

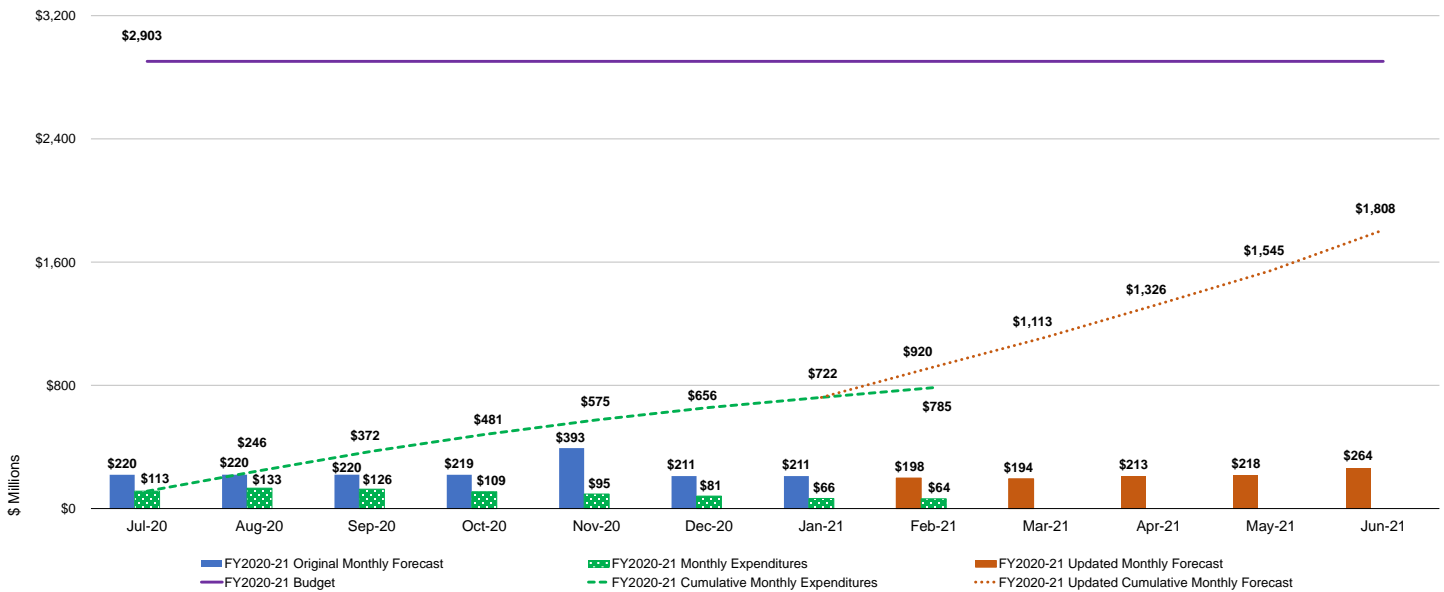
Data through February 28, 2021

Percentage of Fiscal Year completed 67%

Budget Summary FY2020-21

| FY2020-21 | Notes | Appropriation | FY2020-21 Budget (A) | February Expenditures (B) | FY2020-21 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2020-21 Remaining Budget Balance (E) = (A - C) | FY2020-21 Forecast (F) |
|--|-------------|-------------------------|------------------------|---------------------------|------------------------------------|---------------------------------|--|------------------------|
| Project Development | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$564,454,666 | \$9,192,108 | \$0 | \$0 | 0% | \$9,192,108 | \$0 |
| Bond Fund (Prop 1A) - Phase II | | \$42,382,713 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Cap and Trade | 3 | \$678,037,989 | \$135,814,378 | \$4,268,432 | \$35,811,863 | 26% | \$100,002,515 | \$74,435,388 |
| Federal Trust Fund (ARRA) | | \$510,776,229 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Federal Trust Fund (Brownfields EPA Grant) | | \$600,000 | \$50,000 | \$4,418 | \$26,769 | 54% | \$23,231 | \$50,000 |
| Project Development TOTAL | | \$1,796,251,597 | \$145,056,486 | \$4,272,850 | \$35,838,632 | 25% | \$109,217,854 | \$74,485,388 |
| Construction | | | | | | | | |
| Bond Fund (Prop 1A) | | \$2,609,076,000 | \$96,944,419 | \$0 | \$78,728,105 | 81% | \$18,216,314 | \$96,944,419 |
| Cap and Trade | 3 | \$10,182,245,921 | \$2,311,913,776 | \$59,408,383 | \$642,702,455 | 28% | \$1,669,211,321 | \$1,497,346,814 |
| Federal Trust Fund (ARRA) | | \$2,113,894,289 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Federal Trust Fund (FY10) | 4 | \$928,620,000 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Construction TOTAL | | \$15,833,836,210 | \$2,408,858,195 | \$59,408,383 | \$721,430,560 | 30% | \$1,687,427,635 | \$1,594,291,233 |
| SUBTOTAL | | \$17,630,087,807 | \$2,553,914,681 | \$63,681,233 | \$757,269,192 | 30% | \$1,796,645,489 | \$1,668,776,621 |
| Bookend Projects (Local Assistance) | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$1,100,000,000 | \$331,362,517 | \$0 | \$21,358,307 | 6% | \$310,004,210 | \$131,358,307 |
| Cap and Trade | | \$198,000,000 | \$18,056,820 | \$0 | \$6,572,635 | 36% | \$11,484,185 | \$10,440,535 |
| Bookend Projects TOTAL | | \$1,298,000,000 | \$349,419,337 | \$0 | \$27,930,942 | 8% | \$321,488,395 | \$141,798,842 |
| TOTAL | 1, 2, 5, 21 | \$18,928,087,807 | \$2,903,334,018 | \$63,681,233 | \$785,200,134 | 27% | \$2,118,133,884 | \$1,810,575,463 |

FY2020-21 Forecast and Expenditures



Footnotes:

- Total Program and FY2020-21 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2020-21 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through Nov-20, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec-30), which are estimated at \$750M annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398). The report will be updated for Feb-21 Cap and Trade auction proceeds once the funds become available to the Authority through executive order.
- On May 16, 2019, the Authority received a letter from the FRA stating a final decision has been made by the FRA to terminate the FY10 agreement and deobligate the associated \$928.6M funding. The Authority has commenced legal proceedings and will continue to report this funding until a final determination is reached.
- As the result of reconciliation efforts, appropriations and historical expenditures have been restated as of June 30, 2020.
- The Fiscal Year Forecast has been updated mid year. Any forecast exceeding the Fiscal Year Budget requires Governance review and approval.

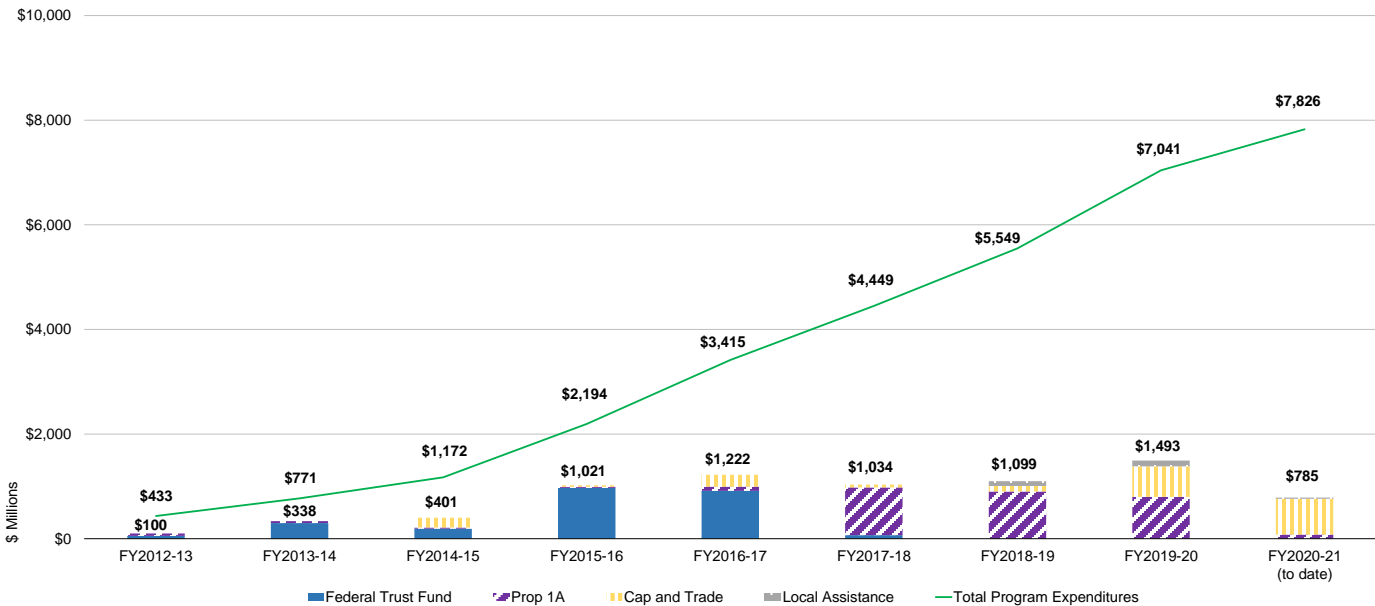
Data through February 28, 2021

Percentage of Fiscal Year completed 67%

Budget Summary Program to Date

| Program to Date | Notes | Appropriation | Total Program Budget (A) | February Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) |
|--|----------------|-------------------------|--------------------------|---------------------------|--|---------------------------------|--|----------------------------|
| Project Development | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$564,454,666 | \$564,454,666 | \$0 | \$554,432,293 | 98% | \$10,022,373 | \$564,454,666 |
| Bond Fund (Prop 1A) - Phase II | | \$42,382,713 | \$42,382,713 | \$0 | \$42,382,713 | 100% | \$0 | \$42,382,713 |
| Cap and Trade | 3 | \$678,037,989 | \$615,537,250 | \$4,268,432 | \$218,262,870 | 35% | \$397,274,380 | \$615,537,250 |
| Federal Trust Fund (ARRA) | | \$510,776,229 | \$465,585,896 | \$0 | \$465,585,896 | 100% | \$0 | \$465,585,896 |
| Federal Trust Fund (Brownfields EPA Grant) | | \$600,000 | \$600,000 | \$4,418 | \$327,957 | 55% | \$272,043 | \$600,000 |
| Project Development TOTAL | | \$1,796,251,597 | \$1,688,560,525 | \$4,272,850 | \$1,280,991,729 | 76% | \$407,568,796 | \$1,688,560,525 |
| Construction | | | | | | | | |
| Bond Fund (Prop 1A) | | \$2,609,076,000 | \$2,609,076,000 | \$0 | \$2,585,904,131 | 99% | \$23,171,869 | \$2,609,076,000 |
| Cap and Trade | 3 | \$10,182,245,921 | \$7,030,593,350 | \$59,408,383 | \$1,471,963,286 | 21% | \$5,558,630,064 | \$7,030,593,350 |
| Federal Trust Fund (ARRA) | | \$2,113,894,289 | \$2,080,730,984 | \$0 | \$2,080,730,984 | 100% | \$0 | \$2,080,730,984 |
| Federal Trust Fund (FY10) | 4 | \$928,620,000 | \$928,620,000 | \$0 | \$0 | 0% | \$928,620,000 | \$928,620,000 |
| Construction TOTAL | | \$15,833,836,210 | \$12,649,020,334 | \$59,408,383 | \$6,138,598,401 | 49% | \$6,510,421,933 | \$12,649,020,334 |
| SUBTOTAL | | \$17,630,087,807 | \$14,337,580,859 | \$63,681,233 | \$7,419,590,130 | 52% | \$6,917,990,729 | \$14,337,580,859 |
| Bookend Projects (Local Assistance) | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$1,100,000,000 | \$1,100,000,000 | \$0 | \$224,907,663 | 20% | \$875,092,337 | \$1,100,000,000 |
| Cap and Trade | | \$198,000,000 | \$198,000,000 | \$0 | \$181,420,106 | 92% | \$16,579,894 | \$198,000,000 |
| Bookend Projects TOTAL | | \$1,298,000,000 | \$1,298,000,000 | \$0 | \$406,327,769 | 31% | \$891,672,231 | \$1,298,000,000 |
| TOTAL | 1, 2, 5 | \$18,928,087,807 | \$15,635,580,859 | \$63,681,233 | \$7,825,917,899 | 50% | \$7,809,662,960 | \$15,635,580,859 |

Total Program Expenditures to Date



Footnotes:

- Total Program and FY2020-21 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2020-21 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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- As the result of reconciliation efforts, appropriations and historical expenditures have been restated as of June 30, 2020.

Data through February 28, 2021

Percentage of Fiscal Year completed 67%

Project Development - State and Federal Funds FY2020-21

| FY2020-21 | Notes | FY2020-21 Budget (A) | February Expenditures (B) | FY2020-21 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2020-21 Remaining Budget Balance (E) = (A - C) | FY2020-21 Forecast (F) |
|-------------------------------------|----------|----------------------|---------------------------|------------------------------------|---------------------------------|--|------------------------|
| San Francisco - San Jose | | \$5,391,767 | \$95,518 | \$1,518,285 | 28% | \$3,873,482 | \$3,432,333 |
| San Jose - Merced | | \$8,948,698 | \$72,900 | \$1,962,242 | 22% | \$6,986,456 | \$4,394,185 |
| Bakersfield - Palmdale | | \$7,189,241 | \$241,628 | \$5,520,026 | 77% | \$1,669,215 | \$9,102,050 |
| Locally Generated Alternative (LGA) | 19 | \$4,474,398 | (\$20,140) | \$1,433 | 0% | \$4,472,965 | \$49,911 |
| Palmdale - Burbank | 6 | \$9,163,712 | \$446,081 | \$4,702,177 | 51% | \$4,461,535 | \$7,221,583 |
| Burbank - Los Angeles | | \$5,094,324 | \$305,252 | \$2,662,622 | 52% | \$2,431,702 | \$3,692,854 |
| Los Angeles - Anaheim | | \$8,979,557 | \$217,916 | \$2,808,534 | 31% | \$6,171,023 | \$7,590,843 |
| Central Valley Wye | | \$1,832,855 | \$11,844 | \$334,537 | 18% | \$1,498,318 | \$465,576 |
| Resource Agency | 6 | \$55,661,720 | \$902,622 | \$6,166,302 | 11% | \$49,495,418 | \$21,366,304 |
| Legal | | \$14,668,435 | \$480,454 | \$1,772,337 | 12% | \$12,896,098 | \$4,566,462 |
| SCI/SAP | 6 | \$4,938,696 | \$531,078 | \$776,569 | 16% | \$4,162,127 | \$1,151,033 |
| NorCal Interconnections | 6 | \$24,000 | \$0 | \$0 | 0% | \$24,000 | \$1,169,250 |
| Rail Delivery Partner | | \$18,689,083 | \$987,697 | \$7,613,568 | 41% | \$11,075,515 | \$10,283,004 |
| TOTAL | 1, 2, 21 | \$145,056,486 | \$4,272,850 | \$35,838,632 | 25% | \$109,217,854 | \$74,485,388 |

Footnotes:

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Project Development - State and Federal Funds Program to Date

| Program to Date | Notes | Total Program Budget (A) | February Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) |
|-------------------------------------|---------|--------------------------|---------------------------|--|---------------------------------|--|----------------------------|
| Phase I | | | | | | | |
| San Francisco - San Jose | | \$57,797,238 | \$95,518 | \$41,446,348 | 72% | \$16,350,890 | \$57,797,238 |
| San Jose - Merced | | \$157,332,182 | \$72,900 | \$99,300,818 | 63% | \$58,031,364 | \$157,332,182 |
| Merced - Fresno | | \$63,571,884 | \$0 | \$63,571,884 | 100% | \$0 | \$63,571,884 |
| Fresno - Bakersfield | | \$153,055,621 | \$0 | \$151,326,513 | 99% | \$1,729,108 | \$153,055,621 |
| Bakersfield - Palmdale | | \$9,103,228 | \$241,628 | \$55,401,559 | 94% | \$3,701,669 | \$59,103,228 |
| Locally Generated Alternative (LGA) | 19 | \$38,534,790 | (\$20,140) | \$17,867,990 | 46% | \$20,666,800 | \$38,534,790 |
| Palmdale - Burbank | | \$137,973,381 | \$446,081 | \$128,847,046 | 93% | \$9,126,335 | \$137,973,381 |
| Burbank - Los Angeles | | \$39,222,102 | \$305,252 | \$29,070,311 | 74% | \$10,151,791 | \$39,222,102 |
| Los Angeles - Anaheim | | \$84,605,976 | \$217,916 | \$67,356,097 | 80% | \$17,249,879 | \$84,605,976 |
| Central Valley Wye | | \$65,523,654 | \$11,844 | \$58,138,958 | 89% | \$7,384,696 | \$65,523,654 |
| Resource Agency | | \$401,888,299 | \$902,622 | \$188,548,087 | 47% | \$213,340,212 | \$401,888,299 |
| Legal | | \$62,161,108 | \$480,454 | \$33,843,005 | 54% | \$28,318,103 | \$62,161,108 |
| SCI/SAP | | \$21,307,727 | \$531,078 | \$13,460,435 | 63% | \$7,847,292 | \$21,307,727 |
| SWCAP | | \$677,872 | \$0 | \$677,872 | 100% | \$0 | \$677,872 |
| NorCal Interconnections | | \$1,959,000 | \$0 | \$0 | 0% | \$1,959,000 | \$1,959,000 |
| Early Train Operator | | \$1,571,691 | \$0 | \$1,571,691 | 100% | \$0 | \$1,571,691 |
| Rail Delivery Partner | | \$299,892,059 | \$987,697 | \$288,180,402 | 96% | \$11,711,657 | \$299,892,059 |
| Phase I TOTAL | | \$1,646,177,812 | \$4,272,850 | \$1,238,609,016 | 75% | \$407,568,796 | \$1,646,177,812 |
| Phase II | | | | | | | |
| Sacramento - Merced | | \$5,968,898 | \$0 | \$5,968,898 | 100% | \$0 | \$5,968,898 |
| Altamont Pass | | \$26,392,193 | \$0 | \$26,392,193 | 100% | \$0 | \$26,392,193 |
| Los Angeles - San Diego | | \$10,020,755 | \$0 | \$10,020,755 | 100% | \$0 | \$10,020,755 |
| Rail Delivery Partner - Phase II | | \$867 | \$0 | \$867 | 100% | \$0 | \$867 |
| Phase II TOTAL | | \$42,382,713 | \$0 | \$42,382,713 | 100% | \$0 | \$42,382,713 |
| TOTAL | 1, 2, 5 | \$1,688,560,525 | \$4,272,850 | \$1,280,991,729 | 76% | \$407,568,796 | \$1,688,560,525 |

Footnotes:

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Data through February 28, 2021

Percentage of Fiscal Year completed 67%

Construction - State and Federal Funds FY2020-21

| FY2020-21 | Notes | FY2020-21 Budget (A) | February Expenditures (B) | FY2020-21 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2020-21 Remaining Budget Balance (E) = (A - C) | FY2020-21 Forecast (F) |
|---------------------------------|----------|------------------------|---------------------------|------------------------------------|---------------------------------|--|------------------------|
| Design-Build Contract Work | 6 | \$1,312,630,530 | \$30,509,030 | \$477,265,592 | 36% | \$835,364,938 | \$891,486,384 |
| SR 99 | 19 | \$3,000,000 | (\$268) | \$228,813 | 8% | \$2,771,187 | \$359,285 |
| Project Construction Management | | \$108,863,864 | \$6,716,256 | \$48,431,549 | 44% | \$60,432,315 | \$75,960,401 |
| Real Property Acquisition | | \$218,445,543 | \$2,297,686 | \$76,326,932 | 35% | \$142,118,611 | \$166,188,495 |
| Environmental Mitigation | | \$47,197,585 | \$0 | \$7,186,113 | 15% | \$40,011,472 | \$7,803,256 |
| Hazardous Waste Provisional Sum | | \$23,525,415 | \$0 | \$0 | 0% | \$23,525,415 | \$2,000,000 |
| Resource Agency | 6 | \$18,709,941 | \$1,732,737 | \$5,374,776 | 29% | \$13,335,165 | \$8,038,263 |
| Third Party Contract Work | 6 | \$89,833,788 | \$9,660,201 | \$45,820,856 | 51% | \$44,012,932 | \$58,451,680 |
| Project Contingency | 6 | \$478,891,705 | \$0 | \$0 | 0% | \$478,891,705 | \$282,480,670 |
| Stations | | \$1,490,869 | \$0 | \$0 | 0% | \$1,490,869 | \$0 |
| Rail Delivery Partner | | \$70,626,334 | \$6,626,335 | \$52,856,464 | 75% | \$17,769,870 | \$91,052,837 |
| Early Train Operator | 6 | \$7,886,575 | \$1,609,391 | \$5,460,130 | 69% | \$2,426,445 | \$6,497,062 |
| Legal | | \$8,887,591 | \$257,015 | \$2,479,335 | 28% | \$6,408,256 | \$3,972,900 |
| Pre-Construction Activities | 6, 7 | \$18,868,455 | \$0 | \$0 | 0% | \$18,868,455 | \$0 |
| TOTAL | 1, 2, 21 | \$2,408,858,195 | \$59,408,383 | \$721,430,560 | 30% | \$1,687,427,635 | \$1,594,291,233 |

Footnotes:

- Total Program and FY2020-21 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2020-21 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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Construction - State and Federal Funds Program to Date

| Program to Date | Notes | Total Program Budget (A) | February Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) |
|--|---------|--------------------------|---------------------------|--|---------------------------------|--|----------------------------|
| Design-Build Contract Work | 10 | \$5,881,374,919 | \$30,509,030 | \$3,191,492,954 | 54% | \$2,689,881,965 | \$5,881,374,919 |
| SR 99 | 19 | \$301,195,179 | (\$268) | \$281,125,721 | 93% | \$20,069,458 | \$301,195,179 |
| Project Construction Management | | \$390,924,727 | \$6,716,256 | \$273,969,740 | 70% | \$116,954,987 | \$390,924,727 |
| Real Property Acquisition | | \$1,534,653,642 | \$2,297,686 | \$1,330,025,306 | 87% | \$204,628,336 | \$1,534,653,642 |
| Environmental Mitigation | | \$216,946,409 | \$0 | \$102,180,832 | 47% | \$114,765,577 | \$216,946,409 |
| Hazardous Waste Provisional Sum | | \$39,542,000 | \$0 | \$0 | 0% | \$39,542,000 | \$39,542,000 |
| Resource Agency | 6 | \$118,221,001 | \$1,732,737 | \$30,621,711 | 26% | \$87,599,290 | \$118,221,001 |
| Third Party Contract Work | 6 | \$562,490,492 | \$9,660,201 | \$197,071,163 | 35% | \$365,419,329 | \$562,490,492 |
| Project Contingency | 6, 10 | \$946,707,675 | \$0 | \$0 | 0% | \$946,707,675 | \$946,707,675 |
| Stations | | \$136,223,056 | \$0 | \$0 | 0% | \$136,223,056 | \$136,223,056 |
| Communication and Signaling | | \$377,412,321 | \$0 | \$0 | 0% | \$377,412,321 | \$377,412,321 |
| Electric Traction | | \$534,515,010 | \$0 | \$0 | 0% | \$534,515,010 | \$534,515,010 |
| Heavy Maintenance Facility | | \$49,630,351 | \$0 | \$0 | 0% | \$49,630,351 | \$49,630,351 |
| Merced - Fresno (Preliminary ROW) | | \$8,795,493 | \$0 | \$8,795,493 | 100% | \$0 | \$8,795,493 |
| Fresno - Bakersfield (Preliminary ROW) | | \$16,042,973 | \$0 | \$16,042,973 | 100% | \$0 | \$16,042,973 |
| Bakersfield - Palmdale (Preliminary ROW) | | \$6,131,312 | \$0 | \$6,131,312 | 100% | \$0 | \$6,131,312 |
| Rail Delivery Partner | | \$670,025,622 | \$6,626,335 | \$591,366,957 | 88% | \$78,658,665 | \$670,025,622 |
| Early Train Operator | | \$28,428,309 | \$1,609,391 | \$22,511,941 | 79% | \$5,916,368 | \$28,428,309 |
| Legal | | \$60,315,867 | \$257,015 | \$33,405,906 | 55% | \$26,909,961 | \$60,315,867 |
| Central Valley Future Construction | | \$118,662,064 | \$0 | \$0 | 0% | \$118,662,064 | \$118,662,064 |
| Project Reserve | | \$46,267,108 | \$0 | \$0 | 0% | \$46,267,108 | \$46,267,108 |
| Interim Use | | \$161,879,645 | \$0 | \$53,856,392 | 33% | \$108,023,253 | \$161,879,645 |
| Unallocated Contingency | | \$419,730,867 | \$0 | \$0 | 0% | \$419,730,867 | \$419,730,867 |
| Pre-Construction Activities | 7 | \$22,904,292 | \$0 | \$0 | 0% | \$22,904,292 | \$22,904,292 |
| TOTAL | 1, 2, 5 | \$12,649,020,334 | \$59,408,383 | \$6,138,598,401 | 49% | \$6,510,421,933 | \$12,649,020,334 |

Footnotes:

- Total Program and FY2020-21 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2020-21 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
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- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Total Program Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Central Valley Status Reports. These monthly adjustments have a net-zero impact on the Total Program budget.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through February 28, 2021

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Bookend Projects FY2020-21

| FY2020-21 | Notes | FY2020-21 Budget (A) | February Expenditures (B) | FY2020-21 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2020-21 Remaining Budget Balance (E) = (A - C) | FY2020-21 Forecast (F) | |
|------------------------|--------------------------------------|----------------------|---------------------------|------------------------------------|---------------------------------|--|------------------------|---------------|
| Bookend - North | | | | | | | | |
| | PCJPB - Caltrain Electrification | 11 | \$215,677,517 | \$0 | \$20,358,307 | 9% | \$195,319,210 | \$120,358,307 |
| | San Mateo Grade Separation | 12 | \$18,056,820 | \$0 | \$6,572,635 | 36% | \$11,484,185 | \$10,440,535 |
| | Bookend - North TOTAL | | \$233,734,337 | \$0 | \$26,930,942 | 12% | \$206,803,395 | \$130,798,842 |
| Bookend - South | | | | | | | | |
| | Rosecrans/Marquardt Grade Separation | 11 | \$15,685,000 | \$0 | \$1,000,000 | 6% | \$14,685,000 | \$11,000,000 |
| | Los Angeles Union Station | 11, 13 | \$100,000,000 | \$0 | \$0 | 0% | \$100,000,000 | \$0 |
| | Bookend - South TOTAL | | \$115,685,000 | \$0 | \$1,000,000 | 1% | \$114,685,000 | \$11,000,000 |
| TOTAL | 2, 21 | | \$349,419,337 | \$0 | \$27,930,942 | 8% | \$321,488,395 | \$141,798,842 |

Footnotes:

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 11 This line is funded with Prop 1A Bookend Bond Funds.
- 12 This line is funded with Cap and Trade Funds.
- 13 The Authority is currently working with LA Metro on finalizing the Project Management and Funding Agreement (PMFA).
- 21 The Fiscal Year Forecast has been updated mid year. Any forecast exceeding the Fiscal Year Budget requires Governance review and approval.

Bookend Projects Program to Date

| Program to Date | Notes | Total Program Budget (A) | February Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) | |
|------------------------|--------------------------------------|--------------------------|---------------------------|--|---------------------------------|--|----------------------------|-----------------|
| Bookend - North | | | | | | | | |
| | PCJPB - Caltrain Electrification | 11 | \$600,000,000 | \$0 | \$198,402,960 | 33% | \$401,597,040 | \$600,000,000 |
| | PCJPB - Caltrain Electrification | 12 | \$114,000,000 | \$0 | \$113,671,113 | 99% | \$328,887 | \$114,000,000 |
| | San Mateo Grade Separation | 12 | \$84,000,000 | \$0 | \$67,748,993 | 81% | \$16,251,007 | \$84,000,000 |
| | Bookend - North TOTAL | | \$798,000,000 | \$0 | \$379,823,066 | 48% | \$418,176,934 | \$798,000,000 |
| Bookend - South | | | | | | | | |
| | Rosecrans/Marquardt Grade Separation | 11 | \$76,665,000 | \$0 | \$26,504,703 | 35% | \$50,160,297 | \$76,665,000 |
| | Los Angeles Union Station | 11, 13 | \$423,335,000 | \$0 | \$0 | 0% | \$423,335,000 | \$423,335,000 |
| | Bookend - South TOTAL | | \$500,000,000 | \$0 | \$26,504,703 | 5% | \$473,495,297 | \$500,000,000 |
| TOTAL | 2 | | \$1,298,000,000 | \$0 | \$406,327,769 | 31% | \$891,672,231 | \$1,298,000,000 |

Footnotes:

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 11 This line is funded with Prop 1A Bookend Bond Funds.
- 12 This line is funded with Cap and Trade Funds.
- 13 The Authority is currently working with LA Metro on finalizing the Project Management and Funding Agreement (PMFA).

Data through February 28, 2021

Percentage of Fiscal Year completed 67%

Construction by Construction Package FY2020-21

| FY2020-21 | Notes | FY2020-21 Budget (A) | February Expenditures (B) | FY2020-21 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2020-21 Remaining Budget Balance (E) = (A - C) | FY2020-21 Forecast (F) |
|---|----------|------------------------|---------------------------|------------------------------------|---------------------------------|--|------------------------|
| CP1 | | | | | | | |
| Design-Build Contract Work | | \$403,343,325 | \$10,716,807 | \$174,647,946 | 43% | \$228,695,379 | \$282,960,375 |
| SR 99 | 19 | \$3,000,000 | (\$268) | \$228,813 | 8% | \$2,771,187 | \$359,285 |
| Project Construction Management | | \$22,900,000 | \$2,198,601 | \$14,477,093 | 63% | \$8,422,907 | \$24,612,341 |
| Real Property Acquisition | 6 | \$50,163,018 | \$588,561 | \$28,507,502 | 57% | \$21,655,516 | \$58,796,826 |
| Environmental Mitigation | | \$12,637,429 | \$0 | \$4,415,000 | 35% | \$8,222,429 | \$4,415,000 |
| Resource Agency | 6 | \$18,043,824 | \$1,732,737 | \$5,367,749 | 30% | \$12,676,075 | \$7,556,261 |
| Third Party Contract Work | 6 | \$67,005,405 | \$8,800,095 | \$30,562,302 | 46% | \$36,443,103 | \$37,819,175 |
| Project Contingency | 6 | \$223,417,768 | \$0 | \$0 | 0% | \$223,417,768 | \$155,462,673 |
| CP1 TOTAL | | \$800,510,769 | \$24,036,533 | \$258,206,405 | 32% | \$542,304,364 | \$571,981,936 |
| CP2-3 | | | | | | | |
| Design-Build Contract Work | | \$487,177,632 | \$11,600,000 | \$219,208,942 | 45% | \$267,968,690 | \$467,747,232 |
| Project Construction Management | | \$27,969,066 | \$2,795,006 | \$23,023,488 | 82% | \$4,945,578 | \$34,873,292 |
| Real Property Acquisition | 6 | \$134,051,201 | \$1,663,883 | \$31,497,804 | 23% | \$102,553,397 | \$75,627,613 |
| Environmental Mitigation | | \$9,192,322 | \$0 | \$0 | 0% | \$9,192,322 | \$0 |
| Hazardous Waste Provisional Sum | | \$17,298,128 | \$0 | \$0 | 0% | \$17,298,128 | \$0 |
| Resource Agency | 6 | \$461,633 | \$0 | \$5,193 | 1% | \$456,440 | \$330,168 |
| Third Party Contract Work | | \$15,769,383 | \$923,834 | \$9,185,270 | 58% | \$6,584,113 | \$9,279,097 |
| Project Contingency | | \$135,000,362 | \$0 | \$0 | 0% | \$135,000,362 | \$91,750,611 |
| CP2-3 TOTAL | | \$826,919,727 | \$16,982,723 | \$282,920,697 | 34% | \$543,999,030 | \$679,608,013 |
| CP4 | | | | | | | |
| Design-Build Contract Work | | \$188,409,573 | \$8,192,223 | \$83,408,704 | 44% | \$105,000,869 | \$140,778,777 |
| Project Construction Management | | \$14,104,668 | \$1,722,649 | \$10,930,968 | 77% | \$3,173,700 | \$16,474,768 |
| Real Property Acquisition | 6 | \$34,231,324 | \$45,242 | \$16,321,626 | 48% | \$17,909,698 | \$31,764,056 |
| Environmental Mitigation | | \$12,243,287 | \$0 | \$2,771,113 | 23% | \$9,472,174 | \$3,388,256 |
| Hazardous Waste Provisional Sum | | \$6,227,287 | \$0 | \$0 | 0% | \$6,227,287 | \$2,000,000 |
| Resource Agency | | \$19,865 | \$0 | \$0 | 0% | \$19,865 | \$150,000 |
| Third Party Contract Work | 19 | \$7,059,000 | (\$63,728) | \$6,073,284 | 86% | \$985,716 | \$11,353,408 |
| Project Contingency | | \$94,169,853 | \$0 | \$0 | 0% | \$94,169,853 | \$35,267,386 |
| CP4 TOTAL | | \$356,464,857 | \$9,896,386 | \$119,505,695 | 34% | \$236,959,162 | \$241,176,651 |
| CP5 | | | | | | | |
| Design-Build Contract Work | | \$233,700,000 | \$0 | \$0 | 0% | \$233,700,000 | \$0 |
| Project Construction Management | | \$43,890,130 | \$0 | \$0 | 0% | \$43,890,130 | \$0 |
| Environmental Mitigation | | \$13,124,547 | \$0 | \$0 | 0% | \$13,124,547 | \$0 |
| Project Contingency | | \$26,303,722 | \$0 | \$0 | 0% | \$26,303,722 | \$0 |
| CP5 TOTAL | | \$317,018,399 | \$0 | \$0 | 0% | \$317,018,399 | \$0 |
| Central Valley Route-Wide Work | | | | | | | |
| Stations | 6 | \$1,490,869 | \$0 | \$0 | 0% | \$1,490,869 | \$0 |
| Project Construction Management | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Communication and Signaling | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Electric Traction | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Heavy Maintenance Facility | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Third Party Contract Work | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Contingency | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Central Valley Route-Wide Work TOTAL | | \$1,490,869 | \$0 | \$0 | 0% | \$1,490,869 | \$0 |
| System Wide / Extensions / Unallocated | | | | | | | |
| Bakersfield - Palmdale (Preliminary ROW) | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Rail Delivery Partner | | \$70,626,334 | \$6,626,335 | \$52,856,464 | 75% | \$17,769,870 | \$91,052,837 |
| Early Train Operator | 6 | \$7,886,575 | \$1,609,391 | \$5,460,130 | 69% | \$2,426,445 | \$6,497,062 |
| Legal | | \$8,887,591 | \$257,015 | \$2,479,335 | 28% | \$6,408,256 | \$3,972,900 |
| Resource Agency | 6 | \$184,619 | \$0 | \$1,834 | 1% | \$182,785 | \$1,834 |
| Central Valley Future Construction | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Reserve | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Interim Use | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Unallocated Contingency | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Pre-Construction Activities | 6, 7 | \$18,868,455 | \$0 | \$0 | 0% | \$18,868,455 | \$0 |
| System Wide / Unallocated TOTAL | | \$106,453,574 | \$8,492,741 | \$60,797,763 | 57% | \$45,655,811 | \$101,524,633 |
| TOTAL | 1, 2, 21 | \$2,408,858,195 | \$59,408,383 | \$721,430,560 | 30% | \$1,687,427,635 | \$1,594,291,233 |

Footnotes:

- Total Program and FY2020-21 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2020-21 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.
- The Fiscal Year Forecast has been updated mid year. Any forecast exceeding the Fiscal Year Budget requires Governance review and approval.

Data through February 28, 2021

Percentage of Fiscal Year completed 67%

Construction by Construction Package Program to Date

| Program to Date | Notes | Total Program Budget (A) | February Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) |
|---|---------|--------------------------|---------------------------|--|---------------------------------|--|----------------------------|
| CP1 | | | | | | | |
| Design-Build Contract Work | 10 | \$2,379,259,153 | \$10,716,807 | \$1,440,865,616 | 61% | \$938,393,537 | \$2,379,259,153 |
| SR 99 | 19 | \$301,195,179 | (\$268) | \$281,125,721 | 93% | \$20,069,458 | \$301,195,179 |
| Project Construction Management | | \$112,837,948 | \$2,198,601 | \$95,009,779 | 84% | \$17,828,169 | \$112,837,948 |
| Real Property Acquisition | 6 | \$822,705,845 | \$588,561 | \$771,398,058 | 94% | \$51,307,787 | \$822,705,845 |
| Environmental Mitigation | | \$48,039,069 | \$0 | \$26,688,807 | 56% | \$21,350,262 | \$48,039,069 |
| Resource Agency | 6 | \$95,106,770 | \$1,732,737 | \$24,206,836 | 25% | \$70,899,934 | \$95,106,770 |
| Third Party Contract Work | 6 | \$235,651,436 | \$8,800,095 | \$131,171,914 | 56% | \$104,479,522 | \$235,651,436 |
| Project Contingency | 6, 10 | \$351,182,593 | \$0 | \$0 | 0% | \$351,182,593 | \$351,182,593 |
| CP1 TOTAL | | \$4,345,977,993 | \$24,036,533 | \$2,770,466,731 | 64% | \$1,575,511,262 | \$4,345,977,993 |
| CP2-3 | | | | | | | |
| Design-Build Contract Work | 10 | \$2,121,343,809 | \$11,600,000 | \$1,323,524,697 | 62% | \$797,819,112 | \$2,121,343,809 |
| Project Construction Management | | \$129,550,258 | \$2,795,006 | \$116,849,928 | 90% | \$12,700,330 | \$129,550,258 |
| Real Property Acquisition | 6 | \$522,570,481 | \$1,663,883 | \$398,640,539 | 76% | \$123,929,942 | \$522,570,481 |
| Environmental Mitigation | | \$65,820,825 | \$0 | \$49,243,010 | 75% | \$16,577,815 | \$65,820,825 |
| Hazardous Waste Provisional Sum | | \$29,232,000 | \$0 | \$0 | 0% | \$29,232,000 | \$29,232,000 |
| Resource Agency | | \$13,612,247 | \$0 | \$5,193 | 0% | \$13,607,054 | \$13,612,247 |
| Third Party Contract Work | | \$76,745,982 | \$923,834 | \$53,101,999 | 69% | \$23,643,983 | \$76,745,982 |
| Project Contingency | 10 | \$258,694,687 | \$0 | \$0 | 0% | \$258,694,687 | \$258,694,687 |
| CP2-3 TOTAL | | \$3,217,570,289 | \$16,982,723 | \$1,941,365,366 | 60% | \$1,276,204,923 | \$3,217,570,289 |
| CP4 | | | | | | | |
| Design-Build Contract Work | 10 | \$645,250,105 | \$8,192,223 | \$427,102,641 | 66% | \$218,147,464 | \$645,250,105 |
| Project Construction Management | | \$69,056,329 | \$1,722,649 | \$62,110,033 | 90% | \$6,946,296 | \$69,056,329 |
| Real Property Acquisition | 6 | \$189,377,316 | \$45,242 | \$159,986,709 | 84% | \$29,390,607 | \$189,377,316 |
| Environmental Mitigation | | \$49,410,664 | \$0 | \$26,249,015 | 53% | \$23,161,649 | \$49,410,664 |
| Hazardous Waste Provisional Sum | | \$10,310,000 | \$0 | \$0 | 0% | \$10,310,000 | \$10,310,000 |
| Resource Agency | | \$2,932,123 | \$0 | \$124,304 | 4% | \$2,807,819 | \$2,932,123 |
| Third Party Contract Work | 19 | \$30,297,939 | (\$63,728) | \$12,797,250 | 42% | \$17,500,689 | \$30,297,939 |
| Project Contingency | 10 | \$121,166,635 | \$0 | \$0 | 0% | \$121,166,635 | \$121,166,635 |
| CP4 TOTAL | | \$1,117,801,111 | \$9,896,386 | \$688,369,952 | 62% | \$429,431,159 | \$1,117,801,111 |
| CP5 | | | | | | | |
| Design-Build Contract Work | | \$735,521,852 | \$0 | \$0 | 0% | \$735,521,852 | \$735,521,852 |
| Project Construction Management | | \$45,390,130 | \$0 | \$0 | 0% | \$45,390,130 | \$45,390,130 |
| Environmental Mitigation | | \$53,675,851 | \$0 | \$0 | 0% | \$53,675,851 | \$53,675,851 |
| Project Contingency | | \$104,917,290 | \$0 | \$0 | 0% | \$104,917,290 | \$104,917,290 |
| CP5 TOTAL | | \$939,505,123 | \$0 | \$0 | 0% | \$939,505,123 | \$939,505,123 |
| Central Valley Route-Wide Work | | | | | | | |
| Stations | | \$136,223,056 | \$0 | \$0 | 0% | \$136,223,056 | \$136,223,056 |
| Project Construction Management | | \$34,090,062 | \$0 | \$0 | 0% | \$34,090,062 | \$34,090,062 |
| Communication and Signaling | | \$377,412,321 | \$0 | \$0 | 0% | \$377,412,321 | \$377,412,321 |
| Electric Traction | | \$534,515,010 | \$0 | \$0 | 0% | \$534,515,010 | \$534,515,010 |
| Heavy Maintenance Facility | | \$49,630,351 | \$0 | \$0 | 0% | \$49,630,351 | \$49,630,351 |
| Third Party Contract Work | | \$219,795,135 | \$0 | \$0 | 0% | \$219,795,135 | \$219,795,135 |
| Project Contingency | | \$110,746,470 | \$0 | \$0 | 0% | \$110,746,470 | \$110,746,470 |
| Central Valley Route-Wide Work TOTAL | | \$1,462,412,405 | \$0 | \$0 | 0% | \$1,462,412,405 | \$1,462,412,405 |
| System Wide / Extensions / Unallocated | | | | | | | |
| Merced - Fresno (Preliminary ROW) | | \$8,795,493 | \$0 | \$8,795,493 | 100% | \$0 | \$8,795,493 |
| Fresno - Bakersfield (Preliminary ROW) | | \$16,042,973 | \$0 | \$16,042,973 | 100% | \$0 | \$16,042,973 |
| Bakersfield - Palmdale (Preliminary ROW) | | \$6,131,312 | \$0 | \$6,131,312 | 100% | \$0 | \$6,131,312 |
| Rail Delivery Partner | | \$670,025,622 | \$6,626,335 | \$591,366,957 | 88% | \$78,658,665 | \$670,025,622 |
| Early Train Operator | | \$28,428,309 | \$1,609,391 | \$22,511,941 | 79% | \$5,916,368 | \$28,428,309 |
| Legal | | \$60,315,867 | \$257,015 | \$33,405,906 | 55% | \$26,909,961 | \$60,315,867 |
| Resource Agency | | \$6,569,861 | \$0 | \$6,285,378 | 96% | \$284,483 | \$6,569,861 |
| Central Valley Future Construction | 20 | \$118,662,064 | \$0 | \$0 | 0% | \$118,662,064 | \$118,662,064 |
| Project Reserve | | \$46,267,108 | \$0 | \$0 | 0% | \$46,267,108 | \$46,267,108 |
| Interim Use | | \$161,879,645 | \$0 | \$53,856,392 | 33% | \$108,023,253 | \$161,879,645 |
| Unallocated Contingency | | \$419,730,867 | \$0 | \$0 | 0% | \$419,730,867 | \$419,730,867 |
| Pre-Construction Activities | 7 | \$22,904,292 | \$0 | \$0 | 0% | \$22,904,292 | \$22,904,292 |
| System Wide / Unallocated TOTAL | | \$1,565,753,413 | \$8,492,741 | \$738,396,352 | 47% | \$827,357,061 | \$1,565,753,413 |
| TOTAL | 1, 2, 5 | \$12,649,020,334 | \$59,408,383 | \$6,138,598,401 | 49% | \$6,510,421,933 | \$12,649,020,334 |

Footnotes:

- Total Program and FY2020-21 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2020-21 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- As the result of reconciliation efforts, appropriations and historical expenditures have been restated as of June 30, 2020.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Total Program Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Central Valley Status Reports. These monthly adjustments have a net-zero impact on the Total Program budget.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.
- This line includes future civil scope located in the Central Valley. This scope is partially or not included in the existing Central Valley construction package contracts but is necessary to meet substantial completion of the project. Examples include emergency egress, access and maintenance roads, trench invert slab and walkway concrete, signage, trench pump stations, deck water proofing, etc.

Data through February 28, 2021

Percentage of Fiscal Year completed 67%

Central Valley Segment Program to Date

| Program to Date | Notes | Total Program Budget (A) | February Expenditures (B) | Total Program Expenditures to Date (C) | Total Program Remaining Budget Balance (D) = (A - C) |
|---|------------|--------------------------|---------------------------|--|--|
| CP1 | | | | | |
| Design-Build Contract Work | 10 | \$2,379,259,153 | \$10,716,807 | \$1,440,865,616 | \$938,393,537 |
| SR 99 | 19 | \$301,195,179 | (\$268) | \$281,125,721 | \$20,069,458 |
| Project Construction Management | | \$112,837,948 | \$2,198,601 | \$95,009,779 | \$17,828,169 |
| Real Property Acquisition | 6 | \$822,705,845 | \$588,561 | \$771,398,058 | \$51,307,787 |
| Environmental Mitigation | | \$48,039,069 | \$0 | \$26,688,807 | \$21,350,262 |
| Resource Agency | 6 | \$95,106,770 | \$1,732,737 | \$24,206,836 | \$70,899,934 |
| Third Party Contract Work | 6 | \$235,651,436 | \$8,800,095 | \$131,171,914 | \$104,479,522 |
| Project Contingency | 6, 10 | \$351,182,593 | \$0 | \$0 | \$351,182,593 |
| CP1 TOTAL | | \$4,345,977,993 | \$24,036,533 | \$2,770,466,731 | \$1,575,511,262 |
| CP2-3 | | | | | |
| Design-Build Contract Work | 10 | \$2,121,343,809 | \$11,600,000 | \$1,323,524,697 | \$797,819,112 |
| Project Construction Management | | \$129,550,258 | \$2,795,006 | \$116,849,928 | \$12,700,330 |
| Real Property Acquisition | 6 | \$522,570,481 | \$1,663,883 | \$398,640,539 | \$123,929,942 |
| Environmental Mitigation | | \$65,820,825 | \$0 | \$49,243,010 | \$16,577,815 |
| Hazardous Waste Provisional Sum | | \$29,232,000 | \$0 | \$0 | \$29,232,000 |
| Resource Agency | | \$13,612,247 | \$0 | \$5,193 | \$13,607,054 |
| Third Party Contract Work | | \$76,745,982 | \$923,834 | \$53,101,999 | \$23,643,983 |
| Project Contingency | 10 | \$258,694,687 | \$0 | \$0 | \$258,694,687 |
| CP2-3 TOTAL | | \$3,217,570,289 | \$16,982,723 | \$1,941,365,366 | \$1,276,204,923 |
| CP4 | | | | | |
| Design-Build Contract Work | 10 | \$645,250,105 | \$8,192,223 | \$427,102,641 | \$218,147,464 |
| Project Construction Management | | \$69,056,329 | \$1,722,649 | \$62,110,033 | \$6,946,296 |
| Real Property Acquisition | 6 | \$189,377,316 | \$45,242 | \$159,986,709 | \$29,390,607 |
| Environmental Mitigation | | \$49,410,664 | \$0 | \$26,249,015 | \$23,161,649 |
| Hazardous Waste Provisional Sum | | \$10,310,000 | \$0 | \$0 | \$10,310,000 |
| Resource Agency | | \$2,932,123 | \$0 | \$124,304 | \$2,807,819 |
| Third Party Contract Work | 19 | \$30,297,939 | (\$63,728) | \$12,797,250 | \$17,500,689 |
| Project Contingency | 10 | \$121,166,635 | \$0 | \$0 | \$121,166,635 |
| CP4 TOTAL | | \$1,117,801,111 | \$9,896,386 | \$688,369,952 | \$429,431,159 |
| CP5 | | | | | |
| Design-Build Contract Work | | \$735,521,852 | \$0 | \$0 | \$735,521,852 |
| Project Construction Management | | \$45,390,130 | \$0 | \$0 | \$45,390,130 |
| Environmental Mitigation | | \$53,675,851 | \$0 | \$0 | \$53,675,851 |
| Project Contingency | | \$104,917,290 | \$0 | \$0 | \$104,917,290 |
| CP5 TOTAL | | \$939,505,123 | \$0 | \$0 | \$939,505,123 |
| Central Valley Route-Wide Work | | | | | |
| Stations | | \$136,223,056 | \$0 | \$0 | \$136,223,056 |
| Project Construction Management | | \$34,090,062 | \$0 | \$0 | \$34,090,062 |
| Communication and Signaling | | \$377,412,321 | \$0 | \$0 | \$377,412,321 |
| Electric Traction | | \$534,515,010 | \$0 | \$0 | \$534,515,010 |
| Heavy Maintenance Facility | | \$49,630,351 | \$0 | \$0 | \$49,630,351 |
| Third Party Contract Work | | \$219,795,135 | \$0 | \$0 | \$219,795,135 |
| Project Contingency | | \$110,746,470 | \$0 | \$0 | \$110,746,470 |
| Central Valley Route-Wide Work TOTAL | | \$1,462,412,405 | \$0 | \$0 | \$1,462,412,405 |
| Project Wide | | | | | |
| Merced - Fresno | | \$33,992,608 | \$0 | \$33,992,608 | \$0 |
| Fresno - Bakersfield | | \$169,098,595 | \$0 | \$167,369,487 | \$1,729,108 |
| Rail Delivery Partner | | \$619,297,460 | \$4,838,328 | \$558,908,012 | \$60,389,448 |
| Station Area Planning | | \$1,984,333 | \$0 | \$1,894,811 | \$89,522 |
| Early Train Operator | | \$30,000,000 | \$1,609,391 | \$24,083,632 | \$5,916,368 |
| Resource Agency | | \$230,773,597 | \$582,383 | \$116,413,803 | \$114,359,794 |
| Legal | | \$78,543,677 | \$387,629 | \$43,533,171 | \$35,010,506 |
| Central Valley Future Construction | 20 | \$118,662,064 | \$0 | \$0 | \$118,662,064 |
| Project Wide TOTAL | | \$1,282,352,334 | \$7,417,731 | \$946,195,524 | \$336,156,810 |
| TOTAL | 1, 2, 5, 8 | \$12,365,619,255 | \$58,333,373 | \$6,346,397,573 | \$6,019,221,682 |

Footnotes:

- Total Program and FY2020-21 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2020-21 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- As the result of reconciliation efforts, appropriations and historical expenditures have been restated as of June 30, 2020.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- The Central Valley Segment view reflects the approved funding plan and includes budget for both Project Development and Construction activities which take place in the Central Valley. Total expenditures to date of \$6.346B include \$488.1M of Project Development and \$5.858B of Construction.
- Total Program Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Central Valley Status Reports. These monthly adjustments have a net-zero impact on the Total Program budget.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.
- This line includes future civil scope located in the Central Valley. This scope is partially or not included in the existing Central Valley construction package contracts but is necessary to meet substantial completion of the project. Examples include emergency egress, access and maintenance roads, trench invert slab and walkway concrete, signage, trench pump stations, deck water proofing, etc.

Data through February 28, 2021

Percentage of Fiscal Year completed 67%

Contingency Summary Program to Date

| Program to Date | Notes | Allocated Contingency Budget (A) | Cumulative Authorized Contingency (B) | HSR Governance Actions (C) | Remaining Contingency Balance (D) = (A - B - C) | % Remaining of Allocated Contingency (E) = (D / A) |
|--|----------------|----------------------------------|---------------------------------------|----------------------------|---|--|
| CP1 Project Contingency | | \$1,237,306,770 | \$886,124,177 | \$0 | \$351,182,593 | 28% |
| CP2-3 Project Contingency | | \$1,084,768,142 | \$826,073,455 | \$0 | \$258,694,687 | 24% |
| CP4 Project Contingency | | \$339,780,975 | \$218,614,340 | \$0 | \$121,166,635 | 36% |
| CP5 Project Contingency | | \$104,917,290 | \$0 | \$0 | \$104,917,290 | 100% |
| Route-Wide Work Project Contingency | | \$110,831,470 | \$85,000 | \$0 | \$110,746,470 | 100% |
| Project Reserve | | \$46,267,108 | \$0 | \$0 | \$46,267,108 | 100% |
| Interim Use | | \$161,879,645 | \$53,856,392 | \$0 | \$108,023,253 | 67% |
| Unallocated Contingency | | \$425,862,179 | \$6,131,312 | \$0 | \$419,730,867 | 99% |
| Program Management Contingency | | \$33,839,710 | \$1,500,000 | \$0 | \$32,339,710 | 96% |
| Project Development Contingency | | \$47,129,869 | \$14,826,663 | \$0 | \$32,303,206 | 69% |
| TOTAL | 14, 15, 16, 17 | \$3,592,583,158 | \$2,007,211,339 | \$0 | \$1,585,371,819 | 44% |
| Offsetting Categories | | | | | | |
| CP1 Design-Build Contract Work | | | \$816,496,538 | \$0 | | |
| CP1 SR 99 | | | \$6,000,000 | \$0 | | |
| CP1 Project Construction Management | | | \$43,129,059 | \$0 | | |
| CP1 Real Property Acquisition | | | \$54,865,119 | \$0 | | |
| CP1 Resource Agency | | | \$1,960,691 | \$0 | | |
| CP1 Third Party Contract Work | | | \$7,681,400 | \$0 | | |
| CP2-3 Design-Build Contract Work | | | \$672,580,789 | \$0 | | |
| CP2-3 Project Construction Management | | | \$54,997,100 | \$0 | | |
| CP2-3 Real Property Acquisition | | | \$32,675,164 | \$0 | | |
| CP2-3 Third Party Contract Work | | | \$4,130,000 | \$0 | | |
| CP4 Design-Build Contract Work | | | \$191,535,115 | \$0 | | |
| CP4 Project Construction Management | | | \$26,192,312 | \$0 | | |
| CP4 Real Property Acquisition | | | \$18,568,685 | \$0 | | |
| Bakersfield - Palmdale (Preliminary ROW) | | | \$6,131,312 | \$0 | | |
| Resource Agency - Construction | | | \$85,000 | \$0 | | |
| Interim Use | | | \$53,856,392 | \$0 | | |
| San Francisco - San Jose | | | \$2,010,000 | \$0 | | |
| Bakersfield - Palmdale | | | \$3,500,000 | \$0 | | |
| Palmdale - Burbank | | | \$9,316,663 | \$0 | | |
| Rail Delivery Partner | | | \$1,500,000 | \$0 | | |
| Offsetting Categories TOTAL | | | \$2,007,211,339 | \$0 | | |

Footnotes:

- 14 Allocated Contingency Budget is the initial contingency allocation set with the Program Baseline Budget approved in May 2019.
- 15 Cumulative Authorized Contingency is the total amount of contingency transfers that have been executed, excluding current month HSR Governance Actions.
- 16 HSR Governance Actions - Governance approvals which have been authorized during the current month.
- 17 Cumulative Authorized Contingency includes \$9.3M of February executed change orders and amendments executed under the Delegation of Authority.

Total Program Contingency Authorized and Remaining Balance

