

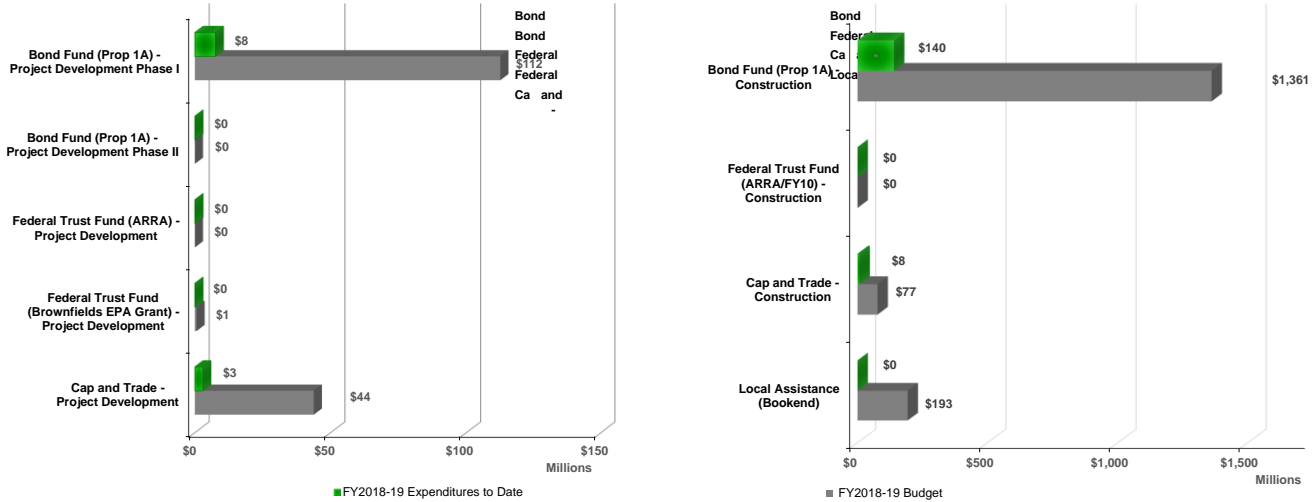
Status as of August 31, 2018

Percentage of Fiscal Year completed 17%

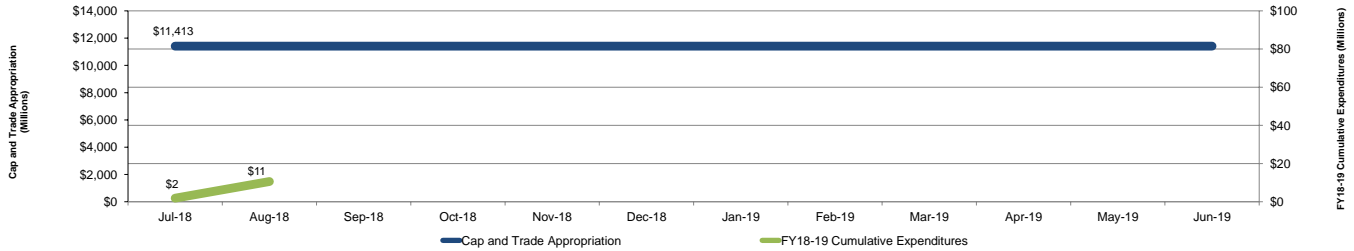
Budget Summary

FY2018-19	Notes	Appropriation (A)	FY2018-19 Budget ¹ (B)	FY2018-19 Monthly Expenditures ² (C)	FY2018-19 Expenditures to Date ² (D)	% Budget Expended (E) = (D / B)	FY2018-19 Remaining Budget Balance (F) = (B - D)	FY2018-19 Forecast ¹⁰ (G)
Bond Fund (Prop 1A) - Project Dev. Phase I	25	\$526,345,295	\$112,477,380	\$3,751,779	\$7,528,717	7%	\$104,948,664	\$112,477,380
Bond Fund (Prop 1A) - Project Dev. Phase II	6, 25	\$48,458,931	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (ARRA) - Project Development	6	\$510,776,229	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant) - Project Development	29	\$600,000	\$600,000	\$0	\$0	0%	\$600,000	\$600,000
Cap and Trade - Project Development	17, 41	\$478,037,989	\$43,787,722	\$998,999	\$2,872,301	7%	\$40,915,422	\$43,787,722
PROJECT DEVELOPMENT SUBTOTAL	17, 41	\$1,564,218,444	\$156,865,103	\$4,750,778	\$10,401,017	7%	\$146,464,085	\$156,865,103
Bond Fund (Prop 1A) - Construction		\$2,609,076,000	\$1,360,562,849	\$56,257,917	\$140,070,220	10%	\$1,220,492,629	\$1,360,562,849
Federal Trust Fund (ARRA/FY10) - Construction	40	\$3,042,514,289	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade - Construction	17, 41	\$10,935,222,064	\$76,872,100	\$7,723,580	\$7,723,580	0%	\$69,148,520	\$76,872,100
CONSTRUCTION SUBTOTAL	17, 41	\$16,586,812,353	\$1,437,434,949	\$63,981,497	\$147,793,800	10%	\$1,289,641,149	\$1,437,434,949
Local Assistance (Bookend)	29	\$1,100,000,000	\$192,540,546	\$0	\$0	0%	\$192,540,546	\$192,540,546
TOTAL	17, 41	\$19,251,030,797	\$1,786,840,597	\$68,732,276	\$158,194,818	9%	\$1,628,645,780	\$1,786,840,597

FY2018-19 Expenditures to Date



Cap and Trade Fund
 FY2018-19 Appropriation and Actual Expenditures



Month (\$000's)	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Total
Cap and Trade Forecast	\$10,055	\$10,055	\$10,055	\$10,055	\$10,055	\$10,055	\$10,055	\$10,055	\$10,055	\$10,055	\$10,055	\$10,055	\$120,660
FY18-19 Cumulative Expenditures		\$1,873	\$10,596										\$10,596

- Total Program and FY2018-19 budget supports activities reflected within the 2018 Business Plan and is based on a prioritization of executed contracts necessary for Central Valley development and construction, Silicon Valley to Central Valley segment planning, and Bookend Corridor project construction. In addition, the FY2018-19 budget prioritizes work related to completing the scope within the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.
- Expenditures were completed in prior fiscal years and no additional expenditures are anticipated.
- The Cap and Trade Appropriation was updated to reflect actual auction proceeds (as of July 31, 2018) and has decreased by \$17.4M to \$11.413B (\$478M Project Development, \$10.935B Construction). The total Appropriation reflects one-time FY2014-15 Budget Act appropriation of \$650M, auction proceeds to date of \$1.218B, and the forecasted Cap and Trade auction proceeds through December 2030, at \$750M per year (\$9.563B). The Appropriation will be updated quarterly based on actual Cap and Trade auction proceeds.
- Forecasts are reviewed throughout the fiscal year and are updated quarterly or as needed once they are approved by Program Delivery.
- As first reported in Sep-18, Prop 1A Appropriation Phase I and Phase II reflected a net \$33.1K reallocation based on a reporting correction.
- Expenditures are anticipated to begin in the coming months.
- ARRA construction expenditures were completed in prior fiscal years. Budget and expenditures for FY10 Construction funding are anticipated in a future fiscal year.
- Chapter 135, Health and Safety Code, Statutes 2017 (AB-398, Garcia) extended the Air Resources Board's regulatory authority that established the market based system to reduce Green House Gas (Cap and Trade) for an additional ten years through 2030. The first auction of the fiscal year (Aug) Department of Finance may adjust Cap and Trade proceeds to backfill programs as required by AB-398. Proceeds may be retroactively adjusted.

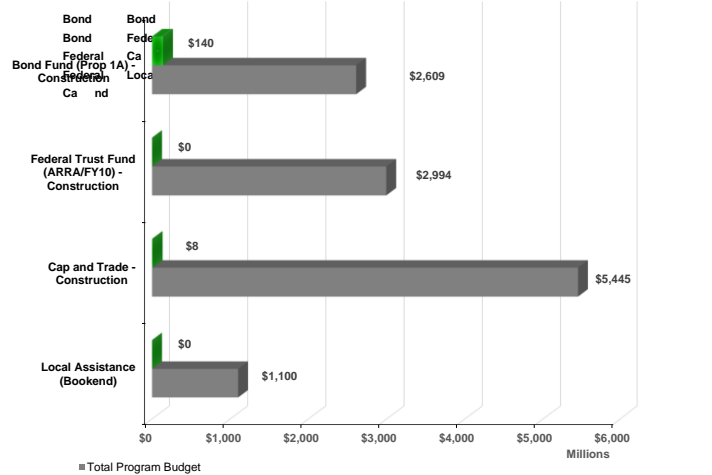
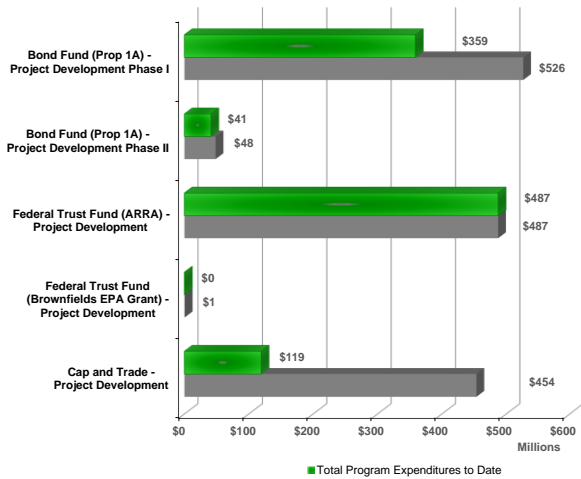
Status as of August 31, 2018

Percentage of Fiscal Year completed 17%

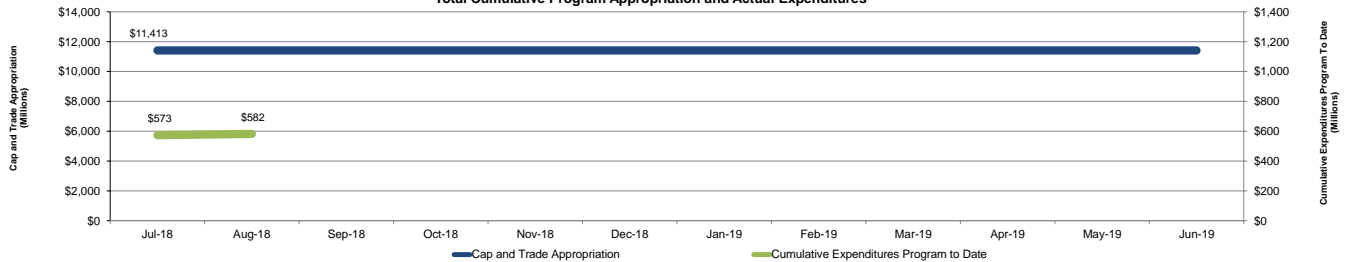
Budget Summary

Program to Date	Notes	Appropriation (A)	Total Program Budget (B)	FY2018-19 Monthly Expenditures (C)	Total Program Expenditures to Date (D)	% Budget Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Program Forecast (G)
Bond Fund (Prop 1A) - To Date - Project Dev. Phase I	25	\$526,345,295	\$526,312,146	\$3,751,779	\$358,733,547	68%	\$167,578,599	\$526,312,146
Bond Fund (Prop 1A) - To Date - Project Dev. Phase II	25	\$48,458,931	\$48,458,931	\$0	\$41,114,724	85%	\$7,344,207	\$48,458,931
Federal Trust Fund (ARRA) - To Date	6	\$510,776,229	\$487,334,859	\$0	\$487,334,859	100%	\$0	\$487,334,859
Federal Trust Fund (Brownfields EPA Grant) - Project Development	29	\$600,000	\$600,000	\$0	\$0	0%	\$600,000	\$600,000
Cap and Trade - Project Development	17, 41	\$478,037,989	\$453,627,320	\$998,999	\$119,227,425	26%	\$334,399,895	\$453,627,320
PROJECT DEVELOPMENT SUBTOTAL	17, 41	\$1,564,218,444	\$1,516,333,257	\$4,750,778	\$1,006,410,555	66%	\$509,922,701	\$1,516,333,256
Bond Fund (Prop 1A) - Construction		\$2,609,076,000	\$2,609,076,000	\$56,257,917	\$1,154,691,660	44%	\$1,454,384,340	\$2,609,076,000
Federal Trust Fund (ARRA/FY10) - Construction	40	\$3,042,514,289	\$2,993,841,372	\$0	\$2,060,147,058	69%	\$933,694,314	\$2,993,841,372
Cap and Trade - Construction	17, 24, 41	\$10,935,222,064	\$5,445,384,674	\$7,723,580	\$462,569,524	8%	\$4,982,815,149	\$5,445,384,673
CONSTRUCTION SUBTOTAL	17, 24, 41	\$16,586,812,353	\$11,048,302,045	\$63,981,497	\$3,677,408,242	33%	\$7,370,893,804	\$11,048,302,045
Local Assistance (Bookend)	29	\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
TOTAL	17, 24, 41	\$19,251,030,797	\$13,664,635,302	\$68,732,276	\$4,683,818,797	34%	\$8,980,816,505	\$13,664,635,301

Program Expenditures To Date



Cap and Trade Funds
 Total Cumulative Program Appropriation and Actual Expenditures



Month (\$000's)	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Total
Cumulative Cap and Trade Forecast ¹	\$581,256	\$591,311	\$601,366	\$611,421	\$621,476	\$631,531	\$641,586	\$651,641	\$661,696	\$671,751	\$681,806	\$691,861	\$691,861
Cumulative Expenditures Program to Date ³	\$573,074	\$581,797											\$581,797

¹ Total Program and FY2018-19 budget supports activities reflected within the 2018 Business Plan and is based on a prioritization of executed contracts necessary for Central Valley development and construction, Silicon Valley to Central Valley segment planning, and Bookend Corridor project construction. In addition, the FY2018-19 budget prioritizes work related to completing the scope within the ARRA and FY10 grants.

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.

³ Cumulative Cap and Trade forecast includes program to date expenditures through Jun-18.

⁶ Expenditures were completed in prior fiscal years and no additional expenditures are anticipated.

¹⁷ The Cap and Trade Appropriation was updated to reflect actual auction proceeds (as of July 31, 2018) and has decreased by \$17.4M to \$11.413B (\$478M Project Development, \$10.935B Construction). The total Appropriation reflects one-time FY2014-15 Budget Act appropriation of \$650M, auction proceeds to date of \$1.218B, and the forecasted Cap and Trade auction proceeds through December 2030, at \$750M per year (\$9.563B). The Appropriation will be updated quarterly based on actual Cap and Trade auction proceeds.

¹⁸ Forecasts are reviewed throughout the fiscal year and are updated quarterly or as needed once they are approved by Program Delivery.

¹⁹ Total Program expenditures and FY2018-19 expenditures include accrual adjustments.

²¹ Historical expenditures have been updated as a result of reconciliation efforts from multiple Authority initiatives including: (1) State Accounting System Upgrade: CalSTARS to FISCal conversion, (2) EcoSys system development for a single unified program database, and (3) the 2018 Baseline development process.

²⁴ As first reported in Sep-18, Total Program Cap and Trade Construction budget reflected a \$89K increase to capture a reporting correction for System-Wide Resource Agency.

²⁵ As first reported in Sep-18, Prop 1A Appropriation Phase I and Phase II reflected a net \$33.1K reallocation based on a reporting correction.

²⁹ Expenditures are anticipated to begin in the coming months.

⁴⁰ ARRA construction expenditures were completed in prior fiscal years. Budget and expenditures for FY10 Construction funding are anticipated in a future fiscal year.

⁴¹ Chapter 135, Health and Safety Code, Statutes 2017 (AB-398, Garcia) extended the Air Resources Board's regulatory authority that established the market based system to reduce Green House Gas (Cap and Trade) for an additional ten years through 2030. The first auction of the fiscal year (Aug) Department of Finance may adjust Cap and Trade proceeds to backfill programs as required by AB-398. Proceeds may be retroactively adjusted.

Status as of August 31, 2018

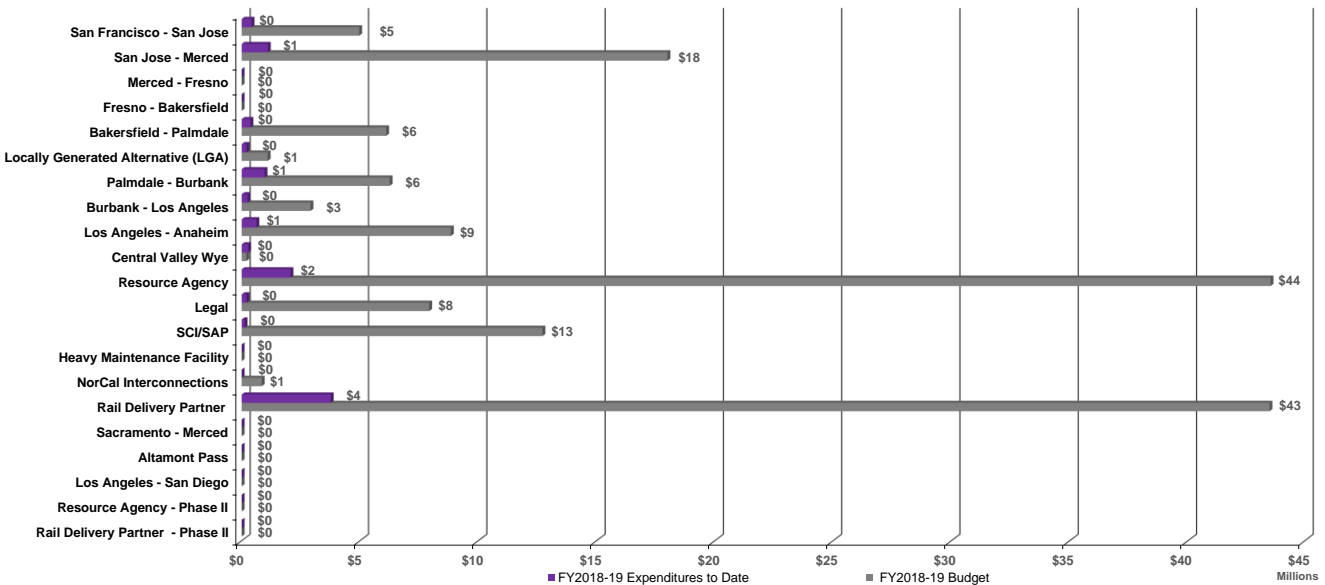
Percentage of Fiscal Year completed 17%

Project Development - State and Federal Funds

FY2018-19	Notes	Appropriation (A)	FY2018-19 Budget (B)	FY2018-19 Monthly Expenditures ² (C)	FY2018-19 Expenditures to Date ² (D)	% Budget Expended (E) = (D / B)	FY2018-19 Remaining Budget Balance (F) = (B - D)	FY2018-19 Forecast (G)
Phase I								
San Francisco - San Jose			\$4,969,874	\$138,524	\$421,103	8%	\$4,548,770	\$4,969,874
San Jose - Merced	39		\$18,000,974	\$569,621	\$1,107,912	6%	\$16,893,062	\$18,000,974
Merced - Fresno	6		\$0	\$0	\$0	0%	\$0	\$0
Fresno - Bakersfield	6		\$0	\$0	\$0	0%	\$0	\$0
Bakersfield - Palmdale	39		\$6,110,677	\$182,697	\$375,202	6%	\$5,735,475	\$6,110,677
Locally Generated Alternative (LGA)			\$1,101,598	\$73,429	\$204,735	19%	\$896,863	\$1,101,598
Palmdale - Burbank			\$6,256,871	\$479,874	\$967,747	15%	\$5,289,124	\$6,256,871
Burbank - Los Angeles			\$2,909,020	\$136,822	\$256,822	9%	\$2,652,198	\$2,909,020
Los Angeles - Anaheim	39		\$8,844,171	\$310,394	\$625,394	7%	\$8,218,776	\$8,844,171
Central Valley Wye	22		\$200,000	\$155,116	\$279,580	140%	(\$79,580)	\$1,400,000
Resource Agency	5, 32		\$43,512,126	\$624,844	\$2,065,591	5%	\$41,446,535	\$42,312,126
Legal	20		\$7,928,734	\$180,399	\$204,638	3%	\$7,724,096	\$7,928,734
SCI/SAP	39		\$12,715,351	\$8,000	\$125,672	1%	\$12,589,679	\$12,715,351
Heavy Maintenance Facility	15		\$0	\$0	\$0	0%	\$0	\$0
NorCal Interconnections	29		\$850,000	\$0	\$0	0%	\$850,000	\$850,000
Rail Delivery Partner			\$43,465,707	\$1,891,058	\$3,766,622	9%	\$39,699,085	\$43,465,707
Phase I TOTAL			\$156,865,103	\$4,750,778	\$10,401,017	7%	\$146,464,084	\$156,865,103
Phase II								
Sacramento - Merced	4		\$0	\$0	\$0	0%	\$0	\$0
Altamont Pass	4		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - San Diego	4		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency - Phase II	4		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Phase II	4		\$0	\$0	\$0	0%	\$0	\$0
Phase II TOTAL			\$0	\$0	\$0	0%	\$0	\$0
TOTAL		\$1,564,218,444	\$156,865,103	\$4,750,778	\$10,401,017	7%	\$146,464,084	\$156,865,103

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.
⁴ As a result of prioritization of work related to completing Phase I Record of Decisions; Phase II sections were not included in FY2018-19 budget.
⁵ Resource Agency budget and forecast includes financial advisors and federal contracts.
⁶ Expenditures were completed in prior fiscal years and no additional expenditures are anticipated.
¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.
²⁰ Legal work is performed on an as needed basis and expenditures are not anticipated to occur at the same frequency every month.
²² FY2018-19 Central Valley Wye forecast was increased by \$1.2M to account for prior year expenditures not accrued and was not included in the FY2018-19 forecast. FY2018-19 budget is being reviewed.
²⁹ Expenditures are anticipated to begin in the coming months.
³² FY2018-19 Project Development Resource Agency forecast was decreased by \$1.2M to offset the increase to the FY2018-19 Central Valley Wye forecast resulting in a net zero change to the FY2018-19 forecast.
³⁹ FY2018-19 expenditures are behind plan, however expenditures are anticipated to accelerate in the coming months.

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



Status as of August 31, 2018

Percentage of Fiscal Year completed 17%

Project Development - State and Federal Funds

Program Total	Notes	Appropriation (A)	Total Program Budget (B)	FY2018-19 Monthly Expenditures ² (C)	Total Program Expenditures to Date ^{2, 19, 21} (D)	% Budget Expended (E) = (D / B)	Remaining Budget Balance (F) = (B - D)	Program Forecast (G)
Phase I								
San Francisco - San Jose			\$47,147,786	\$138,524	\$32,703,635	69%	\$14,444,152	\$47,147,786
San Jose - Merced			\$134,164,684	\$569,621	\$68,562,824	51%	\$65,601,860	\$134,164,684
Merced - Fresno	28		\$68,161,006	\$0	\$55,955,644	82%	\$12,205,362	\$68,161,006
Fresno - Bakersfield	28		\$138,239,681	\$0	\$95,926,791	69%	\$42,312,890	\$138,239,681
Bakersfield - Palmdale			\$53,675,925	\$182,697	\$36,889,223	69%	\$16,786,701	\$53,675,925
Locally Generated Alternative (LGA)			\$19,100,000	\$73,429	\$18,203,137	95%	\$896,863	\$19,100,000
Palmdale - Burbank			\$130,653,335	\$479,874	\$98,031,834	75%	\$32,621,501	\$130,653,335
Burbank - Los Angeles			\$27,934,219	\$136,822	\$22,781,190	82%	\$5,153,028	\$27,934,219
Los Angeles - Anaheim			\$68,938,701	\$310,394	\$49,927,757	72%	\$19,010,944	\$68,938,701
Central Valley Wye	19		\$58,670,630	\$155,116	\$43,456,088	74%	\$15,214,542	\$58,670,630
Resource Agency	5		\$300,296,802	\$624,844	\$155,859,743	52%	\$144,437,059	\$300,296,802
Legal	20		\$55,046,099	\$180,399	\$30,488,527	55%	\$24,557,573	\$55,046,099
SCI/SAP			\$28,241,248	\$8,000	\$11,730,278	42%	\$16,510,969	\$28,241,248
SWCAP	6		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
Heavy Maintenance Facility	15		\$0	\$0	\$0	0%	\$0	\$0
NorCal Interconnections	29		\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
Rail Delivery Partner			\$334,926,339	\$1,891,058	\$244,101,289	73%	\$90,825,050	\$334,926,339
Phase I TOTAL			\$1,467,874,325	\$4,750,778	\$965,295,832	66%	\$502,578,494	\$1,467,874,325
Phase II								
Sacramento - Merced	6		\$7,107,824	\$0	\$7,107,824	100%	\$0	\$7,107,824
Altamont Pass			\$25,894,389	\$0	\$24,046,821	92%	\$1,847,568	\$25,894,389
Los Angeles - San Diego			\$15,455,851	\$0	\$9,959,211	64%	\$5,496,639	\$15,455,851
Resource Agency - Phase II	15		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Phase II	6		\$867	\$0	\$867	100%	\$0	\$867
Phase II TOTAL			\$48,458,931	\$0	\$41,114,724	85%	\$7,344,207	\$48,458,931
TOTAL		\$1,564,218,444	\$1,516,333,257	\$4,750,778	\$1,006,410,556	66%	\$509,922,701	\$1,516,333,257

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.

⁵ Resource Agency budget and forecast includes financial advisors and federal contracts.

⁶ Expenditures were completed in prior fiscal years and no additional expenditures are anticipated.

¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.

¹⁹ Total Program expenditures and FY2018-19 expenditures include accrual adjustments.

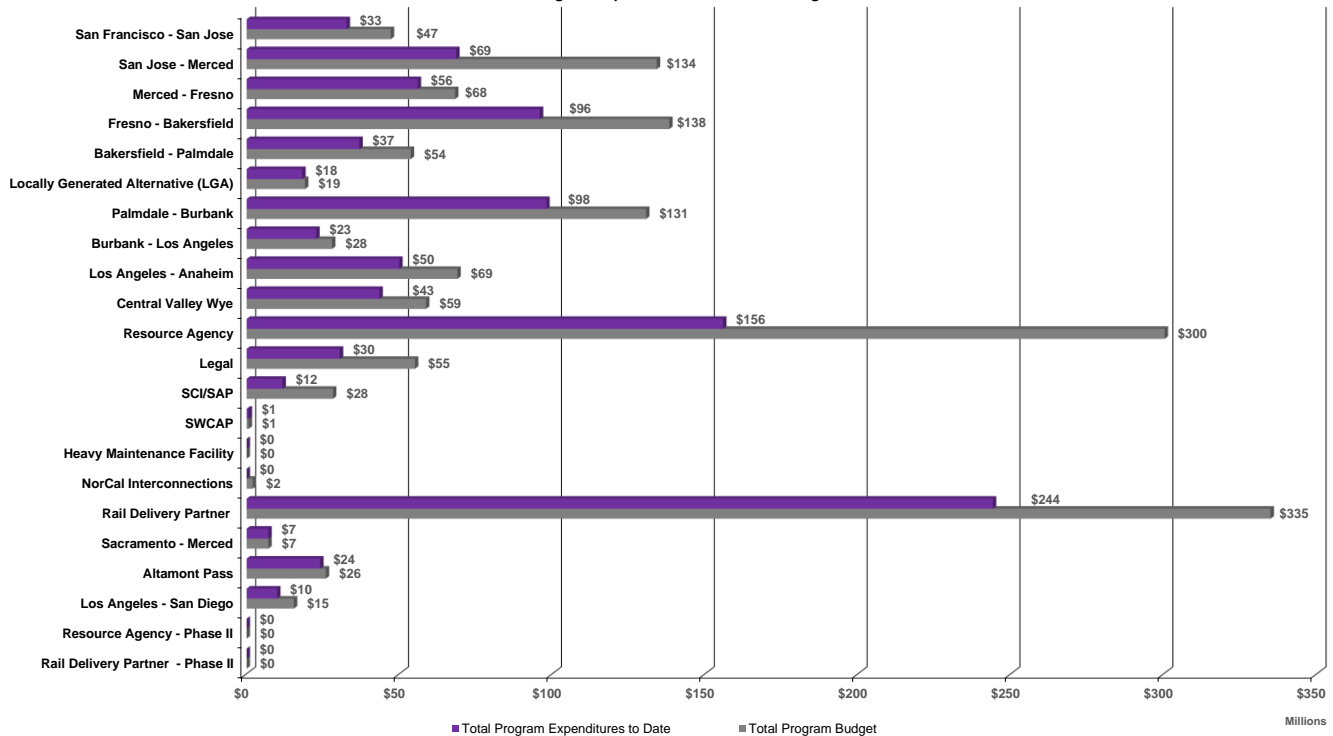
²⁰ Legal work is performed on an as needed basis and expenditures are not anticipated to occur at the same frequency every month.

²¹ Historical expenditures have been updated as a result of reconciliation efforts from multiple Authority initiatives including: (1) State Accounting System Upgrade: CalSTARS to FiSCal conversion, (2) EcoSys system development for a single unified program database, and (3) the 2018 Baseline development process.

²⁸ Historical expenditures for this line item have been reconciled to remove pre-Capital Outlay costs and the remaining Budget balance may be re-allocated to other line items as needed to meet program needs.

²⁹ Expenditures are anticipated to begin in the coming months.

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



Status as of August 31, 2018

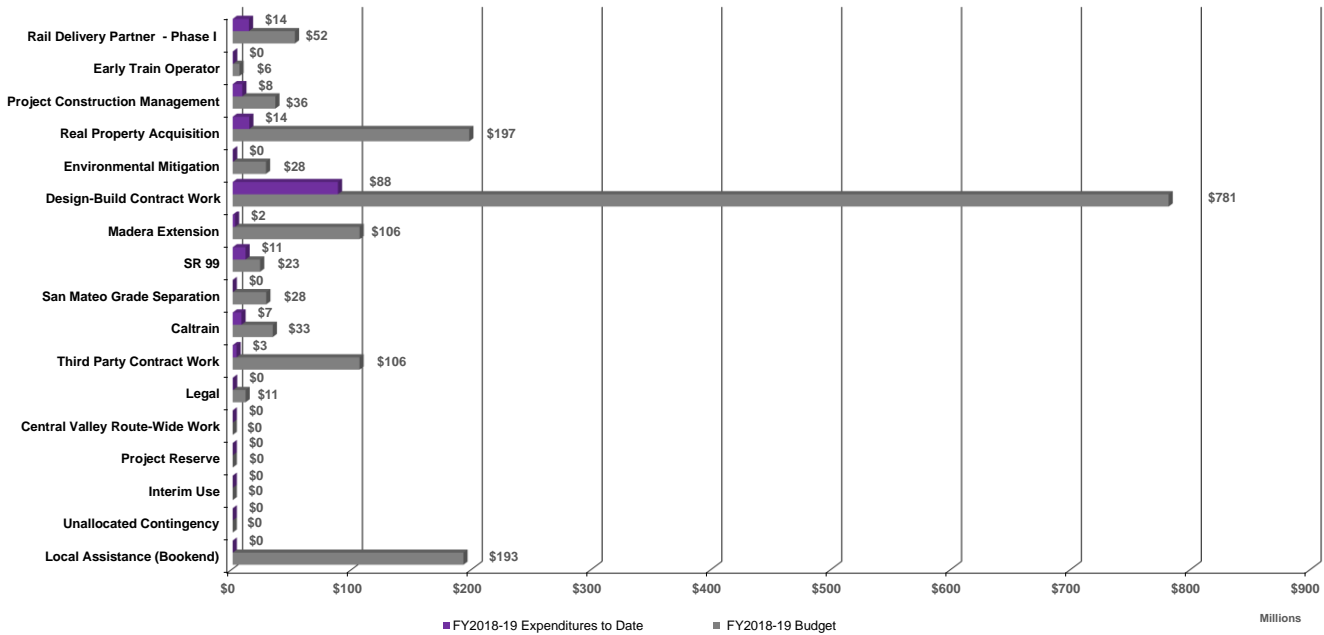
Percentage of Fiscal Year completed 17%

Construction - State and Federal Funds

FY2018-19	Notes	Appropriation (A)	FY2018-19 Budget (B)	FY2018-19 Monthly Expenditures ² (C)	FY2018-19 Expenditures to Date ² (D)	% Budget Expended (E) = (D / B)	FY2018-19 Remaining Budget Balance (F) = (B - D)	FY2018-19 Forecast (G)
Rail Delivery Partner - Phase I			\$51,934,293	\$6,774,243	\$13,548,485	26%	\$38,385,808	\$51,934,293
Early Train Operator			\$5,654,016	\$410,822	\$410,822	7%	\$5,243,194	\$5,654,016
Project Construction Management			\$35,580,338	\$3,947,037	\$7,994,696	22%	\$27,585,642	\$35,580,338
Real Property Acquisition	11		\$197,419,996	\$2,127,236	\$13,835,980	7%	\$183,584,016	\$197,419,996
Environmental Mitigation	30		\$27,764,432	\$0	\$354,978	1%	\$27,409,454	\$27,764,432
Design-Build Contract Work			\$781,069,661	\$38,199,859	\$87,827,256	11%	\$693,242,405	\$781,069,661
Madera Extension	35		\$105,930,339	\$681,630	\$1,901,190	2%	\$104,029,150	\$105,930,339
SR 99	23		\$22,871,110	\$4,000,000	\$10,728,570	47%	\$12,142,540	\$22,871,110
San Mateo Grade Separation	29		\$28,000,000	\$0	\$0	0%	\$28,000,000	\$28,000,000
Caltrain			\$33,455,598	\$7,312,758	\$7,312,758	22%	\$26,142,840	\$33,455,598
Third Party Contract Work	33, 36		\$105,844,907	\$136,244	\$3,196,225	3%	\$102,648,682	\$105,844,907
Resource Agency			\$31,160,126	\$90,657	\$341,858	1%	\$30,818,268	\$31,160,126
Legal	20		\$10,750,134	\$301,013	\$340,983	3%	\$10,409,151	\$10,750,134
Central Valley Route-Wide Work	15		\$0	\$0	\$0	0%	\$0	\$0
Project Reserve	15		\$0	\$0	\$0	0%	\$0	\$0
Interim Use	15		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency	14		\$0	\$0	\$0	0%	\$0	\$0
SUBTOTAL		\$16,586,812,353	\$1,437,434,949	\$63,981,497	\$147,793,800	10%	\$1,289,641,149	\$1,437,434,949
Local Assistance (Bookend)	29		\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
TOTAL		\$17,686,812,353	\$1,629,975,495	\$63,981,497	\$147,793,800	9%	\$1,482,181,695	\$1,629,975,495

- ² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.
- ¹¹ Real Property Acquisition includes service, engineering and surveying, acquisition, relocation, condemnation, Real Property Acquisition legal, and traffic mitigation activities.
- ¹⁴ Unallocated Contingency is a set-aside estimated amount (monetary set-asides for cost) included in the overall cost targets for the project. The amount is designed to be used to overcome increases in costs that are due to unknown potential risks, and for which no other mitigation measure is available. Unallocated Contingency is allocated with Board of Directors approval as required.
- ¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.
- ²⁰ Legal work is performed on an as needed basis and expenditures are not anticipated to occur at the same frequency every month.
- ²³ FY2018-19 SR-99 expenditures are ahead of plan due to additional costs for real property acquisition.
- ²⁹ Expenditures are anticipated to begin in the coming months.
- ³⁰ Environmental Mitigation work is performed on an as needed basis and expenditures are not anticipated to occur every month.
- ³³ FY2018-19 CP2-3 Third Party Contract Work expenditures are behind plan due to pending design completion. In addition, Aug-18 expenditures for CP2-3 Third Party Contract Work total (\$1.7M), which includes a (\$1.7M) dispute and \$16.8K in offsetting invoices.
- ³⁵ FY2018-19 Madera Extension expenditures are behind plan due to pending design completion.
- ³⁶ FY2018-19 CP1 Third Party Contract Work expenditures are behind plan due to pending design completion.
- ³⁹ FY2018-19 expenditures are behind plan, however expenditures are anticipated to accelerate in the coming months.

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



Status as of August 31, 2018

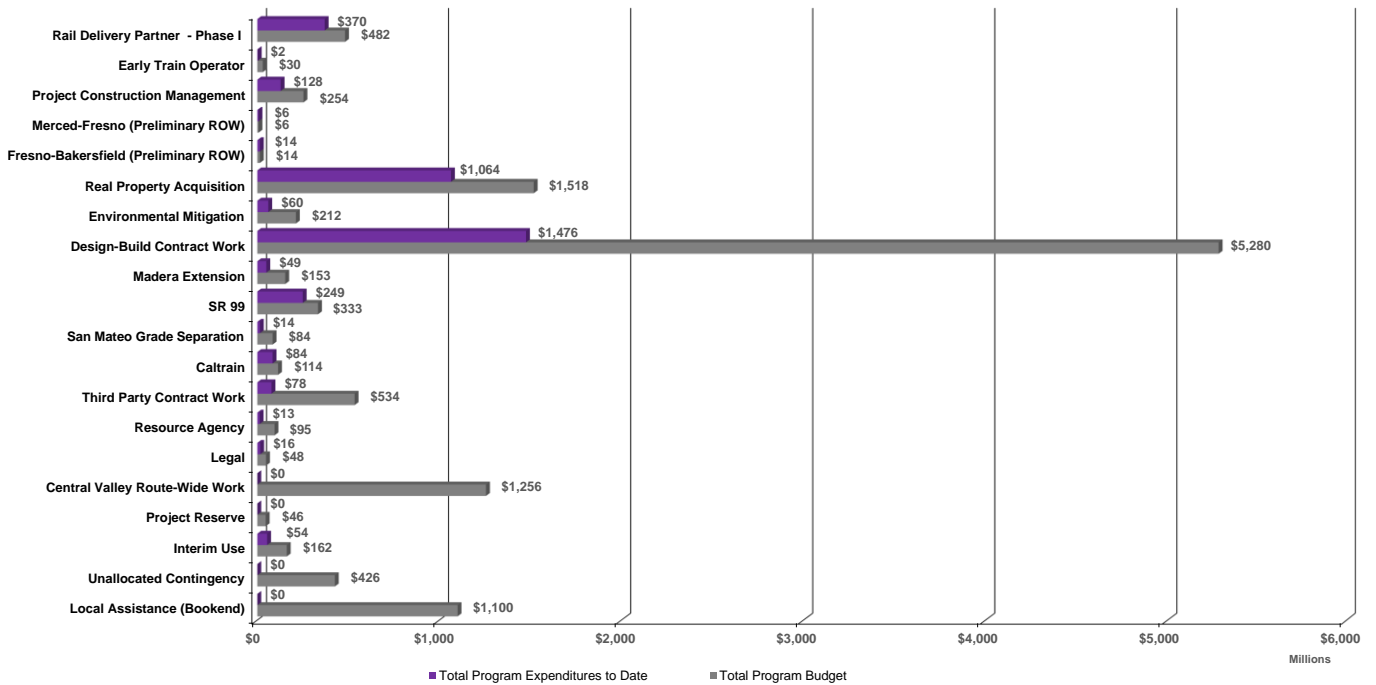
Percentage of Fiscal Year completed 17%

Construction - State and Federal Funds

Program Total	Notes	Appropriation (A)	Total Program Budget (B)	FY2018-19 Monthly Expenditures ² (C)	Total Program Expenditures to Date ^{2, 19, 21} (D)	% Budget Expended (E) = (D / B)	Remaining Budget Balance (F) = (B - D)	Program Forecast (G)
Rail Delivery Partner - Phase I			\$481,817,259	\$6,774,243	\$370,098,499	77%	\$111,718,760	\$481,817,259
Early Train Operator			\$30,000,000	\$410,822	\$2,310,876	8%	\$27,689,124	\$30,000,000
Project Construction Management			\$253,588,662	\$3,947,037	\$128,181,196	51%	\$125,407,466	\$253,588,662
Merced-Fresno (Preliminary ROW)	6		\$6,460,853	\$0	\$6,460,853	100%	\$0	\$6,460,853
Fresno-Bakersfield (Preliminary ROW)	6		\$13,961,166	\$0	\$13,961,166	100%	\$0	\$13,961,166
Real Property Acquisition	11		\$1,518,233,197	\$2,127,236	\$1,063,588,523	70%	\$454,644,673	\$1,518,233,197
Environmental Mitigation	30		\$212,099,602	\$0	\$60,174,643	28%	\$151,924,959	\$212,099,602
Design-Build Contract Work			\$5,280,259,867	\$38,199,859	\$1,475,834,294	28%	\$3,804,425,573	\$5,280,259,867
Madera Extension			\$153,399,844	\$681,630	\$49,370,694	32%	\$104,029,150	\$153,399,844
SR 99			\$333,400,000	\$4,000,000	\$249,369,964	75%	\$84,030,036	\$333,400,000
San Mateo Grade Separation	29		\$84,000,000	\$0	\$13,990,384	17%	\$70,009,616	\$84,000,000
Caltrain			\$114,000,000	\$7,312,758	\$83,815,298	74%	\$30,184,702	\$114,000,000
Third Party Contract Work			\$534,420,150	\$136,244	\$77,983,672	15%	\$456,436,479	\$534,420,150
Resource Agency	24		\$94,607,963	\$90,657	\$12,742,023	13%	\$81,865,941	\$94,607,963
Legal	20		\$47,874,711	\$301,013	\$15,669,765	33%	\$32,204,946	\$47,874,711
Central Valley Route-Wide Work	15		\$1,256,169,839	\$0	\$0	0%	\$1,256,169,839	\$1,256,169,839
Project Reserve	12		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use	13		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency	14		\$425,862,179	\$0	\$0	0%	\$425,862,179	\$425,862,179
SUBTOTAL	24	\$16,586,812,353	\$11,048,302,045	\$63,981,497	\$3,677,408,242	33%	\$7,370,893,804	\$11,048,302,045
Local Assistance (Bookend)	29	\$1,100,000,000	\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
TOTAL	24	\$17,686,812,353	\$12,148,302,045	\$63,981,497	\$3,677,408,242	30%	\$8,470,893,804	\$12,148,302,045

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.
⁶ Expenditures were completed in prior fiscal years and no additional expenditures are anticipated.
¹¹ Real Property Acquisition includes service, engineering and surveying, acquisition, relocation, condemnation, Real Property Acquisition legal, and traffic mitigation activities.
¹² Project Reserve funds, totaling \$46.3M, are established to address risks of overruns of program objectives. A Project Reserve is not a contingency account. Drawdowns of this account must be authorized by the Chief Operating Officer.
¹³ The Authority and FRA have established an Interim Use reserve per Amendment 6 of the FRA grant agreement which can only be used with written approval from the FRA. Program expenditures to date of \$53.9M were for the purchase of radio spectrum approved by the Board in Feb-16 and the FRA in May-16.
¹⁴ Unallocated Contingency is a set-aside estimated amount (monetary set-asides for cost) included in the overall cost targets for the project. The amount is designed to be used to overcome increases in costs that are due to unknown potential risks, and for which no other mitigation measure is available. Unallocated Contingency is allocated with Board of Directors approval as required.
¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.
¹⁹ Total Program expenditures and FY2018-19 expenditures include accrual adjustments.
²⁰ Legal work is performed on an as needed basis and expenditures are not anticipated to occur at the same frequency every month.
²¹ Historical expenditures have been updated as a result of reconciliation efforts from multiple Authority initiatives including: (1) State Accounting System Upgrade: CalSTARS to FiSCal conversion, (2) EcoSys system development for a single unified program database, and (3) the 2018 Baseline development process.
²⁴ As first reported in Sep-18, Total Program Cap and Trade Construction budget reflected a \$89K increase to capture a reporting correction for System-Wide Resource Agency.
²⁹ Expenditures are anticipated to begin in the coming months.
³⁰ Environmental Mitigation work is performed on an as needed basis and expenditures are not anticipated to occur every month.

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



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



Status as of August 31, 2018

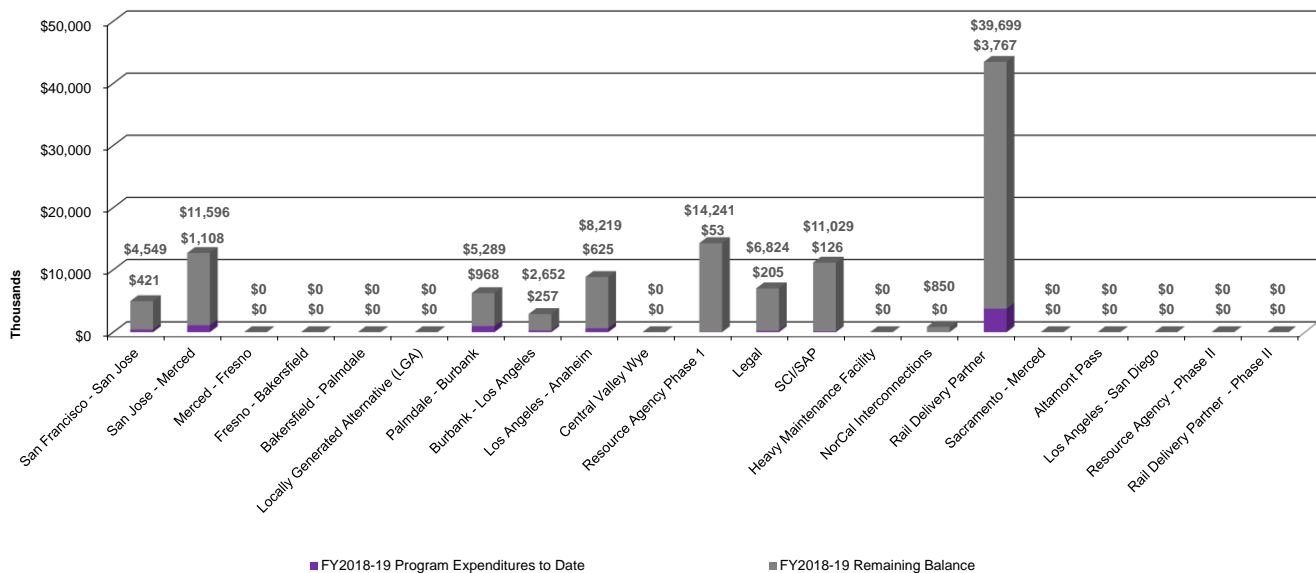
Percentage of Fiscal Year completed 17%

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

FY2018-19 Sections	Notes	Appropriation (A)	FY2018-19 Budget (B)	FY2018-19 Monthly Expenditures ² (C)	FY2018-19 YTD Expenditures ² (D)	% Budget Expended (E) = (D / B)	FY2018-19 Remaining Budget Balance (F) = (B - D)	FY2018-19 Forecast (G)
Phase I								
San Francisco - San Jose			\$4,969,874	\$138,524	\$421,103	8%	\$4,548,770	\$4,969,874
San Jose - Merced			\$12,703,957	\$569,621	\$1,107,912	9%	\$11,596,045	\$12,703,957
Merced - Fresno	6		\$0	\$0	\$0	0%	\$0	\$0
Fresno - Bakersfield	6		\$0	\$0	\$0	0%	\$0	\$0
Bakersfield - Palmdale	7		\$0	\$0	\$0	0%	\$0	\$0
Locally Generated Alternative (LGA)	7		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank			\$6,256,871	\$479,874	\$967,747	15%	\$5,289,124	\$6,256,871
Burbank - Los Angeles			\$2,909,020	\$136,822	\$256,822	9%	\$2,652,198	\$2,909,020
Los Angeles - Anaheim			\$8,844,171	\$310,394	\$625,394	7%	\$8,218,776	\$8,844,171
Central Valley Wye	7		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	5		\$14,294,025	\$37,087	\$52,807	0%	\$14,241,219	\$14,294,025
Legal	20		\$7,028,734	\$180,399	\$204,638	3%	\$6,824,096	\$7,028,734
SCI/SAP	39		\$11,155,022	\$8,000	\$125,672	1%	\$11,029,350	\$11,155,022
Heavy Maintenance Facility	15		\$0	\$0	\$0	0%	\$0	\$0
NorCal Interconnections	29		\$850,000	\$0	\$0	0%	\$850,000	\$850,000
Rail Delivery Partner			\$43,465,707	\$1,891,058	\$3,766,622	9%	\$39,699,085	\$43,465,707
Phase I TOTAL			\$112,477,380	\$3,751,779	\$7,528,717	7%	\$104,948,664	\$112,477,380
Phase II								
Sacramento - Merced	4		\$0	\$0	\$0	0%	\$0	\$0
Altamont Pass	4		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - San Diego	4		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency - Phase II	4		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Phase II	4		\$0	\$0	\$0	0%	\$0	\$0
Phase II TOTAL			\$0	\$0	\$0	0%	\$0	\$0
TOTAL		\$574,804,226	\$112,477,380	\$3,751,779	\$7,528,717	7%	\$104,948,664	\$112,477,380

- ² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.
- ⁴ As a result of prioritization of work related to completing Phase I Record of Decisions; Phase II sections were not included in FY2018-19 budget.
- ⁵ Resource Agency budget and forecast includes financial advisors and federal contracts.
- ⁶ Expenditures were completed in prior fiscal years and no additional expenditures are anticipated.
- ⁷ Budget for this line item is funded with Cap and Trade funds.
- ¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.
- ²⁰ Legal work is performed on an as needed basis and expenditures are not anticipated to occur at the same frequency every month.
- ²⁹ Expenditures are anticipated to begin in the coming months.
- ³⁹ FY2018-19 expenditures are behind plan, however expenditures are anticipated to accelerate in the coming months.

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



Status as of August 31, 2018

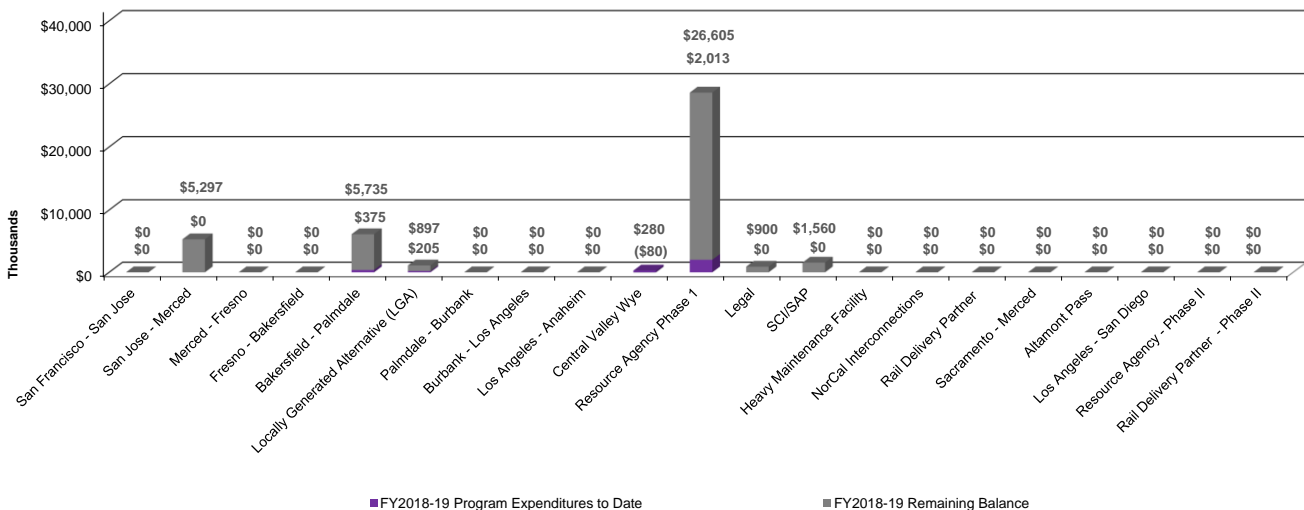
Percentage of Fiscal Year completed 17%

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

FY2018-19			FY2018-19	FY2018-19	FY2018-19	FY2018-19	FY2018-19	FY2018-19
Sections	Notes	Appropriation (A)	Budget (B)	Monthly Expenditures ² (C)	YTD Expenditures ² (D)	% Budget Expended (E) = (D / B)	Remaining Budget Balance (F) = (B - D)	FY2018-19 Forecast (G)
Phase I								
San Francisco - San Jose	8		\$0	\$0	\$0	0%	\$0	\$0
San Jose - Merced	29		\$5,297,017	\$0	\$0	0%	\$5,297,017	\$5,297,017
Merced - Fresno	6		\$0	\$0	\$0	0%	\$0	\$0
Fresno - Bakersfield	6		\$0	\$0	\$0	0%	\$0	\$0
Bakersfield - Palmdale	39		\$6,110,677	\$182,697	\$375,202	6%	\$5,735,475	\$6,110,677
Locally Generated Alternative (LGA)			\$1,101,598	\$73,429	\$204,735	19%	\$896,864	\$1,101,598
Palmdale - Burbank	8		\$0	\$0	\$0	0%	\$0	\$0
Burbank - Los Angeles	8		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - Anaheim	8		\$0	\$0	\$0	0%	\$0	\$0
Central Valley Wye	22, 32		\$200,000	\$155,116	\$279,580	140%	(\$79,580)	\$1,400,000
Resource Agency	5, 32		\$28,618,100	\$587,756	\$2,012,784	7%	\$26,605,316	\$27,418,100
Legal	20		\$900,000	\$0	\$0	0%	\$900,000	\$900,000
SCI/SAP	29		\$1,560,330	\$0	\$0	0%	\$1,560,330	\$1,560,330
Heavy Maintenance Facility	15		\$0	\$0	\$0	0%	\$0	\$0
NorCal Interconnections	8		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner	8		\$0	\$0	\$0	0%	\$0	\$0
Phase I TOTAL			\$43,787,722	\$998,999	\$2,872,301	7%	\$40,915,422	\$43,787,722
Phase II								
Sacramento - Merced	4		\$0	\$0	\$0	0%	\$0	\$0
Altamont Pass	4		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - San Diego	4		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency - Phase II	4		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Phase II	4		\$0	\$0	\$0	0%	\$0	\$0
Phase II TOTAL			\$0	\$0	\$0	0%	\$0	\$0
TOTAL	17, 41	\$478,037,989	\$43,787,722	\$998,999	\$2,872,301	7%	\$40,915,422	\$43,787,722

- ² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.
- ⁴ As a result of prioritization of work related to completing Phase I Record of Decisions; Phase II sections were not included in FY2018-19 budget.
- ⁵ Resource Agency budget and forecast includes financial advisors and federal contracts.
- ⁶ Expenditures were completed in prior fiscal years and no additional expenditures are anticipated.
- ⁸ Budget for this line item is funded with Prop 1A funds.
- ¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.
- ¹⁷ The Cap and Trade Appropriation was updated to reflect actual auction proceeds (as of July 31, 2018) and has decreased by \$17.4M to \$11.413B (\$478M Project Development, \$10.935B Construction). The total Appropriation reflects one-time FY2014-15 Budget Act appropriation of \$650M, auction proceeds to date of \$1.218B, and the forecasted Cap and Trade auction proceeds through December 2030, at \$750M per year (\$9.563B). The Appropriation will be updated quarterly based on actual Cap and Trade auction proceeds.
- ²⁰ Legal work is performed on an as needed basis and expenditures are not anticipated to occur at the same frequency every month.
- ²² FY2018-19 Central Valley Wye forecast was increased by \$1.2M to account for prior year expenditures not accrued and was not included in the FY2018-19 forecast. FY2018-19 budget is being reviewed.
- ²⁹ Expenditures are anticipated to begin in the coming months.
- ³² FY2018-19 Project Development Resource Agency forecast was decreased by \$1.2M to offset the increase to the FY2018-19 Central Valley Wye forecast resulting in a net zero change to the FY2018-19 forecast.
- ³⁹ FY2018-19 expenditures are behind plan, however expenditures are anticipated to accelerate in the coming months.
- ⁴¹ Chapter 135, Health and Safety Code, Statutes 2017 (AB-398, Garcia) extended the Air Resources Board's regulatory authority that established the market based system to reduce Green House Gas (Cap and Trade) for an additional ten years through 2030. The first auction of the fiscal year (Aug) Department of Finance may adjust Cap and Trade proceeds to backfill programs as required by AB-398. Proceeds may be retroactively adjusted.

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



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



Status as of August 31, 2018

Percentage of Fiscal Year completed 17%

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

FY2018-19 Sections	Notes	Appropriation (A)	FY2018-19 Budget (B)	FY2018-19 Monthly Expenditures ² (C)	FY2018-19 YTD Expenditures ² (D)	% Budget Expended (E) = (D / B)	FY2018-19 Remaining Budget Balance (F) = (B - D)	FY2018-19 Forecast (G)
Phase I								
San Francisco - San Jose	6		\$0	\$0	\$0	0%	\$0	\$0
San Jose - Merced	6		\$0	\$0	\$0	0%	\$0	\$0
Merced - Fresno	6		\$0	\$0	\$0	0%	\$0	\$0
Fresno - Bakersfield	6		\$0	\$0	\$0	0%	\$0	\$0
Bakersfield - Palmdale	6		\$0	\$0	\$0	0%	\$0	\$0
Locally Generated Alternative (LGA)	6		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank	6		\$0	\$0	\$0	0%	\$0	\$0
Burbank - Los Angeles	6		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - Anaheim	6		\$0	\$0	\$0	0%	\$0	\$0
Central Valley Wye	6		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	5, 29		\$600,000	\$0	\$0	0%	\$600,000	\$600,000
Legal	6		\$0	\$0	\$0	0%	\$0	\$0
SCI/SAP	6		\$0	\$0	\$0	0%	\$0	\$0
Heavy Maintenance Facility	6		\$0	\$0	\$0	0%	\$0	\$0
NorCal Interconnections	6		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner	6		\$0	\$0	\$0	0%	\$0	\$0
Phase I TOTAL			\$600,000	\$0	\$0	0%	\$600,000	\$600,000
Phase II								
Sacramento - Merced	6		\$0	\$0	\$0	0%	\$0	\$0
Altamont Pass	6		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - San Diego	6		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency - Phase II	6		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Phase II	6		\$0	\$0	\$0	0%	\$0	\$0
Phase II TOTAL			\$0	\$0	\$0	0%	\$0	\$0
TOTAL		\$511,376,229	\$600,000	\$0	\$0	0%	\$600,000	\$600,000

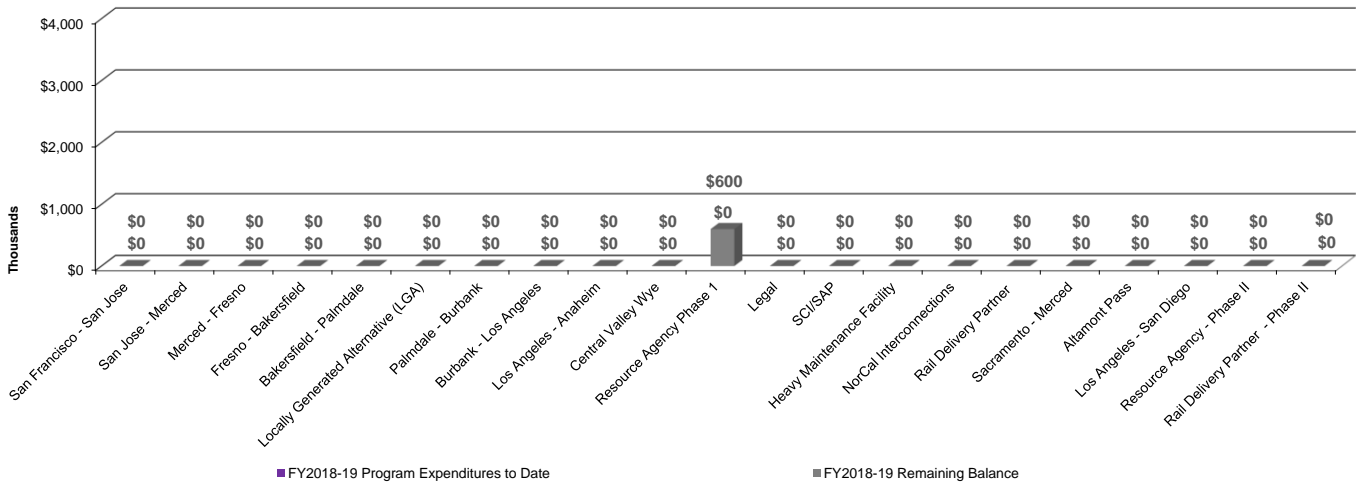
² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.

⁵ Resource Agency budget and forecast includes financial advisors and federal contracts.

⁶ Expenditures were completed in prior fiscal years and no additional expenditures are anticipated.

²⁹ Expenditures are anticipated to begin in the coming months.

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



Status as of August 31, 2018

Percentage of Fiscal Year completed 17%

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

FY2018-19 Sections	Notes	Appropriation (A)	FY2018-19 Budget (B)	FY2018-19 Monthly Expenditures ² (C)	FY2018-19 YTD Expenditures ² (D)	% Budget Expended (E) = (D / B)	FY2018-19 Remaining Budget Balance (F) = (B - D)	FY2018-19 Forecast (G)
Rail Delivery Partner - Phase I			\$51,934,293	\$6,774,243	\$13,548,485	26%	\$38,385,808	\$51,934,293
Early Train Operator	7		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management			\$35,580,338	\$3,947,037	\$7,994,696	22%	\$27,585,642	\$35,580,338
Real Property Acquisition	11		\$197,088,244	\$2,127,236	\$13,835,980	7%	\$183,252,263	\$197,088,244
Environmental Mitigation	30		\$27,564,432	\$0	\$354,978	1%	\$27,209,454	\$27,564,432
Design-Build Contract Work			\$781,069,661	\$38,199,859	\$87,827,256	11%	\$693,242,405	\$781,069,661
Madera Extension	35		\$105,930,339	\$681,630	\$1,901,190	2%	\$104,029,150	\$105,930,339
SR 99	23		\$22,871,110	\$4,000,000	\$10,728,570	47%	\$12,142,540	\$22,871,110
San Mateo Grade Separation	7		\$0	\$0	\$0	0%	\$0	\$0
Caltrain	7		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	33, 36		\$105,292,690	\$136,244	\$3,196,225	3%	\$102,096,465	\$105,292,690
Resource Agency	39		\$22,481,609	\$90,657	\$341,858	2%	\$22,139,751	\$22,481,609
Legal	20		\$10,750,134	\$301,013	\$340,983	3%	\$10,409,151	\$10,750,134
Central Valley Route-Wide Work	15		\$0	\$0	\$0	0%	\$0	\$0
Project Reserve	15		\$0	\$0	\$0	0%	\$0	\$0
Interim Use	15		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency	14		\$0	\$0	\$0	0%	\$0	\$0
SUBTOTAL		\$2,609,076,000	\$1,360,562,849	\$56,257,917	\$140,070,220	10%	\$1,220,492,629	\$1,360,562,849
Local Assistance (Bookend)	29	\$1,100,000,000	\$192,540,546	\$0	\$0	0%	\$192,540,546	\$192,540,546
TOTAL		\$3,709,076,000	\$1,553,103,395	\$56,257,917	\$140,070,220	9%	\$1,413,033,175	\$1,553,103,395

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.

⁷ Budget for this line item is funded with Cap and Trade funds.

¹¹ Real Property Acquisition includes service, engineering and surveying, acquisition, relocation, condemnation, Real Property Acquisition legal, and traffic mitigation activities.

¹⁴ Unallocated Contingency is a set-aside estimated amount (monetary set-asides for cost) included in the overall cost targets for the project. The amount is designed to be used to overcome increases in costs that are due to unknown potential risks, and for which no other mitigation measure is available. Unallocated Contingency is allocated with Board of Directors approval as required.

¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.

²⁰ Legal work is performed on an as needed basis and expenditures are not anticipated to occur at the same frequency every month.

²³ FY2018-19 SR-99 expenditures are ahead of plan due to additional costs for real property acquisition.

²⁹ Expenditures are anticipated to begin in the coming months.

³⁰ Environmental Mitigation work is performed on an as needed basis and expenditures are not anticipated to occur every month.

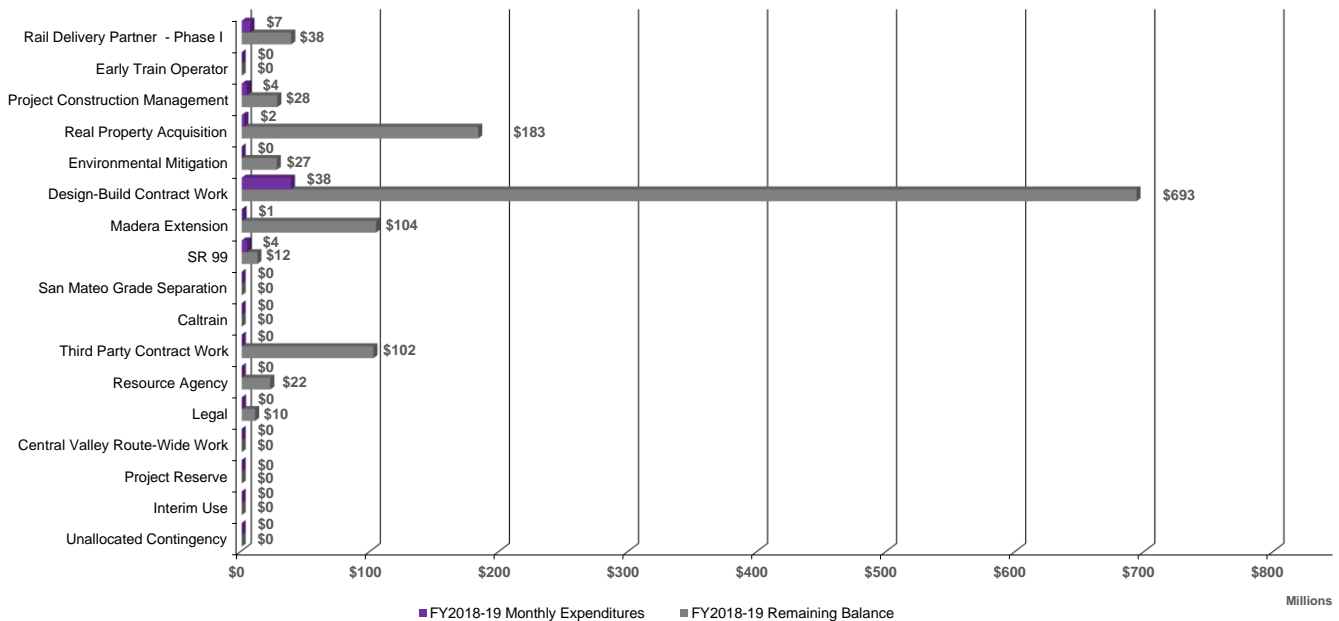
³³ FY2018-19 CP2-3 Third Party Contract Work expenditures are behind plan due to pending design completion. In addition, Aug-18 expenditures for CP2-3 Third Party Contract Work total (\$1.7M), which includes a (\$1.7M) dispute and \$16.8K in offsetting invoices.

³⁵ FY2018-19 Madera Extension expenditures are behind plan due to pending design completion.

³⁶ FY2018-19 CP1 Third Party Contract Work expenditures are behind plan due to pending design completion.

³⁹ FY2018-19 expenditures are behind plan, however expenditures are anticipated to accelerate in the coming months.

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



Status as of August 31, 2018

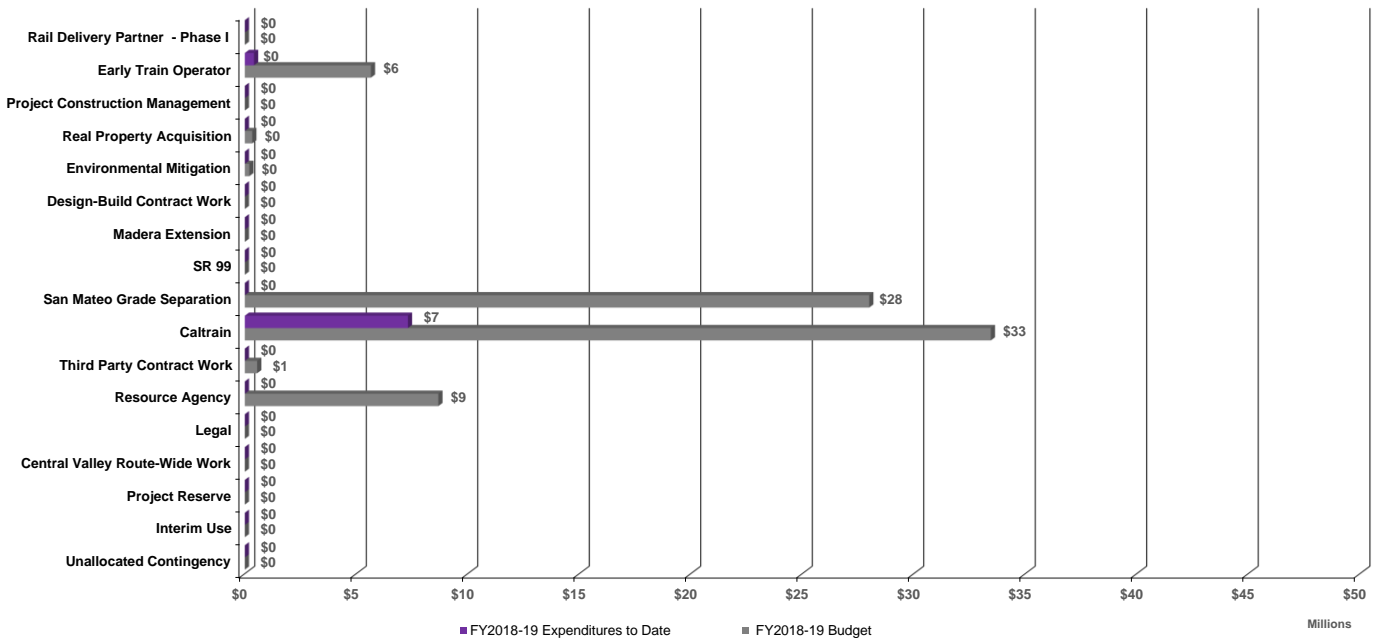
Percentage of Fiscal Year completed 17%

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

FY2018-19	Notes	Appropriation (A)	FY2018-19 Budget (B)	FY2018-19 Monthly Expenditures ² (C)	FY2018-19 Expenditures to Date ² (D)	% Budget Expended (E) = (D / B)	FY2018-19 Remaining Budget Balance (F) = (B - D)	FY2018-19 Forecast (G)
Rail Delivery Partner - Phase I	8		\$0	\$0	\$0	0%	\$0	\$0
Early Train Operator			\$5,654,016	\$410,822	\$410,822	7%	\$5,243,194	\$5,654,016
Project Construction Management	8		\$0	\$0	\$0	0%	\$0	\$0
Real Property Acquisition	11, 29		\$331,752	\$0	\$0	0%	\$331,752	\$331,752
Environmental Mitigation	30		\$200,000	\$0	\$0	0%	\$200,000	\$200,000
Design-Build Contract Work	8		\$0	\$0	\$0	0%	\$0	\$0
Madera Extension	8		\$0	\$0	\$0	0%	\$0	\$0
SR 99	8		\$0	\$0	\$0	0%	\$0	\$0
San Mateo Grade Separation	29		\$28,000,000	\$0	\$0	0%	\$28,000,000	\$28,000,000
Caltrain			\$33,455,598	\$7,312,758	\$7,312,758	22%	\$26,142,840	\$33,455,598
Third Party Contract Work	29		\$552,217	\$0	\$0	0%	\$552,217	\$552,217
Resource Agency	29		\$8,678,517	\$0	\$0	0%	\$8,678,517	\$8,678,517
Legal	8		\$0	\$0	\$0	0%	\$0	\$0
Central Valley Route-Wide Work	15		\$0	\$0	\$0	0%	\$0	\$0
Project Reserve	15		\$0	\$0	\$0	0%	\$0	\$0
Interim Use	15		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency	14		\$0	\$0	\$0	0%	\$0	\$0
TOTAL	17.41	\$10,935,222,064	\$76,872,100	\$7,723,580	\$7,723,580	10%	\$69,148,520	\$76,872,100

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.
⁸ Budget for this line item is funded with Prop 1A funds.
¹¹ Real Property Acquisition includes service, engineering and surveying, acquisition, relocation, condemnation, Real Property Acquisition legal, and traffic mitigation activities.
¹⁴ Unallocated Contingency is a set-aside estimated amount (monetary set-asides for cost) included in the overall cost targets for the project. The amount is designed to be used to overcome increases in costs that are due to unknown potential risks, and for which no other mitigation measure is available. Unallocated Contingency is allocated with Board of Directors approval as required.
¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.
¹⁷ The Cap and Trade Appropriation was updated to reflect actual auction proceeds (as of July 31, 2018) and has decreased by \$17.4M to \$11.413B (\$478M Project Development, \$10.935B Construction). The total Appropriation reflects one-time FY2014-15 Budget Act appropriation of \$650M, auction proceeds to date of \$1.218B, and the forecasted Cap and Trade auction proceeds through December 2030, at \$750M per year (\$9.563B). The Appropriation will be updated quarterly based on actual Cap and Trade auction proceeds.
²⁹ Expenditures are anticipated to begin in the coming months.
³⁰ Environmental Mitigation work is performed on an as needed basis and expenditures are not anticipated to occur every month.
⁴¹ Chapter 135, Health and Safety Code, Statutes 2017 (AB-398, Garcia) extended the Air Resources Board's regulatory authority that established the market based system to reduce Green House Gas (Cap and Trade) for an additional ten years through 2030. The first auction of the fiscal year (Aug) Department of Finance may adjust Cap and Trade proceeds to backfill programs as required by AB-398. Proceeds may be retroactively adjusted.

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



Status as of August 31, 2018

Percentage of Fiscal Year completed 17%

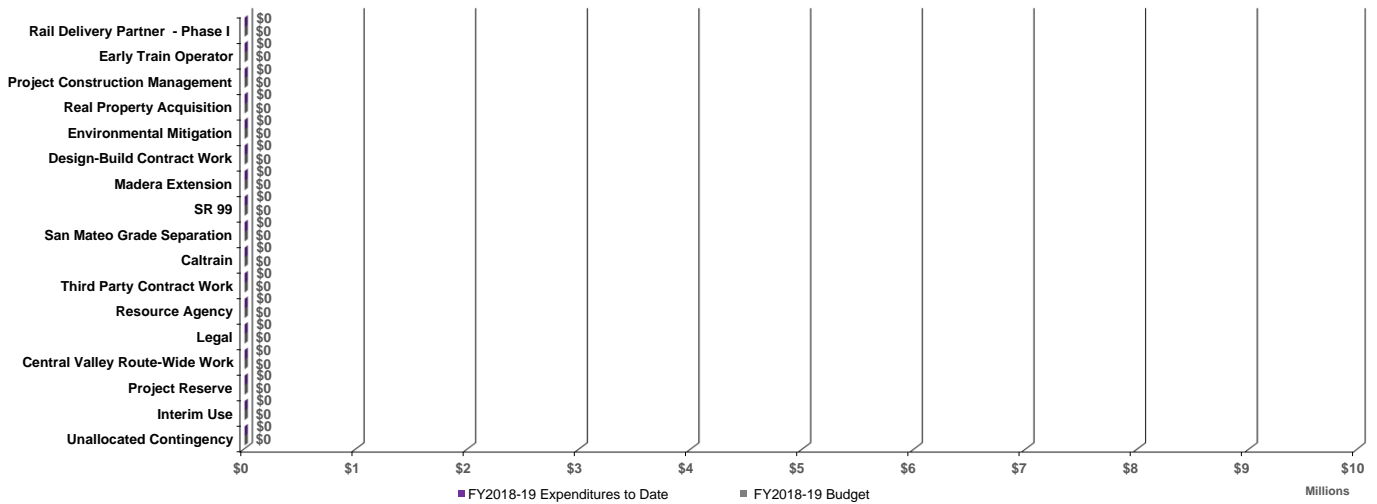
Federal Trust Fund - Construction
 Federal Trust Fund
 2655-306-0890

FY2018-19	Notes	Appropriation (A)	FY2018-19 Budget (B)	FY2018-19 Monthly Expenditures ² (C)	FY2018-19 Expenditures to Date ² (D)	% Budget Expended (E) = (D / B)	FY2018-19 Remaining Budget Balance (F) = (B - D)	FY2018-19 Forecast (G)
Rail Delivery Partner - Phase I	40		\$0	\$0	\$0	0%	\$0	\$0
Early Train Operator	40		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management	40		\$0	\$0	\$0	0%	\$0	\$0
Real Property Acquisition	40		\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation	40		\$0	\$0	\$0	0%	\$0	\$0
Design-Build Contract Work	40		\$0	\$0	\$0	0%	\$0	\$0
Madera Extension	40		\$0	\$0	\$0	0%	\$0	\$0
SR 99	40		\$0	\$0	\$0	0%	\$0	\$0
San Mateo Grade Separation	40		\$0	\$0	\$0	0%	\$0	\$0
Caltrain	40		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work	40		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	40		\$0	\$0	\$0	0%	\$0	\$0
Legal	40		\$0	\$0	\$0	0%	\$0	\$0
Central Valley Route-Wide Work	40		\$0	\$0	\$0	0%	\$0	\$0
Project Reserve	40		\$0	\$0	\$0	0%	\$0	\$0
Interim Use	40		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency	40		\$0	\$0	\$0	0%	\$0	\$0
TOTAL		\$3,042,514,289	\$0	\$0	\$0	0%	\$0	\$0

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.

⁴⁰ ARRA construction expenditures were completed in prior fiscal years. Budget and expenditures for FY10 Construction funding are anticipated in a future fiscal year.

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



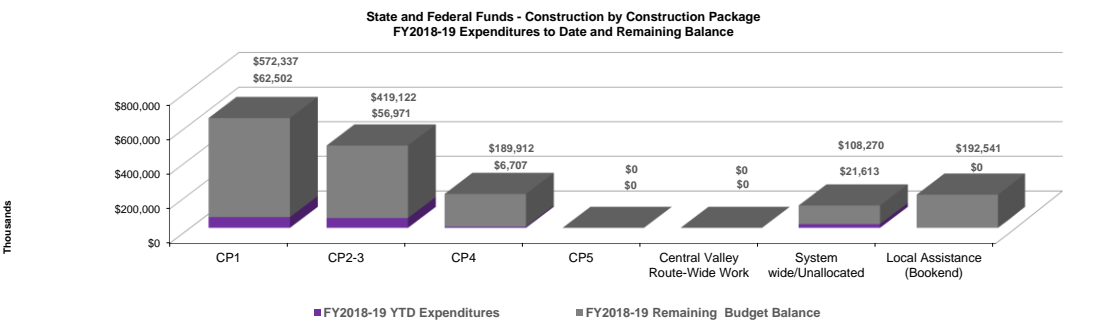
Status as of August 31, 2018

Percentage of Fiscal Year completed 17%

Construction by Construction Package
 State and Federal Funds
 FY2018-19

FY2018-19 Sections	Notes	Appropriation (A)	FY2018-19	FY2018-19	FY2018-19	% Budget Expended (E) = (D / B)	FY2018-19	FY2018-19
			Budget (B)	Monthly Expenditures ² (C)	YTD Expenditures ² (D)		Remaining Budget Balance (F) = (B - D)	Forecast (G)
CP1								
Design-Build Contract Work			\$314,069,661	\$16,670,022	\$39,697,022	13%	\$274,372,638	\$314,069,661
Madera Extension (Northern Extension)	35		\$105,930,339	\$681,630	\$1,901,190	2%	\$104,029,150	\$105,930,339
SR 99	23		\$22,871,110	\$4,000,000	\$10,728,570	47%	\$12,142,540	\$22,871,110
Project Construction Management			\$11,876,476	\$1,222,861	\$2,522,861	21%	\$9,353,615	\$11,876,476
Real Property Acquisition	11		\$68,335,291	\$594,516	\$4,279,443	6%	\$64,055,848	\$68,335,291
Environmental Mitigation	30		\$7,064,432	\$0	\$0	0%	\$7,064,432	\$7,064,432
Board Approved Contingency	15		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	39		\$28,136,760	\$90,657	\$341,858	1%	\$27,794,902	\$28,136,760
Third Party Contract Work	36		\$76,554,907	\$1,841,511	\$3,030,841	4%	\$73,524,066	\$76,554,907
Total CP1			\$634,838,976	\$25,101,197	\$62,501,785	10%	\$572,337,190	\$634,838,976
CP2-3								
Design-Build Contract Work	34		\$332,000,000	\$20,628,559	\$45,228,956	14%	\$286,771,044	\$332,000,000
Project Construction Management			\$14,235,373	\$1,456,517	\$2,936,517	21%	\$11,298,856	\$14,235,373
Real Property Acquisition	11		\$94,477,654	\$1,244,274	\$8,285,638	9%	\$86,192,016	\$94,477,654
Environmental Mitigation	30		\$9,000,000	\$0	\$354,978	4%	\$8,645,022	\$9,000,000
Board Approved Contingency	15		\$0	\$0	\$0	0%	\$0	\$0
Hazardous Waste Provisional Sum	34		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	29		\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
Third Party Contract Work	33		\$24,380,000	(\$1,705,267)	\$165,383	1%	\$24,214,617	\$24,380,000
Total CP2-3			\$476,093,028	\$21,624,083	\$56,971,472	12%	\$419,121,555	\$476,093,028
CP4								
Design-Build Contract Work	37		\$135,000,000	\$901,278	\$2,901,278	2%	\$132,098,722	\$135,000,000
Project Construction Management			\$9,468,489	\$1,267,659	\$2,535,318	27%	\$6,933,171	\$9,468,489
Real Property Acquisition	11, 38		\$34,607,050	\$288,445	\$1,270,899	4%	\$33,336,151	\$34,607,050
Environmental Mitigation	30		\$11,700,000	\$0	\$0	0%	\$11,700,000	\$11,700,000
Board Approved Contingency	15		\$0	\$0	\$0	0%	\$0	\$0
Hazardous Waste Provisional Sum	15		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	29		\$934,366	\$0	\$0	0%	\$934,366	\$934,366
Third Party Contract Work	29		\$4,910,000	\$0	\$0	0%	\$4,910,000	\$4,910,000
Total CP4			\$196,619,905	\$2,457,382	\$6,707,495	3%	\$189,912,411	\$196,619,905
CP5								
Design-Build Contract Work	15		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management	15		\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation	15		\$0	\$0	\$0	0%	\$0	\$0
Total CP5			\$0	\$0	\$0	0%	\$0	\$0
Central Valley Route-Wide Work								
Stations	15		\$0	\$0	\$0	0%	\$0	\$0
Communication and Signaling	15		\$0	\$0	\$0	0%	\$0	\$0
Electric Traction	15		\$0	\$0	\$0	0%	\$0	\$0
Heavy Maintenance Facility	15		\$0	\$0	\$0	0%	\$0	\$0
Total Central Valley Route-Wide Work			\$0	\$0	\$0	0%	\$0	\$0
System wide/Unallocated								
Rail Delivery Partner Phase I			\$51,934,293	\$6,774,243	\$13,548,485	26%	\$38,385,808	\$51,934,293
Early Train Operator			\$5,654,016	\$410,822	\$410,822	7%	\$5,243,194	\$5,654,016
San Mateo Grade Separation	29		\$28,000,000	\$0	\$0	0%	\$28,000,000	\$28,000,000
Caltrain			\$33,455,598	\$7,312,758	\$7,312,758	22%	\$26,142,840	\$33,455,598
Legal	20		\$10,750,134	\$301,013	\$340,983	3%	\$10,409,151	\$10,750,134
Resource Agency	29		\$89,000	\$0	\$0	0%	\$89,000	\$89,000
Project Reserve	15		\$0	\$0	\$0	0%	\$0	\$0
Interim Use	15		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency	14		\$0	\$0	\$0	0%	\$0	\$0
Total System wide / Unallocated			\$129,883,041	\$14,798,835	\$21,613,048	17%	\$108,269,993	\$129,883,041
SUBTOTAL			\$16,586,812,353	\$1,437,434,949	\$63,981,497	10%	\$1,289,641,149	\$1,437,434,949
Local Assistance (Bookend)	29		\$1,100,000,000	\$192,540,546	\$0	0%	\$192,540,546	\$192,540,546
TOTAL			\$17,686,812,353	\$1,629,975,495	\$63,981,497	9%	\$1,482,181,695	\$1,629,975,495

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.
¹¹ Real Property Acquisition includes service, engineering and surveying, acquisition, relocation, condemnation, Real Property Acquisition legal, and traffic mitigation activities.
¹⁴ Unallocated Contingency is a set-aside estimated amount (monetary set-asides for cost) included in the overall cost targets for the project. The amount is designed to be used to overcome increases in costs that are due to unknown potential risks, and for which no other mitigation measure is available. Unallocated Contingency is allocated with Board of Directors approval as required.
¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.
²⁰ Legal work is performed on an as needed basis and expenditures are not anticipated to occur at the same frequency every month.
²³ FY2018-19 SR-99 expenditures are ahead of plan due to additional costs for real property acquisition.
²⁹ Expenditures are anticipated to begin in the coming months.
³⁰ Environmental Mitigation work is performed on an as needed basis and expenditures are not anticipated to occur every month.
³³ FY2018-19 CP2-3 Third Party Contract Work expenditures are behind plan due to pending design completion. In addition, Aug-18 expenditures for CP2-3 Third Party Contract Work total (\$1.7M), which includes a (\$1.7M) dispute and \$16.8K in offsetting invoices.
³⁴ FY2018-19 CP2-3 Design-Build Contract Work budget increased by \$6.4M due to a reporting correction and is offset by a decrease to FY2018-19 CP2-3 Hazardous Waste Provisional Sum budget resulting in a net zero change to the FY2018-19 budget. FY2018-19 CP2-3 Design-Build Contract Work forecast increased by \$6.4M as a result of the budget increase. FY2018-19 CP2-3 Hazardous Waste forecast decreased by \$6.4M resulting in a net zero change to FY2018-19 forecast.
³⁵ FY2018-19 Madera Extension expenditures are behind plan due to pending design completion.
³⁶ FY2018-19 CP1 Third Party Contract Work expenditures are behind plan due to pending design completion.
³⁷ FY2018-19 CP4 Design-Build Contract Work expenditures are behind plan due to pending design completion, environmental clearance, construction and relocation agreements, as well as land right issues.
³⁸ FY2018-19 CP4 Real Property Acquisition expenditures are behind plan due to the design-builder's design refinements.
³⁹ FY2018-19 expenditures are behind plan, however expenditures are anticipated to accelerate in the coming months.



Status as of August 31, 2018

Percentage of Fiscal Year completed 17%

Construction by Construction Package
 State and Federal Funds
 Program Total

Program Total	Notes	Appropriation (A)	Total Program Budget (B)	FY2018-19 Monthly Expenditures ² (C)	Total Program Expenditures to Date ^{2, 19, 21} (D)	% Budget Expended (E) = (D / B)	Remaining Budget Balance (F) = (B - D)	Program Forecast (G)
CP1								
Design-Build Contract Work	10		\$1,806,667,916	\$16,670,022	\$829,978,005	46%	\$976,689,911	\$1,806,667,916
Madera Extension (Northern Extension)			\$153,399,844	\$681,630	\$49,370,694	32%	\$104,029,150	\$153,399,844
SR 99			\$333,400,000	\$4,000,000	\$249,369,964	75%	\$84,030,036	\$333,400,000
Project Construction Management			\$69,708,889	\$1,222,861	\$47,343,406	68%	\$22,365,483	\$69,708,889
Real Property Acquisition	11		\$789,457,609	\$594,516	\$682,083,205	86%	\$107,374,404	\$789,457,609
Environmental Mitigation	30		\$65,424,030	\$0	\$7,319,103	11%	\$58,104,927	\$65,424,030
Board Approved Contingency	10		\$30,023,356	\$0	\$0	0%	\$30,023,356	\$30,023,356
Resource Agency			\$71,638,528	\$90,657	\$8,908,652	12%	\$62,729,876	\$71,638,528
Third Party Contract Work			\$317,983,719	\$1,841,511	\$75,762,467	24%	\$242,221,252	\$317,983,719
Total CP1			\$3,637,703,892	\$25,101,197	\$1,950,135,496	54%	\$1,687,568,395	\$3,637,703,892
CP2-3								
Design-Build Contract Work	10		\$1,896,603,838	\$20,628,559	\$545,756,699	29%	\$1,350,847,139	\$1,896,603,838
Project Construction Management			\$98,844,690	\$1,456,517	\$52,925,676	54%	\$45,919,014	\$98,844,690
Real Property Acquisition	11		\$552,014,896	\$1,244,274	\$262,874,590	48%	\$289,140,306	\$552,014,896
Environmental Mitigation	30		\$84,574,158	\$0	\$40,005,742	47%	\$44,568,416	\$84,574,158
Board Approved Contingency	10		\$171,954,458	\$0	\$0	0%	\$171,954,458	\$171,954,458
Hazardous Waste Provisional Sum	10		\$29,232,000	\$0	\$0	0%	\$29,232,000	\$29,232,000
Resource Agency	29		\$16,400,000	\$0	\$0	0%	\$16,400,000	\$16,400,000
Third Party Contract Work	33		\$150,025,584	(\$1,705,267)	\$1,480,986	1%	\$148,544,599	\$150,025,584
Total CP2-3			\$2,999,649,625	\$21,624,083	\$903,043,694	30%	\$2,096,605,931	\$2,999,649,625
CP4								
Design-Build Contract Work	10		\$562,208,559	\$901,278	\$100,099,590	18%	\$462,108,969	\$562,208,559
Project Construction Management			\$62,827,989	\$1,267,659	\$27,912,114	44%	\$34,915,875	\$62,827,989
Real Property Acquisition	11		\$176,760,691	\$288,445	\$118,630,728	67%	\$58,129,963	\$176,760,691
Environmental Mitigation	30		\$59,101,414	\$0	\$12,849,797	22%	\$46,251,617	\$59,101,414
Board Approved Contingency	10		\$57,998,226	\$0	\$0	0%	\$57,998,226	\$57,998,226
Hazardous Waste Provisional Sum	10		\$10,310,000	\$0	\$0	0%	\$10,310,000	\$10,310,000
Resource Agency	29		\$2,801,942	\$0	\$154,878	6%	\$2,647,065	\$2,801,942
Third Party Contract Work	29		\$66,410,847	\$0	\$740,219	1%	\$65,670,628	\$66,410,847
Total CP4			\$998,419,668	\$2,457,382	\$260,387,325	26%	\$738,032,343	\$998,419,668
CP5								
Design-Build Contract Work	15		\$715,261,514	\$0	\$0	0%	\$715,261,514	\$715,261,514
Project Construction Management	15		\$22,207,094	\$0	\$0	0%	\$22,207,094	\$22,207,094
Environmental Mitigation	15		\$3,000,000	\$0	\$0	0%	\$3,000,000	\$3,000,000
Total CP5			\$740,468,608	\$0	\$0	0%	\$740,468,608	\$740,468,608
Central Valley Route-Wide Work								
Stations	15		\$168,773,594	\$0	\$0	0%	\$168,773,594	\$168,773,594
Communication and Signaling	15		\$385,788,516	\$0	\$0	0%	\$385,788,516	\$385,788,516
Electric Traction	15		\$679,798,079	\$0	\$0	0%	\$679,798,079	\$679,798,079
Heavy Maintenance Facility	15		\$21,809,650	\$0	\$0	0%	\$21,809,650	\$21,809,650
Total Central Valley Route-Wide Work			\$1,256,169,839	\$0	\$0	0%	\$1,256,169,839	\$1,256,169,839
System wide/Unallocated								
Merced - Fresno	6		\$6,460,853	\$0	\$6,460,853	100%	\$0	\$6,460,853
Fresno - Bakersfield	6		\$13,961,166	\$0	\$13,961,166	100%	\$0	\$13,961,166
Rail Delivery Partner Phase I			\$481,817,259	\$6,774,243	\$370,098,499	77%	\$111,718,760	\$481,817,259
Early Train Operator			\$30,000,000	\$410,822	\$2,310,876	8%	\$27,689,124	\$30,000,000
San Mateo Grade Separation	29		\$84,000,000	\$0	\$13,990,384	17%	\$70,009,616	\$84,000,000
Caltrain			\$114,000,000	\$7,312,758	\$83,815,298	74%	\$30,184,702	\$114,000,000
Legal			\$47,874,711	\$301,013	\$15,669,765	33%	\$32,204,946	\$47,874,711
Resource Agency	24, 29		\$3,767,493	\$0	\$3,678,493	98%	\$89,000	\$3,767,493
Project Reserve	12		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use	13		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency	14		\$425,862,179	\$0	\$0	0%	\$425,862,179	\$425,862,179
Total System wide / Unallocated			\$1,415,890,414	\$14,798,835	\$563,841,726	40%	\$852,048,688	\$1,415,890,414
SUBTOTAL			\$11,048,302,045	\$63,981,497	\$3,677,408,242	33%	\$7,370,893,804	\$11,048,302,045
Local Assistance (Bookend)	29		\$1,100,000,000	\$0	\$0	0%	\$1,100,000,000	\$1,100,000,000
TOTAL			\$12,148,302,045	\$63,981,497	\$3,677,408,242	30%	\$8,470,893,804	\$12,148,302,045

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.

⁶ Expenditures were completed in prior fiscal years and no additional expenditures are anticipated.

¹⁰ Total Program Design-Build Contract Work, Board Approved Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly, upon executed change orders as identified in the Monthly Status Reports. These monthly adjustments have a net zero impact on the Total Program budget.

¹¹ Real Property Acquisition includes service, engineering and surveying, acquisition, relocation, condemnation, Real Property Acquisition legal, and traffic mitigation activities.

¹² Project Reserve funds, totaling \$46.3M, are established to address risks of overruns of program objectives. A Project Reserve is not a contingency account. Drawdowns of this account must be authorized by the Chief Operating Officer.

¹³ The Authority and FRA have established an Interim Use reserve per Amendment 6 of the FRA grant agreement which can only be used with written approval from the FRA. Program expenditures to date of \$53.9M were for the purchase of radio spectrum approved by the Board in Feb-16 and the FRA in May-16.

¹⁴ Unallocated Contingency is a set-aside estimated amount (monetary set-asides for cost) included in the overall cost targets for the project. The amount is designed to be used to overcome increases in costs that are due to unknown potential risks, and for which no other mitigation measure is available. Unallocated Contingency is allocated with Board of Directors approval as required.

¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.

¹⁹ Total Program expenditures and FY2018-19 expenditures include accrual adjustments.

²¹ Historical expenditures have been updated as a result of reconciliation efforts from multiple Authority initiatives including: (1) State Accounting System Upgrade: CalSTARS to FISCAL conversion, (2) EcoSys system development for a single unified program database, and (3) the 2018 Baseline development process.

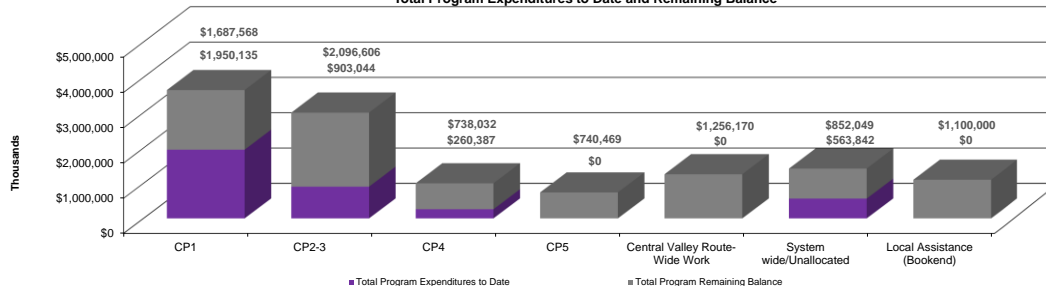
²⁴ As first reported in Sep-18, Total Program Cap and Trade Construction budget reflected a \$89K increase to capture a reporting correction for System-Wide Resource Agency.

²⁹ Expenditures are anticipated to begin in the coming months.

³⁰ Environmental Mitigation work is performed on an as needed basis and expenditures are not anticipated to occur every month.

³³ FY2018-19 CP2-3 Third Party Contract Work expenditures are behind plan due to pending design completion. In addition, Aug-18 expenditures for CP2-3 Third Party Contract Work total (\$1.7M), which includes a (\$1.7M) dispute and \$16.8K in offsetting invoices.

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



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



Status as of August 31, 2018

Percentage of Fiscal Year completed 17%

Central Valley Segment ¹⁶
 State and Federal Funds
 Program Total

Program Total		Total Program Budget	Total Program Expenditures to Date	Total Program Remaining Balance	Beginning Contingency Balance	Decrease in Current Contingency	Remaining Contingency Balance	% Remaining of Contingency Balance
Sections	Notes	(A)	2, 19 (B)	(C) = (A - B)	(D)	(E)	(F) = (D - E)	(G) = (F / D)
CP1								
Design-Build Contract Work	10	\$1,806,667,916	\$829,978,005	\$976,689,911	\$0	\$0	\$0	0%
Madera Extension		\$153,399,844	\$49,370,694	\$104,029,150	\$0	\$0	\$0	0%
SR 99		\$333,400,000	\$249,369,964	\$84,030,036	\$0	\$0	\$0	0%
Project Construction Management		\$69,708,889	\$47,343,406	\$22,365,483	\$0	\$0	\$0	0%
Real Property Acquisition	11	\$789,457,608	\$682,083,205	\$107,374,404	\$0	\$0	\$0	0%
Environmental Mitigation		\$65,424,030	\$7,319,103	\$58,104,927	\$0	\$0	\$0	0%
Board Approved Contingency	10	\$30,023,356	\$0	\$30,023,356	\$48,945,806	\$18,922,450	\$30,023,356	61%
Resource Agency		\$71,638,528	\$8,908,652	\$62,729,876	\$0	\$0	\$0	0%
Third Party Contract Work		\$317,983,719	\$75,762,467	\$242,221,252	\$0	\$0	\$0	0%
Total CP1		\$3,637,703,891	\$1,950,135,496	\$1,687,568,394	\$48,945,806	\$18,922,450	\$30,023,356	61%
CP2-3								
Design-Build Contract Work	10, 27	\$1,896,603,838	\$545,756,699	\$1,350,847,139	\$0	\$0	\$0	0%
Project Construction Management		\$98,844,690	\$52,925,676	\$45,919,014	\$0	\$0	\$0	0%
Real Property Acquisition	11	\$552,014,897	\$262,874,590	\$289,140,307	\$0	\$0	\$0	0%
Environmental Mitigation		\$84,574,158	\$40,005,742	\$44,568,416	\$0	\$0	\$0	0%
Board Approved Contingency	10	\$171,954,458	\$0	\$171,954,458	\$180,331,683	\$8,377,225	\$171,954,458	95%
Hazardous Waste Provisional Sum	10	\$29,232,000	\$0	\$29,232,000	\$29,232,000	\$0	\$29,232,000	100%
Resource Agency	29	\$16,400,000	\$0	\$16,400,000	\$0	\$0	\$0	0%
Third Party Contract Work		\$150,025,584	\$1,480,986	\$148,544,599	\$0	\$0	\$0	0%
Total CP2-3		\$2,999,649,625	\$903,043,694	\$2,096,605,931	\$209,563,683	\$8,377,225	\$201,186,458	96%
CP4								
Design-Build Contract Work	10	\$562,208,559	\$100,099,590	\$462,108,969	\$0	\$0	\$0	0%
Project Construction Management		\$62,827,989	\$27,912,114	\$34,915,875	\$0	\$0	\$0	0%
Real Property Acquisition	11	\$176,760,691	\$118,630,728	\$58,129,963	\$0	\$0	\$0	0%
Environmental Mitigation		\$59,101,414	\$12,849,797	\$46,251,617	\$0	\$0	\$0	0%
Board Approved Contingency	10	\$57,998,226	\$0	\$57,998,226	\$58,869,426	\$871,200	\$57,998,226	99%
Hazardous Waste Provisional Sum	10	\$10,310,000	\$0	\$10,310,000	\$10,470,000	\$160,000	\$10,310,000	98%
Resource Agency		\$2,801,942	\$154,878	\$2,647,065	\$0	\$0	\$0	0%
Third Party Contract Work		\$66,410,847	\$740,219	\$65,670,628	\$0	\$0	\$0	0%
Total CP4		\$998,419,669	\$260,387,325	\$738,032,343	\$69,339,426	\$1,031,200	\$68,308,226	99%
CP5								
Design-Build Contract Work	15	\$715,261,514	\$0	\$715,261,514	\$0	\$0	\$0	0%
Project Construction Management	15	\$22,207,094	\$0	\$22,207,094	\$0	\$0	\$0	0%
Environmental Mitigation	15	\$3,000,000	\$0	\$3,000,000	\$0	\$0	\$0	0%
Total CP5		\$740,468,608	\$0	\$740,468,608	\$0	\$0	\$0	0%
Central Valley Route-Wide Work								
Stations	15	\$168,773,594	\$0	\$168,773,594	\$0	\$0	\$0	0%
Communication and Signaling	15	\$385,788,515	\$0	\$385,788,515	\$0	\$0	\$0	0%
Electric Traction	15	\$679,798,078	\$0	\$679,798,078	\$0	\$0	\$0	0%
Heavy Maintenance Facility	15	\$21,809,650	\$0	\$21,809,650	\$0	\$0	\$0	0%
Total Central Valley Route-Wide Work		\$1,256,169,837	\$0	\$1,256,169,837	\$0	\$0	\$0	0%
Project Wide								
Merced - Fresno		\$33,729,073	\$27,268,219	\$6,460,853	\$0	\$0	\$0	0%
Fresno - Bakersfield		\$152,172,560	\$109,887,957	\$42,284,603	\$0	\$0	\$0	0%
Rail Delivery Partner Phase I		\$522,971,445	\$389,498,333	\$133,473,112	\$0	\$0	\$0	0%
Station Area Planning		\$2,219,298	\$286,661	\$1,932,637	\$0	\$0	\$0	0%
Early Train Operator		\$30,000,000	\$2,346,889	\$27,653,111	\$0	\$0	\$0	0%
Resource Agency		\$133,239,564	\$69,320,364	\$63,919,199	\$0	\$0	\$0	0%
Legal		\$63,548,519	\$7,331,134	\$56,217,385	\$0	\$0	\$0	0%
Total Project Wide	26	\$937,880,459	\$605,939,558	\$331,940,900	\$0	\$0	\$0	0%
TOTAL	26, 27	\$10,570,292,089	\$3,719,506,074	\$6,850,786,015	\$327,848,915	\$28,330,875	\$299,518,040	91%

² Expenditures reflect paid invoices, invoices received and in process, and material estimated costs for work performed, not yet billed.

¹⁰ Total Program Design-Build Contract Work, Board Approved Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly, upon executed change orders as identified in the Monthly Status Reports. These monthly adjustments have a net zero impact on the Total Program budget.

¹¹ Real Property Acquisition includes service, engineering and surveying, acquisition, relocation, condemnation, Real Property Acquisition legal, and traffic mitigation activities.

¹⁵ Scope for this section is being refined and expenditures are anticipated to begin in a subsequent fiscal year.

¹⁶ The Central Valley Segment view reflects the Department of Finance approved funding plan.

¹⁹ Total Program expenditures and FY2018-19 expenditures include accrual adjustments.

²⁶ As first reported in Sep-18, The Central Valley Segment budget reflected budget shifts and a net \$15.2K decrease to capture a reporting correction to the System-Wide section.

²⁷ Central Valley Segment Total Program Budget reflects a \$442M increase to capture a reporting correction to CP2-3 Design-Build Contract Work.

²⁹ Expenditures are anticipated to begin in the coming months.