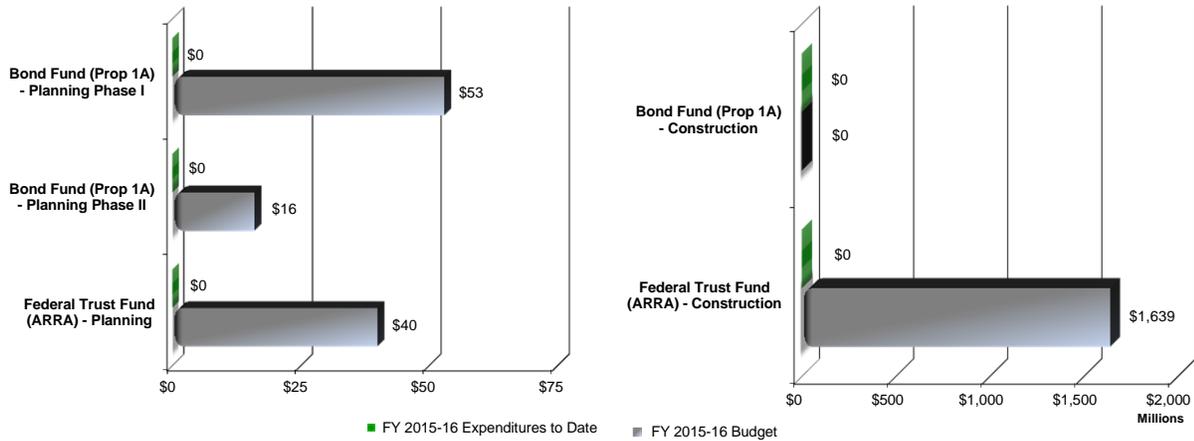


**Budget Summary**

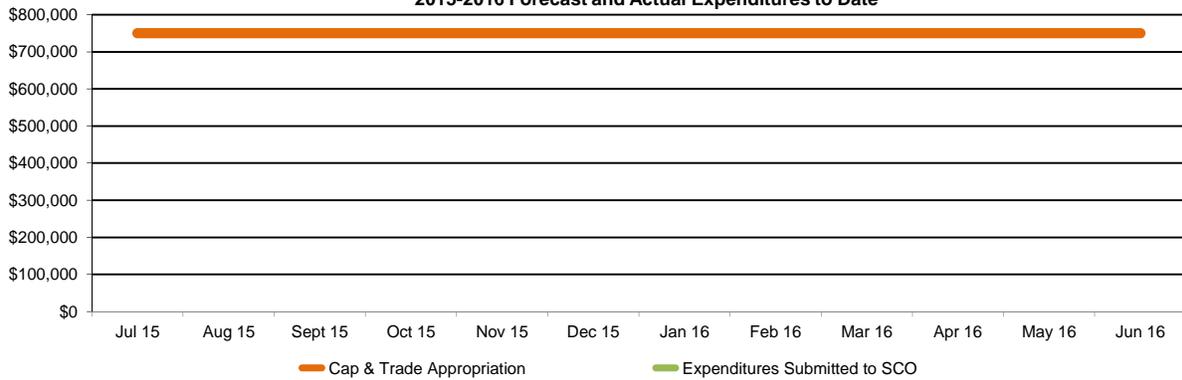
Data as of July 31, 2015

FY 2015-16	Notes	Appropriation <sup>1,2</sup> (A)	FY 2015-16 Budget <sup>2</sup> (B)	FY 2015-16 Monthly Expenditures <sup>3,4</sup> (C)	FY 2015-16 Expenditures to Date <sup>4</sup> (D)	% Expended (E) = (D / B)	FY 2015-16 Remaining Balance (F) = (B - D)	FY 2015-16 Forecast (G)
Bond Fund (Prop 1A) - Planning Phase I		\$250,279,000	\$52,973,800	\$0	\$0	0%	\$52,973,800	\$52,973,800
Bond Fund (Prop 1A) - Planning Phase II		\$127,298,500	\$16,000,000	\$0	\$0	0%	\$16,000,000	\$16,000,000
Federal Trust Fund (ARRA) - Planning		\$315,615,000	\$39,962,107	\$0	\$0	0%	\$39,962,107	\$39,962,107
<b>PLANNING SUBTOTAL</b>		<b>\$693,192,500</b>	<b>\$108,935,907</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$108,935,907</b>	<b>\$108,935,907</b>
Bond Fund (Prop 1A) - Construction		\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (ARRA/FY10) - Construction		\$3,240,676,000	\$1,638,730,306	\$0	\$0	0%	\$1,638,730,306	\$1,638,730,306
<b>CONSTRUCTION SUBTOTAL</b>		<b>\$5,849,752,000</b>	<b>\$1,638,730,306</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$1,638,730,306</b>	<b>\$1,638,730,306</b>
<b>CAP &amp; TRADE</b>		<b>\$750,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL</b>		<b>\$7,292,944,500</b>	<b>\$1,747,666,213</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$1,747,666,213</b>	<b>\$1,747,666,213</b>

**Current Fiscal Year 2015-16**



**Cap and Trade Funds  
 2015-2016 Forecast and Actual Expenditures to Date**



Month	Jul 15	Aug 15	Sept 15	Oct 15	Nov 15	Dec 15	Jan 16	Feb 16	Mar 16	Apr 16	May 16	Jun 16	Total
Cap & Trade Projected Spend Curve													\$0
Expenditures Submitted to SCO <sup>5</sup>													\$0

<sup>1</sup> Fund appropriations for Capital Outlay are available across multiple State Fiscal Years (SFY) per Senate Bill (SB) 1029. Prop1A bonds were sold in SFY 2009-10 and were available for use from SFY 2010-11 through SFY 2016-17; American Recovery and Reinvestment Act (ARRA) grant funds expire September 2017. Updated to reflect FYs prior to SB 1029

<sup>2</sup> Appropriation for Cap & Trade reflected separately; Program Expenditures to Date include Cap & Trade for FY14/15 but budget is not allocated for current Cap & Trade FY15/16 (\$500m)

<sup>3</sup> Expenditures are sourced from the FCP. The FCP is the quarterly report prepared for the Federal Railroad Administration (FRA). The expenditures and forecast illustrate how the provisions of the grant and the required matches will be fulfilled. Illustrates the expenditures and forecast for the Phase I environmental work and the First Construction Section (FCS) only.

<sup>4</sup> Actuals paid are less than expenditures due to a lag in the State and Federal Payment processes, vendor submittals, invoice disputes, and/or payment withholds.

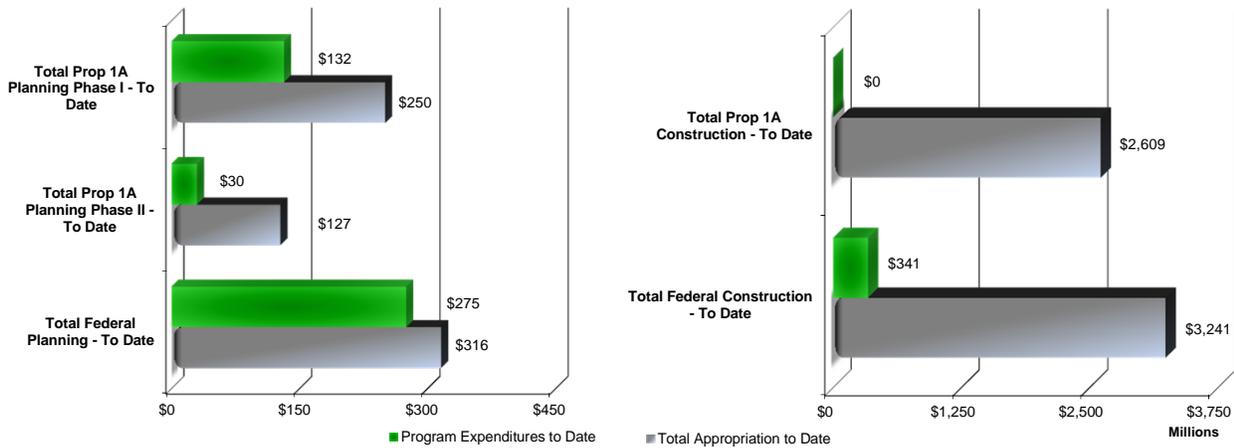
<sup>5</sup> Expenditures reflect actual expenditures submitted to State Controller's Office (SCO), and do not include vendor disputes, payment withholds, or lags in vendor submittals.

**Project Summary**

Data as of July 31, 2015

Program to Date	Notes	Appropriation <sup>2</sup> (A)	Total Program Budget <sup>2</sup> (B)	FY 2015-16 Monthly Expenditures <sup>3,4</sup> (C)	Total Program Expenditures to Date <sup>2,4</sup> (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
Bond Fund (Prop 1A) - To Date - Phase I		\$250,279,000	\$250,279,000	\$0	\$131,517,873	53%	\$118,761,127	\$191,693,001
Bond Fund (Prop 1A) - To Date - Phase II		\$127,298,500	\$127,298,500	\$0	\$29,551,500	23%	\$97,747,000	\$103,347,088
Federal Trust Fund (ARRA) - To Date	11	\$315,615,000	\$315,615,000	\$0	\$274,675,364	87%	\$40,939,636	\$321,620,999
<b>PLANNING SUBTOTAL</b>		<b>\$693,192,500</b>	<b>\$693,192,500</b>	<b>\$0</b>	<b>\$435,744,737</b>	<b>63%</b>	<b>\$257,447,763</b>	<b>\$616,661,088</b>
Bond Fund (Prop 1A) - Construction		\$2,609,076,000	\$2,563,197,231	\$0	\$0	0%	\$2,563,197,231	\$2,563,197,231
Federal Trust Fund (ARRA/FY10) - Construction		\$3,240,676,000	\$2,968,141,231	\$0	\$341,049,816	11%	\$2,627,091,416	\$2,968,141,232
<b>CONSTRUCTION SUBTOTAL</b>		<b>\$5,849,752,000</b>	<b>\$5,531,338,462</b>	<b>\$0</b>	<b>\$341,049,816</b>	<b>6%</b>	<b>\$5,190,288,647</b>	<b>\$5,531,338,463</b>
Cap & Trade - To Date		\$750,000,000	\$750,000,000	\$0	\$250,000,000	33%	\$500,000,000	\$750,000,000
<b>TOTAL</b>		<b>\$7,292,944,500</b>	<b>\$6,974,530,962</b>	<b>\$0</b>	<b>\$1,026,794,552</b>	<b>15%</b>	<b>\$5,947,736,410</b>	<b>\$6,897,999,551</b>

**Program Expenditures FY 10-11 To Date**



**Cap and Trade Funds  
 Program Actual Expenditures FY 15-16 to Date**



Month	Jul 15	Aug 15	Sept 15	Oct 15	Nov 15	Dec 15	Jan 16	Feb 16	Mar 16	Apr 16	May 16	Jun 16	Total
Cap & Trade Projected Spend Curve													\$0
Expenditures Submitted to SCO <sup>5</sup>													\$0

<sup>2</sup> Appropriation for Cap & Trade reflected separately; Program Expenditures to Date include Cap & Trade for FY14/15 (\$58.6m planning & \$191.4m construction) but budget is not allocated for current Cap & Trade FY15/16 (\$500m)

<sup>3</sup> Expenditures are sourced from the FCP. The FCP is the quarterly report prepared for the Federal Railroad Administration (FRA). The expenditures and forecast illustrate how the provisions of the grant and the required matches will be fulfilled. Illustrates the expenditures and forecast for the Phase I environmental work and the First Construction Section (FCS) only.

<sup>4</sup> Actuals paid are less than expenditures due to a lag in the State and Federal Payment processes, a lag in vendor submittals, invoice disputes, and/or payment withholds.

<sup>5</sup> Expenditures reflect actual expenditures submitted to SCO, and do not include vendor disputes, payment withholds, or lags in vendor submittals.

<sup>11</sup> Program wide ARRA forecast is equivalent to Federally allowed grant funding; appropriation does not include amended grant funding at this time.

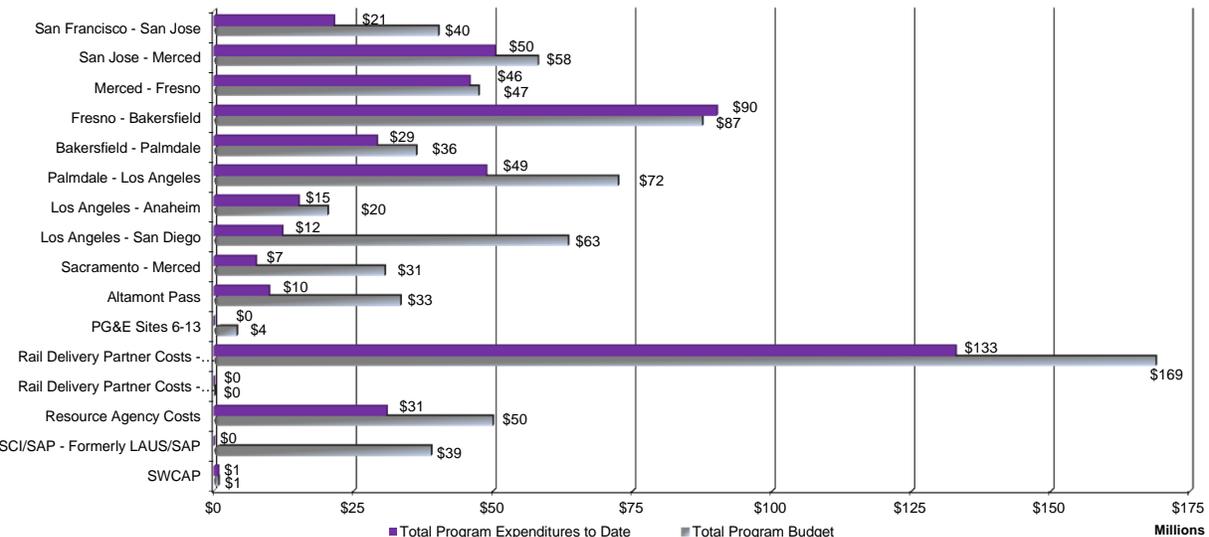
Planning - State and Federal Funds

Data as of July 31, 2015

FY 2015-16	Notes	Appropriation <sup>2</sup> (A)	FY 2015-16 Budget <sup>2</sup> (B)	FY 2015-16 Monthly Expenditures <sup>3,4</sup> (C)	FY 2015-16 Expenditures to Date <sup>4</sup> (D)	% Expended (E) = (D / B)	FY 2015-16 Remaining Balance (F) = (B - D)	FY 2015-16 Forecast (G)
San Francisco - San Jose			\$7,534,344	\$0	\$0	0%	\$7,534,344	\$7,534,344
San Jose - Merced			\$13,822,676	\$0	\$0	0%	\$13,822,676	\$13,822,676
Merced - Fresno			\$0	\$0	\$0	0%	\$0	\$0
Fresno - Bakersfield			\$948,827	\$0	\$0	0%	\$948,827	\$948,827
Bakersfield - Palmdale			\$24,512,479	\$0	\$0	0%	\$24,512,479	\$24,512,479
Palmdale - Los Angeles			\$20,339,323	\$0	\$0	0%	\$20,339,323	\$20,339,323
Los Angeles - Anaheim			\$5,461,871	\$0	\$0	0%	\$5,461,871	\$5,461,871
Los Angeles - San Diego			\$2,950,000	\$0	\$0	0%	\$2,950,000	\$2,950,000
Sacramento - Merced			\$2,950,000	\$0	\$0	0%	\$2,950,000	\$2,950,000
Altamont Pass			\$10,000,000	\$0	\$0	0%	\$10,000,000	\$10,000,000
PG&E Sites 6-13			\$1,259,063	\$0	\$0	0%	\$1,259,063	\$1,259,063
Rail Delivery Partner Costs - Phase I			\$7,900,000	\$0	\$0	0%	\$7,900,000	\$7,900,000
Rail Delivery Partner Costs - Phase II			\$100,000	\$0	\$0	0%	\$100,000	\$100,000
Resource Agency Costs			\$5,539,673	\$0	\$0	0%	\$5,539,673	\$5,539,673
SCI/SAP - Formerly LAUS/SAP			\$5,500,000	\$0	\$0	0%	\$5,500,000	\$5,500,000
SWCAP			\$117,652	\$0	\$0	0%	\$117,652	\$117,652
<b>TOTALS</b>		<b>\$751,778,500</b>	<b>\$108,935,907</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$108,935,907</b>	<b>\$108,935,907</b>

Program Total	Notes	Appropriation <sup>2</sup> (A)	Total Program Budget <sup>2</sup> (B)	FY 2015-16 Monthly Expenditures <sup>3,4</sup> (C)	Total Program Expenditures to Date <sup>4</sup> (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
San Francisco - San Jose			\$40,210,519	\$0	\$21,444,409	53%	\$18,766,111	\$30,142,111
San Jose - Merced			\$57,983,199	\$0	\$50,292,259	87%	\$7,690,940	\$48,765,178
Merced - Fresno			\$47,362,109	\$0	\$45,728,386	97%	\$1,633,723	\$45,361,855
Fresno - Bakersfield	6		\$87,426,935	\$0	\$90,021,087	103%	(\$2,594,153)	\$85,189,555
Bakersfield - Palmdale			\$36,220,267	\$0	\$29,164,599	81%	\$7,055,668	\$32,805,000
Palmdale - Los Angeles			\$72,360,584	\$0	\$48,714,265	67%	\$23,646,319	\$46,483,251
Los Angeles - Anaheim			\$20,309,799	\$0	\$15,109,172	74%	\$5,200,627	\$16,855,114
Los Angeles - San Diego			\$63,376,649	\$0	\$12,215,570	19%	\$51,161,079	\$51,543,205
Sacramento - Merced			\$30,578,441	\$0	\$7,459,831	24%	\$23,118,610	\$27,803,883
Altamont Pass			\$33,343,410	\$0	\$9,876,099	30%	\$23,467,311	\$24,000,000
PG&E Sites 6-13			\$4,092,901	\$0	\$4,092,901	0%	\$4,092,901	\$4,092,901
Rail Delivery Partner Costs - Phase I			\$168,769,372	\$0	\$132,796,993	79%	\$35,972,379	\$124,375,289
Rail Delivery Partner Costs - Phase II			\$100,000	\$0	\$0	0%	\$100,000	\$100,000
Resource Agency Costs			\$49,948,795	\$0	\$30,830,196	62%	\$19,118,598	\$39,648,224
SCI/SAP - Formerly LAUS/SAP			\$38,900,000	\$0	\$0	0%	\$38,900,000	\$38,700,000
SWCAP			\$795,522	\$0	\$677,870	85%	\$117,652	\$795,522
<b>TOTALS</b>		<b>\$751,778,500</b>	<b>\$751,778,500</b>	<b>\$0</b>	<b>\$494,330,737</b>	<b>66%</b>	<b>\$257,447,763</b>	<b>\$616,661,088</b>

Program Expenditures to Date



<sup>2</sup> Appropriations and Program Expenditures to Date include Cap & Trade for FY14/15 but budget is not allocated for current Cap & Trade FY15/16 (\$500m)

<sup>3</sup> Expenditures are sourced from the FCP. The FCP is the quarterly report prepared for the Federal Railroad Administration (FRA). The expenditures and forecast illustrate how the provisions of the grant and the required matches will be fulfilled. Illustrates the expenditures and forecast for the Phase I environmental work and the First Construction Section (FCS) only.

<sup>4</sup> Actuals paid are less than expenditures due to a lag in the State and Federal Payment processes, a lag in vendor submittals, invoice disputes, and/or payment withholdings.

<sup>6</sup> Environmental section over budget due to higher than anticipated costs to achieve Record of Decision (ROD).

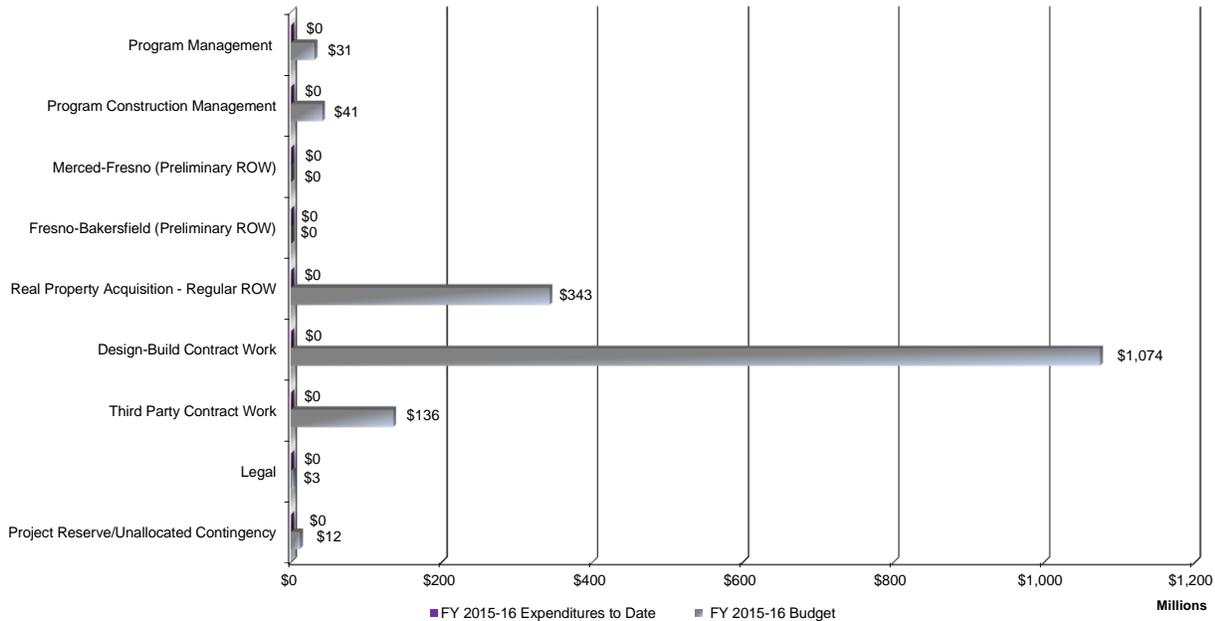
**Construction - State and Federal Funds**

Data as of July 31, 2015

FY 2015-2016	Notes	Appropriation <sup>2</sup> (A)	FY 2015-16 Budget <sup>2</sup> (B)	FY 2015-16 Monthly Expenditures <sup>3,4</sup> (C)	FY 2015-16 Expenditures to Date <sup>4</sup> (D)	% Expended (E) = (D / B)	FY 2015-16 Remaining Balance (F) = (B - D)	Project Forecast (G)
Program Management			\$30,900,000	\$0	\$0	0%	\$30,900,000	\$30,900,000
Program Construction Management			\$41,027,123	\$0	\$0	0%	\$41,027,123	\$41,027,123
Merced-Fresno (Preliminary ROW)			\$0	\$0	\$0	0%	\$0	\$0
Fresno-Bakersfield (Preliminary ROW)			\$0	\$0	\$0	0%	\$0	\$0
Real Property Acquisition - Regular ROW			\$343,166,707	\$0	\$0	0%	\$343,166,706	\$343,166,707
Design-Build Contract Work	7		\$1,073,729,390	\$0	\$0	0%	\$1,073,729,389	\$1,073,729,390
Third Party Contract Work			\$135,586,708	\$0	\$0	0%	\$135,586,708	\$135,586,708
Legal			\$2,753,601	\$0	\$0	0%	\$2,753,601	\$2,753,602
Project Reserve/Unallocated Contingency			\$11,566,777	\$0	\$0	0%	\$11,566,777	\$11,566,777
<b>TOTALS</b>		\$6,041,166,000	\$1,638,730,306	\$0	\$0	0%	\$1,638,730,304	\$1,638,730,307

Program Total	Notes	Appropriation <sup>2</sup> (A)	Total Program Budget <sup>2</sup> (B)	FY 2015-16 Monthly Expenditures <sup>3,4</sup> (C)	Total Program Expenditures to Date <sup>2,4</sup> (D)	% Expended (E) = (D / B)	Remaining Balance (F) = (B - D)	Project Forecast (G)
Program Management			\$415,688,886	\$0	\$107,855,231	26%	\$144,864,950	\$223,540,276
Program Construction Management			\$144,702,043	\$0	\$12,436,456	9%	\$138,024,202	\$144,702,043
Merced-Fresno (Preliminary ROW)			\$8,582,399	\$0	\$8,780,286	102%	\$527,739	\$8,054,660
Fresno-Bakersfield (Preliminary ROW)			\$12,824,899	\$0	\$15,512,136	121%	\$386,254	\$11,855,358
Real Property Acquisition - Regular ROW			\$710,330,629	\$0	\$187,387,076	26%	\$599,502,000	\$707,030,301
Design-Build Contract Work	7		\$3,711,911,963	\$0	\$186,710,040	5%	\$3,590,806,026	\$3,838,644,182
Third Party Contract Work			\$99,394,768	\$0	\$13,507,575	14%	\$96,894,768	\$239,394,768
Legal			\$5,532,219	\$0	\$275,016	5%	\$5,498,051	\$5,532,218
Project Reserve/Unallocated Contingency			\$613,784,657	\$0	\$0	0%	\$613,784,657	\$352,584,657
<b>TOTALS</b>		\$6,041,166,000	\$5,722,752,462	\$0	\$532,463,817	9%	\$5,190,288,646	\$5,531,338,463

**Current Year 2015-16 Construction**



<sup>2</sup> Appropriations and Program Expenditures to Date include Cap & Trade for FY14/15 but budget is not allocated for current Cap & Trade FY15/16 (\$500m)

<sup>3</sup> Expenditures are sourced from the FCP. The FCP is the quarterly report prepared for the Federal Railroad Administration (FRA). The expenditures and forecast illustrate how the provisions of the grant and the required matches will be fulfilled. Illustrates the expenditures and forecast for the Phase I environmental work and the First Construction Section (FCS) only.

<sup>4</sup> Actuals paid are less than expenditures due to a lag in the State and Federal Payment processes, a lag in vendor submittals, invoice disputes, and/or payment withholds.

<sup>7</sup> Includes SR-99 alignment activities and charges against contract contingency.

California High-Speed Rail Authority  
 Budget & Expenditure Summary  
 Proposition 1A - Planning  
 August 2015



Data as of July 31, 2015

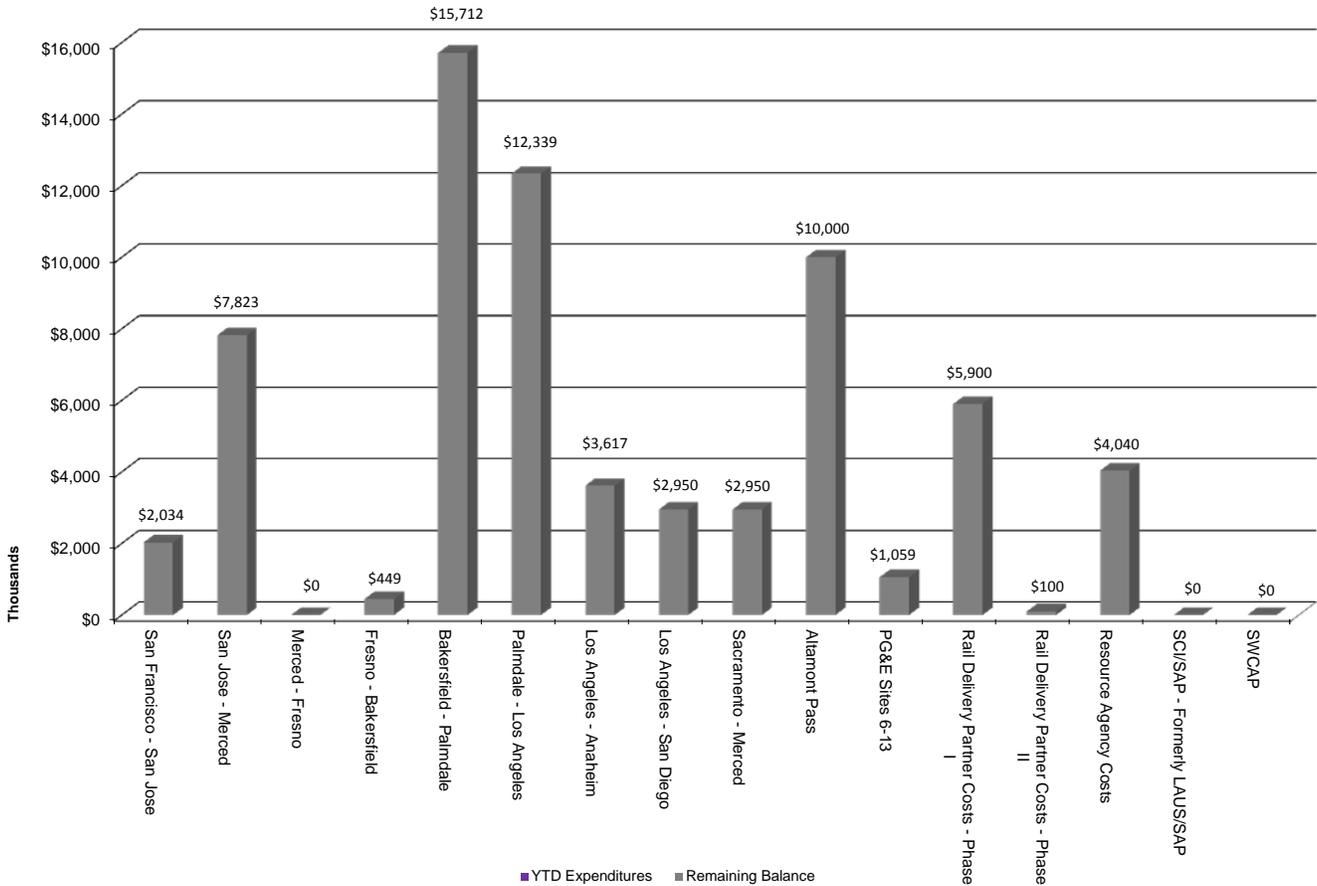
Bond Fund  
 2665-301-6043

FY 2015-16 Planning and Preliminary Engineering		Appropriation	FY 2015-16 Budget	FY 2015-16 Monthly Expenditures	FY 2015-16 YTD Expenditures	% of Expended	FY 2015-16 Remaining Balance	FY 2015-16 Forecast
Sections	Notes	(A)	(B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
San Francisco - San Jose			\$2,034,344	\$0	\$0	0%	\$2,034,344	\$2,034,344
San Jose - Merced			\$7,822,676	\$0	\$0	0%	\$7,822,676	\$7,822,676
Merced - Fresno			\$0	\$0	\$0	0%	\$0	\$0
Fresno - Bakersfield			\$448,827	\$0	\$0	0%	\$448,827	\$448,827
Bakersfield - Palmdale			\$15,712,479	\$0	\$0	0%	\$15,712,479	\$15,712,479
Palmdale - Los Angeles			\$12,339,323	\$0	\$0	0%	\$12,339,323	\$12,339,323
Los Angeles - Anaheim			\$3,617,416	\$0	\$0	0%	\$3,617,416	\$3,617,416
Los Angeles - San Diego			\$2,950,000	\$0	\$0	0%	\$2,950,000	\$2,950,000
Sacramento - Merced			\$2,950,000	\$0	\$0	0%	\$2,950,000	\$2,950,000
Altamont Pass			\$10,000,000	\$0	\$0	0%	\$10,000,000	\$10,000,000
PG&E Sites 6-13			\$1,059,063	\$0	\$0	0%	\$1,059,063	\$1,059,063
Rail Delivery Partner Costs - Phase I			\$5,900,000	\$0	\$0	0%	\$5,900,000	\$5,900,000
Rail Delivery Partner Costs - Phase II			\$100,000	\$0	\$0	0%	\$100,000	\$100,000
Resource Agency Costs			\$4,039,673	\$0	\$0	0%	\$4,039,673	\$4,039,673
SCI/SAP - Formerly LAUS/SAP			\$0	\$0	\$0	0%	\$0	\$0
SWCAP			\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		<b>\$377,577,500</b>	<b>\$68,973,800</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$68,973,800</b>	<b>\$68,973,800</b>

Notes:

<sup>a</sup> Budget is based on the current environmental Work Plans.

Proposition 1A - Planning



California High-Speed Rail Authority  
 Budget & Expenditure Summary  
 Cap & Trade - Planning  
 August 2015



Data as of July 31, 2015

Cap & Trade (Greenhouse Gas Emission Reduction Fund)  
 2665-301-3228/2665-306-3228

FY 2015-16 Planning and Preliminary Engineering		Appropriation	FY 2015-16 Budget	FY 2015-16 Monthly Expenditures	FY 2015-16 YTD Expenditures	% of Expended	FY 2015-16 Remaining Balance	FY 2015-16 Forecast
Sections	Notes	(A)	<sup>8</sup> (B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
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
Palmdale - Los Angeles			\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - Anaheim			\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - San Diego			\$0	\$0	\$0	0%	\$0	\$0
Sacramento - Merced			\$0	\$0	\$0	0%	\$0	\$0
Altamont Pass			\$0	\$0	\$0	0%	\$0	\$0
PG&E Sites 6-13			\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner			\$0	\$0	\$0	0%	\$0	\$0
Resource Agency Costs			\$0	\$0	\$0	0%	\$0	\$0
SCI/SAP - Formerly LAUS/SAP			\$0	\$0	\$0	0%	\$0	\$0
SWCAP			\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Construction			\$0	\$0	\$0	0%	\$0	\$0
Program Construction Management			\$0	\$0	\$0	0%	\$0	\$0
Merced-Fresno (Preliminary ROW)			\$0	\$0	\$0	0%	\$0	\$0
Fresno-Bakersfield (Preliminary ROW)			\$0	\$0	\$0	0%	\$0	\$0
Real Property Acquisition - Regular ROW			\$0	\$0	\$0	0%	\$0	\$0
Design-Build Contract Work			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contracts			\$0	\$0	\$0	0%	\$0	\$0
Legal			\$0	\$0	\$0	0%	\$0	\$0
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		\$750,000,000	\$0	\$0	\$0	\$0	\$0	\$0

Notes:

<sup>8</sup> Budget is based on the current environmental Work Plans.

California High-Speed Rail Authority  
 Budget & Expenditure Summary  
 Federal Trust Fund - Planning  
 August 2015



Data as of July 31, 2015

Federal Trust Fund  
 2665-301-0890

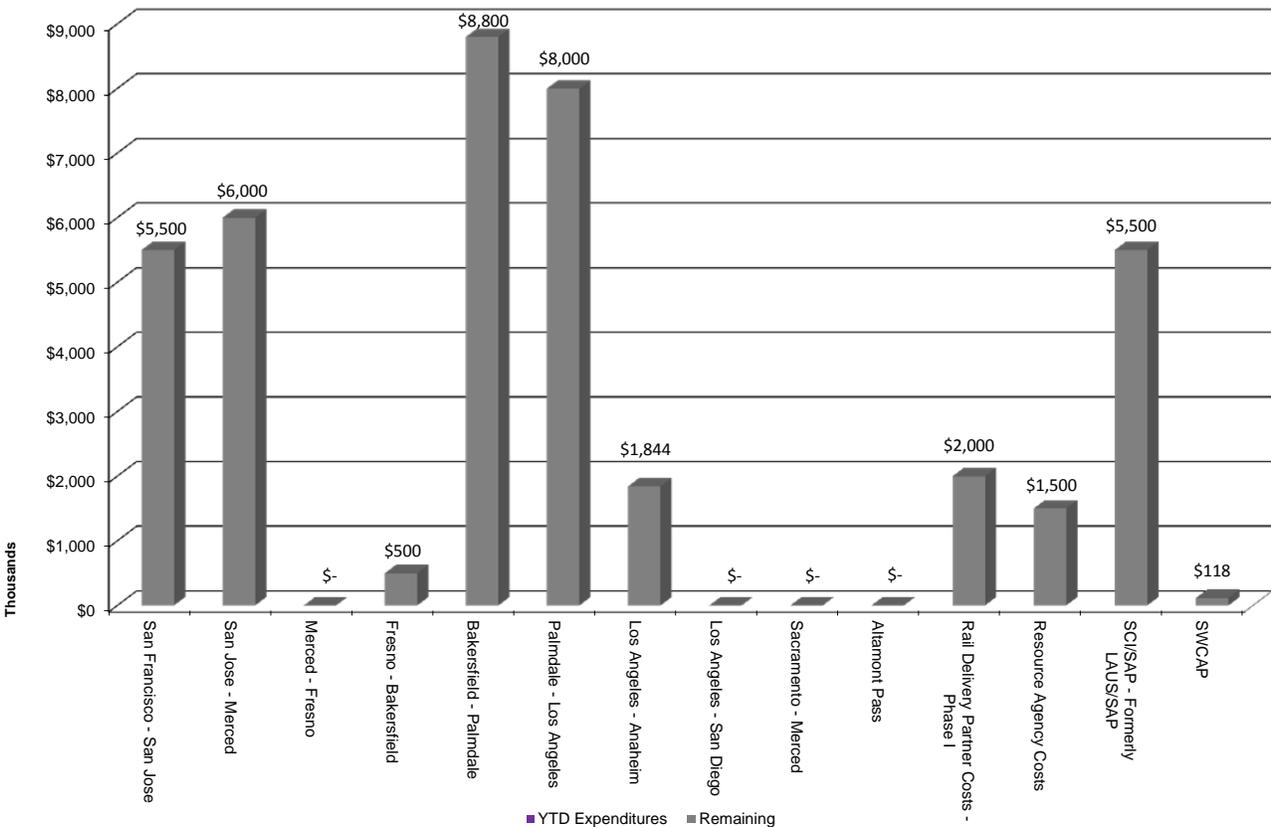
FY 2015-16 Planning and Preliminary Engineering		Appropriation	FY 2015-16 Budget	FY 2015-16 Monthly Expenditures	FY 2015-16 YTD Expenditures	% of Expended	FY 2015-16 Remaining Balance	FY 2015-16 Forecast
Sections	Notes	<sup>9</sup> (A)	<sup>8</sup> (B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	(G)
San Francisco - San Jose			\$5,500,000	\$0	\$0	0%	\$5,500,000	\$5,500,000
San Jose - Merced			\$6,000,000	\$0	\$0	0%	\$6,000,000	\$6,000,000
Merced - Fresno			\$0	\$0	\$0	0%	\$0	\$0
Fresno - Bakersfield			\$500,000	\$0	\$0	0%	\$500,000	\$500,000
Bakersfield - Palmdale			\$8,800,000	\$0	\$0	0%	\$8,800,000	\$8,800,000
Palmdale - Los Angeles			\$8,000,000	\$0	\$0	0%	\$8,000,000	\$8,000,000
Los Angeles - Anaheim			\$1,844,455	\$0	\$0	0%	\$1,844,455	\$1,844,455
Los Angeles - San Diego			\$0	\$0	\$0	0%	\$0	\$0
Sacramento - Merced			\$0	\$0	\$0	0%	\$0	\$0
Altamont Pass			\$0	\$0	\$0	0%	\$0	\$0
PG&E Sites 6-13			\$200,000	\$0	\$0	0%	\$200,000	\$200,000
Rail Delivery Partner Costs - Phase I			\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
Rail Delivery Partner Costs - Phase II			\$0	\$0	\$0	0%	\$0	\$0
Resource Agency Costs			\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
SCI/SAP - Formerly LAUS/SAP			\$5,500,000	\$0	\$0	0%	\$5,500,000	\$5,500,000
SWCAP			\$117,652	\$0	\$0	0%	\$117,652	\$117,652
<b>TOTAL</b>			<b>\$315,615,000</b>	<b>\$39,962,107</b>	<b>\$0</b>	<b>0%</b>	<b>\$39,962,107</b>	<b>\$39,962,107</b>

Notes:

<sup>8</sup> Budget is based on the current environmental Work Plans.

<sup>9</sup> Appropriation comprised of ARRA Grant funds only.

Federal Trust Fund - Planning



California High-Speed Rail Authority  
 Budget & Expenditure Summary  
 Proposition 1A - Construction  
 August 2015



Data as of July 31, 2015

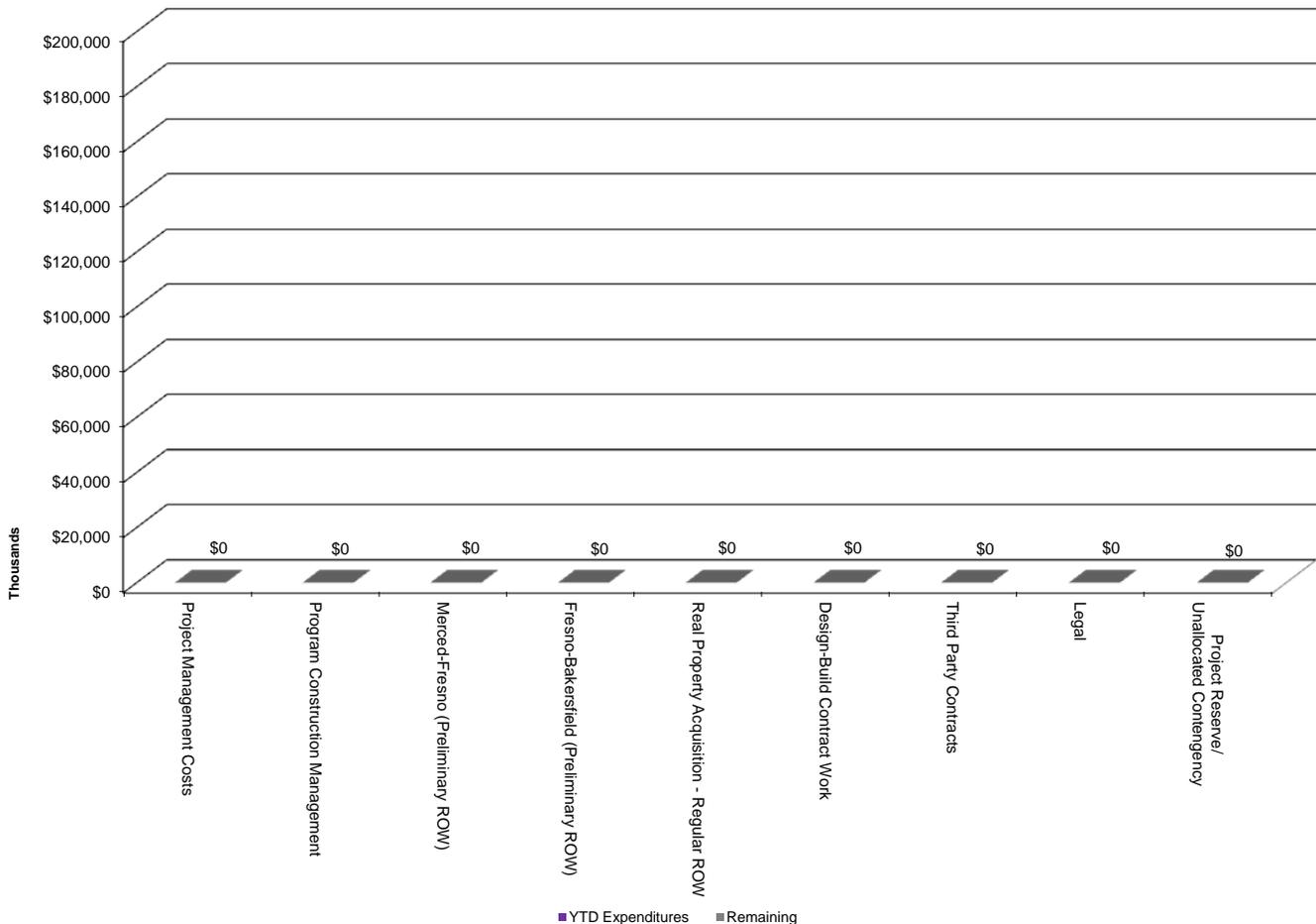
Bond Fund  
 2665-306-6043

FY 2015-16 Construction		Appropriation	FY 2015-16 Budget	FY 2015-16 Monthly Expenditures	FY 2015-16 YTD Expenditures	% of Expended	FY 2015-16 Remaining Balance	FY 2015-16 Forecast
Sections	Notes	<sup>9</sup> (A)	(B)	(C)	(D)	(E) = (D / B)	(F) = (B - D)	<sup>14</sup> (G)
Rail Delivery Partner			\$0	\$0	\$0	0%	\$0	\$0
Program Construction Management			\$0	\$0	\$0	0%	\$0	\$0
Merced-Fresno (Preliminary ROW)			\$0	\$0	\$0	0%	\$0	\$0
Fresno-Bakersfield (Preliminary ROW)			\$0	\$0	\$0	0%	\$0	\$0
Real Property Acquisition - Regular ROW			\$0	\$0	\$0	0%	\$0	\$0
Design-Build Contract Work			\$0	\$0	\$0	0%	\$0	\$0
Third Party Contracts			\$0	\$0	\$0	0%	\$0	\$0
Legal			\$0	\$0	\$0	0%	\$0	\$0
Project Reserve/Unallocated Contingency			\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>		\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0

Notes:

<sup>9</sup> Appropriation comprised of ARRA Grant funds only.

Proposition 1A - Construction



California High-Speed Rail Authority  
 Budget & Expenditure Summary  
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 August 2015



Data as of July 31, 2015

Federal Trust Fund  
 2665-306-0890

FY 2015-16 Construction Sections	Notes	Appropriation <sup>9</sup> (A)	FY 2015-16 Budget (B)	FY 2015-16 Monthly Expenditures (C)	FY 2015-16 YTD Expenditures (D)	% of Expended (E) = (D / B)	FY 2015-16 Remaining Balance (F) = (B - D)	FY 2015-16 Forecast <sup>10</sup> (G)
Project Management Costs			\$30,900,000	\$0	\$0	0%	\$30,900,000	\$30,900,000
Program Construction Management			\$41,027,123	\$0	\$0	0%	\$41,027,123	\$41,027,123
Merced-Fresno (Preliminary ROW)			\$0	\$0	\$0	0%	\$0	\$0
Fresno-Bakersfield (Preliminary ROW)			\$0	\$0	\$0	0%	\$0	\$0
Real Property Acquisition - Regular ROW			\$343,166,707	\$0	\$0	0%	\$343,166,707	\$343,166,707
Design-Build Contract Work	7		\$1,073,729,390	\$0	\$0	0%	\$1,073,729,390	\$1,073,729,390
Third Party Contracts			\$135,586,708	\$0	\$0	0%	\$135,586,708	\$135,586,708
Legal			\$2,753,601	\$0	\$0	0%	\$2,753,601	\$2,753,601
Project Reserve/Unallocated Contingency			\$11,566,777	\$0	\$0	0%	\$11,566,777	\$11,566,777
<b>TOTAL</b>		<b>\$3,240,676,000</b>	<b>\$1,638,730,306</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$1,638,730,306</b>	<b>\$1,638,730,306</b>

Notes:

<sup>7</sup> Includes SR-99 alignment activities and charges against contract contingency.

<sup>9</sup> Appropriation comprised of ARRA and FY10 Grant funds.

<sup>10</sup> Forecast reflects monthly updated FCP.

Federal Trust Fund - Construction

