

## 2665 High-Speed Rail Authority

The California High-Speed Rail Authority's mission is to plan, design, build, and operate a high-speed train system for California.

Since department programs drive the need for infrastructure investment, each department has a related capital outlay program to support this need. For the specifics on the Authority's Capital Outlay Program see "Infrastructure Overview."

### 3-YR EXPENDITURES AND PERSONNEL YEARS

	Personnel Years			Expenditures		
	2009-10	2010-11	2011-12	2009-10*	2010-11*	2011-12*
10 Administration	10.3	37.1	37.1	\$140,204	\$5,733	\$7,131
20 Program Management and Oversight Contracts	-	-	-	-	39,036	3,000
30 Public Information and Communications Contracts	-	-	-	-	1,800	1,800
40 Fiscal and Other External Contracts	-	-	-	-	10,055	750
<b>TOTALS, POSITIONS AND EXPENDITURES (All Programs)</b>	<b>10.3</b>	<b>37.1</b>	<b>37.1</b>	<b>\$140,204</b>	<b>\$56,624</b>	<b>\$12,681</b>
<b>FUNDING</b>				<b>2009-10*</b>	<b>2010-11*</b>	<b>2011-12*</b>
0995 Reimbursements				\$1,500	\$-	\$-
6043 High - Speed Passenger Train Bond Fund				138,704	56,624	12,681
<b>TOTALS, EXPENDITURES, ALL FUNDS</b>				<b>\$140,204</b>	<b>\$56,624</b>	<b>\$12,681</b>

### LEGAL CITATIONS AND AUTHORITY

#### DEPARTMENT AUTHORITY

Public Utilities Code, Division 19.5 (commencing with Section 185000).

### DETAILED BUDGET ADJUSTMENTS

	2010-11*			2011-12*		
	General Fund	Other Funds	Personnel Years	General Fund	Other Funds	Personnel Years
<b>Workload Budget Adjustments</b>						
<b>Other Workload Budget Adjustments</b>						
• Retirement Rate Adjustment	\$-	\$94	-	\$-	\$94	-
• Employee Compensation Adjustments	-	-305	-	-	-43	-
• Workforce Cap Adjustment	-	-196	-2.5	-	-196	-2.5
• One Time Cost Reductions	-	-	-	-	-50,891	-
<b>Totals, Other Workload Budget Adjustments</b>	<b>\$-</b>	<b>-\$407</b>	<b>-2.5</b>	<b>\$-</b>	<b>-\$51,036</b>	<b>-2.5</b>
<b>Totals, Workload Budget Adjustments</b>	<b>\$-</b>	<b>-\$407</b>	<b>-2.5</b>	<b>\$-</b>	<b>-\$51,036</b>	<b>-2.5</b>
<b>Policy Adjustments</b>						
• Program Management Oversight	\$-	\$-	-	\$-	\$3,000	-
• Public Information and Communication	-	-	-	-	1,800	-
• Staff Increase/Baseline Adjustment	-	-	-	-	1,136	-
• Financial Consulting Services and Public Private Partnership Program	-	-	-	-	750	-
<b>Totals, Policy Adjustments</b>	<b>\$-</b>	<b>\$-</b>	<b>-</b>	<b>\$-</b>	<b>\$6,686</b>	<b>-</b>
<b>Totals, Budget Adjustments</b>	<b>\$-</b>	<b>-\$407</b>	<b>-2.5</b>	<b>\$-</b>	<b>-\$44,350</b>	<b>-2.5</b>

### PROGRAM DESCRIPTIONS

#### 10 - ADMINISTRATION OF HIGH-SPEED RAIL AUTHORITY

The Administration Program is responsible for developing and implementing a statewide high-speed train system for California.

#### 20 - PROGRAM MANAGEMENT AND OVERSIGHT CONTRACTS

The Program Management and Oversight Contracts Program is responsible for providing evaluation and review of services and products generated by the Program Management Team and Regional Consultants. This incorporates Project/Program

\* Dollars in thousands, except in Salary Range.

## 2665 High-Speed Rail Authority - Continued

monitoring, technical review, and programmatic review to be utilized by the Authority and shareholders.

### 30 - PUBLIC INFORMATION AND COMMUNICATIONS

The Public Information and Communications Program is responsible for providing information and communication services to the public by coordinating various regional outreach activities related to the environmental review process and supplements those efforts.

### 40 - FISCAL AND OTHER EXTERNAL CONTRACTS

The Fiscal and Other External Contracts Program is responsible for providing cost-effective services through contractual agreements.

#### DETAILED EXPENDITURES BY PROGRAM

		2009-10*	2010-11*	2011-12*
<b>PROGRAM REQUIREMENTS</b>				
<b>10</b>	<b>Administration</b>			
	<b>State Operations:</b>			
0995	Reimbursements	\$1,500	\$-	\$-
6043	High - Speed Passenger Train Bond Fund	138,704	5,733	7,131
	<b>Totals, State Operations</b>	<b>\$140,204</b>	<b>\$5,733</b>	<b>\$7,131</b>
<b>PROGRAM REQUIREMENTS</b>				
<b>20</b>	<b>Program Management and Oversight Contracts</b>			
	<b>State Operations:</b>			
6043	High - Speed Passenger Train Bond Fund	\$-	\$39,036	\$3,000
	<b>Totals, State Operations</b>	<b>\$-</b>	<b>\$39,036</b>	<b>\$3,000</b>
<b>PROGRAM REQUIREMENTS</b>				
<b>30</b>	<b>Public Information and Communications Contracts</b>			
	<b>State Operations:</b>			
6043	High - Speed Passenger Train Bond Fund	\$-	\$1,800	\$1,800
	<b>Totals, State Operations</b>	<b>\$-</b>	<b>\$1,800</b>	<b>\$1,800</b>
<b>PROGRAM REQUIREMENTS</b>				
<b>40</b>	<b>Fiscal and Other External Contracts</b>			
	<b>State Operations:</b>			
6043	High - Speed Passenger Train Bond Fund	\$-	\$10,055	\$750
	<b>Totals, State Operations</b>	<b>\$-</b>	<b>\$10,055</b>	<b>\$750</b>
<b>TOTALS, EXPENDITURES</b>				
	State Operations	140,204	56,624	12,681
	<b>Totals, Expenditures</b>	<b>\$140,204</b>	<b>\$56,624</b>	<b>\$12,681</b>

#### EXPENDITURES BY CATEGORY

	1 State Operations			Expenditures		
	Positions/Personnel	Years		2009-10*	2010-11*	2011-12*
	2009-10	2010-11	2011-12			
<b>PERSONAL SERVICES</b>						
Authorized Positions (Equals Sch. 7A)	10.3	41.5	41.5	\$817	\$3,563	\$3,638
Total Adjustments	-	-2.5	-2.5	-	-401	-145
Estimated Salary Savings	-	-1.9	-1.9	-	-171	-171
<b>Net Totals, Salaries and Wages</b>	<b>10.3</b>	<b>37.1</b>	<b>37.1</b>	<b>\$817</b>	<b>\$2,991</b>	<b>\$3,322</b>
Staff Benefits	-	-	-	266	1,107	1,131
<b>Totals, Personal Services</b>	<b>10.3</b>	<b>37.1</b>	<b>37.1</b>	<b>\$1,083</b>	<b>\$4,098</b>	<b>\$4,454</b>
<b>OPERATING EXPENSES AND EQUIPMENT</b>				<b>\$139,121</b>	<b>\$52,526</b>	<b>\$8,227</b>
<b>TOTALS, POSITIONS AND EXPENDITURES, ALL FUNDS</b>				<b>\$140,204</b>	<b>\$56,624</b>	<b>\$12,681</b>
<b>(State Operations)</b>						

\* Dollars in thousands, except in Salary Range.

## 2665 High-Speed Rail Authority - Continued

## DETAIL OF APPROPRIATIONS AND ADJUSTMENTS

1 STATE OPERATIONS	2009-10*	2010-11*	2011-12*
<b>0995 Reimbursements</b>			
APPROPRIATIONS			
Reimbursements	\$1,500	-	-
<b>6043 High - Speed Passenger Train Bond Fund</b>			
APPROPRIATIONS			
004 Budget Act appropriation as amended by Chapter 1, Statutes of 2009, Fourth Extraordinary Session	\$139,180	-	-
Adjustment per Section 3.60	3	-	-
Reduction per Section 3.90	-118	-	-
Adjustment per Section 3.55	-1	-	-
004 Budget Act appropriation	-	\$57,031	\$12,681
Allocation for employee compensation	-	20	-
Adjustment per Section 3.60	-	94	-
Reduction per Section 3.90	-	-196	-
Reduction per Control Section 3.91	-	-325	-
<b>Totals Available</b>	<b>\$139,064</b>	<b>\$56,624</b>	<b>\$12,681</b>
Unexpended balance, estimated savings	-360	-	-
<b>TOTALS, EXPENDITURES</b>	<b>\$138,704</b>	<b>\$56,624</b>	<b>\$12,681</b>
<b>TOTALS, EXPENDITURES, ALL FUNDS (State Operations)</b>	<b>\$140,204</b>	<b>\$56,624</b>	<b>\$12,681</b>

## FUND CONDITION STATEMENTS

	2009-10*	2010-11*	2011-12*
<b>6043 High - Speed Passenger Train Bond Fund<sup>b</sup></b>			
BEGINNING BALANCE	-	\$90,591	-
Prior year adjustments	\$60,945	-	-
Adjusted Beginning Balance	\$60,945	\$90,591	-
REVENUES, TRANSFERS, AND OTHER ADJUSTMENTS			
Revenues:			
Proceeds from the Sale of Bonds and Notes	168,350	153,773	\$130,257
Total Revenues, Transfers, and Other Adjustments	\$168,350	\$153,773	\$130,257
Total Resources	\$229,295	\$244,364	\$130,257
EXPENDITURES AND EXPENDITURE ADJUSTMENTS			
Expenditures:			
2660 Department of Transportation			
State Operations	-	-	94
Local Assistance	-	38,500	7,000
Capital Outlay	-	62,490	20,810
2665 High-Speed Rail Authority			
State Operations	138,704	56,624	12,681
Capital Outlay	-	86,750	89,672
Total Expenditures and Expenditure Adjustments	\$138,704	\$244,364	\$130,257
FUND BALANCE	\$90,591	-	-

## CHANGES IN AUTHORIZED POSITIONS

	<u>Positions/Personnel Years</u>			<u>Expenditures</u>		
	2009-10	2010-11	2011-12	2009-10*	2010-11*	2011-12*
<b>Totals, Authorized Positions</b>	10.3	41.5	41.5	\$817	\$3,563	\$3,638

\* Dollars in thousands, except in Salary Range.

## 2665 High-Speed Rail Authority - Continued

	Positions/Personnel Years			Expenditures		
	2009-10	2010-11	2011-12	2009-10*	2010-11*	2011-12*
Furlough Adjustments	-	-	-	-	-136	-
PLP Adjustments	-	-	-	-	-120	-
<b>Workforce and Administrative Adjustments:</b>				<b>Salary Range</b>		
Civil Engineer Associate	-	-1.0	-1.0	4,960-6,027	-66	-66
Associate Transportation Planner	-	-1.0	-1.0	4,619-5,616	-61	-61
Office Technician	-	-0.5	-0.5	2,686-3,624	-18	-18
<b>Totals, Workforce and Admin. Adjustments</b>	<b>-</b>	<b>-2.5</b>	<b>-2.5</b>	<b>\$-</b>	<b>-\$145</b>	<b>-\$145</b>
<b>Total Adjustments</b>	<b>-</b>	<b>-2.5</b>	<b>-2.5</b>	<b>\$-</b>	<b>-\$401</b>	<b>-\$145</b>
<b>TOTAL SALARIES AND WAGES</b>	<b>10.3</b>	<b>39.0</b>	<b>39.0</b>	<b>\$817</b>	<b>\$3,162</b>	<b>\$3,493</b>

## INFRASTRUCTURE OVERVIEW

The High-Speed Rail Authority is in the process of acquiring real property and right-of-way accesses to enable the development of a high-speed train system between Anaheim and San Francisco with extensions to Sacramento and San Diego.

## MAJOR PROJECT CHANGES

- The Governor's Budget provides \$179.3 million (50 percent High-Speed Passenger Train Bond Fund and 50 percent federal funds) for preliminary engineering and environmental review along the San Francisco to Anaheim sections of the high-speed rail system.

## SUMMARY OF PROJECTS

		State Building Program Expenditures	2009-10*	2010-11*	2011-12*
20	<b>CAPITAL OUTLAY</b>				
	<b>Major Projects</b>				
20.15	<b>San Francisco to San Jose</b>		\$-	\$26,150	\$12,390
20.15.010	San Francisco to San Jose		-	26,150 <sup>ADbf</sup>	12,390 <sup>ADbf</sup>
20.25	<b>San Jose to Merced</b>		\$-	\$26,120	\$34,920
20.25.010	San Jose to Merced		-	26,120 <sup>ADbf</sup>	34,920 <sup>ADbf</sup>
20.30	<b>Merced to Fresno</b>		\$-	\$16,139	\$13,358
20.30.010	Merced to Fresno		-	16,139 <sup>ADbf</sup>	13,358 <sup>ADbf</sup>
20.40	<b>Fresno to Bakersfield</b>		\$-	\$38,466	\$13,884
20.40.010	Fresno to Bakersfield		-	38,466 <sup>ADbf</sup>	13,884 <sup>ADbf</sup>
20.45	<b>Bakersfield to Palmdale</b>		\$-	\$1,815	\$51,050
20.45.010	Bakersfield to Palmdale		-	1,815 <sup>ADbf</sup>	51,050 <sup>ADbf</sup>
20.50	<b>Palmdale to Los Angeles</b>		\$-	\$35,225	\$45,392
20.50.010	Palmdale to Los Angeles		-	35,225 <sup>ADbf</sup>	45,392 <sup>ADbf</sup>
20.60	<b>Los Angeles to Anaheim</b>		\$-	\$11,085	\$8,350
20.60.010	Los Angeles to Anaheim		-	11,085 <sup>ADbf</sup>	8,350 <sup>ADbf</sup>
20.70	<b>Los Angeles to San Diego</b>		\$-	\$3,700	\$-
20.70.010	Los Angeles to San Diego		-	3,700 <sup>ADbf</sup>	-
20.80	<b>Merced to Sacramento</b>		\$-	\$2,800	\$-
20.80.010	Merced to Sacramento		-	2,800 <sup>ADbf</sup>	-
20.90	<b>Altamont Pass</b>		\$-	\$2,750	\$-
20.90.010	Altamont Pass		-	2,750 <sup>ADbf</sup>	-
	<b>Totals, Major Projects</b>		<b>\$-</b>	<b>\$164,250</b>	<b>\$179,344</b>
	<b>TOTALS, EXPENDITURES, ALL PROJECTS</b>		<b>\$-</b>	<b>\$164,250</b>	<b>\$179,344</b>

## FUNDING

		2009-10*	2010-11*	2011-12*
0890	Federal Trust Fund		\$-	\$77,500
				\$89,672

\* Dollars in thousands, except in Salary Range.

**2665 High-Speed Rail Authority - Continued**

<b>FUNDING</b>	<b>2009-10*</b>	<b>2010-11*</b>	<b>2011-12*</b>
6043 High - Speed Passenger Train Bond Fund	-	<u>86,750</u>	<u>89,672</u>
<b>TOTALS, EXPENDITURES, ALL FUNDS</b>	<b>\$-</b>	<b>\$164,250</b>	<b>\$179,344</b>

**DETAIL OF APPROPRIATIONS AND ADJUSTMENTS**

<b>3 CAPITAL OUTLAY</b>	<b>2009-10*</b>	<b>2010-11*</b>	<b>2011-12*</b>
<b>0890 Federal Trust Fund</b>			
APPROPRIATIONS			
304 Budget Act appropriation	-	\$25,000	\$22,469
305 Budget Act appropriation	-	<u>52,500</u>	<u>67,203</u>
<b>TOTALS, EXPENDITURES</b>	<b>\$-</b>	<b>\$77,500</b>	<b>\$89,672</b>
<b>6043 High - Speed Passenger Train Bond Fund</b>			
APPROPRIATIONS			
304 Budget Act appropriation	-	\$28,345	\$22,469
305 Budget Act appropriation	-	<u>58,405</u>	<u>67,203</u>
<b>TOTALS, EXPENDITURES</b>	<b>\$-</b>	<b>\$86,750</b>	<b>\$89,672</b>
<b>TOTALS, EXPENDITURES, ALL FUNDS (Capital Outlay)</b>	<b>\$-</b>	<b>\$164,250</b>	<b>\$179,344</b>

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