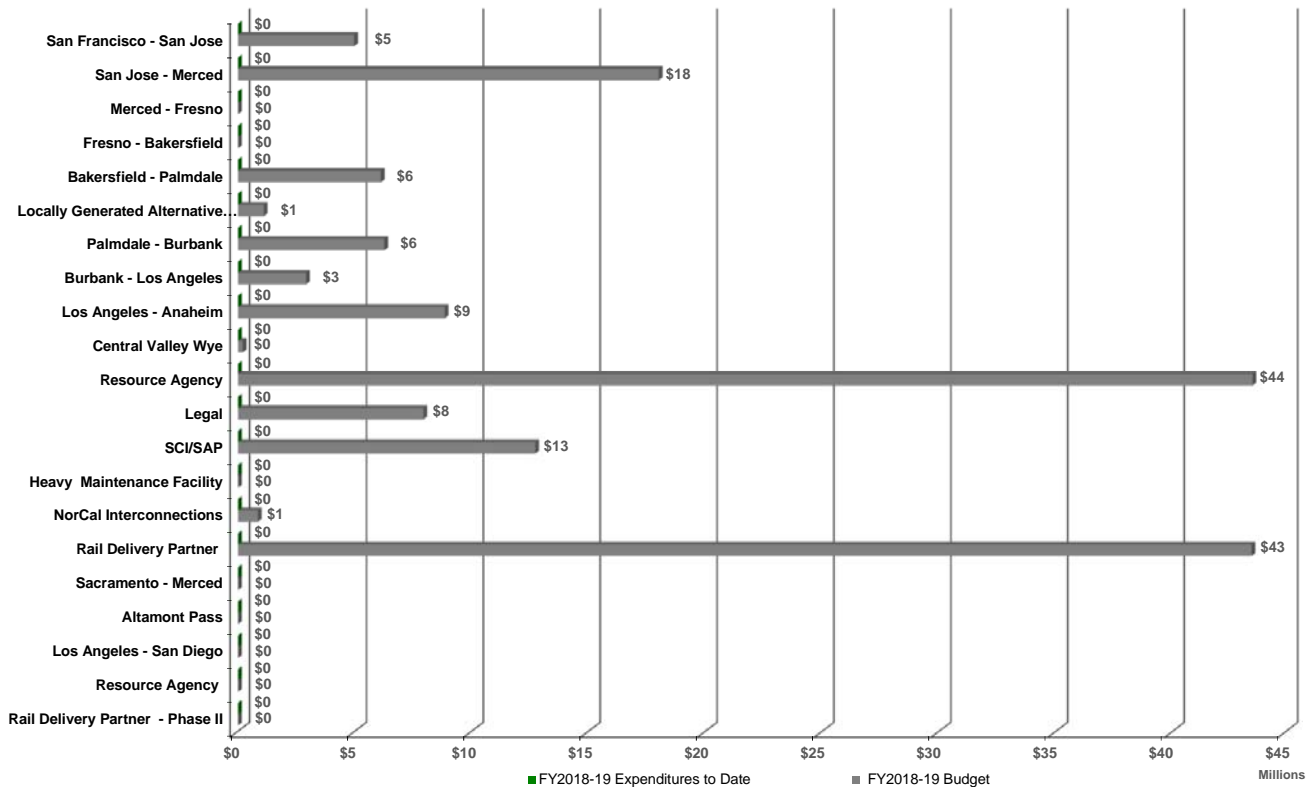
1 The Total Program Budget prioritizes the ARRA Grant Scope of work, completing the Central Valley Section and Bookend Corridor projects, which is consistent with the previous methodologies for the Capital Outlay Report per the 2018 Business Plan.
 2 The Cap and Trade Appropriation has been increased to a total of \$11.431 billion which reflects a one-time 2014-15 Budget Act appropriations of \$650 million, auction proceeds to date of \$1.218 billion, and the forecasted Cap and Trade auction proceeds through December 2030, at \$750 million per year (\$9.563 billion), which is in line with the 2018 Business Plan.

Percentage of Fiscal Year completed 0%

Project Development - State and Federal Funds

| FY2018-19 | Notes | Appropriation (A) | FY2018-19 Budget (B) | FY2018-19 Monthly Expenditures (C) | FY2018-19 Expenditures to Date (D) | % Budget Expended (E) = (D / B) | FY2018-19 Remaining Budget Balance (F) = (B - D) | FY2018-19 Forecast (G) |
|-----------------|-------------------------------------|------------------------|----------------------|------------------------------------|------------------------------------|---------------------------------|--|------------------------|
| Phase I | | | | | | | | |
| | San Francisco - San Jose | | \$4,969,874 | \$0 | \$0 | 0% | \$4,969,874 | \$4,969,874 |
| | San Jose - Merced | | \$18,000,974 | \$0 | \$0 | 0% | \$18,000,974 | \$18,000,974 |
| | Merced - Fresno | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| | Fresno - Bakersfield | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| | Bakersfield - Palmdale | | \$6,110,677 | \$0 | \$0 | 0% | \$6,110,677 | \$6,110,677 |
| | Locally Generated Alternative (LGA) | | \$1,101,598 | \$0 | \$0 | 0% | \$1,101,598 | \$1,101,598 |
| | Palmdale - Burbank | | \$6,256,871 | \$0 | \$0 | 0% | \$6,256,871 | \$6,256,871 |
| | Burbank - Los Angeles | | \$2,909,020 | \$0 | \$0 | 0% | \$2,909,020 | \$2,909,020 |
| | Los Angeles - Anaheim | | \$8,844,171 | \$0 | \$0 | 0% | \$8,844,171 | \$8,844,171 |
| | Central Valley Wye | | \$200,000 | \$0 | \$0 | 0% | \$200,000 | \$200,000 |
| | Resource Agency | | \$43,512,126 | \$0 | \$0 | 0% | \$43,512,126 | \$43,512,126 |
| | Legal | | \$7,928,734 | \$0 | \$0 | 0% | \$7,928,734 | \$7,928,734 |
| | SCI/SAP | | \$12,715,351 | \$0 | \$0 | 0% | \$12,715,351 | \$12,715,351 |
| | Heavy Maintenance Facility | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| | NorCal Interconnections | | \$850,000 | \$0 | \$0 | 0% | \$850,000 | \$850,000 |
| | Rail Delivery Partner | | \$43,465,707 | \$0 | \$0 | 0% | \$43,465,707 | \$43,465,707 |
| | Phase I TOTAL | | \$156,865,103 | \$0 | \$0 | 0% | \$156,865,103 | \$156,865,103 |
| Phase II | | | | | | | | |
| | Sacramento - Merced | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| | Altamont Pass | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| | Los Angeles - San Diego | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| | Resource Agency | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| | Rail Delivery Partner - Phase II | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| | Phase II TOTAL | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| TOTAL | | \$1,564,218,444 | \$156,865,103 | \$0 | \$0 | 0% | \$156,865,103 | \$156,865,103 |

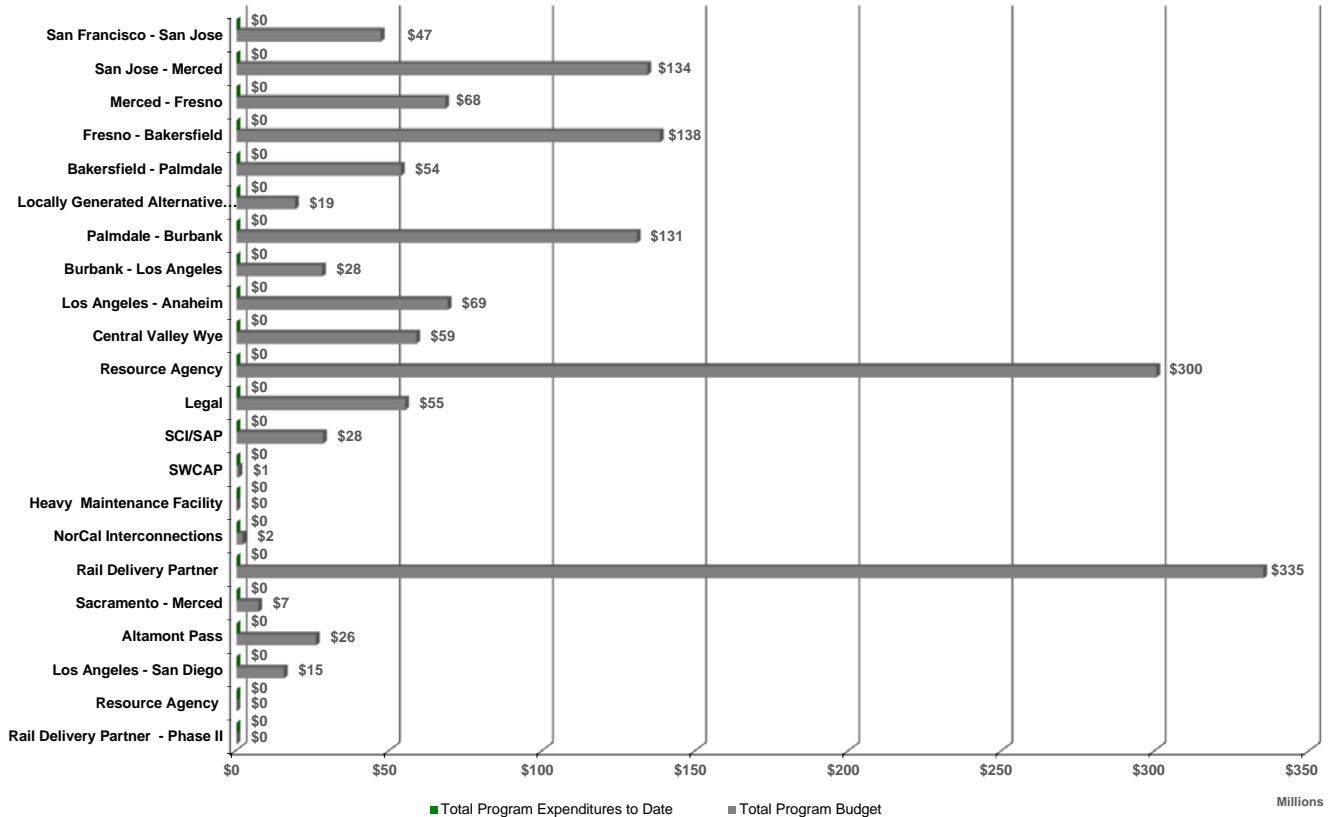
Project Development - State and Federal Funds
 FY2018-19 Expenditures to Date and Budget



Project Development - State and Federal Funds

| Program Total | Notes | Appropriation (A) | Total Program Budget (B) | FY2018-19 Monthly Expenditures (C) | Total Program Expenditures to Date (D) | % Budget Expended (E) = (D / B) | Remaining Budget Balance (F) = (B - D) | Program Forecast (G) |
|-------------------------------------|-------|------------------------|--------------------------|------------------------------------|--|---------------------------------|--|------------------------|
| Phase I | | | | | | | | |
| San Francisco - San Jose | | | \$47,147,786 | \$0 | \$0 | 0% | \$47,147,786 | \$47,147,786 |
| San Jose - Merced | | | \$134,164,684 | \$0 | \$0 | 0% | \$134,164,684 | \$134,164,684 |
| Merced - Fresno | | | \$68,161,006 | \$0 | \$0 | 0% | \$68,161,006 | \$68,161,006 |
| Fresno - Bakersfield | | | \$138,239,681 | \$0 | \$0 | 0% | \$138,239,681 | \$138,239,681 |
| Bakersfield - Palmdale | | | \$53,675,925 | \$0 | \$0 | 0% | \$53,675,925 | \$53,675,925 |
| Locally Generated Alternative (LGA) | | | \$19,100,000 | \$0 | \$0 | 0% | \$19,100,000 | \$19,100,000 |
| Palmdale - Burbank | | | \$130,653,335 | \$0 | \$0 | 0% | \$130,653,335 | \$130,653,335 |
| Burbank - Los Angeles | | | \$27,934,219 | \$0 | \$0 | 0% | \$27,934,219 | \$27,934,219 |
| Los Angeles - Anaheim | | | \$68,938,701 | \$0 | \$0 | 0% | \$68,938,701 | \$68,938,701 |
| Central Valley Wye | | | \$58,670,630 | \$0 | \$0 | 0% | \$58,670,630 | \$58,670,630 |
| Resource Agency | | | \$300,296,802 | \$0 | \$0 | 0% | \$300,296,802 | \$300,296,802 |
| Legal | | | \$55,046,099 | \$0 | \$0 | 0% | \$55,046,099 | \$55,046,099 |
| SCI/SAP | | | \$28,241,248 | \$0 | \$0 | 0% | \$28,241,248 | \$28,241,248 |
| SWCAP | | | \$677,872 | \$0 | \$0 | 0% | \$677,872 | \$677,872 |
| Heavy Maintenance Facility | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| NorCal Interconnections | | | \$2,000,000 | \$0 | \$0 | 0% | \$2,000,000 | \$2,000,000 |
| Rail Delivery Partner | | | \$334,926,339 | \$0 | \$0 | 0% | \$334,926,339 | \$334,926,339 |
| Phase I TOTAL | | | \$1,467,874,325 | \$0 | \$0 | 0% | \$1,467,874,325 | \$1,467,874,325 |
| Phase II | | | | | | | | |
| Sacramento - Merced | | | \$7,107,824 | \$0 | \$0 | 0% | \$7,107,824 | \$7,107,824 |
| Altamont Pass | | | \$25,894,389 | \$0 | \$0 | 0% | \$25,894,389 | \$25,894,389 |
| Los Angeles - San Diego | | | \$15,455,851 | \$0 | \$0 | 0% | \$15,455,851 | \$15,455,851 |
| Resource Agency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Rail Delivery Partner - Phase II | | | \$867 | \$0 | \$0 | 0% | \$867 | \$867 |
| Phase II TOTAL | | | \$48,458,931 | \$0 | \$0 | 0% | \$48,458,931 | \$48,458,931 |
| TOTAL | | \$1,564,218,444 | \$1,516,333,257 | \$0 | \$0 | 0% | \$1,516,333,257 | \$1,516,333,257 |

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

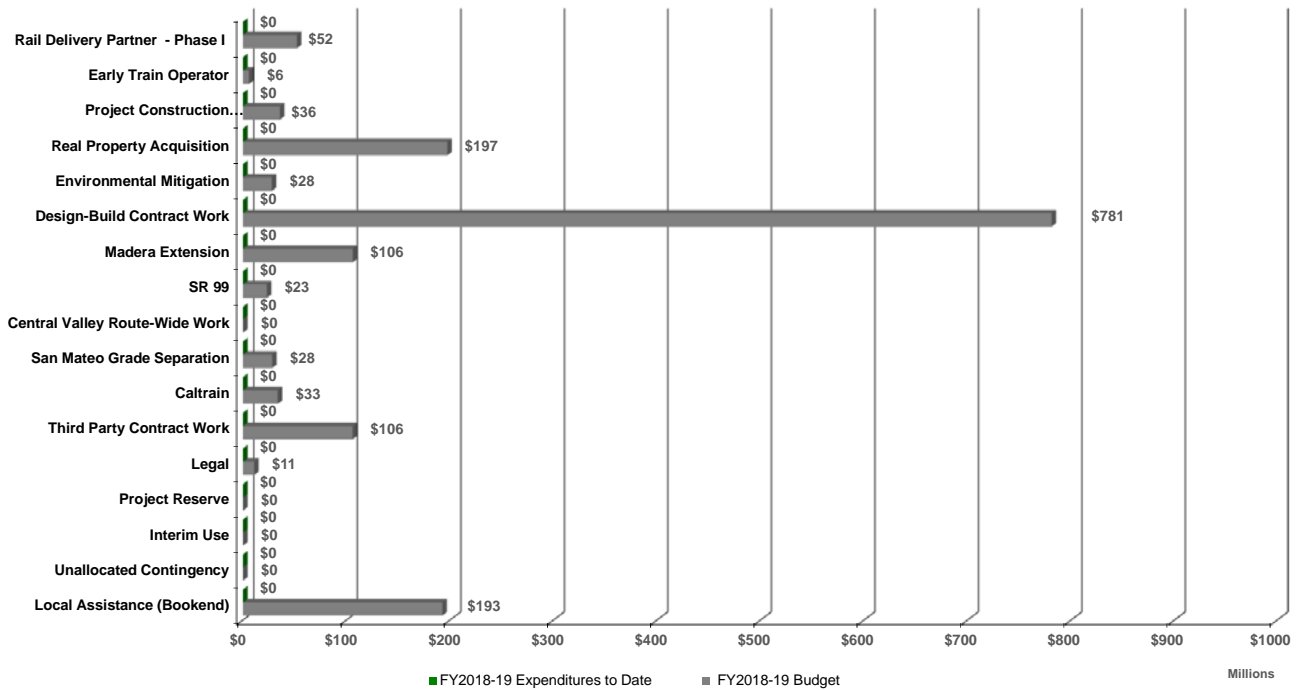


Percentage of Fiscal Year completed 0%

Construction - State and Federal Funds

| FY2018-19 | Notes | Appropriation (A) | FY2018-19 Budget (B) | FY2018-19 Monthly Expenditures (C) | FY2018-19 Expenditures to Date (D) | % Budget Expended (E) = (D / B) | FY2018-19 Remaining Budget Balance (F) = (B - D) | FY2018-19 Forecast (G) |
|---------------------------------|-------|-------------------|----------------------|------------------------------------|------------------------------------|---------------------------------|--|------------------------|
| Rail Delivery Partner - Phase I | | | \$51,934,293 | \$0 | \$0 | 0% | \$51,934,293 | \$51,934,293 |
| Early Train Operator | | | \$5,654,016 | \$0 | \$0 | 0% | \$5,654,016 | \$5,654,016 |
| Project Construction Management | | | \$35,580,338 | \$0 | \$0 | 0% | \$35,580,338 | \$35,580,338 |
| Real Property Acquisition | | | \$197,419,996 | \$0 | \$0 | 0% | \$197,419,996 | \$197,419,996 |
| Environmental Mitigation | | | \$27,764,432 | \$0 | \$0 | 0% | \$27,764,432 | \$27,764,432 |
| Design-Build Contract Work | | | \$781,069,661 | \$0 | \$0 | 0% | \$781,069,661 | \$781,069,661 |
| Madera Extension | | | \$105,930,339 | \$0 | \$0 | 0% | \$105,930,339 | \$105,930,339 |
| SR 99 | | | \$22,871,110 | \$0 | \$0 | 0% | \$22,871,110 | \$22,871,110 |
| Central Valley Route-Wide Work | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| San Mateo Grade Separation | | | \$28,000,000 | \$0 | \$0 | 0% | \$28,000,000 | \$28,000,000 |
| Caltrain | | | \$33,455,598 | \$0 | \$0 | 0% | \$33,455,598 | \$33,455,598 |
| Third Party Contract Work | | | \$105,844,907 | \$0 | \$0 | 0% | \$105,844,907 | \$105,844,907 |
| Resource Agency | | | \$31,160,126 | \$0 | \$0 | 0% | \$31,160,126 | \$31,160,126 |
| Legal | | | \$10,750,134 | \$0 | \$0 | 0% | \$10,750,134 | \$10,750,134 |
| Project Reserve | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Interim Use | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Unallocated Contingency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| SUBTOTAL | | \$16,604,203,410 | \$1,437,434,949 | \$0 | \$0 | 0% | \$1,437,434,949 | \$1,437,434,949 |
| Local Assistance (Bookend) | | \$1,100,000,000 | \$192,540,546 | \$0 | \$0 | 0% | \$192,540,546 | \$192,540,546 |
| TOTAL | | \$17,704,203,410 | \$1,629,975,495 | \$0 | \$0 | 0% | \$1,629,975,495 | \$1,629,975,495 |

Construction - State and Federal Funds
 FY2018-19 Expenditures to Date and Budget

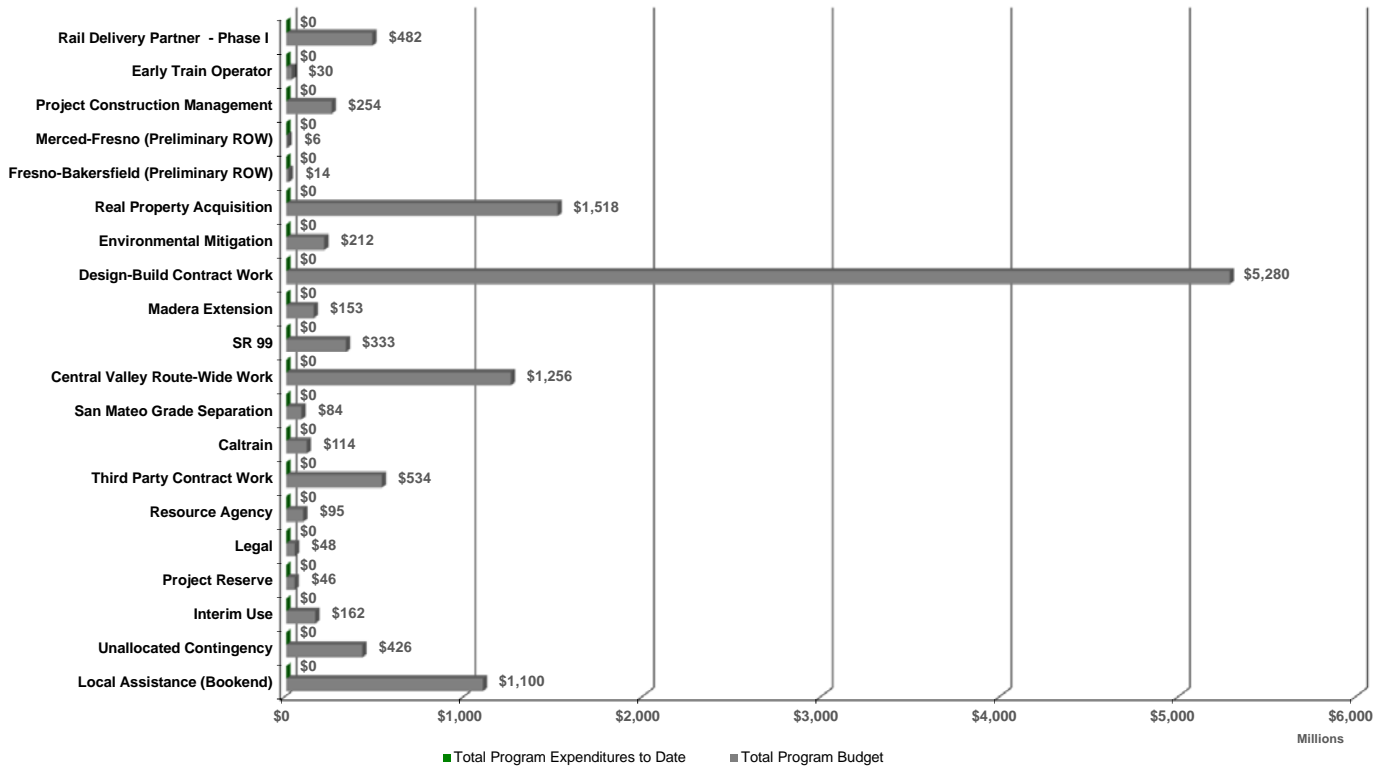


Percentage of Fiscal Year completed 0%

Construction - State and Federal Funds

| Program Total | Notes | Appropriation (A) | Total Program Budget (B) | FY2018-19 Monthly Expenditures (C) | Total Program Expenditures to Date (D) | % Budget Expended (E) = (D / B) | Remaining Budget Balance (F) = (B - D) | Program Forecast (G) |
|--------------------------------------|-------|-------------------|--------------------------|------------------------------------|--|---------------------------------|--|----------------------|
| Rail Delivery Partner - Phase I | | | \$481,817,259 | \$0 | \$0 | 0% | \$481,817,259 | \$481,817,259 |
| Early Train Operator | | | \$30,000,000 | \$0 | \$0 | 0% | \$30,000,000 | \$30,000,000 |
| Project Construction Management | | | \$253,588,662 | \$0 | \$0 | 0% | \$253,588,662 | \$253,588,662 |
| Merced-Fresno (Preliminary ROW) | | | \$6,460,853 | \$0 | \$0 | 0% | \$6,460,853 | \$6,460,853 |
| Fresno-Bakersfield (Preliminary ROW) | | | \$13,961,166 | \$0 | \$0 | 0% | \$13,961,166 | \$13,961,166 |
| Real Property Acquisition | | | \$1,518,233,197 | \$0 | \$0 | 0% | \$1,518,233,197 | \$1,518,233,197 |
| Environmental Mitigation | | | \$212,099,602 | \$0 | \$0 | 0% | \$212,099,602 | \$212,099,602 |
| Design-Build Contract Work | | | \$5,280,259,867 | \$0 | \$0 | 0% | \$5,280,259,867 | \$5,280,259,867 |
| Madera Extension | | | \$153,399,844 | \$0 | \$0 | 0% | \$153,399,844 | \$153,399,844 |
| SR 99 | | | \$333,400,000 | \$0 | \$0 | 0% | \$333,400,000 | \$333,400,000 |
| Central Valley Route-Wide Work | | | \$1,256,169,839 | \$0 | \$0 | 0% | \$1,256,169,839 | \$1,256,169,839 |
| San Mateo Grade Separation | | | \$84,000,000 | \$0 | \$0 | 0% | \$84,000,000 | \$84,000,000 |
| Caltrain | | | \$114,000,000 | \$0 | \$0 | 0% | \$114,000,000 | \$114,000,000 |
| Third Party Contract Work | | | \$534,420,150 | \$0 | \$0 | 0% | \$534,420,150 | \$534,420,150 |
| Resource Agency | | | \$94,518,963 | \$0 | \$0 | 0% | \$94,518,963 | \$94,518,963 |
| Legal | | | \$47,874,711 | \$0 | \$0 | 0% | \$47,874,711 | \$47,874,711 |
| Project Reserve | | | \$46,267,108 | \$0 | \$0 | 0% | \$46,267,108 | \$46,267,108 |
| Interim Use | | | \$161,879,645 | \$0 | \$0 | 0% | \$161,879,645 | \$161,879,645 |
| Unallocated Contingency | | | \$425,862,179 | \$0 | \$0 | 0% | \$425,862,179 | \$425,862,179 |
| SUBTOTAL | | \$16,604,203,410 | \$11,048,213,045 | \$0 | \$0 | 0% | \$11,048,213,045 | \$11,048,213,045 |
| Local Assistance (Bookend) | | \$1,100,000,000 | \$1,100,000,000 | \$0 | \$0 | 0% | \$1,100,000,000 | \$1,100,000,000 |
| TOTAL | | \$17,704,203,410 | \$12,148,213,045 | \$0 | \$0 | 0% | \$12,148,213,045 | \$12,148,213,045 |

Construction - State and Federal Funds
 Total Program Expenditures to Date and Budget



CA High-Speed Rail Authority
 FY2018-19
 Capital Outlay and Expenditure Report
 August 2018

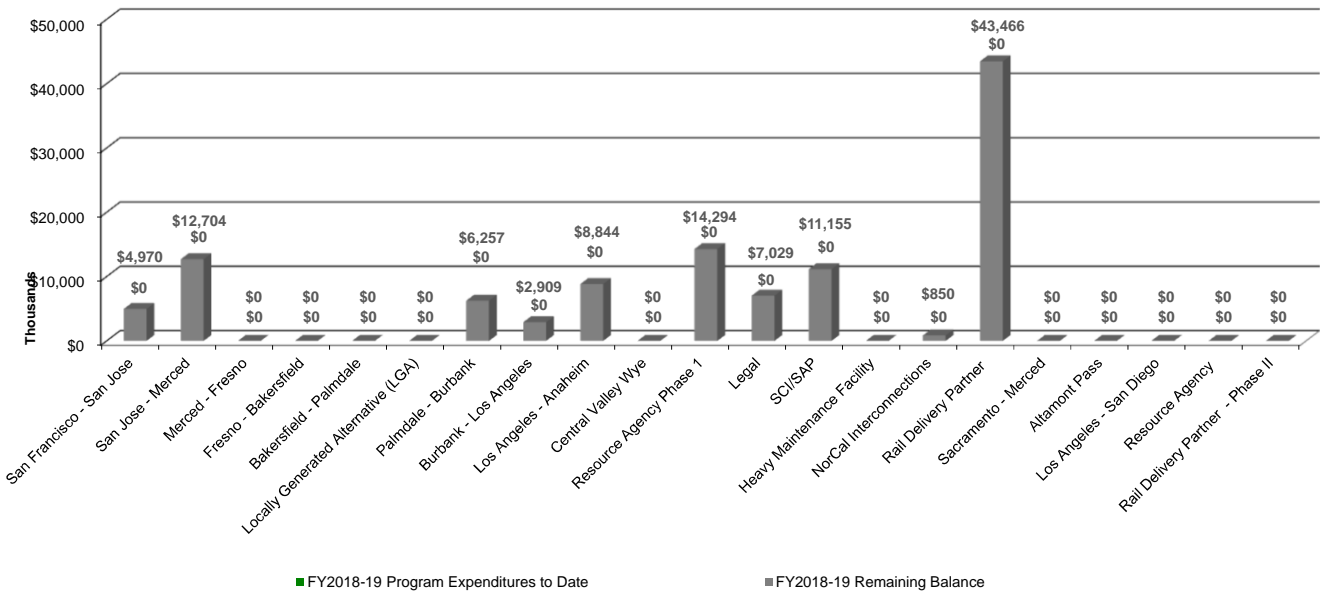


Percentage of Fiscal Year completed 0%

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

| FY2018-19 Sections | Notes | Appropriation (A) | FY2018-19 Budget (B) | FY2018-19 Monthly Expenditures (C) | FY2018-19 YTD Expenditures (D) | % Budget Expended (E) = (D / B) | FY2018-19 Remaining Budget Balance (F) = (B - D) | FY2018-19 Forecast (G) |
|-------------------------------------|-------|----------------------|----------------------|------------------------------------|--------------------------------|---------------------------------|--|------------------------|
| Phase I | | | | | | | | |
| San Francisco - San Jose | | | \$4,969,874 | \$0 | \$0 | 0% | \$4,969,874 | \$4,969,874 |
| San Jose - Merced | | | \$12,703,957 | \$0 | \$0 | 0% | \$12,703,957 | \$12,703,957 |
| Merced - Fresno | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Fresno - Bakersfield | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Bakersfield - Palmdale | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Locally Generated Alternative (LGA) | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Palmdale - Burbank | | | \$6,256,871 | \$0 | \$0 | 0% | \$6,256,871 | \$6,256,871 |
| Burbank - Los Angeles | | | \$2,909,020 | \$0 | \$0 | 0% | \$2,909,020 | \$2,909,020 |
| Los Angeles - Anaheim | | | \$8,844,171 | \$0 | \$0 | 0% | \$8,844,171 | \$8,844,171 |
| Central Valley Wye | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Resource Agency | | | \$14,294,025 | \$0 | \$0 | 0% | \$14,294,025 | \$14,294,025 |
| Legal | | | \$7,028,734 | \$0 | \$0 | 0% | \$7,028,734 | \$7,028,734 |
| SCI/SAP | | | \$11,155,022 | \$0 | \$0 | 0% | \$11,155,022 | \$11,155,022 |
| Heavy Maintenance Facility | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| NorCal Interconnections | | | \$850,000 | \$0 | \$0 | 0% | \$850,000 | \$850,000 |
| Rail Delivery Partner | | | \$43,465,707 | \$0 | \$0 | 0% | \$43,465,707 | \$43,465,707 |
| Phase I TOTAL | | | \$112,477,380 | \$0 | \$0 | 0% | \$112,477,380 | \$112,477,380 |
| Phase II | | | | | | | | |
| Sacramento - Merced | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Altamont Pass | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Los Angeles - San Diego | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Resource Agency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Rail Delivery Partner - Phase II | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Phase II TOTAL | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| TOTAL | | \$574,804,226 | \$112,477,380 | \$0 | \$0 | 0% | \$112,477,380 | \$112,477,380 |

Proposition 1A - Project Development
 FY2018-19 Expenditures to Date and Remaining Balance



CA High-Speed Rail Authority
 FY2018-19
 Capital Outlay and Expenditure Report
 August 2018

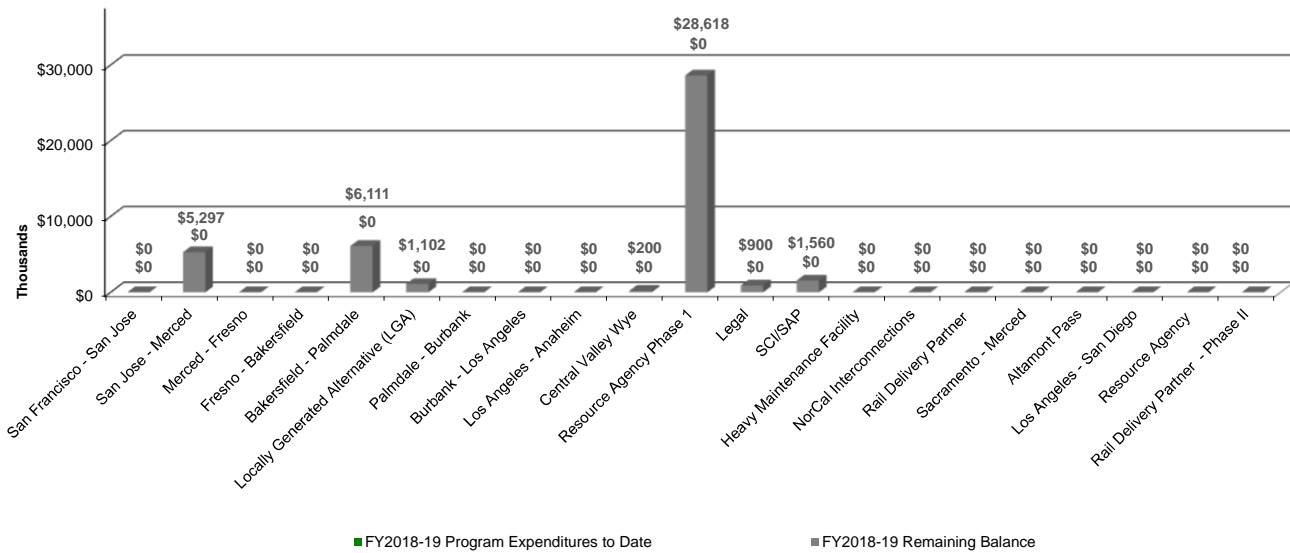


Percentage of Fiscal Year completed 0%

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

| Sections | Notes | Appropriation (A) | FY2018-19 | FY2018-19 | FY2018-19 | % Budget Expended (E) = (D / B) | FY2018-19 | FY2018-19 |
|-------------------------------------|-------|----------------------|---------------------|--------------------------------|----------------------------|---------------------------------------|--|---------------------|
| | | | Budget (B) | Monthly Expenditures (C) | YTD Expenditures (D) | | Remaining Budget Balance (F) = (B - D) | Forecast (G) |
| Phase I | | | | | | | | |
| San Francisco - San Jose | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| San Jose - Merced | | | \$5,297,017 | \$0 | \$0 | 0% | \$5,297,017 | \$5,297,017 |
| Merced - Fresno | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Fresno - Bakersfield | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Bakersfield - Palmdale | | | \$6,110,677 | \$0 | \$0 | 0% | \$6,110,677 | \$6,110,677 |
| Locally Generated Alternative (LGA) | | | \$1,101,598 | \$0 | \$0 | 0% | \$1,101,598 | \$1,101,598 |
| 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 | | | \$200,000 | \$0 | \$0 | 0% | \$200,000 | \$200,000 |
| Resource Agency | | | \$28,618,100 | \$0 | \$0 | 0% | \$28,618,100 | \$28,618,100 |
| Legal | | | \$900,000 | \$0 | \$0 | 0% | \$900,000 | \$900,000 |
| SCI/SAP | | | \$1,560,330 | \$0 | \$0 | 0% | \$1,560,330 | \$1,560,330 |
| Heavy Maintenance Facility | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| NorCal Interconnections | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Rail Delivery Partner | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Phase I TOTAL | | | \$43,787,722 | \$0 | \$0 | 0% | \$43,787,722 | \$43,787,722 |
| Phase II | | | | | | | | |
| Sacramento - Merced | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Altamont Pass | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Los Angeles - San Diego | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Resource Agency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Rail Delivery Partner - Phase II | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Phase II TOTAL | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| TOTAL | | \$478,037,989 | \$43,787,722 | \$0 | \$0 | 0% | \$43,787,722 | \$43,787,722 |

Cap and Trade - Project Development
 FY2018-19 Expenditures to Date and Remaining Balance



CA High-Speed Rail Authority
 FY2018-19
 Capital Outlay and Expenditure Report
 August 2018

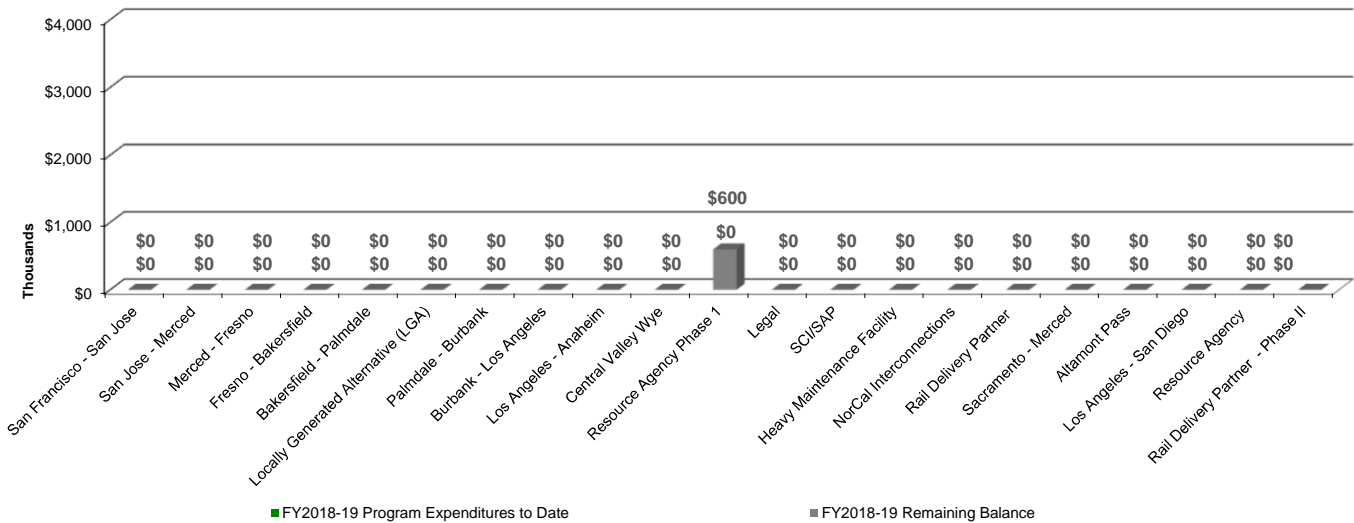


Percentage of Fiscal Year completed 0%

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

| FY2018-19 | | | FY2018-19 | FY2018-19 | | FY2018-19 | FY2018-19 | |
|-------------------------------------|-------|---------------|------------------|----------------------|------------------|---------------------------------|--|------------------------|
| Sections | Notes | Appropriation | FY2018-19 Budget | Monthly Expenditures | YTD Expenditures | % Budget Expended (E) = (D / B) | FY2018-19 Remaining Budget Balance (F) = (B - D) | FY2018-19 Forecast (G) |
| | | (A) | (B) | (C) | (D) | | | |
| Phase I | | | | | | | | |
| San Francisco - San Jose | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| San Jose - Merced | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Merced - Fresno | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Fresno - Bakersfield | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Bakersfield - Palmdale | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Locally Generated Alternative (LGA) | | | \$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 | | | \$600,000 | \$0 | \$0 | 0% | \$600,000 | \$600,000 |
| Legal | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| SCI/SAP | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Heavy Maintenance Facility | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| NorCal Interconnections | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Rail Delivery Partner | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Phase I TOTAL | | | \$600,000 | \$0 | \$0 | 0% | \$600,000 | \$600,000 |
| Phase II | | | | | | | | |
| Sacramento - Merced | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Altamont Pass | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Los Angeles - San Diego | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Resource Agency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Rail Delivery Partner - Phase II | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Phase II TOTAL | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| TOTAL | | \$511,376,229 | \$600,000 | \$0 | \$0 | 0% | \$600,000 | \$600,000 |

Federal Trust Fund - Project Development
 FY2018-19 Expenditures to Date and Remaining Balance

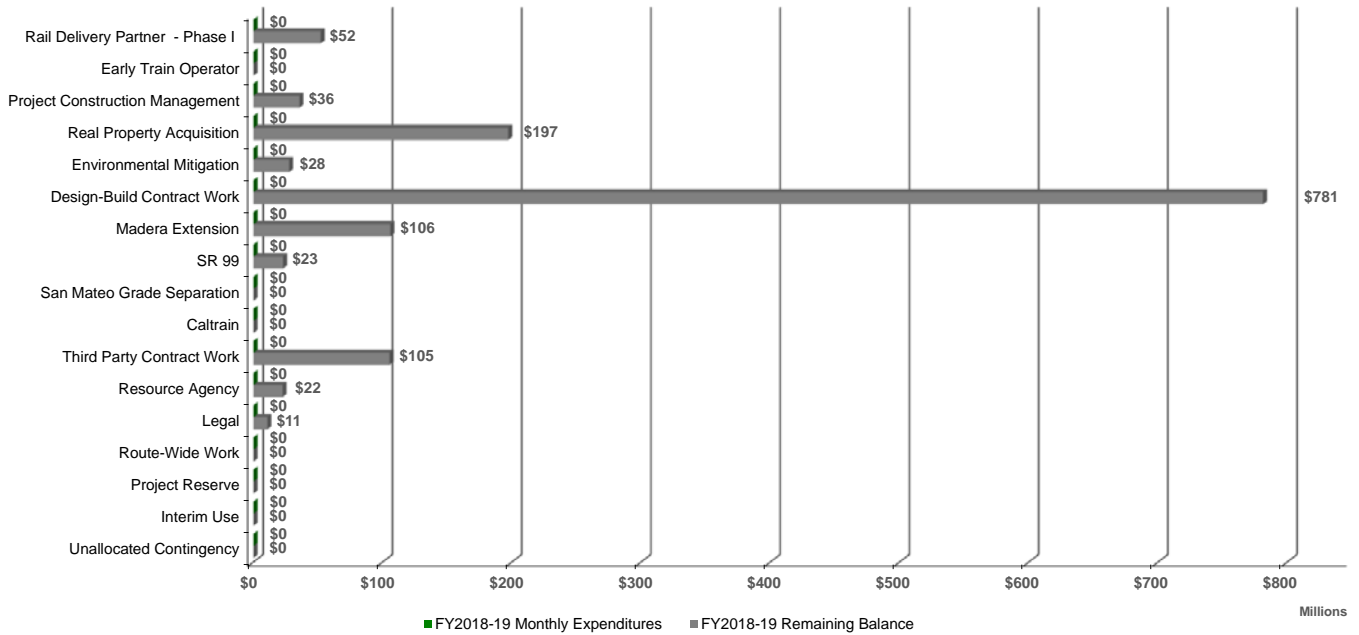


Percentage of Fiscal Year completed 0%

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

| FY2018-19 Sections | Notes | Appropriation (A) | FY2018-19 Budget (B) | FY2018-19 Monthly Expenditures (C) | FY2018-19 YTD Expenditures (D) | % Budget Expended (E) = (D / B) | FY2018-19 Remaining Budget Balance (F) = (B - D) | FY2018-19 Forecast (G) |
|---------------------------------|-------|-------------------|----------------------|------------------------------------|--------------------------------|---------------------------------|--|------------------------|
| Rail Delivery Partner - Phase I | | | \$51,934,293 | \$0 | \$0 | 0% | \$51,934,293 | \$51,934,293 |
| Early Train Operator | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Construction Management | | | \$35,580,338 | \$0 | \$0 | 0% | \$35,580,338 | \$35,580,338 |
| Real Property Acquisition | | | \$197,088,244 | \$0 | \$0 | 0% | \$197,088,244 | \$197,088,244 |
| Environmental Mitigation | | | \$27,564,432 | \$0 | \$0 | 0% | \$27,564,432 | \$27,564,432 |
| Design-Build Contract Work | | | \$781,069,661 | \$0 | \$0 | 0% | \$781,069,661 | \$781,069,661 |
| Madera Extension | | | \$105,930,339 | \$0 | \$0 | 0% | \$105,930,339 | \$105,930,339 |
| SR 99 | | | \$22,871,110 | \$0 | \$0 | 0% | \$22,871,110 | \$22,871,110 |
| San Mateo Grade Separation | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Caltrain | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Third Party Contract Work | | | \$105,292,690 | \$0 | \$0 | 0% | \$105,292,690 | \$105,292,690 |
| Resource Agency | | | \$22,481,609 | \$0 | \$0 | 0% | \$22,481,609 | \$22,481,609 |
| Legal | | | \$10,750,134 | \$0 | \$0 | 0% | \$10,750,134 | \$10,750,134 |
| Route-Wide Work | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Reserve | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Interim Use | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Unallocated Contingency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| SUBTOTAL | | \$2,609,076,000 | \$1,360,562,849 | \$0 | \$0 | 0% | \$1,360,562,849 | \$1,360,562,849 |
| Local Assistance (Bookend) | | \$1,100,000,000 | \$192,540,546 | \$0 | \$0 | 0% | \$192,540,546 | \$192,540,546 |
| TOTAL | | \$3,709,076,000 | \$1,553,103,395 | \$0 | \$0 | 0% | \$1,553,103,395 | \$1,553,103,395 |

Construction - State and Federal Funds
 FY2018-19 Expenditures to Date and Budget

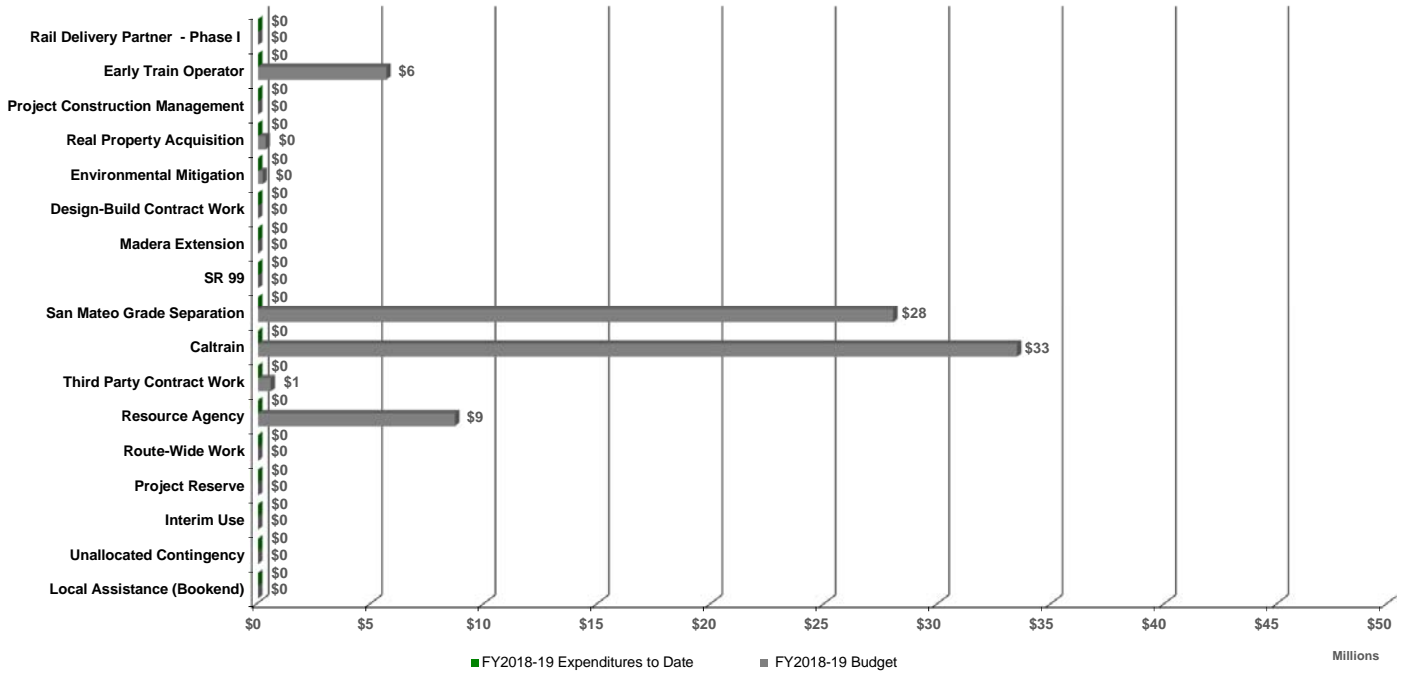


Percentage of Fiscal Year completed 0%

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

| FY2018-19 | Notes | Appropriation (A) | FY2018-19 Budget (B) | FY2018-19 Monthly Expenditures (C) | FY2018-19 Expenditures to Date (D) | % Budget Expended (E) = (D / B) | FY2018-19 Remaining Budget Balance (F) = (B - D) | FY2018-19 Forecast (G) |
|---------------------------------|-------|-------------------|----------------------|------------------------------------|------------------------------------|---------------------------------|--|------------------------|
| Rail Delivery Partner - Phase I | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Early Train Operator | | | \$5,654,016 | \$0 | \$0 | 0% | \$5,654,016 | \$5,654,016 |
| Project Construction Management | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Real Property Acquisition | | | \$331,752 | \$0 | \$0 | 0% | \$331,752 | \$331,752 |
| Environmental Mitigation | | | \$200,000 | \$0 | \$0 | 0% | \$200,000 | \$200,000 |
| 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 |
| San Mateo Grade Separation | | | \$28,000,000 | \$0 | \$0 | 0% | \$28,000,000 | \$28,000,000 |
| Caltrain | | | \$33,455,598 | \$0 | \$0 | 0% | \$33,455,598 | \$33,455,598 |
| Third Party Contract Work | | | \$552,217 | \$0 | \$0 | 0% | \$552,217 | \$552,217 |
| Resource Agency | | | \$8,678,517 | \$0 | \$0 | 0% | \$8,678,517 | \$8,678,517 |
| Legal | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Route-Wide Work | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Reserve | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Interim Use | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Unallocated Contingency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| SUBTOTAL | | \$10,952,613,121 | \$76,872,100 | \$0 | \$0 | 0% | \$76,872,100 | \$76,872,100 |
| Local Assistance (Bookend) | | | \$1,100,000,000 | \$0 | \$0 | 0% | \$0 | \$0 |
| TOTAL | | \$12,052,613,121 | \$76,872,100 | \$0 | \$0 | 0% | \$76,872,100 | \$76,872,100 |

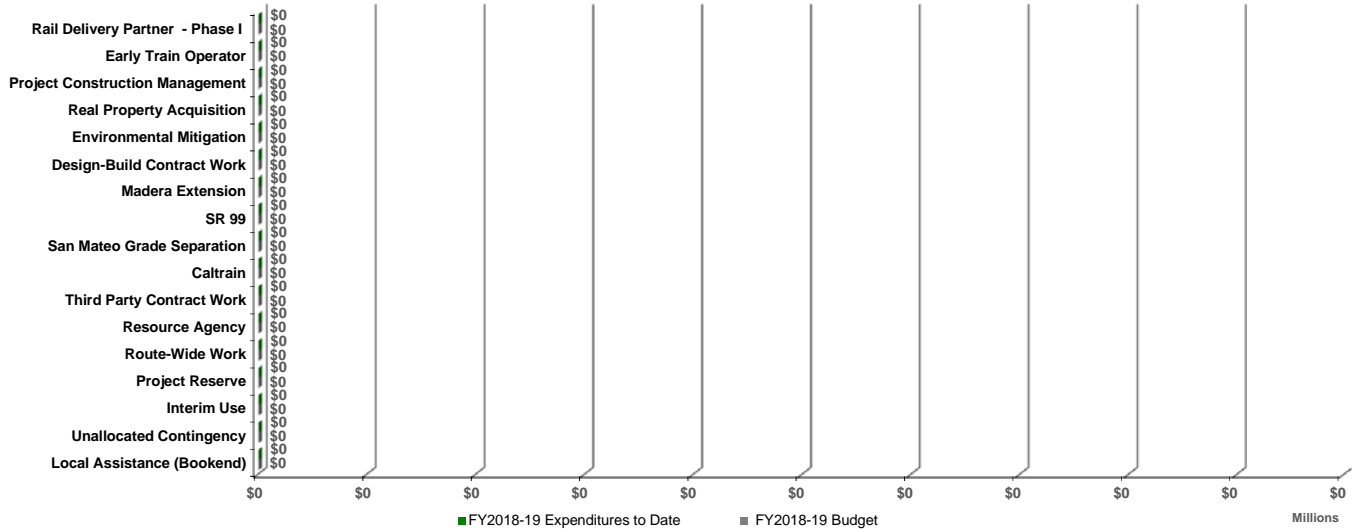
Construction - State and Federal Funds
 FY2018-19 Expenditures to Date and Budget



Federal Trust Fund - Construction
 Federal Trust Fund
 2655-306-0890

| FY2018-19 | Notes | Appropriation (A) | FY2018-19 Budget (B) | FY2018-19 Monthly Expenditures (C) | FY2018-19 Expenditures to Date (D) | % Budget Expended (E) = (D / B) | FY2018-19 Remaining Budget Balance (F) = (B - D) | FY2018-19 Forecast (G) |
|---------------------------------|-------|-------------------|----------------------|------------------------------------|------------------------------------|---------------------------------|--|------------------------|
| Rail Delivery Partner - Phase I | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Early Train Operator | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Construction Management | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Real Property Acquisition | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Environmental Mitigation | | | \$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 |
| San Mateo Grade Separation | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Caltrain | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Third Party Contract Work | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Resource Agency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Legal | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Route-Wide Work | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Reserve | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Interim Use | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Unallocated Contingency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| SUBTOTAL | | \$3,042,514,289 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Local Assistance (Bookend) | | \$1,100,000,000 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| TOTAL | | \$4,142,514,289 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |

Construction - State and Federal Funds
 FY2018-19 Expenditures to Date and Budget

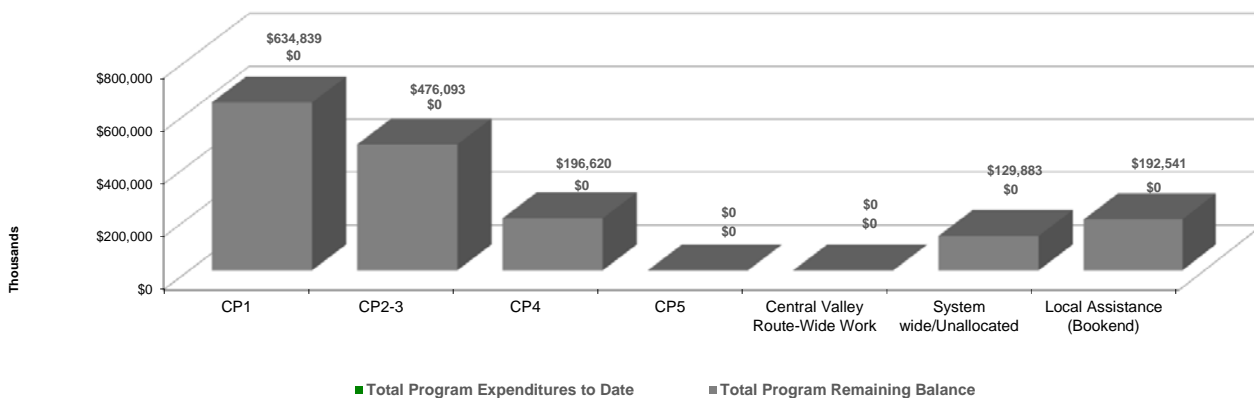


Percentage of Fiscal Year completed 0%

Construction by Construction Package
 State and Federal Funds
 FY2018-19

| FY2018-19 Sections | Notes | Appropriation (A) | FY2018-19 Budget (B) | FY2018-19 Monthly Expenditures (C) | FY2018-19 YTD Expenditures (D) | % Budget Expended (E) = (D / B) | FY2018-19 Remaining Budget Balance (F) = (B - D) | FY2018-19 Forecast (G) |
|---|-------|-------------------|----------------------|------------------------------------|--------------------------------|---------------------------------|--|------------------------|
| CP1 | | | | | | | | |
| Design-Build Contract Work | | | \$314,069,661 | \$0 | \$0 | 0% | \$314,069,661 | \$314,069,661 |
| Madera Extension (Northern Extension) | | | \$105,930,339 | \$0 | \$0 | 0% | \$105,930,339 | \$105,930,339 |
| SR 99 | | | \$22,871,110 | \$0 | \$0 | 0% | \$22,871,110 | \$22,871,110 |
| Project Construction Management | | | \$11,876,476 | \$0 | \$0 | 0% | \$11,876,476 | \$11,876,476 |
| Real Property Acquisition | | | \$68,335,291 | \$0 | \$0 | 0% | \$68,335,291 | \$68,335,291 |
| Environmental Mitigation | | | \$7,064,432 | \$0 | \$0 | 0% | \$7,064,432 | \$7,064,432 |
| Board Approved Contingency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Resource Agency | | | \$28,136,760 | \$0 | \$0 | 0% | \$28,136,760 | \$28,136,760 |
| Third Party Contract Work | | | \$76,554,907 | \$0 | \$0 | 0% | \$76,554,907 | \$76,554,907 |
| Total CP1 | | | \$634,838,976 | \$0 | \$0 | 0% | \$634,838,976 | \$634,838,976 |
| CP2-3 | | | | | | | | |
| Design-Build Contract Work | | | \$325,562,282 | \$0 | \$0 | 0% | \$325,562,282 | \$325,562,282 |
| Project Construction Management | | | \$14,235,373 | \$0 | \$0 | 0% | \$14,235,373 | \$14,235,373 |
| Real Property Acquisition | | | \$94,477,654 | \$0 | \$0 | 0% | \$94,477,654 | \$94,477,654 |
| Environmental Mitigation | | | \$9,000,000 | \$0 | \$0 | 0% | \$9,000,000 | \$9,000,000 |
| Board Approved Contingency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Hazardous Waste Provisional Sum | | | \$6,437,718 | \$0 | \$0 | 0% | \$6,437,718 | \$6,437,718 |
| Resource Agency | | | \$2,000,000 | \$0 | \$0 | 0% | \$2,000,000 | \$2,000,000 |
| Third Party Contract Work | | | \$24,380,000 | \$0 | \$0 | 0% | \$24,380,000 | \$24,380,000 |
| Total CP2-3 | | | \$476,093,028 | \$0 | \$0 | 0% | \$476,093,028 | \$476,093,028 |
| CP4 | | | | | | | | |
| Design-Build Contract Work | | | \$135,000,000 | \$0 | \$0 | 0% | \$135,000,000 | \$135,000,000 |
| Project Construction Management | | | \$9,468,489 | \$0 | \$0 | 0% | \$9,468,489 | \$9,468,489 |
| Real Property Acquisition | | | \$34,607,050 | \$0 | \$0 | 0% | \$34,607,050 | \$34,607,050 |
| Environmental Mitigation | | | \$11,700,000 | \$0 | \$0 | 0% | \$11,700,000 | \$11,700,000 |
| Board Approved Contingency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Hazardous Waste Provisional Sum | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Resource Agency | | | \$934,366 | \$0 | \$0 | 0% | \$934,366 | \$934,366 |
| Third Party Contract Work | | | \$4,910,000 | \$0 | \$0 | 0% | \$4,910,000 | \$4,910,000 |
| Total CP4 | | | \$196,619,905 | \$0 | \$0 | 0% | \$196,619,905 | \$196,619,905 |
| CP5 | | | | | | | | |
| Design-Build Contract Work | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Construction Management | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Environmental Mitigation | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Total CP5 | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Central Valley Route-Wide Work | | | | | | | | |
| Stations | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Communication and Signaling | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Electric Traction | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Heavy Maintenance Facilities | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Total Central Valley Route-Wide Work | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| System wide/Unallocated | | | | | | | | |
| Rail Delivery Partner Phase I | | | \$51,934,293 | \$0 | \$0 | 0% | \$51,934,293 | \$51,934,293 |
| Early Train Operator | | | \$5,654,016 | \$0 | \$0 | 0% | \$5,654,016 | \$5,654,016 |
| San Mateo Grade Separation | | | \$28,000,000 | \$0 | \$0 | 0% | \$28,000,000 | \$28,000,000 |
| Caltrain | | | \$33,455,598 | \$0 | \$0 | 0% | \$33,455,598 | \$33,455,598 |
| Legal | | | \$10,750,134 | \$0 | \$0 | 0% | \$10,750,134 | \$10,750,134 |
| Resource Agency | | | \$89,000 | \$0 | \$0 | 0% | \$89,000 | \$89,000 |
| Project Reserve | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Interim Use | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Unallocated Contingency | | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Total System wide / Unallocated | | | \$129,883,041 | \$0 | \$0 | 0% | \$129,883,041 | \$129,883,041 |
| SUBTOTAL | | \$16,604,203,410 | \$1,437,434,949 | \$0 | \$0 | 0% | \$1,437,434,949 | \$1,437,434,949 |
| Local Assistance (Bookend) | | | \$1,100,000,000 | \$0 | \$0 | 0% | \$192,540,546 | \$192,540,546 |
| TOTAL | | \$17,704,203,410 | \$1,629,975,495 | \$0 | \$0 | 0% | \$1,629,975,495 | \$1,629,975,495 |

State and Federal Funds - Construction by Construction Package
 FY2018-19 Expenditures to Date and Remaining Balance

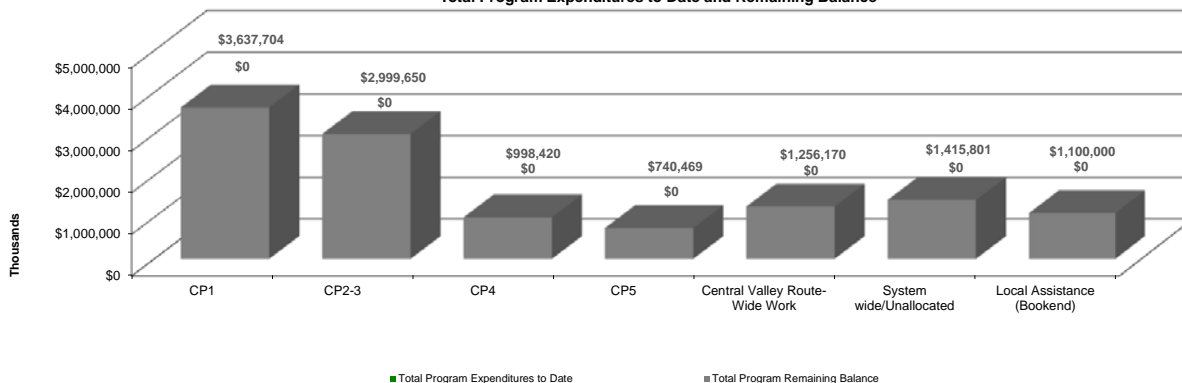


Construction by Construction Package
 State and Federal Funds
 Program Total

| Program Total | Notes | Appropriation (A) | Total Program Budget (B) | Total Program Monthly Expenditures (C) | Total Program Expenditures to Date (D) | % Budget Expended (E) = (D / B) | Remaining Budget Balance (F) = (B - D) | Program Forecast (G) |
|---|-------|-------------------|--------------------------|--|--|---------------------------------|--|------------------------|
| CP1 | | | | | | | | |
| Design-Build Contract Work | | | \$1,787,745,466 | \$0 | \$0 | 0% | \$1,787,745,466 | \$1,787,745,466 |
| Madera Extension (Northern Extension) | | | \$153,399,844 | \$0 | \$0 | 0% | \$153,399,844 | \$153,399,844 |
| SR 99 | | | \$333,400,000 | \$0 | \$0 | 0% | \$333,400,000 | \$333,400,000 |
| Project Construction Management | | | \$69,708,889 | \$0 | \$0 | 0% | \$69,708,889 | \$69,708,889 |
| Real Property Acquisition | | | \$789,457,609 | \$0 | \$0 | 0% | \$789,457,609 | \$789,457,609 |
| Environmental Mitigation | | | \$65,424,030 | \$0 | \$0 | 0% | \$65,424,030 | \$65,424,030 |
| Board Approved Contingency | 4 | | \$48,945,806 | \$0 | \$0 | 0% | \$48,945,806 | \$48,945,806 |
| Resource Agency | | | \$71,638,528 | \$0 | \$0 | 0% | \$71,638,528 | \$71,638,528 |
| Third Party Contract Work | | | \$317,983,719 | \$0 | \$0 | 0% | \$317,983,719 | \$317,983,719 |
| Total CP1 | | | \$3,637,703,892 | \$0 | \$0 | 0% | \$3,637,703,892 | \$3,637,703,892 |
| CP2-3 | | | | | | | | |
| Design-Build Contract Work | | | \$1,888,226,613 | \$0 | \$0 | 0% | \$1,888,226,613 | \$1,888,226,613 |
| Project Construction Management | | | \$98,844,690 | \$0 | \$0 | 0% | \$98,844,690 | \$98,844,690 |
| Real Property Acquisition | | | \$552,014,896 | \$0 | \$0 | 0% | \$552,014,896 | \$552,014,896 |
| Environmental Mitigation | | | \$84,574,158 | \$0 | \$0 | 0% | \$84,574,158 | \$84,574,158 |
| Board Approved Contingency | 4 | | \$180,331,683 | \$0 | \$0 | 0% | \$180,331,683 | \$180,331,683 |
| Hazardous Waste Provisional Sum | | | \$29,232,000 | \$0 | \$0 | 0% | \$29,232,000 | \$29,232,000 |
| Resource Agency | | | \$16,400,000 | \$0 | \$0 | 0% | \$16,400,000 | \$16,400,000 |
| Third Party Contract Work | | | \$150,025,584 | \$0 | \$0 | 0% | \$150,025,584 | \$150,025,584 |
| Total CP2-3 | | | \$2,999,649,625 | \$0 | \$0 | 0% | \$2,999,649,625 | \$2,999,649,625 |
| CP4 | | | | | | | | |
| Design-Build Contract Work | | | \$561,177,359 | \$0 | \$0 | 0% | \$561,177,359 | \$561,177,359 |
| Project Construction Management | | | \$62,827,989 | \$0 | \$0 | 0% | \$62,827,989 | \$62,827,989 |
| Real Property Acquisition | | | \$176,760,691 | \$0 | \$0 | 0% | \$176,760,691 | \$176,760,691 |
| Environmental Mitigation | | | \$59,101,414 | \$0 | \$0 | 0% | \$59,101,414 | \$59,101,414 |
| Board Approved Contingency | 4 | | \$58,869,426 | \$0 | \$0 | 0% | \$58,869,426 | \$58,869,426 |
| Hazardous Waste Provisional Sum | | | \$10,470,000 | \$0 | \$0 | 0% | \$10,470,000 | \$10,470,000 |
| Resource Agency | | | \$2,801,942 | \$0 | \$0 | 0% | \$2,801,942 | \$2,801,942 |
| Third Party Contract Work | | | \$66,410,847 | \$0 | \$0 | 0% | \$66,410,847 | \$66,410,847 |
| Total CP4 | | | \$998,419,668 | \$0 | \$0 | 0% | \$998,419,668 | \$998,419,668 |
| CP5 | | | | | | | | |
| Design-Build Contract Work | | | \$715,261,514 | \$0 | \$0 | 0% | \$715,261,514 | \$715,261,514 |
| Project Construction Management | | | \$22,207,094 | \$0 | \$0 | 0% | \$22,207,094 | \$22,207,094 |
| Environmental Mitigation | | | \$3,000,000 | \$0 | \$0 | 0% | \$3,000,000 | \$3,000,000 |
| Total CP5 | | | \$740,468,608 | \$0 | \$0 | 0% | \$740,468,608 | \$740,468,608 |
| Central Valley Route-Wide Work | | | | | | | | |
| Stations | | | \$168,773,594 | \$0 | \$0 | 0% | \$168,773,594 | \$168,773,594 |
| Communication and Signaling | | | \$385,788,516 | \$0 | \$0 | 0% | \$385,788,516 | \$385,788,516 |
| Electric Traction | | | \$679,798,079 | \$0 | \$0 | 0% | \$679,798,079 | \$679,798,079 |
| Heavy Maintenance Facilities | | | \$21,809,650 | \$0 | \$0 | 0% | \$21,809,650 | \$21,809,650 |
| Total Central Valley Route-Wide Work | | | \$1,256,169,839 | \$0 | \$0 | 0% | \$1,256,169,839 | \$1,256,169,839 |
| System wide/Unallocated | | | | | | | | |
| Merced - Fresno | | | \$6,460,853 | \$0 | \$0 | 0% | \$6,460,853 | \$6,460,853 |
| Fresno - Bakersfield | | | \$13,961,166 | \$0 | \$0 | 0% | \$13,961,166 | \$13,961,166 |
| Rail Delivery Partner Phase I | | | \$481,817,259 | \$0 | \$0 | 0% | \$481,817,259 | \$481,817,259 |
| Early Train Operator | | | \$30,000,000 | \$0 | \$0 | 0% | \$30,000,000 | \$30,000,000 |
| San Mateo Grade Separation | | | \$84,000,000 | \$0 | \$0 | 0% | \$84,000,000 | \$84,000,000 |
| Caltrain | | | \$114,000,000 | \$0 | \$0 | 0% | \$114,000,000 | \$114,000,000 |
| Legal | | | \$47,874,711 | \$0 | \$0 | 0% | \$47,874,711 | \$47,874,711 |
| Resource Agency | | | \$3,678,493 | \$0 | \$0 | 0% | \$3,678,493 | \$3,678,493 |
| Project Reserve | | | \$46,267,108 | \$0 | \$0 | 0% | \$46,267,108 | \$46,267,108 |
| Interim Use | | | \$161,879,645 | \$0 | \$0 | 0% | \$161,879,645 | \$161,879,645 |
| Unallocated Contingency | | | \$425,862,179 | \$0 | \$0 | 0% | \$425,862,179 | \$425,862,179 |
| Total System wide / Unallocated | | | \$1,415,801,414 | \$0 | \$0 | 0% | \$1,415,801,414 | \$1,415,801,414 |
| SUBTOTAL | | \$16,804,203,410 | \$11,048,213,045 | \$0 | \$0 | 0% | \$11,048,213,045 | \$11,048,213,045 |
| Local Assistance (Bookend) | | | \$1,100,000,000 | \$0 | \$0 | 0% | \$1,100,000,000 | \$1,100,000,000 |
| TOTAL | | \$17,704,203,410 | \$12,148,213,045 | \$0 | \$0 | 0% | \$12,148,213,045 | \$12,148,213,045 |

4 Board Approved Contingency balances are shown as of 3/31/2018. Contingency balances and budgets will be updated with July expenditures.

State and Federal Funds - Construction by Construction Package
 Total Program Expenditures to Date and Remaining Balance



CA High-Speed Rail Authority
 FY2018-19
 Capital Outlay and Expenditure Report
 August 2018



Percentage of Fiscal Year completed 0%

Central Valley Segment ⁵
 State and Federal Funds
 Program Total

| Program Total | | Total Program Expenditures to Date | Total Program Remaining Balance | Contingency Balance | Decrease in Current Contingency | Remaining Contingency Balance | % Remaining of Contingency Balance | |
|---|-------|------------------------------------|---------------------------------|-------------------------|---------------------------------|-------------------------------|------------------------------------|---------------|
| Sections | Notes | (A) | (B) | (C) = (A - B) | ⁴ (D) | (E) | (F) = (D - E) | (G) = (F / D) |
| CP1 | | | | | | | | |
| Design-Build Contract Work | | \$1,787,745,466 | \$0 | \$1,787,745,466 | \$0 | \$0 | \$0 | 0% |
| Madera Extension | | \$153,399,844 | \$0 | \$153,399,844 | \$0 | \$0 | \$0 | 0% |
| SR 99 | | \$333,400,000 | \$0 | \$333,400,000 | \$0 | \$0 | \$0 | 0% |
| Project Construction Management | | \$69,708,889 | \$0 | \$69,708,889 | \$0 | \$0 | \$0 | 0% |
| Real Property Acquisition | | \$789,457,609 | \$0 | \$789,457,609 | \$0 | \$0 | \$0 | 0% |
| Environmental Mitigation | | \$65,424,030 | \$0 | \$65,424,030 | \$0 | \$0 | \$0 | 0% |
| Board Approved Contingency | | \$48,945,806 | \$0 | \$48,945,806 | \$48,945,806 | \$0 | \$48,945,806 | 100% |
| Resource Agency | | \$71,638,528 | \$0 | \$71,638,528 | \$0 | \$0 | \$0 | 0% |
| Third Party Contract Work | | \$317,983,719 | \$0 | \$317,983,719 | \$0 | \$0 | \$0 | 0% |
| Total CP1 | | \$3,637,703,892 | \$0 | \$3,637,703,892 | \$48,945,806 | \$0 | \$48,945,806 | 100% |
| CP2-3 | | | | | | | | |
| Design-Build Contract Work | | \$1,888,226,613 | \$0 | \$1,888,226,613 | \$0 | \$0 | \$0 | 0% |
| Project Construction Management | | \$98,844,690 | \$0 | \$98,844,690 | \$0 | \$0 | \$0 | 0% |
| Real Property Acquisition | | \$552,014,896 | \$0 | \$552,014,896 | \$0 | \$0 | \$0 | 0% |
| Environmental Mitigation | | \$84,574,158 | \$0 | \$84,574,158 | \$0 | \$0 | \$0 | 0% |
| Board Approved Contingency | | \$180,331,683 | \$0 | \$180,331,683 | \$180,331,683 | \$0 | \$180,331,683 | 100% |
| Hazardous Waste Provisional Sum | | \$29,232,000 | \$0 | \$29,232,000 | \$0 | \$0 | \$0 | 0% |
| Resource Agency | | \$16,400,000 | \$0 | \$16,400,000 | \$0 | \$0 | \$0 | 0% |
| Third Party Contract Work | | \$150,025,584 | \$0 | \$150,025,584 | \$0 | \$0 | \$0 | 0% |
| Total CP2-3 | | \$2,999,649,625 | \$0 | \$2,999,649,625 | \$180,331,683 | \$0 | \$180,331,683 | 100% |
| CP4 | | | | | | | | |
| Design-Build Contract Work | | \$561,177,359 | \$0 | \$561,177,359 | \$0 | \$0 | \$0 | 0% |
| Project Construction Management | | \$62,827,989 | \$0 | \$62,827,989 | \$0 | \$0 | \$0 | 0% |
| Real Property Acquisition | | \$176,760,691 | \$0 | \$176,760,691 | \$0 | \$0 | \$0 | 0% |
| Environmental Mitigation | | \$59,101,414 | \$0 | \$59,101,414 | \$0 | \$0 | \$0 | 0% |
| Board Approved Contingency | | \$58,869,426 | \$0 | \$58,869,426 | \$58,869,426 | \$0 | \$58,869,426 | 100% |
| Hazardous Waste Provisional Sum | | \$10,470,000 | \$0 | \$10,470,000 | \$0 | \$0 | \$0 | 0% |
| Resource Agency | | \$2,801,942 | \$0 | \$2,801,942 | \$0 | \$0 | \$0 | 0% |
| Third Party Contract Work | | \$66,410,847 | \$0 | \$66,410,847 | \$0 | \$0 | \$0 | 0% |
| Total CP4 | | \$998,419,668 | \$0 | \$998,419,668 | \$58,869,426 | \$0 | \$58,869,426 | 100% |
| CP5 | | | | | | | | |
| Design-Build Contract Work | | \$715,261,514 | \$0 | \$715,261,514 | \$0 | \$0 | \$0 | 0% |
| Project Construction Management | | \$22,207,094 | \$0 | \$22,207,094 | \$0 | \$0 | \$0 | 0% |
| Environmental Mitigation | | \$3,000,000 | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | 0% |
| Total CP5 | | \$740,468,608 | \$0 | \$740,468,608 | \$0 | \$0 | \$0 | 0% |
| Central Valley Route-Wide Work | | | | | | | | |
| Stations | | \$168,773,594 | \$0 | \$168,773,594 | \$0 | \$0 | \$0 | 0% |
| Communication and Signaling | | \$385,788,516 | \$0 | \$385,788,516 | \$0 | \$0 | \$0 | 0% |
| Electric Traction | | \$679,798,079 | \$0 | \$679,798,079 | \$0 | \$0 | \$0 | 0% |
| Heavy Maintenance Facilities | | \$21,809,650 | \$0 | \$21,809,650 | \$0 | \$0 | \$0 | 0% |
| Total Central Valley Route-Wide Work | | \$1,256,169,839 | \$0 | \$1,256,169,839 | \$0 | \$0 | \$0 | 0% |
| Project Wide | | | | | | | | |
| Merced - Fresno | | \$33,727,219 | \$0 | \$33,727,219 | \$0 | \$0 | \$0 | 0% |
| Fresno - Bakersfield | | \$152,811,302 | \$0 | \$152,811,302 | \$0 | \$0 | \$0 | 0% |
| Rail Delivery Partner Phase I | | \$518,981,259 | \$0 | \$518,981,259 | \$0 | \$0 | \$0 | 0% |
| Station Area Planning | | \$2,219,298 | \$0 | \$2,219,298 | \$0 | \$0 | \$0 | 0% |
| Early Train Operator | | \$19,018,500 | \$0 | \$19,018,500 | \$0 | \$0 | \$0 | 0% |
| Resource Agency | | \$147,795,379 | \$0 | \$147,795,379 | \$0 | \$0 | \$0 | 0% |
| Legal | | \$63,342,723 | \$0 | \$63,342,723 | \$0 | \$0 | \$0 | 0% |
| Total Project Wide | | \$937,895,680 | \$0 | \$937,895,680 | \$0 | \$0 | \$0 | 0% |
| TOTAL | | \$10,570,307,311 | \$0 | \$10,570,307,311 | \$288,146,915 | \$0 | \$288,146,915 | 100% |

4 Board Approved Contingency balances are shown as of 3/31/2018. Contingency balances and associated budgets will be adjusted with July expenditures.

5 This Central Valley Segment view reflects the Department of Finance approved funding plan scope.