1 2 3 4 5 6 7	XAVIER BECERRA Attorney General of California TAMAR PACHTER Supervising Deputy Attorney General SHARON L. O'GRADY Deputy Attorney General State Bar No. 102356 455 Golden Gate Avenue, Suite 11000 San Francisco, CA 94102-7004 Telephone: (415) 703-5899 Fax: (415) 703-1234 E-mail: Sharon.OGrady@doj.ca.gov Attorneys for Defendant California High-Speed Authority	Rail
9	SUPERIOR COURT OF TH	E STATE OF CALIFORNIA
10	COUNTY OF S	SACRAMENTO
11		
12	JOHN TOS, QUENTIN KOPP, TOWN OF	Case No. 34-2016-00204740
13	ATHERTON, a municipal corporation, COUNTY OF KINGS, a subdivision of the	DECLARATION OF SCOTT JARVIS
14	State of California, MORRIS BROWN, PATRICIA LOUISE HOGAN-GIORNI,	IN OPPOSITION TO MOTION FOR PRELIMINARY INJUNCTION
15	ANTHONY WYNNE, COMMUNITY COALITION ON HIGH-SPEED RAIL, a	Date: April 19, 2017
16	California nonprofit corporation, TRANSPORTATION SOLUTIONS	Time: 11:00 a.m. Dept: 54
17 18	DEFENSE AND EDUCATION FUND, a California nonprofit corporation, and CALIFORNIA RAIL FOUNDATION, a	Judge: Hon. Raymond M. Cadei Trial Date: None set Action Filed: December 13, 2017
19	California nonprofit corporation,	
20	Plaintiffs,	
21	v.	
22	CALIFORNIA HIGH SPEED RAIL	
23	AUTHORITY, a public entity, BOARD OF DIRECTORS OF THE CALIFORNIA	
24	HIGH-SPEED RAIL AUTHORITY, and DOES 1-20 inclusive,	
25	Defendants.	
26		
27		
28		

4

3

6

5

7

9 10

11

12

1314

15

16

17

18

19

20

21

22

2324

25

26

27

28

I, Scott Jarvis, declare as follows:

- 1. I am the Chief Engineer for the California High-Speed Rail Authority ("Authority") and have worked for the state agency since April of 2013. In this position, I am responsible for the management of the Authority's project delivery functions, including program delivery agreements and the engineering, design and construction of capital projects, including the Central Valley Segment (described below). By virtue of my position, I have personal knowledge of the following facts, and if called as a witness to testify in regard to those particulars, I could and would do so.
- 2. The Authority is responsible for planning, designing, building, and operating a high-speed rail system in California. The California High-Speed Rail System ("System") will run from San Francisco to the Los Angeles basin. The System will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations.
- 3. The Central Valley Segment identified in the December 2016 Central Valley Funding Plan was the first construction segment of the System identified in the Authority's 2012, 2014, and 2016 Business Plans. It runs approximately 119 miles through the Central Valley, including the counties of Madera, Fresno, Tulare, Kings and Kern. The planned civil work for the Central Valley Segment is described in three civil construction contracts, identified as Construction Packages 1, 2-3, and 4, each of which is underway by three different private construction company consortia. After completion, the Central Valley Segment will serve as a test track to test and certify the functionality and safety of high-speed trainsets and control systems. It will subsequently serve as the backbone of the passenger-carrying statewide System. Attached hereto at Exhibit 1 is a true and correct copy of a map of the Central Valley Segment, showing its geographic boundaries, including Construction Packages 1, 2-3, and 4, which I obtained from the Authority's website at http://hsr.ca.gov/docs/newsroom/maps/CP1 5 Map.pdf on Tuesday, April 4, 2017. Another civil construction component of the Central Valley Segment is the lateral relocation of an approximately 3.2-mile portion of State Route 99, which is necessary to create adequate space for the high-speed rail alignment and tracks. This relocation is underway and is

located in the general area of Construction Package 1, but is being performed by the California Department of Transportation ("Caltrans") under contract to and funded by the Authority.

- 4. The Authority awarded the contract for design and construction of Construction Package 1 ("CP 1"), the first 32 miles of the Central Valley Segment, in June 2013. The current contract price is approximately \$1,289,509,211, including change orders. The scope of CP 1 consists of the design and construction of civil works for the at-grade and aerial track sections from Avenue 19 near the Madera Amtrak Station in Madera County to East American Avenue in Fresno County and includes 20 grade separations, 2 viaducts, 1 tunnel and a bridge river crossing over the San Joaquin River. Contractor work on CP 1 began on or about August 16, 2013, and the Authority has expended approximately \$476,497,077 on the CP 1 work performed through January 31, 2017. In addition, the Authority has expended \$516,589,628 in support of the CP 1 work, including construction management, real property acquisition, and third-party utility relocation.
- 5. The Authority awarded the contract for Construction Package 2-3 ("CP 2-3") for work on the next 65 miles of the Central Valley Segment in January 2015. The contract price is \$1,365,335,890. The scope of CP 2-3 consists of design and construction of civil works from the southern terminus of CP 1, at East American Avenue in Fresno, to approximately one mile north of the Tulare-Kern County line. Major work elements include the design and construction of atgrade, retained fill and aerial sections of high-speed rail. Contractor work on CP 2-3 began on or about June 12, 2015, and the Authority has expended approximately \$294,389,282 on the CP 2-3 work performed through January 31, 2017. In addition, the Authority has expended \$237,022,097 in support of the CP 2-3 work, including construction management, real property acquisition, and third-party utility relocation.
- 6. In January of 2016, the Authority awarded the public works contract for Construction Package 4 ("CP 4") for work on approximately 22 miles through the counties of Tulare and Kern, which is the southern-most portion of the Central Valley Segment. The contract price is \$444,247,000. CP 4 is bounded by the southern terminus of CP 2-3, one mile north of the Tulare/Kern County line, and Poplar Avenue to the south. It includes design and construction of

pdf on Tuesday, April 4, 2017.

at-grade and aerial structures including viaducts and bridges, as well as underpass and overpass structures. Contractor work on CP 4 began on or about March 1, 2016, and the Authority has expended approximately \$40,844,482 on the CP 4 work performed through January 31, 2017. In addition, the Authority has expended \$34,017,812 in support of the CP 4 work, including construction management, real property acquisition and third-party utility relocation.

- 7. In February of 2013, the Authority executed an Interagency Agreement with Caltrans for the State Route 99 relocation work. Caltrans' project development work, including right-of-way, design and construction management commenced on or about March of 2013 and construction work began in December 2015. The contract amount for that work is currently \$260.9 million, including all necessary supporting elements such as property acquisition, utility relocation and construction. Through January 31, 2017, the Authority has expended \$127,895,613 on that contract.
- 8. Attached hereto at Exhibit 2 is a true and correct copy of the Authority's March 2017 Total Projects Expenditures with Forecasts Report, which I obtained from the Authority's website at http://hsr.ca.gov/docs/brdmeetings/2017/brdmtg_031517_FA_Total_Project_Expenditures_with_Forecasts.pdf on Tuesday, April 4, 2017.
- 9. Attached hereto at Exhibit 3 is a true and correct copy of the Authority's March 2017 FY2016-17 Capital Outlay and Expenditures Report, which I obtained from the Authority's website at http://hsr.ca.gov/docs/brdmeetings/2017/brdmtg 031517 FA Capital Outlay Budget Summary.
- 10. The Authority has established a 30 percent goal for Small Business participation, which includes goals of 10 percent for Disadvantaged Business Enterprises (DBE) and 3 percent for Disabled Veteran Business Enterprises (DVBE). The goal helps to ensure that small businesses, including DBEs, have an opportunity to bid on the rail contracts and participate in construction of the project. There currently are more than 182 Small Businesses, including DBE and DVBE companies, working on the Central Valley Segment.

Valley Segment, including union construction workers, engineers, construction managers and administration personnel, through the three Construction Package contracts (i.e., CP 1, CP 2-3, and CP 4) and three companion Project and Construction Management contracts. This estimate does not include workers employed on the State Route 99 relocation work, and in the property acquisition effort necessary to secure the land necessary to construct the Central Valley Segment. I expect the number of workers employed to increase in 2017, as the rainy season is now ending and as property acquisition for CP 2-3 reaches critical mass.

I declare under penalty of perjury under the laws of the State of California and the United States that the foregoing is true and correct, and that this declaration is executed in Sacramento, California on this date.

Dated: April 5, 2017

SCOTT JARVIS Jans

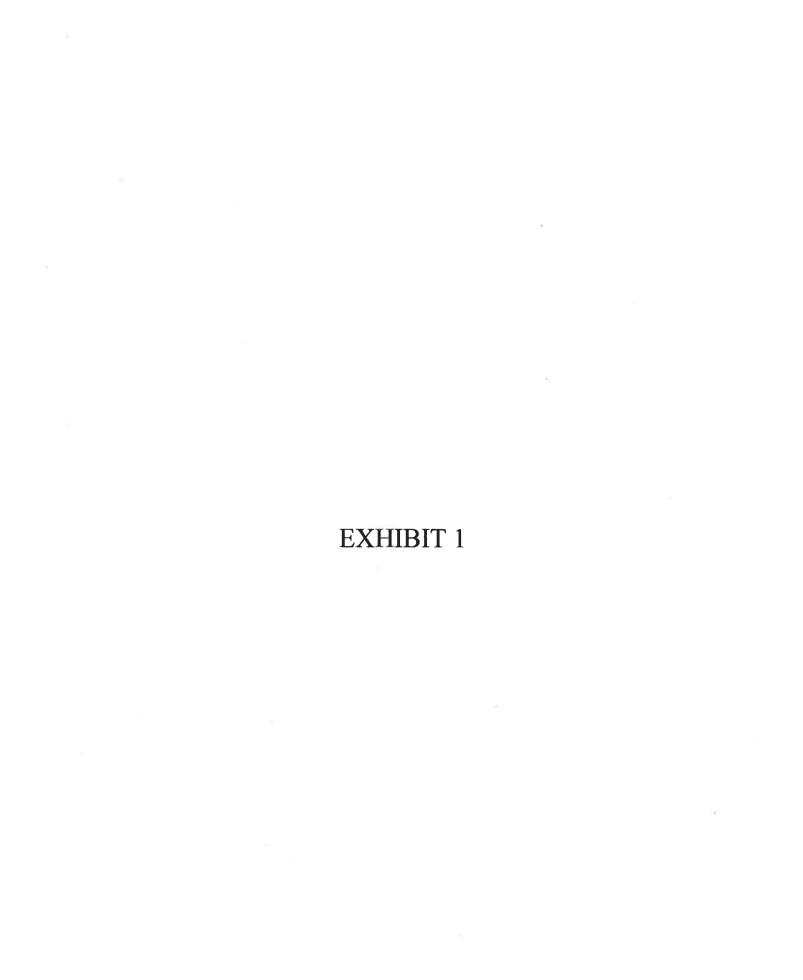




EXHIBIT 2



Total Project Expenditures with Forecasts March 2017

Toler Footback Process 1970 - Administration Sammore Sample Sammore Sample Sammore Sample Sammore Sample Sammore Sample Sam

Ups for Administration Bayes to PR2009-07 and PR2007-08 are Ups for Administration Bayes and Bayes For yours your of PS2010-11 all cost for the Administration Bayes of the Administration Bayes and Bayes and Bayes and Bayes Administration Bayes (Departing Expenses, Program 21) was always and and a respect (Departing Expenses, Program 21) was also been upseed to Program 1500.

		314 423 \$	va un	1827.380 \$		18.973.276	3 358,502	353 940 \$	\$4.021		3,847,285	AG 77.4 1BK	8 87 8 BA 8	54,773,775	1,873.661	7,423,238	1 36 LC CM	
	to the residence of the	314 423 \$										The state of the s	2000000					*Expenditure data sourced from invoices received and accruals
1,10,200 1,10,201	France 2. Properties 2. Properties 1. Properties	314 423 S			4 856 747	18,319.746 \$	10,615,801 \$	11,033,030 \$	5 696 519 \$	6 343 382 \$	5,953,803	73,573,232 \$	8 965 532	82,538,784	3,723,880	12,689,392	\$ 86 262 524	⁵ Gray cells indicate the section was not under contract during that
1715/2013 1715/2014 1715	The state of the s	2 278,872 \$		и	8 907 194	16,472,035	18 387 145 \$	13.186.099 \$	7 192 062 \$	716 700 \$		86,870,095 S	S D	68,870,095	400.876	400.876	1 67 270 971	period. Line Item was not applicable during that fiscal year.
1.17 1.17	A comment of the comm	2 279,372 \$		3 275 511 \$	×	25,409,664	27 452,894 \$	22,050,463 \$	25 199 479 1	8 182 796 \$		128,612,753 \$. 0	129,612,753 \$	850,000	# 950,000	1 30 562 753	⁸ Total Expenditures in Capital Outlay includes Total Expenditures to
177 177	Agence (LA) - List Acette - List Acette - List Acette - List Acette - List Acette - List Acette - Agencies voltable (A)(II) - Agencies voltable (A)(II)	2 219,372 \$		on	4 243 773 \$	2.440 759 \$	6 899 997 \$	10 887 860 \$	3 185 110 \$	6 827 153 \$	18,672,585	53,157,216 \$	5 120 202 \$	59,277,417 \$	9,057,056	16,177,257	\$ 56 334 473	date plus Accrual
1 177	- List Accesses - List Accesses - List Accesses - List Accesses -	2 279,372 \$									200		2 952 014	2,952,014	9,047,986	12,000,000	12 000 000	The Authority conducts monthly reconciliations of balances. As a
	in informa- Local Applies Services endance (AUIII Applies on Finite Recoverables Recoverables			2,708,847 \$	14 097,516 \$		083				23,345,819	89,888,542		89,988,542			\$ 88 986 542	result of a January reconciliation for Cap and Trade funding
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	List Argents American reduces American reduces (American reduces)										\$		12 961 225	12,981,226	12,233 606	\$ 25,194,831	153 194 831	adjustments for FY2016-17 YTD were identified resulting in
	star, framework factors (A) and the factors of the										•	,	2 772 625	2,772,625	7,308,306	10,080,931	10.080.931	increases of \$2.9M to Project Development expenditures.
	Committy May Vive Committy May Vive Committy May Vive SMCAP S	1 917,686 \$		4 499 175 \$	12 580 571 \$		181			0.627.153 \$	8 750 598	50,820,944 S	5 673 659	56,504,803	4 494 903	10,168,782	1 61 089 705	Inception to Date expenditures may differ from Capital Gullay Total
	SWCAP VV VV VV VV Memoryana										1				5,487,575	5,487,875	\$ 5 487 675	Program Expenditures because Total Project Expenditures with
	SWCAP SwCal Aucal Interconnectors	22.550 \$	240 821 \$	58,085 \$	14 239 \$	3 787 347 \$			1 747 910	2 574 927 \$	4,157,793	20,319,606 \$	25 082 811	45,402,417 \$	56,515,442	\$ 81,599,264	101.917.850	Forecasts has memoralized expenditures reported by FY, A
	SWCAP SWCAI Interconnections												1.854.004	1,864,004 \$	5,114,593	\$ 6,976,597	\$ 8.978.597	reconciliation will be done to align this report with the Capital Outlay
	SWCAP Vorcel Interconnections										170.850 1	170,650 \$	810 746	981,596 \$	1,325 640	1 2,138,386	\$ 2307 236	ITD expenditures
1,000 1,00	NorCal Interconnections					ASSENCE A	eA .		17,920 \$			677,872	*	877,872			\$ 677.872	
	NorCal Interconnections														1,470.917	1,470,917	1 470 917	
	The second secon										*		4		2,000,000	2,000,000	2 000 000	
	High Defeator Statute Physics 1	2 927 750 5	/ 233 174 S.	SOSTATES S	25 706 809 5	38 166 822 S	40 739 275 S	49 121 127 \$	57 023 622 \$	58 341 392 \$	77 208 967 \$		10.139,107	378 070 067	26 820 631	37,358,738	\$ 404.597.598	
	Panel Designant Sector Plans 8																	
	Sements - Marced				796.173 8	1.1554.27.1	2 682,564 \$	1,371,768 \$	447 941	375 557 \$	403,745 . 1	7,881,731, 1	192,665 5	8,084.615 \$	807,115	4 000 000	\$ 8.891.233	
	Agament Pleas			505,697 %	1496270 5	2.447.552. 5	1 498,862 \$	1,033,902 \$	1,400,295	1 132,990 \$	6.383,173 6	中 12年17日 中	4,652,949 \$	20,972,227 \$	4 347 051	8 DOG 000	\$ 25 259 272	
1,145.37 1,145.37	Los Angeles - San Dego	886 140 \$	439 859 \$	1749 B4B \$	2844947 \$	3 064 386 \$	\$ 619 22	1 615 757 \$	424 490 1	442 407	1 738 329 8	13 954 593 \$	810,593 \$	M785186 3	1 689 407	1,500,000	15,454,583	
	Beautic Aprilly														1,143 527	1148 527	1 143 527	
	Rad Certinary Purchase Photos II							Ì			- 1				ı	ı		
1,000,000 1,00	Project Development Subtotal 5	8,350,627 S	14.030,066 \$	27,630,641 \$	22,014,105.5	164,662,625 1	130,252,010 3		110,217,504 \$	80,091,719 \$	- 1	\$ 296,112,044 S	80,847,130 · \$	1,028,088,000,1		ï	3 1,181,512,207	
	Conduction Program	THE PERSON NAMED IN														-		
100 100	Rat Debugy Partner Prase I												49 151 432	49 151 422 5	7732136	0/5/19872/	3 76.863.500	
Third Thir	Project Constructor Management							55,748 \$	4713,325 \$	8 885 333 \$	17 845 244	31 508 649	17 785, 280	49,284,929	17 071 173	23350	\$ 66 366 102	
Column C	lited Property Assaulton						u	781 250 \$	73 165 962 \$	141 744 270 \$	242 516 254 \$	458 227 757 \$	234 149,097	692,376,848	35,852,454	270,001545	\$ 728 229 302	
1 1 1 1 1 1 1 1 1 1	Described Corosis Wish								67 367 382 \$	98 643 321 \$	386 269 725	552 480 428	213 475,809	765,B58,237	188 247 896	402,723,704	\$ 955 204 133	
	Magnis Extresion									•	7 384 195	7 384 198 1	20 287 414	27,671,610 \$	33 387 174	\$ 53,674,588	\$ 61 058 784	
	20.00							i.		6 582,821 \$	58 987 371	80.480.192 \$	48 387 788 \$	128,867,980 \$	11.615.557	60,003,345	1 140 483 537	
	Cotton												27.826.713	27,828,719	85 173 287	113,000,000	113 000 000	
	Environmental Micaglory/POW/Other										*							
Control Cont	Their Park Gurnach Veyor								•	576 110 \$	20 027 252	20 813 362 8	5 935 332	26 548 694 \$	142 376 502	\$ 148,311,934		
	Their Parts Other	-		700 000	2 467 6n7 e		207.033 0	4 674 744 6	6 703 300 6	7 200 470 4	A 20.00.	2 20000	***************************************	76 740 1400 1	4 500 105	2 500 000	į	
	100	4 10		8 TT9'08/	0 45/,68/ \$	627.735	\$ PCC /R7	4 627 244 \$	5 /65,290 3	C C14 767	63 605 500 6	Contract of	4110114	1 107 70 C	1,086,190	mo'mc'z		
1.04(1) 1.05	TOTAL HERICAN CONTRACTOR POLICE							и.			Г	1 200 100 100 1		- 200 000 000		* * * * * * * * * * * * * * * * * * *	4.	
	CONTRACTOR SUBSISSION				2000	200,000		4		Act of the last	н		200 Tet 200	* 1170 700 700	ľ	ш	ı.	
Teal	TOTAL	1 000	14.75.910 3	200	200'107'55	126,010,020	130,000,242	30,000,177	2.0.107.462 8	4 100,000,000	ш	C. 100 Act of the	100,101,000	****	l			
Transferons	the state of the s											The same of the sa						
The Control of Contr		П	N CHARLE						0.0000					1	PYZDIG-CT Present	Transfer Transfer	Comulative Total	
AND THE PROPERTY OF STATES AND ST	Curulative Program		F 2507-40	2000	01-0002	1			13-51		Predibite.	2	100	100 (V) 100		[n].[n].[n]	d	Source/Voice
1 THE TAX S AND ASSESSED S AND ASSES	Administration Total Construction and Broad Dec Total	14207 1	20000 5	2 1708177,1	3,275,837 S	15,740,014 1	1000001	21-138,788 S	2153,000 E	25,471,3954 S	*	2 March 200 5	706.717.403	580	1876578		\$ 3575 144 604	¹⁰ The State Match to ARRA total for March FY2016-17 was updated to match ARRA Drawdown 16-093 total for State amount
	TOTAL	A 887 110 S	TAKA GAR & A	Company of	to ten tot	34.407.674.4	A CHE LANGE CO.	-	8 448 707 TOT 8	1 227 000 748 4	2 306 063 970 \$	2 300 563 670 5	U	3 021 502 602 5			\$ 3.750.344.548	prevousk billed

STATE MARCH	IN ARRA
FY2010-FY2013	102,100,000
FY2014-FY2015	171,286,474
FY2015-FY2016	\$ 6,411,319
FY2016-FY2017 ¹⁰	13,281,384
TOTAL (lo date)	\$ 293,089,188

	STATE WATER LAND			
Fulnd Type	Spend To Date	Total Disapation	Ì	ng Balance
Federal Fueda 15				
Alesta	1 2256.042.348	1, 2,552,556,231		254,113,682
6730		\$ 900 670 000		224 630 000
Federal Funds Total	1 1258,442349	1,4401,176,231		CRR, E47, 550
State and Local Funds "				
ARRIVA STREET MASTER	\$ 293,089,188	\$ 2505,771,231	5.2	72552040
FY10 State Metch		\$ 359 805 000	3	359 805,000
South	1	\$ 52,100,000		\$2,400,000
State Funds Total	\$ 253,009,188	1, 2,917,676,231	1 24	24,597,043
TOTAL	1 2561,631,637	1 1,250,052,462	1.1	250,012,730
Thomas Radiot of Boards	A + 865 357 161			

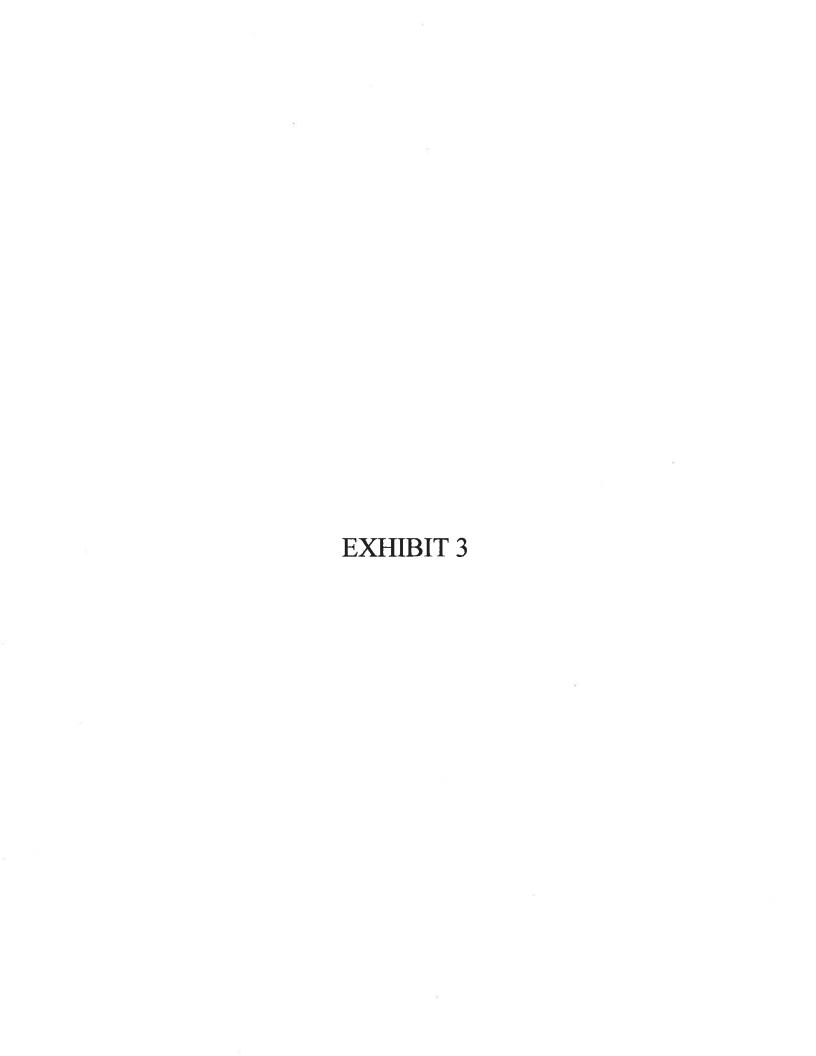
date plus Ancruial. The Authorny conducts monthly recordiations of babarces. As a result of a annuary recordiation for Gap and Trade funding result of a Annuary recordiation for Gap and Trade funding a dataments for TAZDEG-17 TVD vec recording free successes of \$2,0 M for Proper Cherokopment expenditures.	Pregate Deviation See expendites my differ from Capital Outley Total Forgate Expendituse because Total Project Expendituses with Foretasis has menoralized by productive reported by PV. A correlation will be done to aliqui him report with the Capital Outley ID expenditures.			

Secreticides

Secreticides

Secreticides

When the property of the property of



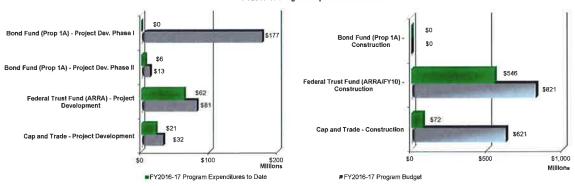


Status as of January 31, 2017

Budget Summary

FY2016-17	Notes	Appropriation			FY2016-17 Expenditures to Date (D)	Expended R (E) = (D / B)	FY2016-17 temaining 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
PROJECT DEVELOPMENT SUBTOTAL		\$1,344,571,362	\$302,458,678	\$24,679,248	\$88,947,130	29%	\$213,511,548	\$243,759,382
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
CONSTRUCTION SUBTOTAL		\$7,052,561,779	\$1,441,947,503	\$55,531,734	\$617,810,673	43%:	\$824,136,830	\$1,161,955,160
Local Assistance (Bookend)	- 2	\$1,100,000,000	\$0	\$0	\$0	0%:	\$0	\$0
TOTAL		\$9,497,133,141	\$1,744,406,181	\$80,210,982	\$706,757,803	41%	\$1,037,648,378	\$1,405,714,542

FY2016-17 Program Expenditures to Date





Month (\$000's)	54.16	Aug 16	Sent 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												519,987	\$239,847
Cumulative Expenditures ³⁶	\$0	\$2,800	\$3,066	\$6,328	\$8,245	\$42,414	\$93,227						\$93,227

- ² Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704.08(d).
- 4 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.
- ¹⁰ Appropriation for Project Development Phase II shown with Phase I.
- 12 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.
- 18 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.
- 28 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.
- 36 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.

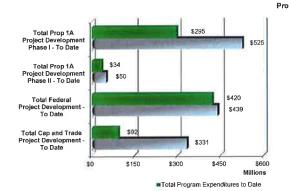
 38 The Construction Cap and Trade FY2016-17 budget was reduced in total by \$43M consisting of 1) a \$23M reduction to align with the Governor's Budget and 2) a
- \$20M reduction which was allocated to Project Development to allow for future Cap and Trade expenditures.

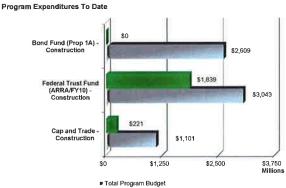


Status as of January 31, 2017

Budget Summary

Program to Date	Notes	Appropriation (A)	Total Program Budget * (B)		Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast
Bond Fund (Prop 1A) - To Date - Project Dev. Phase I		\$574,804,226	\$524,667,793	\$0	\$294,692,825	56%	\$229,974,968	\$524,687,793
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
PROJECT DEVELOPMENT SUBTOTAL	14	\$1,344,571,362	\$1,344,571,362	\$24,679,248	\$841,092,124	63%	\$503,479,238	\$1,344,571,362
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	\$3,042,515,231	\$16,024,414	\$1,838,554,955	60%	\$1,203,960,276	\$3,042,515,231
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
CONSTRUCTION SUBTOTAL	13	\$7,052,561,779	\$6,752,562,721	\$55,531,734	\$2,059,858,578	31%	\$4,692,704,144	\$6,752,562,722
Local Assistance (Bookend)	2	\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
TOTAL		\$9,497,133,141	\$9,197,134,083	\$80,210,982	\$2,900,950,702	32%	\$6,296,183,382	\$9,197,134,084







Month (\$000's)
Cumulative Cap and Trade Forecasted Expenditures
 Jul 16
 Aug 16
 Sept 16
 Oct 16
 Nov 16
 Dec 16
 Jan 17
 Feb 17
 Mar 17
 Apr 17
 May 17
 Jun 17

 \$218,941
 \$238,928
 \$258,916
 \$276,903
 \$298,690
 \$318,877
 \$338,865
 \$358,852
 \$378,839
 \$398,826
 \$418,813
 \$438,801
 Tota \$438,80

- ² Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704.08(d).
- ⁵ Total Program Budget is aligned with the Board approved 2016 Business Plan.
- Appropriation for Project Development Phase II shown with Phase I.
- 12 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.
- 13 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.
- 14 Total Project Development expenditures to date for Prop 1A include expenditures incurred prior to 2010.
 28 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.
- 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,

 36 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
- 40 The Construction Cap and Trade Total Program budget was increased by \$124.8M to align with the the Governor's Budget.



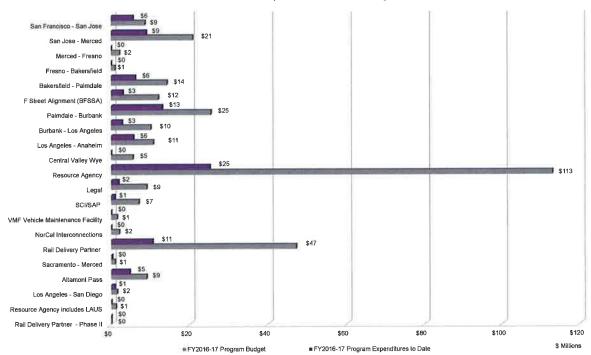
Status as of January 31, 2017

Project Development - State and Federal Funds

FY2016-17 Notes	Appropriation (A)	FY2016-17 Budget		FY2016-17 Expenditures to Date (D)	Expended Re	FY2016-17 emaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Phase I	- 477	107	797	157	(4) (4)	1.7.10	152
San Francisco - San Jose	R	\$8,580,000	\$2,540,041	\$5,549,578	65%	\$3,030,422	\$7,423,238
San Jose - Merced	В	\$20,780,912	\$365,875	\$8,965,532	43%	\$11,815,380	\$12,689,392
Merced - Fresno	B	\$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
	21	\$14,191,878	\$1,179,621	\$6,120,202	43%	\$8,071,676	\$15,177,257
	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	В	\$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	В	\$5,487,675	\$0	\$0	0%	\$5,487,675	\$5,487,675
	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	В	\$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	0	\$47,082,462	\$2,479,539	\$10,538,107	22%	\$36,544,355	\$37,358,738
Phase I TOTAL		\$289,815,151	\$24,585,301	\$83,290,704	29%	\$206,524,448	\$231,115,855
Phase II							
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
Phase II TOTAL		\$12,643,527	\$93,947	\$5,656,426	45%	\$6,987,101	\$12,643,527
TOTALS	\$1,344,571,362	\$302,458,678	\$24,679,248	\$88,947,130	29%	\$213,511,548	\$243,759,382

- 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.
 The Authority is prioritizing the use of ARRA funding, as a result the budget allocations are subject to change.
- 17 Resource Agency budget and forecast includes Federal Agency contracts, Financial Advisor contracts and Caltrain contract, which are funded with Cap and Trade.
 21 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	Appropriat Notes			Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast
Phase I					0704	87.054.400	EC4 COD 040
San Francisco - San Jose		\$61,628,818	\$2,540,041	\$53,777,712	67%	\$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	\$64,618,30B	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		\$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
Phase I TOTAL		\$1,294,434,929	\$24,585,301	\$806,776,949	62%	\$487,657,980	\$1,294,434,929
Phase II		444450,000	#00 70F	\$7.245.882	51%	\$6.907.116	\$14,152,998
Sacramento - Merced		\$14,152,998	\$39,795 \$0	\$18 463,739	81%	\$4,347,051	\$22 810 790
Altamont Pass		\$22,810,790			80%	\$2,189,407	\$10,794,094
Los Angeles - San Diego		\$10,794,094	\$54,152	\$8,604,687	0%	\$2,377,684	\$2,377,684
Resource Agency		\$2,377,684	\$0	\$0	100%	\$2,377,004	\$2,377,084
Rail Delivery Partner - Phase II		\$867	\$0	\$867			
Phase II TOTAL		\$50,136,433	\$93,947	\$34,315,175	68%	\$15,821,258	\$50,136,433
TOTALS	14 \$1.344.571.3	\$1,344,571,362	\$24,679,248	\$841,092,124	63%	\$503,479,238	\$1,344,571,362

Project Development - State and Federal Funds Program Expenditures to Date and Budget San Francisco - San Jose \$81 \$113 San Jose - Merced \$78 Merced - Fresno \$125 Fresno - Bakersfield \$53 Bakersfield - Palmdale \$5 \$28 F Street Alignment (BFSSA) Palmdale - Burbank Burbank - Los Angeles Los Angeles - Anaheim \$47 Central Valley Wye 364 \$222 Resource Agency \$51 Legal SCI/SAP \$21 SWCAP \$1 \$0 \$6 \$2 VMF Vehicle Maintenance Facility NorCal Interconnections \$166 \$205 Rail Delivery Partner Sacramento - Merced Altamont Pass Los Angeles - San Diego Resource Agency includes LAUS \$2 Rail Delivery Partner - Phase II \$200 \$250 \$50 Total Program Budget \$150 \$100 ■ Total Program Expenditures to Date \$ Millions

 ⁶ Total Program Budget is aligned with the Board approved 2016 Business Plan.
 ¹⁴ Total Project Development expenditures to date for Prop 1A include expenditures incurred prior to 2010.
 ¹⁷ Resource Agency budget and forecast includes Federal Agency contracts, Financial Advisor contracts and Caltrain contract, which are funded with Cap and Trade.



Construction - State and Federal Funds

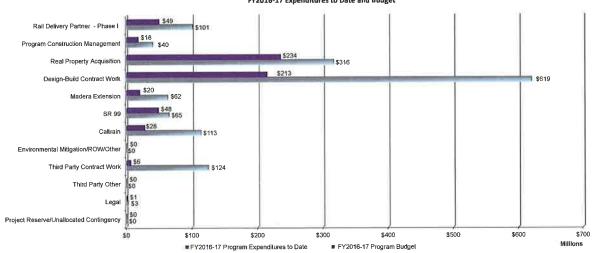
FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget	FY2016-17 Monthly Expenditures (C)	FY2016-17 Expenditures to Date (D)	% Expended I (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Rail Delivery Partner - Phase I			\$100,703,916	\$3,974,508	\$49,151,432	49%	\$51,552,484	\$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	50
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	50
Legal			\$2,500,000	\$170,641	\$811,814	32%	\$1,688,186	\$2,500,000
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	50
TOTALS	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		Appropriation	Budget		Total Program Expenditures to Date	% Expended	Remaining Balance	Project Forecast
r rogram rotal	Notes	(A)	¹³ (B)	(C)	(D)	(E) = (D/B)	(F) = (B - D)	(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
Callrain	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 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
SUBTOTAL	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

- ² Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704.08(d), ⁴ 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.
- 13 Construction Total Program Budget includes Madera to Poplar, scope as defined in the ARRA grant, and does not include electrified rail systems, rail communications
- the stations. The terms 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.

 20 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 Mitigalion/ROW/Other and Third Party Other, which have now been identified as Third Party Contract Work.

 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.
- 28 SR99 FY2016-17 budget was increased by \$30M budget based on updated forecast from Caltrans with an accelerated schedule.
- 37 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





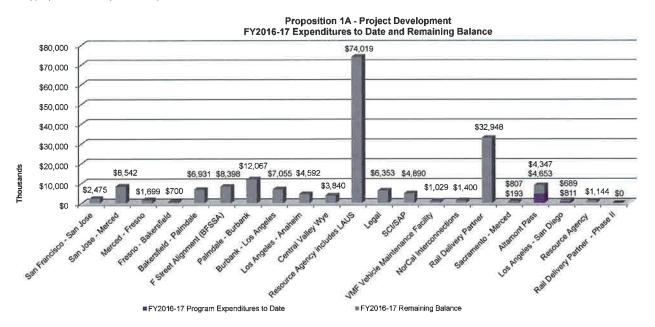
Status as of January 31, 2017

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

FY2016-17		Ĭ	FY2016-17	FY2016-17 Monthly	FY2016-17 YTD	%	FY2016-17 Remaining	FY2016-17
		Appropriation	Budget	Expenditures	Expenditures	Expended	Balance	Forecast
Sections	Notes	(A)	4, 8 (B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
Phase I								
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	- 1	\$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	- 1	\$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	- 1	\$4,591,768	\$0	\$0	0%	\$4,591,768	\$4,053,929
Central Valley Wye	8	- 1	\$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	l l	\$4,890,052	\$0	\$0	0%	\$4,890,052	\$38,573
VMF Vehicle Maintenance Facility	8	l l	\$1,029,336	\$0	\$0	0%	\$1,029,336	\$1,029,336
NorCal Interconnections	8	- 1	\$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
Phase I TOTAL	39		\$176,937,657	\$0	\$0	0%	\$176,937,657	\$118,238,361
Phase II								
Sacramento - Merced		- 1	\$1,000,000	\$39,795	\$192,885	19%	\$807,115	\$1,000,000
Altamont Pass		- 1	\$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	\$1,143,527	\$0	\$0	0%	\$1,143,527	\$1,143,527
Rail Delivery Partner - Phase II			\$0	\$0	\$0	0%	\$0	\$0
Phase II TOTAL	39		\$12,643,527	\$93,947	\$5,656,426	45%	\$6,987,101	\$12,643,527
TOTAL	39	\$574,804,226	\$189,581,184	\$93,947	\$5,656,426	3%	\$183,924,757	\$130,881,888

⁴ 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.

³⁹ Appropriation for Project Development Phase I and Phase II is shown in the Total.



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



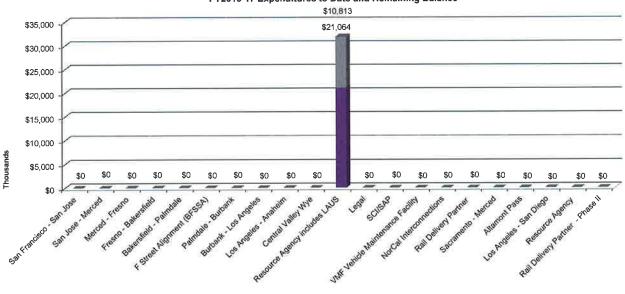
Status as of January 31, 2017

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

FY2016-17		8		FY2016-17	FY2016-17		FY2016-17	FY2016-17
		***********	FY2016-17 Budget	Monthly Expenditures	YTD	% Expended	Remaining Balance	Forecast
Sections	Notes	Appropriation (A)	(B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
Phase I	Notes	101	10/	(0)	(0)	(0) (0.0)	(1, 10 0)	(0)
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)		- 1	\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank			\$0	\$0	\$0	0%	\$0	\$0
Burbank - Los Angeles		1	\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - Anaheim			\$0	\$0	\$0	0%	\$0	\$0
Central Valley Wye		1	\$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		1	\$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	39		\$31,876,807	\$11,253,809	\$21,063,621	66%	\$10,813,186	\$31,876,807
Phase II								
Sacramento - Merced			\$0	\$0	\$0	0%	\$0	\$0
Alternont 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	39		\$0	\$0	\$0	0%	\$0	\$0
TOTAL	39	\$331,106,136	\$31,876,807	\$11,253,809	\$21,063,621	66%	\$10,813,186	\$31,876,807

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

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



■FY2016-17 Program Expenditures to Date
■FY2016-17 Remaining Balance

³⁸ 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.

³⁹ Appropriation for Project Development Phase I and Phase II is shown in the Total.



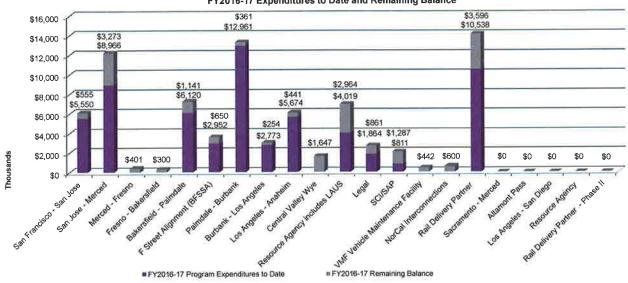
Status as of January 31, 2017

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

FY2016-17		Appropriation	FY2016-17 Budget	FY2016-17 Monthly Expenditures	FY2016-17 YTD Expenditures	% Expended	FY2016-17 Remaining Balance	FY2016-17 Forecast
Sections	Notes	(A)	4,8 (B)	(C)	(D)	(E) = (D/B)	(F) = (B - D)	(G)
Phase I								
San Francisco - San Jose	8	1	\$6,104,722	\$2,540,041	\$5,549,578	91%	\$555,145	\$6,104,722
San Jose - Merced	8	- 1	\$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
Phase I TOTAL	39		\$81,000,688	\$13,331,492	\$62,227,083	77%	\$18,773,605	\$81,000,688
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	39		\$0	\$0	\$0	0%	\$0	\$0
TOTAL	39	\$438,661,000	\$81,000,688	\$13,331,492	\$62,227,083	77%	\$18,773,605	\$81,000,688

⁴ 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.

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



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

³⁹ Appropriation for Project Development Phase I and Phase II is shown in the Total.



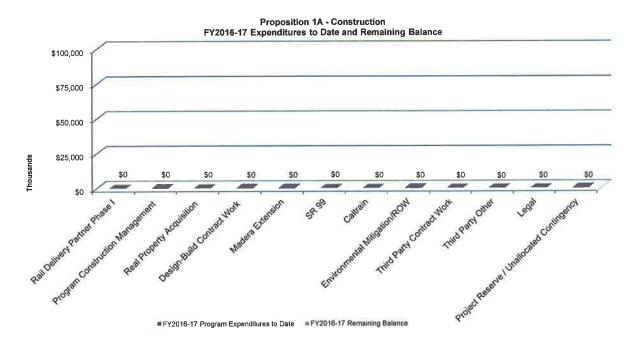
Status as of January 31, 2017

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

FY2016-17			FY2016-17 FY2016-17 FY2016-17					
		T	FY2016-17	Monthly	YTD	%	Remaining	FY2016-17
		Appropriation	Budget	Expenditures	Expenditures	Expended	Balance	Forecast
Sections	Notes	(A)	(B)	(C)	(D)	(E) = (D/B)	(F) = (B - D)	(G)
Rail Delivery Partner Phase I		10074	\$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
TOTAL	2	\$2,609,076,000	\$0	\$0	\$0	0%	\$O	\$0

² Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704,08(d).

¹⁵ 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.



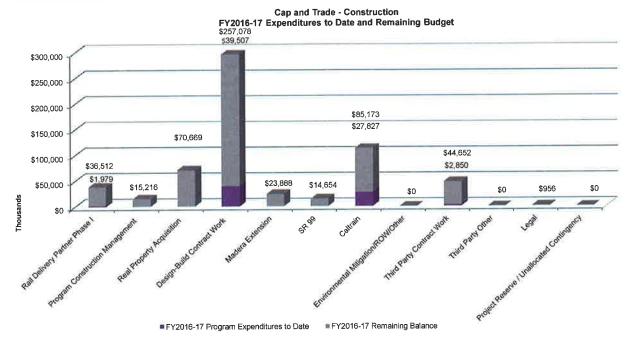


Status as of January 31, 2017

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

				FY2016-17	FY2016-17	650	FY2016-17	φ.
FY2016-17		1	FY2016-17	Monthly	YTD	% of	Remaining	FY2016-17
		Appropriation	Budget	Expenditures	Expenditures	Expended	Balance	Forecast
Sections	Notes	(A)	4 (B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(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
TOTAL	38	\$1,400,971,490	\$620,962,193	\$39,507,320	\$72,163,298	12%	\$548,798,895	\$340,969,850

- ⁴ 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.
- 15 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
- 16 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.
- ²⁴ 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.
- 26 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.
- 29 SR99 FY2016-17 budget was increased by \$30M budget based on updated forecast from Caltrans with an accelerated schedule.
- 36 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.
- 38 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.





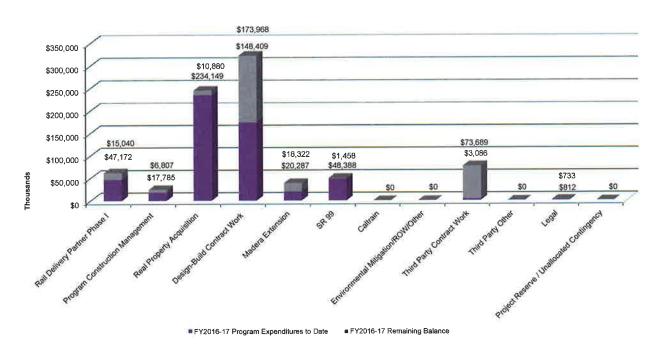
Status as of January 31, 2017

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

FY2016-17			1	FY2016-17	FY2016-17	12	FY2016-17	5771714
		1	FY2016-17	Monthly	YTD	%	Remaining	FY2016-17
		Appropriation	Budget	Expenditures	Expenditures	Expended	Balance	Forecast
Sections	Notes	(A)	4 (B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(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		- 1	\$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		- 1	\$38,609,196	\$1,520,000	\$20,287,414	53%	\$18,321,782	\$38,609,196
SR 99		1	\$49,846,233	\$19,093,942	\$48,387,788	97%	\$1,458,446	\$49,846,233
Caltrain		1	\$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
TOTAL		\$3,042,514,289	\$820,985,310	\$16,024,414	\$545,647,375	66%	\$275,337,935	\$820,985,310

- ⁴ 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.
- 15 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.
- ²² 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.
- 24 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.
- 36 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





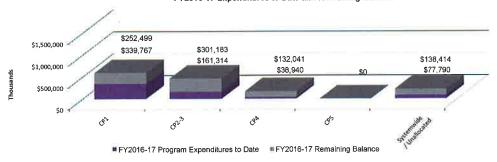
Status as of January 31, 2017

Construction by Construction Package State and Federal Funds FY2016-17

FY2016-17		1	FY2016-17	FY2016-17 Monthly	FY2016-17 YTD	%	FY2016-17 Remaining	FY2016-17
		Appropriation	Budget	Expenditures	Expenditures	Expended	Balance	Forecast
Sections	Notes	(A)	4(B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
CP1		- 12						
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
Total CP1			\$592,265,940	\$36,011,282	\$339,766,675	57%	\$252,499,265	\$498,729,602
CP2-3								
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
Total CP2-3			\$462,497,453	\$10,626,274	\$161,314,456	35%	\$301,182,997	\$270,957,400
CP4					· · ·			
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	-1.		\$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
Total CP4	23		\$170,980,195	\$4,749,028	\$38,939,583	23%	\$132,040,611	\$199,884,568
CP5								
Design-Build Contract Work			\$0	\$0	\$0	0%	\$0	\$0
Program Construction Management			\$0	\$0	\$0	0%	\$0	\$0
Total CP5			\$0	\$0	\$0	0%	\$0	\$0
Systemwide / Unallocated								
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 Miligation/ROW/Other	41		\$0	\$0	\$0	0%	\$0	\$0
Third Party Other	15, 41		\$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
Total Systemwide / Unallocated			\$216,203,916	\$4,145,149	\$77,789,959	36%	\$138,413,957	\$192,383,590
TOTAL	2	\$7,052,561,779	\$1,441,947,503	\$55,531,734	\$617,810,673	43%	\$824,136,830	\$1,161,955,160

- ² Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704.08(d).
- ³ 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.
- ⁴ 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.
- 15 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.
- 16 Irems 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.
- 20 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.
- 23 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.
- 29 SR99 FY2016-17 budget was increased by \$30M budget based on updated forecast from Caltrans with an accelerated schedule.
- 30 CP1 PCM forecast currently exceeds FY2016-17 budget. This is due to accelerated schedule for CP1 DB support.
- 35 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.
- 41 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.

State and Federal Funds - Construction by Construction Package FY2016-17 Expenditures to Date and Remaining Balance





Status as of January 31, 2017

Construction by Construction Package State and Federal Funds Program Total

Program Total			riogram	Total Program	Total Program	I	i i	
			Total Program	Monthly	Expenditures	%	Remaining	Project
		Appropriation	Budget	Expenditures	to Date	Expended	Balance	Forecast
Sections	Notes	(A)	13 (B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
CP1	7		64 074 550 570	\$9,994,479	\$458,070,742	36%	\$813,485,828	\$1,271,556,570
Design-Build Contract Work	/		\$1,271,556,570				\$125,728,234	\$153,399,844
Madera Extension			\$153,399,844	\$1,520,000	\$27,671,610	18%		\$260,900,000
SR 99			\$260,900,000	\$19,093,942	\$128,867,980	49%	\$132,032,020	
Program Construction Management			\$34,208,889	\$654,320	\$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
Total CP1	1		\$2,494,271,399	\$36,011,282	\$1,131,199,961	45%	\$1,363,071,438	\$2,494,271,399
CP2-3 Design-Build Contract Work	10		\$1,376,219,237	\$12,477,492	\$278,993,085	20%	\$1,097,226,152	\$1,376,219,237
•			\$71,844,690	\$1,464,995	\$21,250,987	30%	\$50,593,703	\$71,844,690
Program Construction Management	37		\$287,254,890	\$5,159,371	\$204,899,611	71%	\$82,355,279	\$287,254,890
Real Property Acquisition	37		\$250,316,653	\$0,159,371	\$04,055,011	0%	\$250,316,653	\$250,316,653
Board Approved Contingency			\$29,232,000	\$0	\$0 \$0	0%	\$29,232,000	\$29,232,000
Hazardous Waste Provisional Sum	0.5		\$167,000,000	(\$8,475,584)	\$10,871,499	7%	\$156,128,501	\$167,000,000
Third Party Contract Work	35			\$10,626,274	\$516,015,182	24%	\$1,665,852,288	\$2,181,867,470
Total CP2-3 CP4	1		\$2,181,867,470	\$10,020,274	\$510,015,162	24%	\$1,000,002,200	\$2,161,007,470
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	O,		\$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
Total CP4			\$699,533,705	\$4,749,028	\$80,285,069	11%	\$619,248,636	\$699,533,705
CP5			4000,000,700	V1,1 10,020	400,200,000			
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
Total CP5			\$466,086,671	\$0	\$0	0%	\$466,086,671	\$466,086,671
Systemwide / Unallocated								
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
Total Systemwide / Unallocated			\$910,803,476	\$4,145,149	\$332,358,366	36%	\$578,445,110	\$910,803,476
SUBTOTAL		\$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
TOTAL		\$8,152,561,779	\$7,852,562,721	\$55,531,734	\$2,059,858,578	26%	\$5,792,704,143	\$7,852,562,721
1-11-								

Distribution of the Design-Build contract by category as of January 31, 2017 Project Status Reports.

² Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704.08(d).

7 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.

13 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.

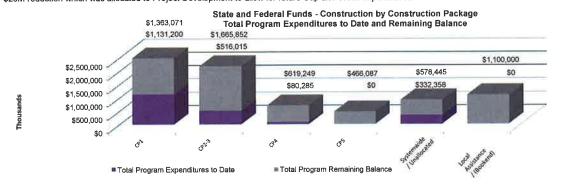
15 Third Party Other includes agreements that enable the design and construction of the CA High-Speed Rail System. These agreements are for the relocation, modification, reconstruction, and/or protection of utilities, rail road facilities, irrigation facilities, and roadways that are in physical conflict with the proposed

16 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.

String 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.

³⁷ 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.

⁴⁴ 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.



DECLARATION OF SERVICE BY E-MAIL and OVERNIGHT COURIER

Case Name:

Tos, John, et al. v. California High-Speed Rail Authority

No.:

34-2016-00204740

I declare:

I am employed in the Office of the Attorney General, which is the office of a member of the California State Bar, at which member's direction this service is made. I am 18 years of age or older and not a party to this matter; my business address is: 455 Golden Gate Avenue, Suite 11000, San Francisco, CA 94102-7004. I am familiar with the business practice at the Office of the Attorney General for collection and processing of correspondence for overnight mail with the **[GOLDEN STATE OVERNIGHT]**. In accordance with that practice, correspondence placed in the internal mail collection system at the Office of the Attorney General is deposited with the overnight courier that same day in the ordinary course of business.

On <u>April 6, 2017</u>, I served the attached **DECLARATION OF SCOTT JARVIS IN OPPOSITION TO MOTION FOR PRELIMINARY INJUNCTION** by transmitting a true copy via electronic mail. In addition, I placed a true copy thereof enclosed in a sealed envelope, in the internal mail system of the Office of the Attorney General, for overnight delivery, addressed as follows:

Michael J. Brady Attorney at Law Ropers, Majeski, Kohn & Bentley -Redwood City 1001 Marshall St, Suite 500 Redwood City, CA 94063

E-mail Address: mbrady@rmkb.com

Stuart M. Flashman Attorney at Law Law Offices of Stuart M. Flashman 5626 Ocean View Drive Oakland, CA 94618-1533 E-mail Address: Stu@stuflash.com

I declare under penalty of perjury under the laws of the State of California the foregoing is true and correct and that this declaration was executed on April 6, 2017, at San Francisco, California.

Susan Chiang

Declarant

Signature

SA2016104863 20964620.doc