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Authority*

9 SUPERIOR COURT OF THE STATE OF CALIFORNIA

10 COUNTY OF SACRAMENTO

12 **JOHN TOS, QUENTIN KOPP, TOWN OF**
13 **ATHERTON, a municipal corporation,**
14 **COUNTY OF KINGS, a subdivision of the**
15 **State of California, MORRIS BROWN,**
16 **PATRICIA LOUISE HOGAN-GIORNI,**
17 **ANTHONY WYNNE, COMMUNITY**
18 **COALITION ON HIGH-SPEED RAIL, a**
19 **California nonprofit corporation,**
20 **TRANSPORTATION SOLUTIONS**
21 **DEFENSE AND EDUCATION FUND, a**
22 **California nonprofit corporation, and**
23 **CALIFORNIA RAIL FOUNDATION, a**
24 **California nonprofit corporation,**

25 Plaintiffs,

26 v.

27 **CALIFORNIA HIGH SPEED RAIL**
28 **AUTHORITY, a public entity, BOARD OF**
DIRECTORS OF THE CALIFORNIA
HIGH-SPEED RAIL AUTHORITY, and
DOES 1-20 inclusive,

Defendants.

Case No. 34-2016-00204740

**DECLARATION OF SCOTT JARVIS
IN OPPOSITION TO MOTION FOR
PRELIMINARY INJUNCTION**

Date: April 19, 2017
Time: 11:00 a.m.
Dept: 54
Judge: Hon. Raymond M. Cadei
Trial Date: None set
Action Filed: December 13, 2017

1 I, Scott Jarvis, declare as follows:

2 1. I am the Chief Engineer for the California High-Speed Rail Authority ("Authority")
3 and have worked for the state agency since April of 2013. In this position, I am responsible for
4 the management of the Authority's project delivery functions, including program delivery
5 agreements and the engineering, design and construction of capital projects, including the Central
6 Valley Segment (described below). By virtue of my position, I have personal knowledge of the
7 following facts, and if called as a witness to testify in regard to those particulars, I could and
8 would do so.

9 2. The Authority is responsible for planning, designing, building, and operating a high-
10 speed rail system in California. The California High-Speed Rail System ("System") will run from
11 San Francisco to the Los Angeles basin. The System will eventually extend to Sacramento and
12 San Diego, totaling 800 miles with up to 24 stations.

13 3. The Central Valley Segment identified in the December 2016 Central Valley Funding
14 Plan was the first construction segment of the System identified in the Authority's 2012, 2014,
15 and 2016 Business Plans. It runs approximately 119 miles through the Central Valley, including
16 the counties of Madera, Fresno, Tulare, Kings and Kern. The planned civil work for the Central
17 Valley Segment is described in three civil construction contracts, identified as Construction
18 Packages 1, 2-3, and 4, each of which is underway by three different private construction
19 company consortia. After completion, the Central Valley Segment will serve as a test track to test
20 and certify the functionality and safety of high-speed trainsets and control systems. It will
21 subsequently serve as the backbone of the passenger-carrying statewide System. Attached hereto
22 at Exhibit 1 is a true and correct copy of a map of the Central Valley Segment, showing its
23 geographic boundaries, including Construction Packages 1, 2-3, and 4, which I obtained from the
24 Authority's website at http://hsr.ca.gov/docs/newsroom/maps/CP1_5_Map.pdf on Tuesday, April
25 4, 2017. Another civil construction component of the Central Valley Segment is the lateral
26 relocation of an approximately 3.2-mile portion of State Route 99, which is necessary to create
27 adequate space for the high-speed rail alignment and tracks. This relocation is underway and is
28

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

3 4. The Authority awarded the contract for design and construction of Construction
4 Package 1 (“CP 1”), the first 32 miles of the Central Valley Segment, in June 2013. The current
5 contract price is approximately \$1,289,509,211, including change orders. The scope of CP 1
6 consists of the design and construction of civil works for the at-grade and aerial track sections
7 from Avenue 19 near the Madera Amtrak Station in Madera County to East American Avenue in
8 Fresno County and includes 20 grade separations, 2 viaducts, 1 tunnel and a bridge river crossing
9 over the San Joaquin River. Contractor work on CP 1 began on or about August 16, 2013, and
10 the Authority has expended approximately \$476,497,077 on the CP 1 work performed through
11 January 31, 2017. In addition, the Authority has expended \$516,589,628 in support of the CP 1
12 work, including construction management, real property acquisition, and third-party utility
13 relocation.

14 5. The Authority awarded the contract for Construction Package 2-3 (“CP 2-3”) for
15 work on the next 65 miles of the Central Valley Segment in January 2015. The contract price is
16 \$1,365,335,890. The scope of CP 2-3 consists of design and construction of civil works from the
17 southern terminus of CP 1, at East American Avenue in Fresno, to approximately one mile north
18 of the Tulare-Kern County line. Major work elements include the design and construction of at-
19 grade, retained fill and aerial sections of high-speed rail. Contractor work on CP 2-3 began on or
20 about June 12, 2015, and the Authority has expended approximately \$294,389,282 on the CP 2-3
21 work performed through January 31, 2017. In addition, the Authority has expended
22 \$237,022,097 in support of the CP 2-3 work, including construction management, real property
23 acquisition, and third-party utility relocation.

24 6. In January of 2016, the Authority awarded the public works contract for Construction
25 Package 4 (“CP 4”) for work on approximately 22 miles through the counties of Tulare and Kern,
26 which is the southern-most portion of the Central Valley Segment. The contract price is
27 \$444,247,000. CP 4 is bounded by the southern terminus of CP 2-3, one mile north of the
28 Tulare/Kern County line, and Poplar Avenue to the south. It includes design and construction of

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

6 7. In February of 2013, the Authority executed an Interagency Agreement with Caltrans
7 for the State Route 99 relocation work. Caltrans' project development work, including right-of-
8 way, design and construction management commenced on or about March of 2013 and
9 construction work began in December 2015. The contract amount for that work is currently
10 \$260.9 million, including all necessary supporting elements such as property acquisition, utility
11 relocation and construction. Through January 31, 2017, the Authority has expended
12 \$127,895,613 on that contract.

13 8. Attached hereto at Exhibit 2 is a true and correct copy of the Authority's March 2017
14 Total Projects Expenditures with Forecasts Report, which I obtained from the Authority's website
15 at
16 [http://hsr.ca.gov/docs/brdmeetings/2017/brdmtg_031517_FA_Total_Project_Expenditures_with](http://hsr.ca.gov/docs/brdmeetings/2017/brdmtg_031517_FA_Total_Project_Expenditures_with_Forecasts.pdf)
17 [Forecasts.pdf](http://hsr.ca.gov/docs/brdmeetings/2017/brdmtg_031517_FA_Total_Project_Expenditures_with_Forecasts.pdf) on Tuesday, April 4, 2017.

18 9. Attached hereto at Exhibit 3 is a true and correct copy of the Authority's March 2017
19 FY2016-17 Capital Outlay and Expenditures Report, which I obtained from the Authority's
20 website at
21 [http://hsr.ca.gov/docs/brdmeetings/2017/brdmtg_031517_FA_Capital_Outlay_Budget_Summary.](http://hsr.ca.gov/docs/brdmeetings/2017/brdmtg_031517_FA_Capital_Outlay_Budget_Summary.pdf)
22 [pdf](http://hsr.ca.gov/docs/brdmeetings/2017/brdmtg_031517_FA_Capital_Outlay_Budget_Summary.pdf) on Tuesday, April 4, 2017.

23 10. The Authority has established a 30 percent goal for Small Business participation,
24 which includes goals of 10 percent for Disadvantaged Business Enterprises (DBE) and 3 percent
25 for Disabled Veteran Business Enterprises (DVBE). The goal helps to ensure that small
26 businesses, including DBEs, have an opportunity to bid on the rail contracts and participate in
27 construction of the project. There currently are more than 182 Small Businesses, including DBE
28 and DVBE companies, working on the Central Valley Segment.

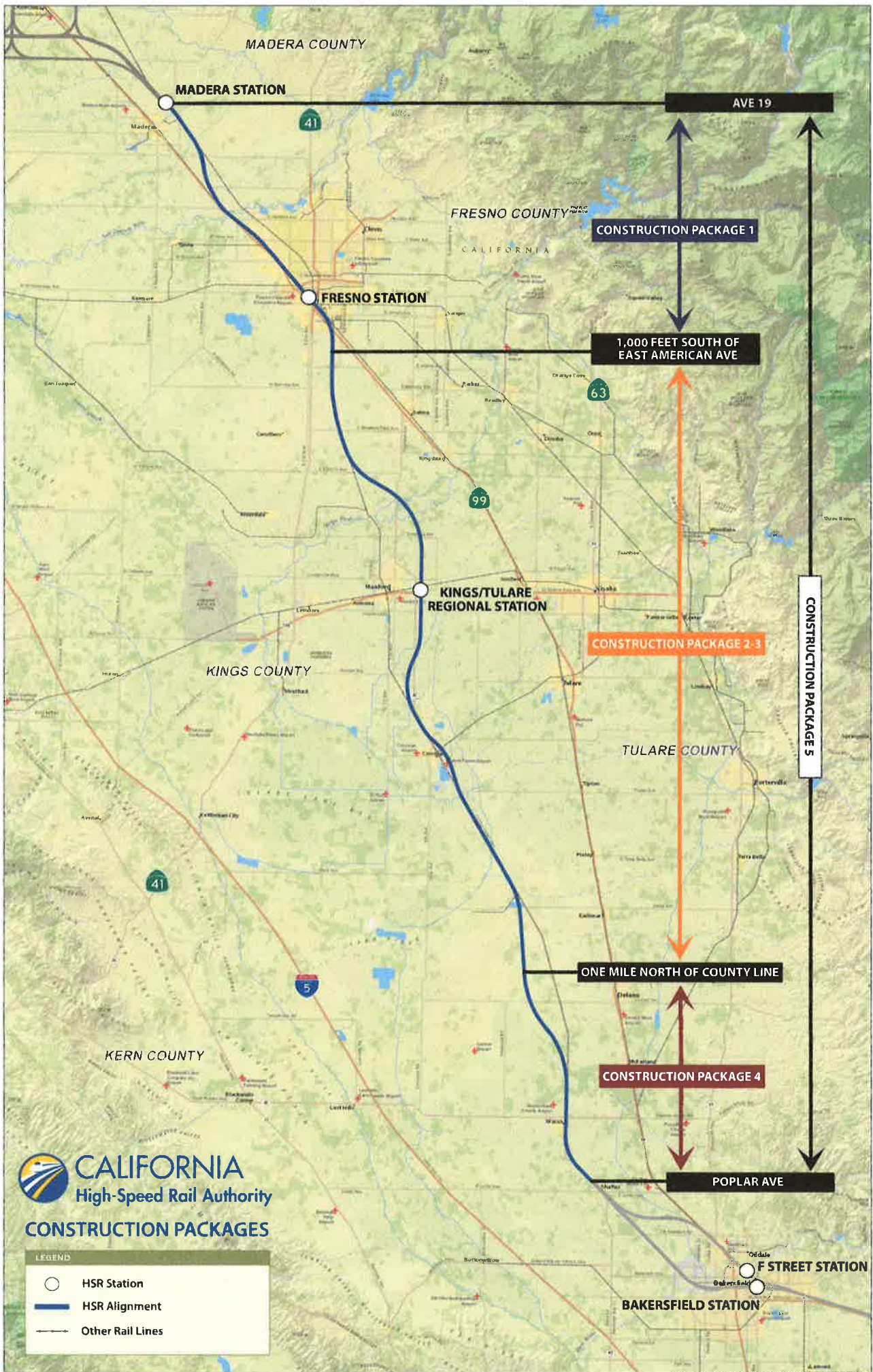
1 11. I estimate that there currently are more than 1,900 workers employed on the Central
2 Valley Segment, including union construction workers, engineers, construction managers and
3 administration personnel, through the three Construction Package contracts (i.e., CP 1, CP 2-3,
4 and CP 4) and three companion Project and Construction Management contracts. This estimate
5 does not include workers employed on the State Route 99 relocation work, and in the property
6 acquisition effort necessary to secure the land necessary to construct the Central Valley Segment.
7 I expect the number of workers employed to increase in 2017, as the rainy season is now ending
8 and as property acquisition for CP 2-3 reaches critical mass.

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

12
13 Dated: April 5, 2017


SCOTT JARVIS

EXHIBIT 1



 **CALIFORNIA**
High-Speed Rail Authority
CONSTRUCTION PACKAGES

- LEGEND**
- HSR Station
 - HSR Alignment
 - Other Rail Lines

EXHIBIT 2



Total Project Expenditures with Forecasts

March 2017

Administrative Budget									
Date as of January 31, 2017									
Total FY2016-17									
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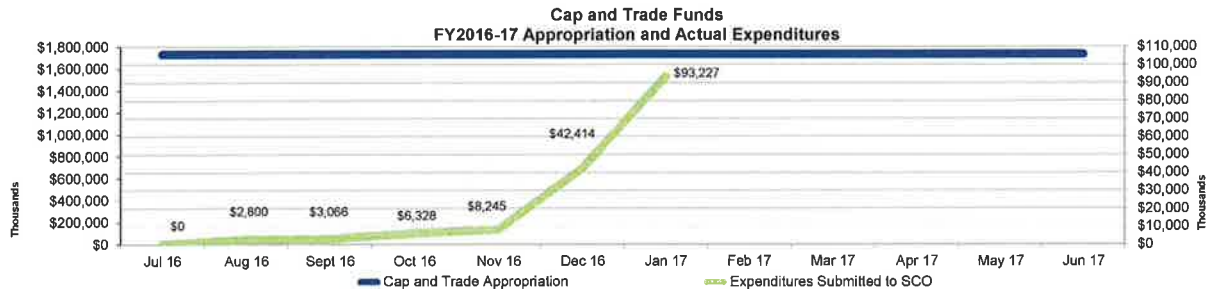
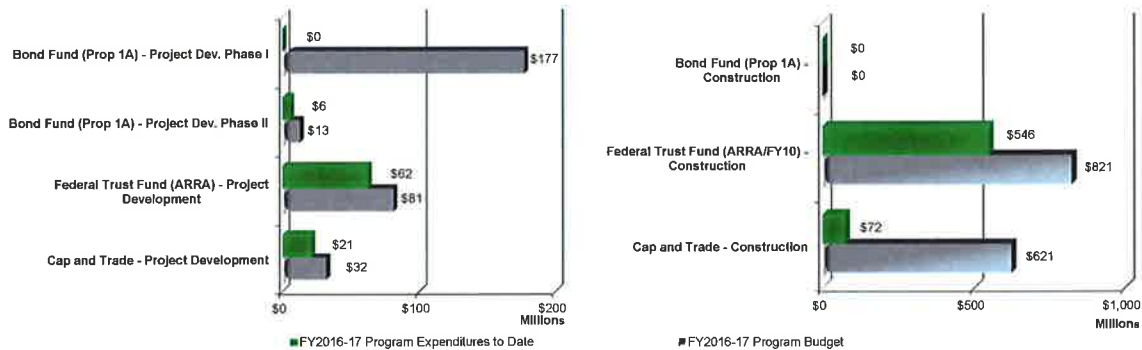
EXHIBIT 3

Status as of January 31, 2017

Budget Summary

FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 Expenditures to Date (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Bond Fund (Prop 1A) - Project Dev. Phase I		\$574,804,226	\$176,937,657	\$0	\$0	0%	\$176,937,657	\$118,238,361
Bond Fund (Prop 1A) - Project Dev. Phase II	10		\$12,643,527	\$93,947	\$5,656,426	45%	\$6,987,101	\$12,643,527
Federal Trust Fund (ARRA) - Project Development	18	\$438,661,000	\$81,000,688	\$13,331,492	\$62,227,083	77%	\$18,773,605	\$81,000,688
Cap and Trade - Project Development	12, 26, 38	\$331,106,136	\$31,876,807	\$11,253,809	\$21,063,621	66%	\$10,813,186	\$31,876,807
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	\$2,809,076,000	\$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)	Jul 16	Aug 16	Sept 16	Oct 16	Nov 16	Dec 16	Jan 17	Feb 17	Mar 17	Apr 17	May 17	Jun 17	Total
Cap and Trade Forecasted Expenditures	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$19,987	\$239,847
Cumulative Expenditures 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.

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.

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.

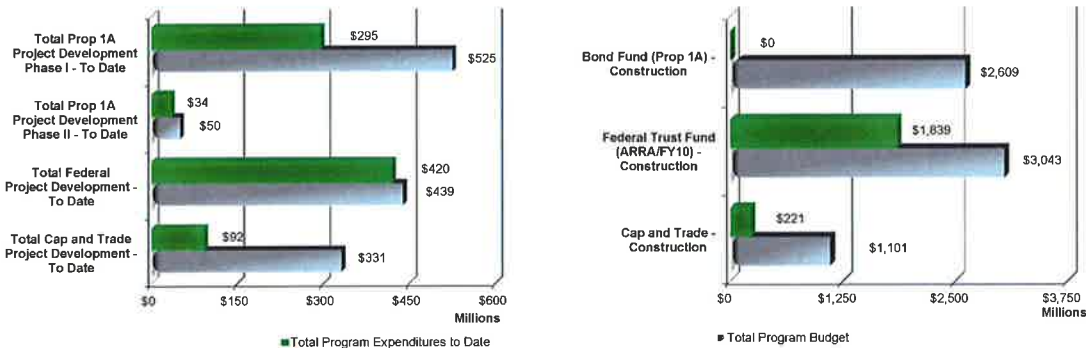
³⁸ The Construction Cap and Trade FY2016-17 budget was reduced in total by \$43M consisting of 1) a \$23M reduction to align with the Governor's Budget and 2) a \$20M reduction which was allocated to Project Development to allow for future Cap and Trade expenditures.

Status as of January 31, 2017

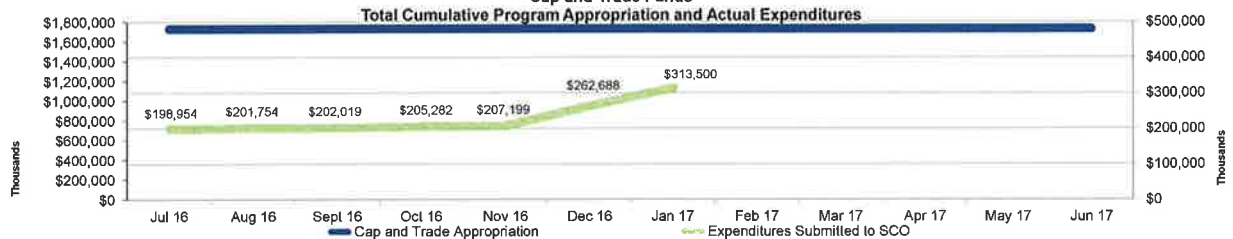
Budget Summary

Program to Date	Notes	Appropriation (A)	Total Program Budget (B)	FY2016-17 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
Bond Fund (Prop 1A) - To Date - Project Dev. Phase I		\$574,804,226	\$524,667,793	\$0	\$294,692,825	56%	\$229,974,968	\$524,667,793
Bond Fund (Prop 1A) - To Date - Project Dev. Phase II	10		\$50,136,433	\$93,947	\$34,315,175	68%	\$15,821,258	\$50,136,433
Federal Trust Fund (ARRA) - To Date	27	\$438,661,000	\$438,661,000	\$13,331,492	\$419,887,395	96%	\$18,773,605	\$438,661,000
Cap and Trade - Project Development	12, 26	\$331,106,136	\$331,106,136	\$11,253,809	\$92,196,729	28%	\$238,909,407	\$331,106,136
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

Program Expenditures To Date



Cap and Trade Funds



Month (\$000's)	Jul 16	Aug 16	Sept 16	Oct 16	Nov 16	Dec 16	Jan 17	Feb 17	Mar 17	Apr 17	May 17	Jun 17	Total
Cumulative Cap and Trade Forecasted Expenditures	\$218,941	\$238,928	\$258,916	\$276,903	\$296,890	\$318,877	\$338,865	\$358,852	\$378,839	\$398,826	\$418,813	\$438,801	\$438,801
Cumulative Expenditures Program-to-Date ²⁶	\$198,954	\$201,754	\$202,019	\$205,282	\$207,199	\$262,688	\$313,500						\$313,500

- ² Construction Prop 1A expenditures and Local Assistance (Bookend) expenditures are subject to requirements of Streets & Highways Code Section 2704.08(d).
- ⁶ Total Program Budget is aligned with the Board approved 2016 Business Plan.
- 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.
- 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.
- 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.
- ²⁷ 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 4, 8 (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 Expenditures to Date (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Phase I								
San Francisco - San Jose	8		\$8,580,000	\$2,540,041	\$5,549,578	65%	\$3,030,422	\$7,423,238
San Jose - Merced	8		\$20,780,912	\$365,875	\$8,965,532	43%	\$11,815,380	\$12,689,392
Merced - Fresno	8		\$2,100,000	\$0	\$0	0%	\$2,100,000	\$400,876
Fresno - Bakersfield	8		\$1,000,000	\$0	\$0	0%	\$1,000,000	\$950,000
Bakersfield - Palmdale	8, 21		\$14,191,878	\$1,179,621	\$6,120,202	43%	\$8,071,676	\$15,177,257
F Street Alignment (BFSSA)	8, 21		\$12,000,000	\$328,901	\$2,952,014	25%	\$9,047,986	\$12,000,000
Palmdale - Burbank	8		\$25,388,854	\$3,530,565	\$12,961,225	51%	\$12,427,629	\$25,194,831
Burbank - Los Angeles	8		\$10,080,931	\$728,584	\$2,772,625	28%	\$7,308,306	\$10,080,931
Los Angeles - Anaheim	8		\$10,706,600	\$413,191	\$5,673,859	53%	\$5,032,741	\$10,168,762
Central Valley Wye	8		\$5,487,675	\$0	\$0	0%	\$5,487,675	\$5,487,675
Resource Agency includes LAUS	8, 17		\$112,878,459	\$12,670,002	\$25,082,811	22%	\$87,795,648	\$81,598,254
Legal	8		\$9,078,597	\$166,712	\$1,864,004	21%	\$7,214,593	\$6,978,597
SCI/SAP	8		\$6,987,866	\$162,270	\$810,746	12%	\$6,177,120	\$2,136,386
VMF Vehicle Maintenance Facility	8		\$1,470,917	\$0	\$0	0%	\$1,470,917	\$1,470,917
NorCal Interconnections	8		\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
Rail Delivery Partner	8		\$47,082,462	\$2,479,539	\$10,538,107	22%	\$36,544,355	\$37,358,736
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
Allamont 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	\$88,947,130	29%	\$213,511,548	\$243,759,382

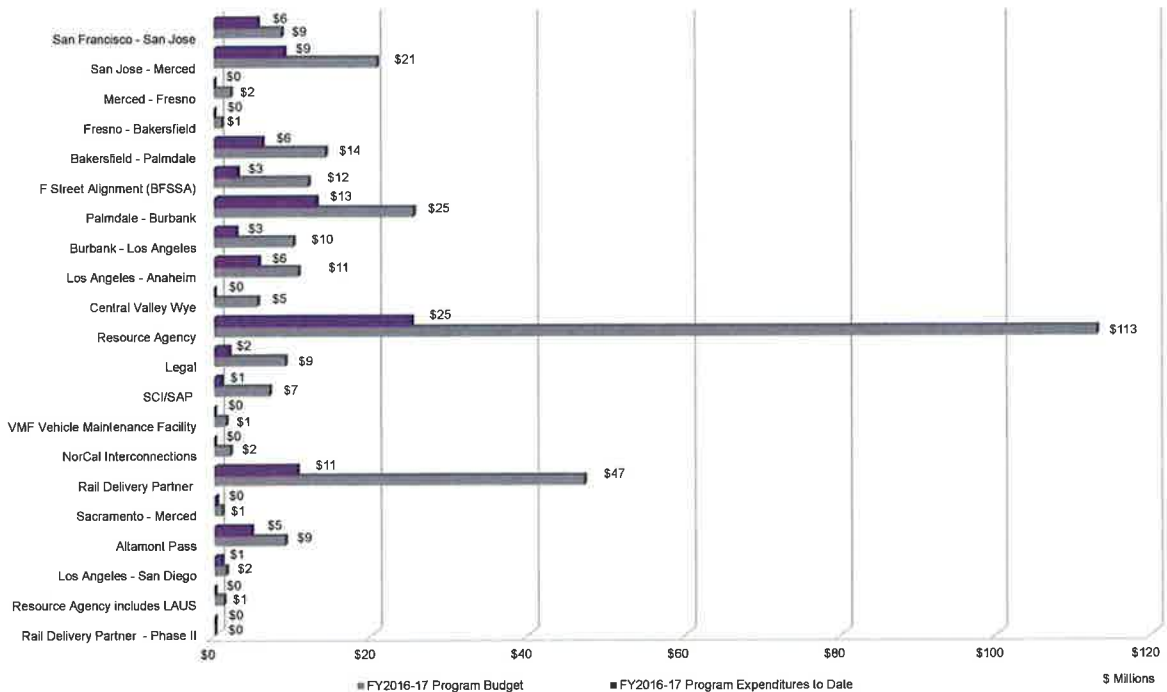
⁴ FY2016-17 budget based upon priorities including Phase I commitments, Madera to Poplar activities, Phase I Project Development pre Record of Decision, Local Assistance (Bookend) and Phase II commitments.

⁸ 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

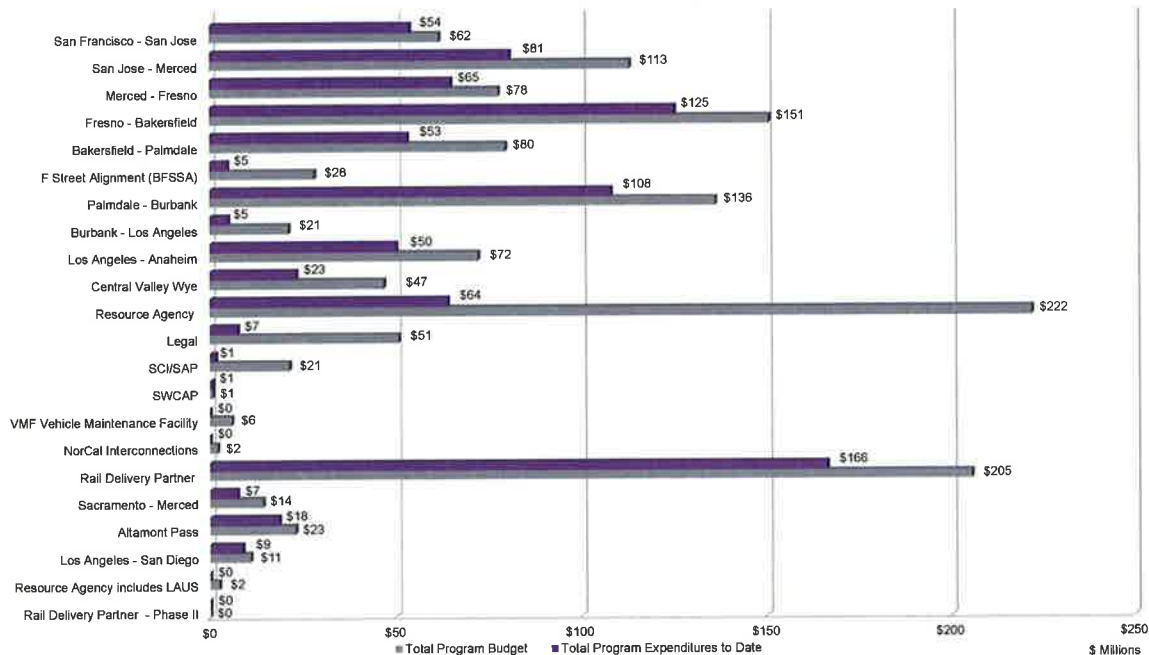
Program Total	Notes	Appropriation (A)	Total Program Budget (B)	FY2016-17 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
Phase I								
San Francisco - San Jose			\$61,628,818	\$2,540,041	\$53,777,712	87%	\$7,851,106	\$61,628,818
San Jose - Merced			\$113,090,898	\$365,875	\$80,578,099	71%	\$32,512,799	\$113,090,898
Merced - Fresno			\$77,613,587	\$0	\$64,618,308	83%	\$12,995,279	\$77,613,587
Fresno - Bakersfield			\$150,612,479	\$0	\$125,090,387	83%	\$25,522,092	\$150,612,479
Bakersfield - Palmdale			\$79,540,069	\$1,179,621	\$53,067,348	67%	\$26,472,721	\$79,540,069
F Street Alignment (BFSSA)			\$28,040,806	\$328,901	\$4,701,878	17%	\$23,338,928	\$28,040,806
Palmdale - Burbank			\$136,219,276	\$3,530,565	\$107,813,334	79%	\$28,405,942	\$136,219,276
Burbank - Los Angeles			\$21,093,171	\$728,584	\$4,817,740	23%	\$16,275,431	\$21,093,171
Los Angeles - Anaheim			\$72,057,779	\$413,191	\$49,980,285	69%	\$22,077,494	\$72,057,779
Central Valley Wye			\$46,725,423	\$0	\$23,011,798	49%	\$23,713,625	\$46,725,423
Resource Agency includes LAUS	17		\$221,929,157	\$12,670,002	\$63,760,486	29%	\$158,168,671	\$221,929,157
Legal			\$50,668,720	\$166,712	\$7,334,787	14%	\$43,333,933	\$50,668,720
SCI/SAP			\$21,304,897	\$182,270	\$1,474,359	7%	\$19,830,538	\$21,304,897
SWCAP			\$677,872	\$0	\$677,872	100%	\$0	\$677,872
VMF Vehicle Maintenance Facility			\$5,854,550	\$0	\$0	0%	\$5,854,550	\$5,854,550
NorCal Interconnections			\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
Rail Delivery Partner			\$205,377,427	\$2,479,539	\$166,072,556	81%	\$39,304,871	\$205,377,427
Phase I TOTAL			\$1,294,434,929	\$24,585,301	\$806,776,949	62%	\$487,657,980	\$1,294,434,929
Phase II								
Sacramento - Merced			\$14,152,998	\$39,795	\$7,245,882	51%	\$6,907,116	\$14,152,998
Altamont Pass			\$22,810,790	\$0	\$18,463,739	81%	\$4,347,051	\$22,810,790
Los Angeles - San Diego			\$10,794,094	\$54,152	\$8,604,687	80%	\$2,189,407	\$10,794,094
Resource Agency			\$2,377,684	\$0	\$0	0%	\$2,377,684	\$2,377,684
Rail Delivery Partner - Phase II			\$867	\$0	\$867	100%	\$0	\$867
Phase II TOTAL			\$50,136,433	\$93,947	\$34,315,175	68%	\$15,821,258	\$50,136,433
TOTALS	14	\$1,344,571,362	\$1,344,571,362	\$24,679,248	\$841,092,124	63%	\$503,479,238	\$1,344,571,362

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.

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



Status as of January 31, 2017

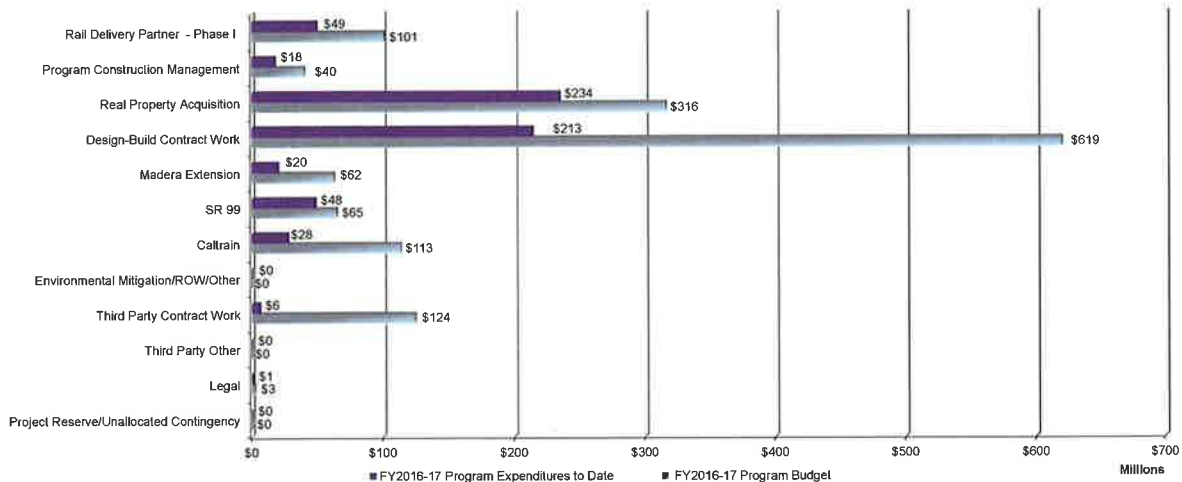
Construction - State and Federal Funds

FY2016-17	Notes	Appropriation (A)	FY2016-17 Budget (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 Expenditures to Date (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Rail Delivery Partner - Phase I			\$100,703,916	\$3,974,508	\$49,151,432	49%	\$51,552,484	\$76,883,590
Program Construction Management			\$39,808,827	\$3,059,553	\$17,785,280	45%	\$22,023,547	\$34,856,453
Real Property Acquisition			\$315,697,784	\$11,457,031	\$234,149,091	74%	\$81,548,693	\$270,001,545
Design-Build Contract Work			\$618,962,779	\$22,471,971	\$213,475,809	34%	\$405,486,970	\$402,723,704
Madera Extension			\$62,497,580	\$1,520,000	\$20,287,414	32%	\$42,210,166	\$53,674,588
SR 99	29		\$64,500,000	\$19,093,942	\$48,387,788	75%	\$16,112,212	\$60,003,345
Caltrain	16		\$113,000,000	\$0	\$27,826,713	25%	\$85,173,287	\$113,000,000
Environmental Mitigation/ROW/Other			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	20, 22		\$124,276,817	(\$6,215,911)	\$5,935,332	5%	\$118,341,285	\$148,311,934
Third Party Other			\$0	\$0	\$0	0%	\$0	\$0
Legal			\$2,500,000	\$170,641	\$811,814	32%	\$1,688,186	\$2,500,000
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
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	Notes	Appropriation (A)	Total Program Budget (B)	FY2016-17 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
Rail Delivery Partner - Phase I			\$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	\$15,839,534	10%	\$140,268,733	\$156,108,267
Merced-Fresno (Preliminary ROW)			\$8,780,286	\$0	\$8,780,286	100%	\$0	\$8,780,286
Fresno-Bakersfield (Preliminary ROW)			\$15,547,100	\$0	\$15,547,100	100%	\$0	\$15,547,100
Real Property Acquisition	37		\$919,052,093	\$11,457,031	\$700,480,878	76%	\$218,571,215	\$919,052,093
Design-Build Contract Work			\$3,960,228,890	\$22,471,971	\$783,331,085	20%	\$3,176,897,805	\$3,960,228,890
Madera Extension			\$153,399,844	\$1,520,000	\$27,671,610	18%	\$125,728,234	\$153,399,844
SR 99			\$260,900,000	\$19,093,942	\$128,867,980	49%	\$132,032,020	\$260,900,000
Caltrain	16		\$113,000,000	\$0	\$27,826,713	25%	\$85,173,287	\$113,000,000
Environmental Mitigation/ROW/Other	37		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	22		\$392,070,151	(\$6,215,911)	\$35,309,125	9%	\$356,761,026	\$392,070,151
Third Party Other			\$0	\$0	\$0	0%	\$0	\$0
Legal			\$4,316,718	\$170,641	\$1,707,864	40%	\$2,608,854	\$4,316,718
Project Reserve/Unallocated Contingency			\$276,193,421	\$0	\$53,858,392	19%	\$222,335,029	\$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
TOTALS		\$8,152,561,779	\$7,852,562,721	\$55,531,734	\$2,059,858,578	26%	\$5,792,704,143	\$7,852,562,721

- 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 and stations.
- 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.
- 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.
- 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.
- ²⁹ 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



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



Status as of January 31, 2017

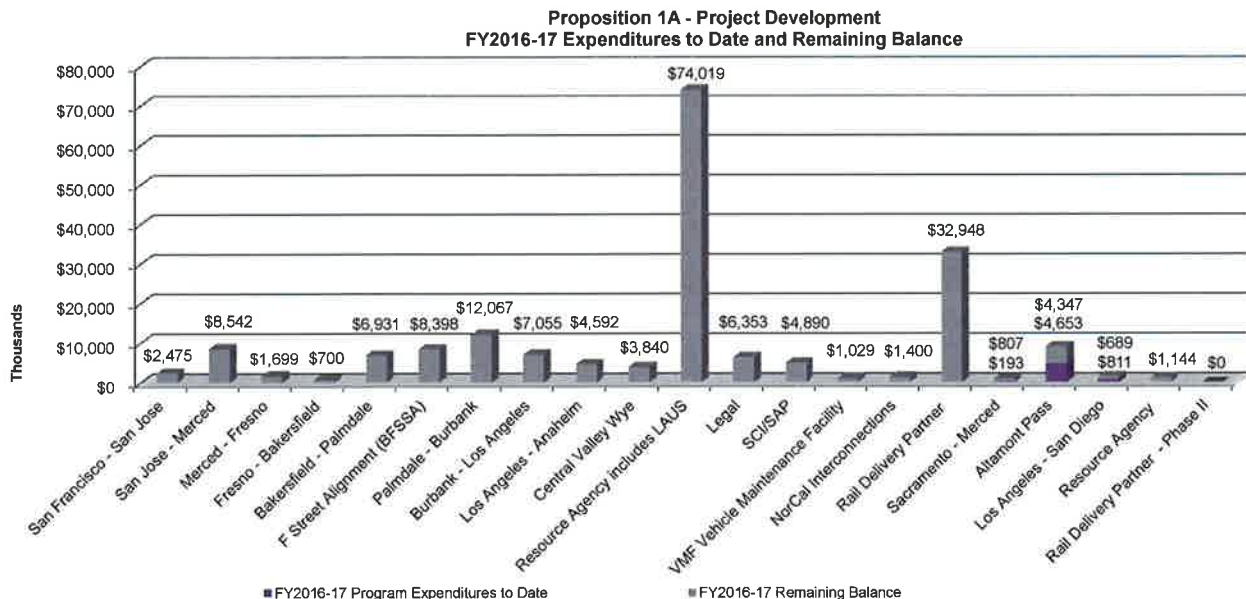
Proposition 1A - Project Development
Bond Fund
2665-301-6043

Sections	Notes	Appropriation (A)	FY2016-17 Budget ^{4, 8} (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 YTD Expenditures (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
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		\$699,792	\$0	\$0	0%	\$699,792	\$649,792
Bakersfield - Palmdale	8		\$6,931,154	\$0	\$0	0%	\$6,931,154	\$7,916,533
F Street Alignment (BFSSA)	8		\$8,397,503	\$0	\$0	0%	\$8,397,503	\$8,397,503
Palmdale - Burbank	8		\$12,067,123	\$0	\$0	0%	\$12,067,123	\$11,873,100
Burbank - Los Angeles	8		\$7,054,554	\$0	\$0	0%	\$7,054,554	\$7,054,554
Los Angeles - Anaheim	8		\$4,591,768	\$0	\$0	0%	\$4,591,768	\$4,053,929
Central Valley Wye	8		\$3,840,231	\$0	\$0	0%	\$3,840,231	\$3,840,231
Resource Agency includes LAUS	8		\$74,018,789	\$0	\$0	0%	\$74,018,789	\$42,738,583
Legal	8		\$6,353,129	\$0	\$0	0%	\$6,353,129	\$4,253,129
SCI/SAP	8		\$4,890,052	\$0	\$0	0%	\$4,890,052	\$38,573
VMF Vehicle Maintenance Facility	8		\$1,029,336	\$0	\$0	0%	\$1,029,336	\$1,029,336
NorCal Interconnections	8		\$1,399,584	\$0	\$0	0%	\$1,399,584	\$1,399,584
Rail Delivery Partner	8		\$32,947,927	\$0	\$0	0%	\$32,947,927	\$23,224,203
Phase I TOTAL	39		\$176,937,657	\$0	\$0	0%	\$176,937,657	\$118,238,361
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	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.

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.



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



Status as of January 31, 2017

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

FY2016-17

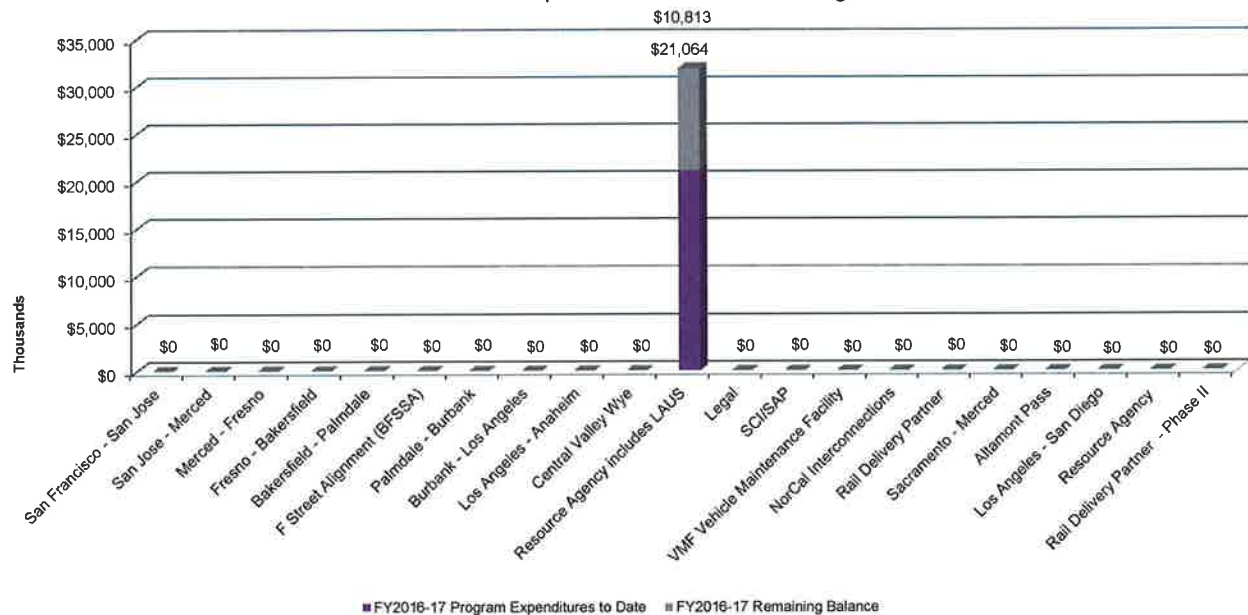
Sections	Notes	Appropriation (A)	FY2016-17 Budget (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 YTD Expenditures (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Phase I								
San Francisco - San Jose			\$0	\$0	\$0	0%	\$0	\$0
San Jose - Merced			\$0	\$0	\$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
F Street Alignment (BFSSA)			\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank			\$0	\$0	\$0	0%	\$0	\$0
Burbank - Los Angeles			\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - Anaheim			\$0	\$0	\$0	0%	\$0	\$0
Central Valley Wye			\$0	\$0	\$0	0%	\$0	\$0
Resource Agency includes LAUS	17, 38		\$31,876,807	\$11,253,809	\$21,063,621	66%	\$10,813,186	\$31,876,807
Legal			\$0	\$0	\$0	0%	\$0	\$0
SCI/SAP			\$0	\$0	\$0	0%	\$0	\$0
VMF Vehicle Maintenance Facility			\$0	\$0	\$0	0%	\$0	\$0
NorCal Interconnections			\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner			\$0	\$0	\$0	0%	\$0	\$0
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
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	\$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.

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.

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



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



Status as of January 31, 2017

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

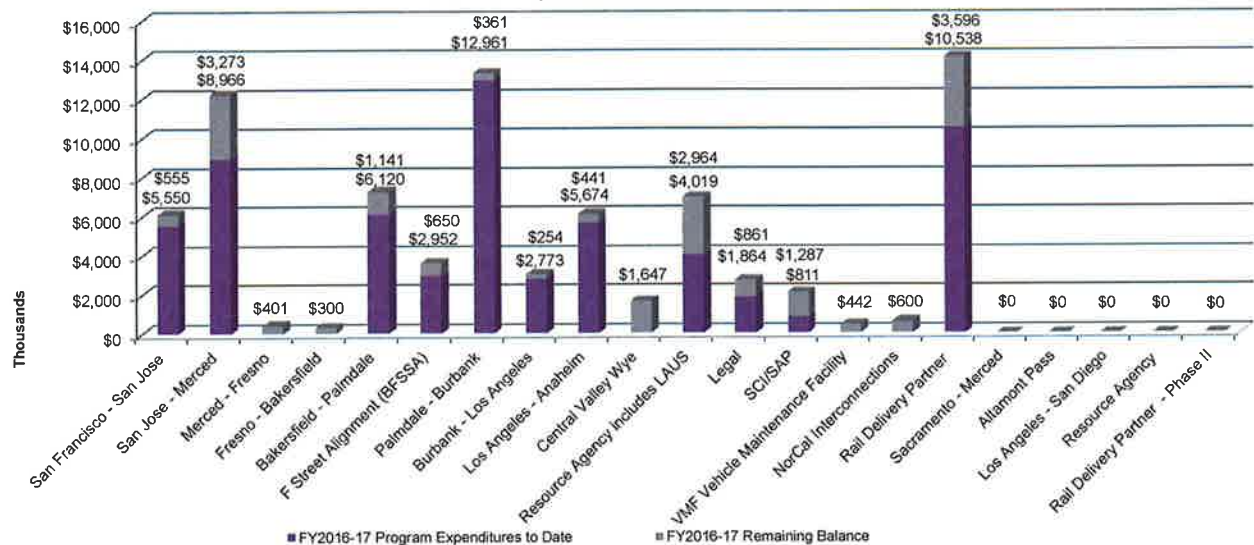
FY2016-17			FY2016-17	FY2016-17	FY2016-17		FY2016-17	
Sections	Notes	Appropriation (A)	Budget 4,9 (B)	Monthly Expenditures (C)	YTD Expenditures (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Phase I								
San Francisco - San Jose	8		\$6,104,722	\$2,540,041	\$5,549,578	91%	\$555,145	\$6,104,722
San Jose - Merced	8		\$12,238,598	\$365,875	\$8,965,532	73%	\$3,273,065	\$12,238,598
Merced - Fresno	8		\$400,876	\$0	\$0	0%	\$400,876	\$400,876
Fresno - Bakersfield	8		\$300,208	\$0	\$0	0%	\$300,208	\$300,208
Bakersfield - Palmdale	8		\$7,260,724	\$1,179,621	\$6,120,202	84%	\$1,140,523	\$7,260,724
F Street Alignment (BFSSA)	8		\$3,602,497	\$328,901	\$2,952,014	82%	\$650,483	\$3,602,497
Palmdale - Burbank	8		\$13,321,731	\$3,530,565	\$12,961,225	97%	\$360,506	\$13,321,731
Burbank - Los Angeles	8		\$3,026,377	\$728,584	\$2,772,625	92%	\$253,752	\$3,026,377
Los Angeles - Anaheim	8		\$6,114,832	\$413,191	\$5,673,859	93%	\$440,973	\$6,114,832
Central Valley Wye	8		\$1,647,444	\$0	\$0	0%	\$1,647,444	\$1,647,444
Resource Agency includes LAUS	8		\$6,982,864	\$1,416,193	\$4,019,190	58%	\$2,963,673	\$6,982,864
Legal	8		\$2,725,468	\$166,712	\$1,864,004	68%	\$861,464	\$2,725,468
SCI/SAP	8		\$2,097,814	\$182,270	\$810,746	39%	\$1,287,068	\$2,097,814
VMF Vehicle Maintenance Facility	8		\$441,581	\$0	\$0	0%	\$441,581	\$441,581
NorCal Interconnections	8		\$600,416	\$0	\$0	0%	\$600,416	\$600,416
Rail Delivery Partner	8		\$14,134,535	\$2,479,539	\$10,538,107	75%	\$3,596,428	\$14,134,535
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.

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.

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



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



Status as of January 31, 2017

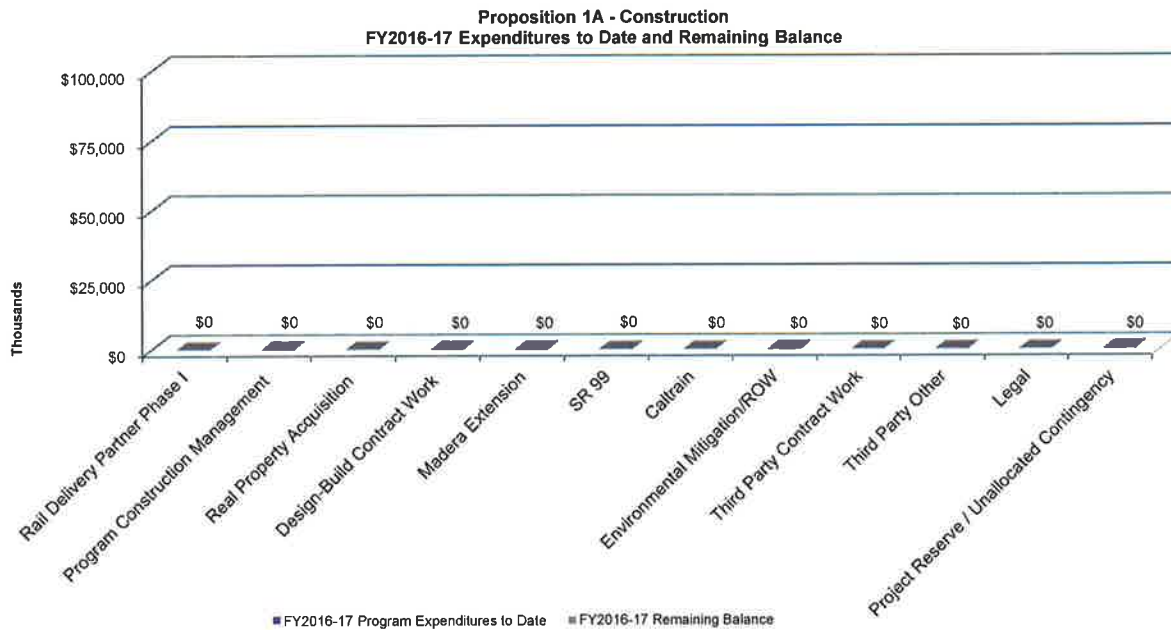
Proposition 1A - Construction
Bond Fund
2665-306-6043

FY2016-17

Sections	Notes	Appropriation (A)	FY2016-17 Budget (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 YTD Expenditures (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Rail Delivery Partner Phase I			\$0	\$0	\$0	0%	\$0	\$0
Program Construction Management			\$0	\$0	\$0	0%	\$0	\$0
Real Property Acquisition			\$0	\$0	\$0	0%	\$0	\$0
Design-Build Contract Work			\$0	\$0	\$0	0%	\$0	\$0
Madera Extension			\$0	\$0	\$0	0%	\$0	\$0
SR 99			\$0	\$0	\$0	0%	\$0	\$0
Caltrain			\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation/ROW			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work			\$0	\$0	\$0	0%	\$0	\$0
Third Party Other	15		\$0	\$0	\$0	0%	\$0	\$0
Legal			\$0	\$0	\$0	0%	\$0	\$0
Project Reserve / Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
TOTAL	2	\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$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.



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



Status as of January 31, 2017

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

FY2016-17			FY2016-17	FY2016-17	FY2016-17		FY2016-17	FY2016-17
		Appropriation	Budget	Monthly	YTD	% of	Remaining	Forecast
Sections	Notes	(A)	⁴ (B)	Expenditures	Expenditures	Expended	Balance	(G)
				(C)	(D)	(E) = (D / B)	(F) = (B - D)	
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.

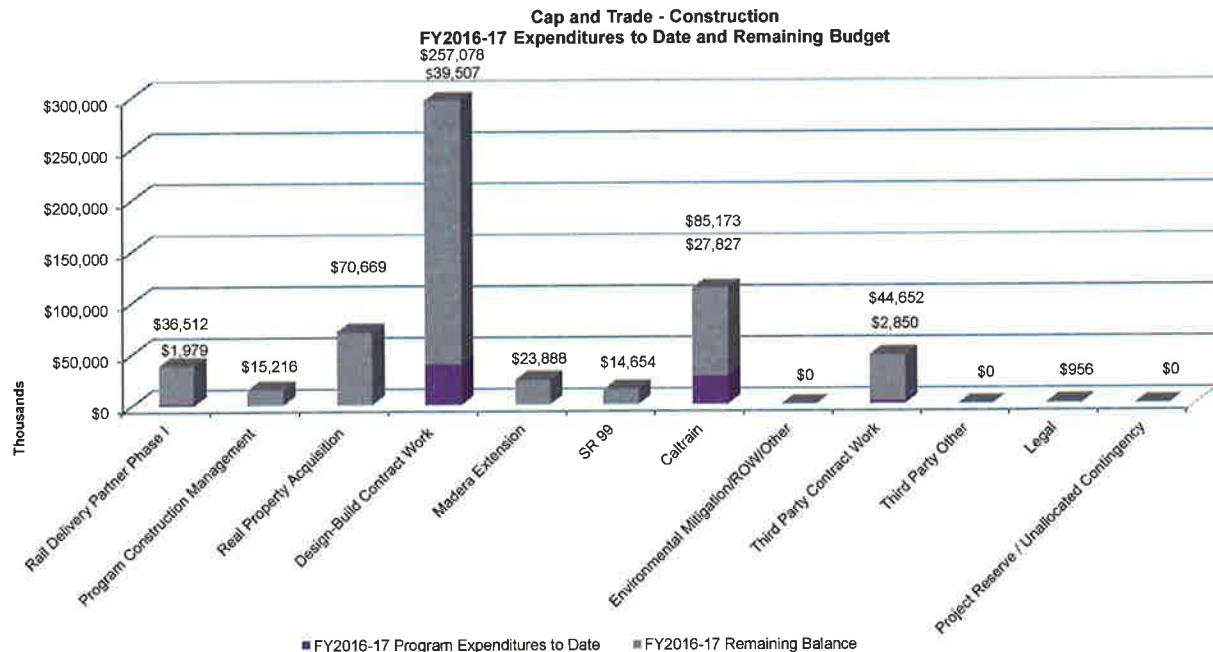
²⁴ FY2016-17 ARRA budget and forecast shift of \$80M from Design-Build to Real Property Acquisition (see FN 23 on Page 12), resulted in a redistribution of FY2016-17 Cap and Trade budget and forecast for Design-Build and Real Property Acquisition.

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.



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



Status as of January 31, 2017

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

FY2016-17

Sections	Notes	Appropriation (A)	FY2016-17 Budget ⁴ (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 YTD Expenditures (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
Rail Delivery Partner Phase I			\$62,211,965	\$3,974,508	\$47,171,965	76%	\$15,040,001	\$62,211,965
Program Construction Management			\$24,592,742	\$3,059,553	\$17,785,280	72%	\$6,807,461	\$24,592,742
Real Property Acquisition	24		\$245,028,955	\$11,457,031	\$234,149,091	96%	\$10,879,864	\$245,028,955
Design-Build Contract Work	24, 36		\$322,377,293	(\$17,035,349)	\$173,968,488	54%	\$148,408,805	\$322,377,293
Madera Extension			\$38,609,196	\$1,520,000	\$20,287,414	53%	\$18,321,782	\$38,609,196
SR 99			\$49,846,233	\$19,093,942	\$48,387,788	97%	\$1,458,446	\$49,846,233
Caltrain			\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation/ROW/Other			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	22		\$76,774,498	(\$6,215,911)	\$3,085,535	4%	\$73,689,963	\$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.

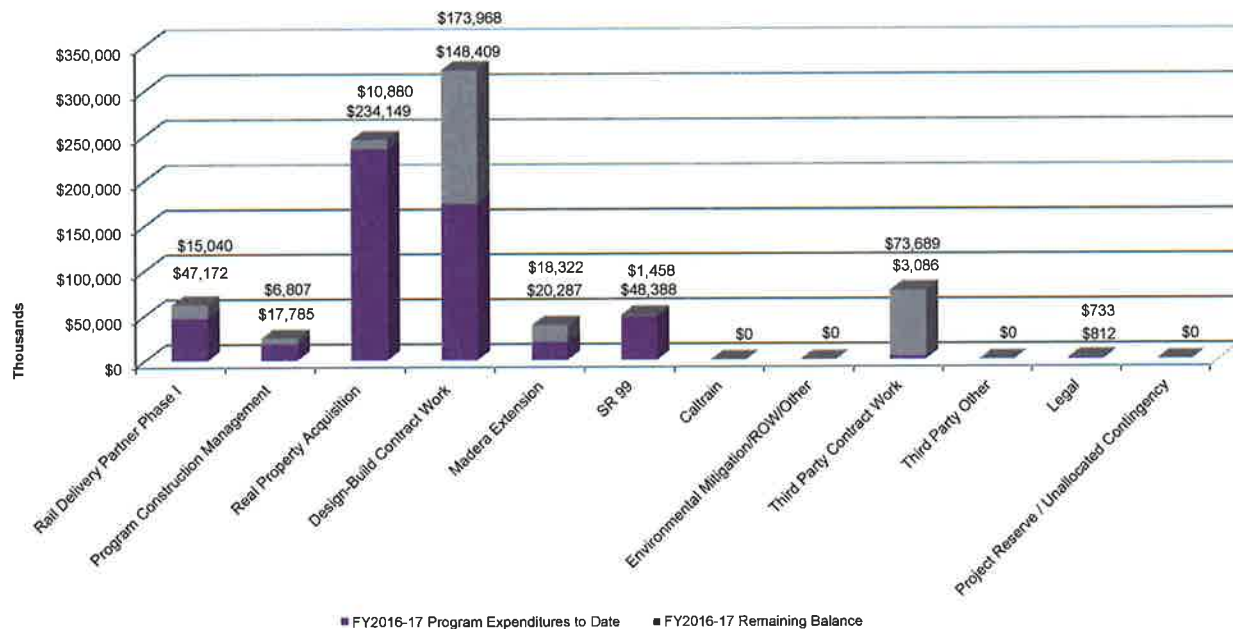
¹⁵ Third Party Other includes agreements that enable the design and construction of the CA High-Speed Rail System. These agreements are for the relocation, modification, reconstruction, and/or protection of utilities, rail road facilities, irrigation facilities, and roadways that are in physical conflict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



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



Status as of January 31, 2017

Construction by Construction Package
State and Federal Funds
FY2016-17

Sections	Notes	Appropriation (A)	FY2016-17 Budget (B)	FY2016-17 Monthly Expenditures (C)	FY2016-17 YTD Expenditures (D)	% Expended (E) = (D / B)	FY2016-17 Remaining Balance (F) = (B - D)	FY2016-17 Forecast (G)
CP1								
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			\$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 Mitigation/ROW/Other	41		\$0	\$0	\$0	0%	\$0	\$0
Third Party Other	15, 41		\$0	\$0	\$0	0%	\$0	\$0
Legal			\$2,500,000	\$170,641	\$811,814	32%	\$1,688,186	\$2,500,000
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
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 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.

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.

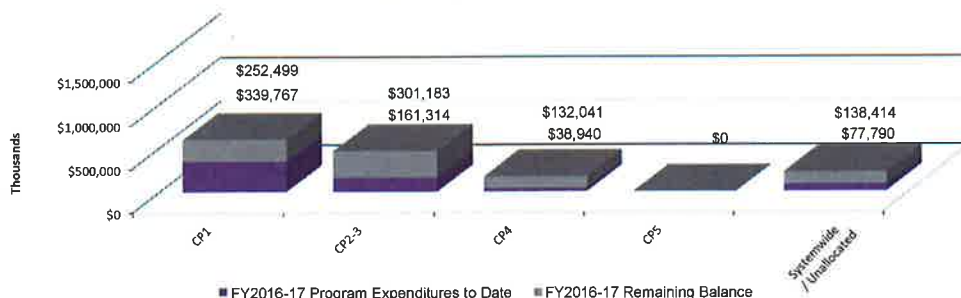
²⁹ SR99 FY2016-17 budget was increased by \$30M budget based on updated forecast from Caltrans with an accelerated schedule.

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



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



Status as of January 31, 2017

Construction by Construction Package
State and Federal Funds
Program Total

Program Total	Notes	Appropriation (A)	Total Program Budget ¹³ (B)	Total Program Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
CP1								
Design-Build Contract Work	7		\$1,271,556,570	\$9,994,479	\$458,070,742	36%	\$813,485,828	\$1,271,556,570
Madera Extension			\$153,399,844	\$1,520,000	\$27,671,610	18%	\$125,728,234	\$153,399,844
SR 99			\$260,900,000	\$19,093,942	\$128,867,980	49%	\$132,032,020	\$260,900,000
Program Construction Management			\$34,208,889	\$854,320	\$26,150,596	76%	\$8,058,293	\$34,208,889
Real Property Acquisition	37		\$515,884,515	\$2,288,868	\$466,001,406	90%	\$49,883,109	\$515,884,515
Board Approved Contingency			\$70,251,430	\$0	\$0	0%	\$70,251,430	\$70,251,430
Third Party Contract Work	7		\$188,070,151	\$2,259,673	\$24,437,626	13%	\$163,632,525	\$188,070,151
Total CP1			\$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	1		\$1,376,219,237	\$12,477,492	\$278,993,085	20%	\$1,097,226,152	\$1,376,219,237
Program Construction Management			\$71,844,690	\$1,464,995	\$21,250,987	30%	\$50,593,703	\$71,844,690
Real Property Acquisition	37		\$287,254,890	\$5,159,371	\$204,899,611	71%	\$82,355,279	\$287,254,890
Board Approved Contingency			\$250,316,653	\$0	\$0	0%	\$250,316,653	\$250,316,653
Hazardous Waste Provisional Sum			\$29,232,000	\$0	\$0	0%	\$29,232,000	\$29,232,000
Third Party Contract Work	35		\$167,000,000	(\$8,475,584)	\$10,871,499	7%	\$156,128,501	\$167,000,000
Total CP2-3			\$2,181,867,470	\$10,626,274	\$516,015,182	24%	\$1,665,852,288	\$2,181,867,470
CP4								
Design-Build Contract Work			\$446,178,178	\$0	\$46,267,258	10%	\$399,910,920	\$446,178,178
Program Construction Management			\$30,064,017	\$740,237	\$4,437,951	15%	\$25,626,066	\$30,064,017
Real Property Acquisition	37		\$115,912,688	\$4,008,791	\$29,579,861	26%	\$86,332,827	\$115,912,688
Board Approved Contingency			\$60,068,822	\$0	\$0	0%	\$60,068,822	\$60,068,822
Hazardous Waste Provisional Sum			\$10,310,000	\$0	\$0	0%	\$10,310,000	\$10,310,000
Third Party Contract Work			\$37,000,000	\$0	\$0	0%	\$37,000,000	\$37,000,000
Total CP4			\$699,533,705	\$4,749,028	\$80,265,069	11%	\$619,248,636	\$699,533,705
CP5								
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	\$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	\$2,059,858,578	26%	\$5,792,704,143	\$7,852,562,721

¹ 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.

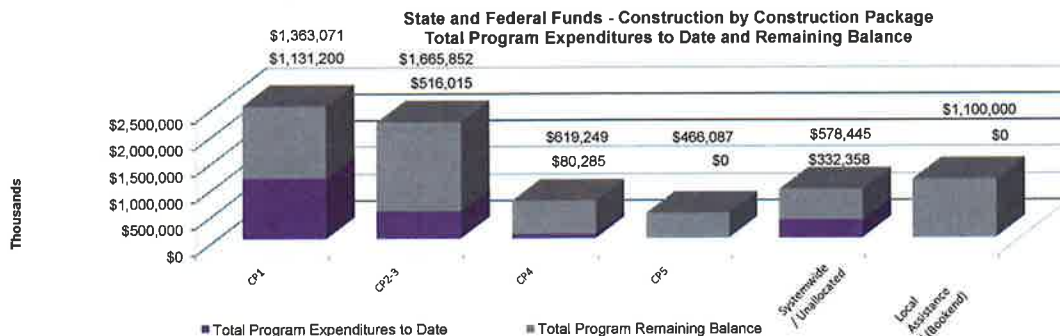
¹⁵ Third Party Other includes agreements that enable the design and construction of the CA High-Speed Rail System. These agreements are for the relocation, modification, reconstruction, and/or protection of utilities, rail road facilities, irrigation facilities, and roadways that are in physical conflict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

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.

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 April 6, 2017, 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:

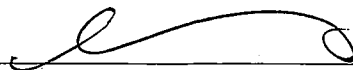
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5626 Ocean View Drive
Oakland, CA 94618-1533
E-mail Address: Stu@stuflash.com

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