

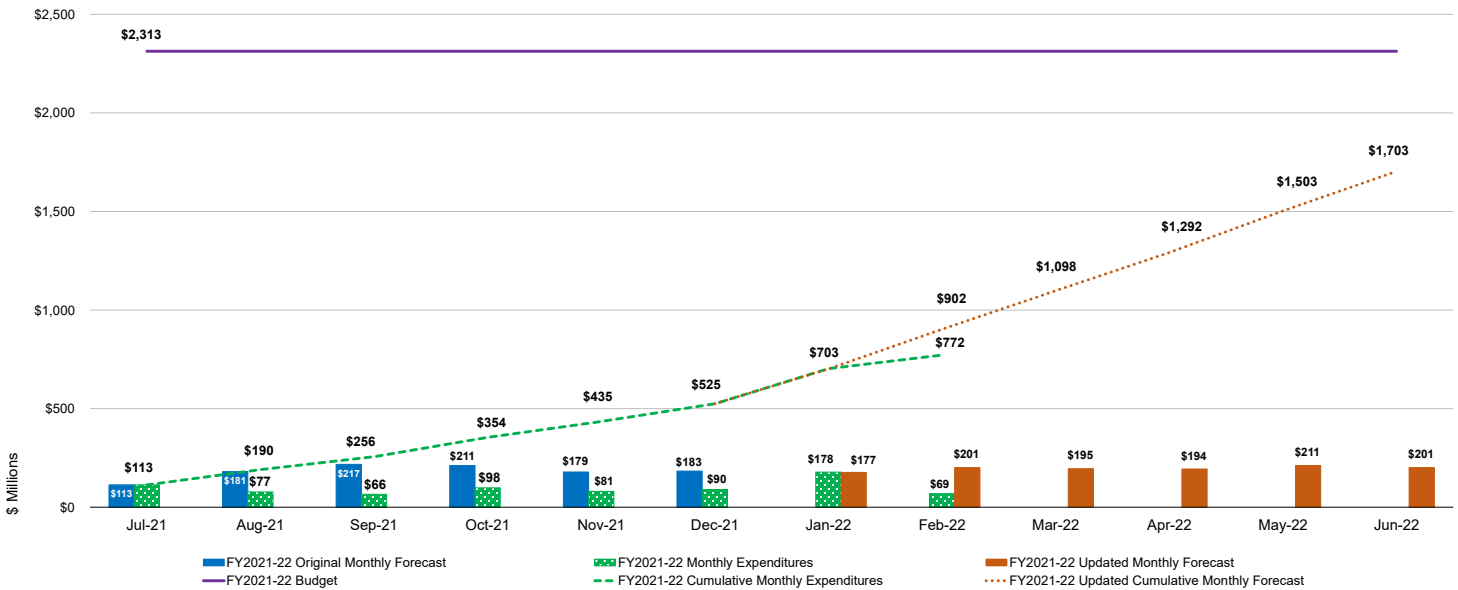
Data through February 28, 2022

Percentage of Fiscal Year completed 67%

Budget Summary FY2021-22

FY2021-22	Notes	Appropriation	FY2021-22 Budget (A)	February Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3	\$705,174,796	\$144,648,566	\$4,325,819	\$26,242,554	18%	\$118,406,012	\$131,006,511
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$50,000	\$0	\$27,431	55%	\$22,569	\$50,000
Project Development TOTAL		\$1,778,198,071	\$144,698,566	\$4,325,819	\$26,269,985	18%	\$118,428,581	\$131,056,511
Construction								
Bond Fund (Prop 1A)		\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3	\$10,366,503,713	\$2,083,892,015	\$64,400,689	\$668,543,139	32%	\$1,415,348,876	\$1,442,301,496
Federal Trust Fund (ARRA)		\$2,086,970,335	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (FY10)		\$928,620,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (RAISE)	25	\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
Construction TOTAL		\$16,015,170,048	\$2,083,892,015	\$64,400,689	\$668,543,139	32%	\$1,415,348,876	\$1,442,301,496
SUBTOTAL		\$17,793,368,119	\$2,228,590,581	\$68,726,508	\$694,813,124	31%	\$1,533,777,457	\$1,573,358,007
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$79,000,000	\$0	\$72,627,924	92%	\$6,372,076	\$125,027,574
Cap and Trade		\$197,943,401	\$5,039,110	\$0	\$4,196,116	83%	\$842,994	\$5,039,110
Bookend Projects TOTAL		\$1,297,943,401	\$84,039,110	\$0	\$76,824,040	91%	\$7,215,070	\$130,066,684
TOTAL	1, 2, 5	\$19,091,311,520	\$2,312,629,691	\$68,726,508	\$771,637,164	33%	\$1,540,992,527	\$1,703,424,691

FY2021-22 Forecast and Expenditures



Footnotes:

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 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-21, 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-22 Cap and Trade auction proceeds once the funds become available to the Authority through executive order.
- The Fiscal Year Forecast was updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in November 2021, pending DOF PWB approval.

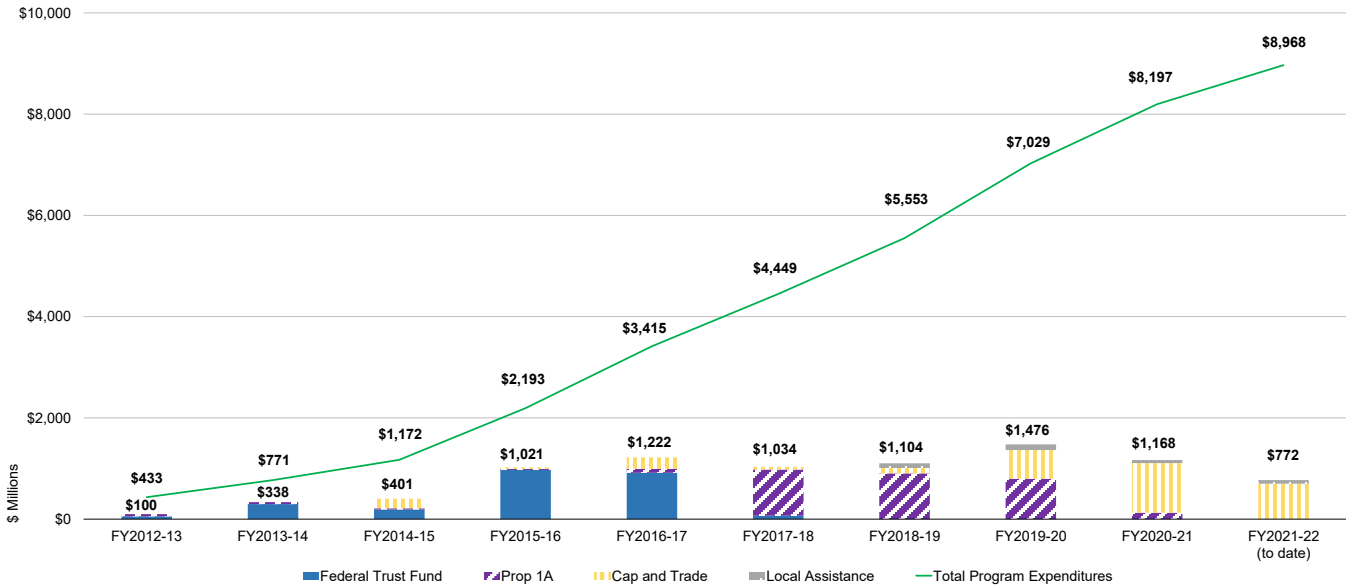
Data through February 28, 2022

Percentage of Fiscal Year completed 67%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	February Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$564,454,666	\$0	\$564,454,666	100%	\$0	\$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	\$705,174,796	\$705,182,634	\$4,325,819	\$256,761,425	36%	\$448,421,209	\$705,182,634
Federal Trust Fund (ARRA)		\$465,585,896	\$465,578,058	\$0	\$465,578,058	100%	\$0	\$465,578,058
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$600,000	\$0	\$376,068	63%	\$223,932	\$600,000
Project Development TOTAL		\$1,778,198,071	\$1,778,198,071	\$4,325,819	\$1,329,552,930	75%	\$448,645,141	\$1,778,198,071
Construction								
Bond Fund (Prop 1A)		\$2,609,076,000	\$2,609,076,000	\$0	\$2,609,076,000	100%	\$0	\$2,609,076,000
Cap and Trade	3	\$10,366,503,713	\$9,218,346,450	\$64,400,689	\$2,413,178,304	26%	\$6,805,168,146	\$9,218,346,450
Federal Trust Fund (ARRA)		\$2,086,970,335	\$2,080,491,194	\$0	\$2,080,491,194	100%	\$0	\$2,080,491,194
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Grant (RAISE)	25	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Construction TOTAL		\$16,015,170,048	\$14,860,533,644	\$64,400,689	\$7,102,745,498	48%	\$7,757,788,146	\$14,860,533,644
SUBTOTAL		\$17,793,368,119	\$16,638,731,715	\$68,726,508	\$8,432,298,428	51%	\$8,206,433,287	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$0	\$338,805,711	31%	\$761,194,289	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,098,711	100%	\$844,690	\$197,943,401
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$0	\$535,904,422	41%	\$762,038,979	\$1,297,943,401
TOTAL	1, 2	\$19,091,311,520	\$17,936,675,116	\$68,726,508	\$8,968,202,850	50%	\$8,968,472,266	\$17,936,675,116

Total Program Expenditures to Date



Footnotes:

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 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-21, 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-22 Cap and Trade auction proceeds once the funds become available to the Authority through executive order.
- The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in November 2021, pending DOF PWB approval.

Data through February 28, 2022

Percentage of Fiscal Year completed 67%

Project Development - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	February Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
San Francisco - San Jose	19	\$7,867,405	(\$155,244)	\$1,229,991	16%	\$6,637,414	\$7,867,405
San Jose - Merced		\$9,752,779	\$63,407	\$1,629,374	17%	\$8,123,405	\$9,752,779
Bakersfield - Palmdale		\$848,295	\$8,766	\$848,295	100%	\$0	\$848,295
Locally Generated Alternative (LGA)		\$676,861	\$10,000	\$20,000	3%	\$656,861	\$676,861
Palmdale - Burbank	4	\$6,515,155	\$341,256	\$2,398,626	37%	\$4,116,529	\$6,352,076
Burbank - Los Angeles	4	\$6,135,014	\$174,367	\$1,752,295	29%	\$4,382,719	\$6,023,111
Los Angeles - Anaheim		\$5,780,828	\$247,197	\$2,049,057	35%	\$3,731,771	\$5,780,828
Central Valley Wye		\$59,087	\$0	\$48,290	82%	\$10,797	\$59,087
Resource Agency	9	\$60,457,509	\$610,844	\$5,052,138	8%	\$55,405,371	\$60,508,685
Legal		\$11,029,307	\$78,559	\$1,163,243	11%	\$9,866,064	\$11,029,307
SCI/SAP	4	\$705,852	\$0	\$0	0%	\$705,852	\$929,658
NorCal Interconnections		\$1,065,000	\$0	\$3,978	0%	\$1,061,022	\$1,065,000
Rail Delivery Partner		\$25,907,834	\$2,946,667	\$10,074,698	39%	\$15,833,136	\$20,163,419
Project Management Oversight Continuation		\$7,897,640	\$0	\$0	0%	\$7,897,640	\$0
TOTAL	1, 2, 5	\$144,698,566	\$4,325,819	\$26,269,985	18%	\$118,428,581	\$131,056,511

Footnotes:

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 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.
- The Fiscal Year Forecast was updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Budget for this line is expected to increase once contract amendments are reviewed and approved.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	February Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Authorization (E) = (A - C)	Total Authorized Forecast (F)
Phase I							
San Francisco - San Jose	19	\$52,991,841	(\$155,244)	\$43,325,918	81%	\$9,665,923	\$52,991,841
San Jose - Merced		\$110,953,473	\$63,407	\$102,171,315	92%	\$8,782,158	\$110,953,473
Merced - Fresno		\$63,571,884	\$0	\$63,571,884	100%	\$0	\$63,571,884
Fresno - Bakersfield		\$151,326,513	\$0	\$151,326,513	100%	\$0	\$151,326,513
Bakersfield - Palmdale		\$61,230,018	\$8,766	\$57,823,429	94%	\$3,406,589	\$61,230,018
Locally Generated Alternative (LGA)		\$18,544,851	\$10,000	\$17,887,990	96%	\$656,861	\$18,544,851
Palmdale - Burbank	4	\$142,084,537	\$341,256	\$133,486,359	93%	\$8,598,178	\$142,084,537
Burbank - Los Angeles	4	\$36,251,918	\$174,367	\$31,813,025	87%	\$4,438,893	\$36,251,918
Los Angeles - Anaheim		\$83,983,860	\$247,197	\$70,612,676	84%	\$13,371,184	\$83,983,860
Central Valley Wye		\$58,222,647	\$0	\$58,211,850	99%	\$10,797	\$58,222,647
Resource Agency		\$385,976,288	\$610,844	\$200,798,159	52%	\$185,178,129	\$385,976,288
Legal		\$58,747,743	\$78,559	\$38,946,818	66%	\$19,800,925	\$58,747,743
SCI/SAP		\$29,078,271	\$0	\$13,382,216	46%	\$15,696,055	\$29,078,271
Merced Extension - Design Advancement		\$63,045,387	\$0	\$0	0%	\$63,045,387	\$63,045,387
Bakersfield Extension - Design Advancement		\$56,309,217	\$0	\$0	0%	\$56,309,217	\$56,309,217
Central Valley Stations - Design Advancement		\$35,351,378	\$0	\$0	0%	\$35,351,378	\$35,351,378
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$0	\$7,477	0%	\$1,951,523	\$1,959,000
Early Train Operator		\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
Rail Delivery Partner		\$318,458,709	\$2,946,667	\$301,555,025	94%	\$16,903,684	\$318,458,709
Project Management Oversight Continuation		\$5,478,260	\$0	\$0	0%	\$5,478,260	\$5,478,260
Phase I TOTAL		\$1,735,815,358	\$4,325,819	\$1,287,170,217	74%	\$448,645,141	\$1,735,815,358
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	\$1,778,198,071	\$4,325,819	\$1,329,552,930	75%	\$448,645,141	\$1,778,198,071

Footnotes:

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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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.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through February 28, 2022

Percentage of Fiscal Year completed 67%

Construction - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	February Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
Design-Build Contract Work SR 99	10	\$1,072,515,724	\$48,509,520	\$436,021,403	41%	\$636,494,321	\$588,161,092
Project Construction Management	9	\$12,203,092	\$604,593	\$639,957	5%	\$11,563,135	\$12,203,092
Real Property Acquisition		\$80,645,104	\$7,544,154	\$61,326,074	76%	\$19,319,030	\$86,764,426
Environmental Mitigation		\$269,128,042	\$706,262	\$73,536,654	27%	\$195,591,388	\$242,514,621
Hazardous Waste Provisional Sum		\$30,937,511	\$0	\$2,360,395	8%	\$28,577,116	\$21,791,973
Resource Agency		\$22,678,238	\$0	\$0	0%	\$22,678,238	\$14,454,119
Third Party Contract Work	4	\$33,737,638	\$47,767	\$10,883,506	32%	\$22,854,132	\$20,164,199
Estimated-At-Completion Contingency	10	\$104,259,106	\$2,062,201	\$22,024,066	21%	\$82,235,040	\$63,651,846
Project Contingency	10	\$121,178,645	\$0	\$0	0%	\$121,178,645	\$154,323,713
Stations		\$163,095,317	\$0	\$0	0%	\$163,095,317	\$122,289,435
Rail Delivery Partner		\$700,000	\$0	\$0	0%	\$700,000	\$700,000
Project Management Oversight Continuation		\$89,587,018	\$4,337,508	\$56,338,836	63%	\$33,248,182	\$85,953,835
Early Train Operator		\$51,123,202	\$0	\$0	0%	\$51,123,202	\$0
Legal		\$14,774,234	\$426,255	\$3,782,188	26%	\$10,992,046	\$12,000,000
Pre-Construction Activities	7	\$16,379,145	\$162,429	\$1,280,060	8%	\$15,099,085	\$16,379,145
TOTAL	1, 2, 5	\$2,083,892,015	\$64,400,689	\$668,543,139	32%	\$1,415,348,876	\$1,442,301,496

Footnotes:

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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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.
- The Fiscal Year Forecast was updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Budget for this line is expected to increase once contract amendments are reviewed and approved.
- Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	February Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Design-Build Contract Work SR 99	4, 10	\$6,256,538,271	\$48,509,520	\$3,806,019,313	61%	\$2,450,518,958	\$6,256,538,271
Project Construction Management		\$296,093,843	\$604,593	\$281,862,272	95%	\$14,231,571	\$296,093,843
Real Property Acquisition		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Environmental Mitigation		\$579,756,817	\$7,544,154	\$361,288,296	62%	\$218,468,521	\$579,756,817
Hazardous Waste Provisional Sum		\$1,712,830,932	\$706,262	\$1,421,781,862	83%	\$291,049,070	\$1,712,830,932
Resource Agency		\$206,490,092	\$0	\$113,284,826	55%	\$93,205,266	\$206,490,092
Third Party Contract Work		\$35,462,001	\$0	\$0	0%	\$35,462,001	\$35,462,001
Estimated-At-Completion Contingency	4, 10	\$125,889,546	\$47,767	\$45,145,436	36%	\$80,744,110	\$125,889,546
Project Contingency	10	\$564,452,790	\$2,062,201	\$248,197,579	44%	\$316,255,211	\$564,452,790
Stations		\$1,006,126,348	\$0	\$0	0%	\$1,006,126,348	\$1,006,126,348
Communication and Signaling		\$793,816,470	\$0	\$0	0%	\$793,816,470	\$793,816,470
Electric Traction		\$13,635,460	\$0	\$0	0%	\$13,635,460	\$13,635,460
Merced - Fresno (Preliminary ROW)		\$344,414,298	\$0	\$0	0%	\$344,414,298	\$344,414,298
Fresno - Bakersfield (Preliminary ROW)		\$429,807,474	\$0	\$0	0%	\$429,807,474	\$429,807,474
Bakersfield - Palmdale (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Rail Delivery Partner	27	\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Project Management Oversight Continuation	27	\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Early Train Operator		\$765,739,287	\$4,337,508	\$676,379,206	88%	\$89,360,081	\$765,739,287
Legal		\$540,960,572	\$0	\$0	0%	\$540,960,572	\$540,960,572
Support Facilities		\$96,746,309	\$426,255	\$27,249,423	28%	\$69,496,886	\$96,746,309
Testing and Certification		\$97,774,323	\$162,429	\$36,361,115	37%	\$61,413,208	\$97,774,323
Project Reserve		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Interim Use		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Unallocated Contingency		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Pre-Construction Activities	7	\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
TOTAL	1, 2	\$419,730,867	\$0	\$0	0%	\$419,730,867	\$419,730,867
		\$19,146,668	\$0	\$350,000	2%	\$18,796,668	\$19,146,668
TOTAL		\$14,860,533,644	\$64,400,689	\$7,102,745,498	48%	\$7,757,788,146	\$14,860,533,644

Footnotes:

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- New contracts for Station Area Planning and Sustainability.

Data through February 28, 2022

Percentage of Fiscal Year completed 67%

Bookend Projects FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	February Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)	
Bookend - North								
	PCJPB - Caltrain Electrification	9, 11	\$60,000,000	\$0	\$72,627,924	121%	(\$12,627,924)	\$115,433,917
	PCJPB - Caltrain Electrification	12	\$272,288	\$0	\$0	0%	\$272,288	\$272,288
	San Mateo Grade Separation	12	\$4,766,822	\$0	\$4,196,116	88%	\$570,706	\$4,766,822
	Bookend - North TOTAL		\$65,039,110	\$0	\$76,824,040	118%	(\$11,784,930)	\$120,473,027
Bookend - South								
	Rosecrans/Marquardt Grade Separation	11	\$19,000,000	\$0	\$0	0%	\$19,000,000	\$9,593,657
	Los Angeles Union Station	11, 13	\$0	\$0	\$0	0%	\$0	\$0
	Bookend - South TOTAL		\$19,000,000	\$0	\$0	0%	\$19,000,000	\$9,593,657
TOTAL	2, 5	\$84,039,110	\$0	\$76,824,040	91%	\$7,215,070	\$130,066,684	

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.
- 5 The Fiscal Year Forecast was updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- 9 Budget for this line is expected to increase once contract amendments are reviewed and approved.
- 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).

Bookend Projects Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	February Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)	
Bookend - North								
	PCJPB - Caltrain Electrification	11	\$600,000,000	\$0	\$312,301,008	52%	\$287,698,992	\$600,000,000
	PCJPB - Caltrain Electrification	12	\$113,943,401	\$0	\$113,669,418	99%	\$273,983	\$113,943,401
	San Mateo Grade Separation	12	\$84,000,000	\$0	\$83,429,293	99%	\$570,707	\$84,000,000
	Bookend - North TOTAL		\$797,943,401	\$0	\$509,399,719	64%	\$288,543,682	\$797,943,401
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	\$1,297,943,401	\$0	\$535,904,422	41%	\$762,038,979	\$1,297,943,401	

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, 2022

Percentage of Fiscal Year completed 67%

Construction by Construction Package FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	February Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
CP1							
Design-Build Contract Work	10	\$506,496,946	\$21,339,148	\$226,306,893	45%	\$280,190,053	\$265,326,159
SR 99		\$12,203,092	\$604,593	\$639,957	5%	\$11,563,135	\$12,203,092
Project Construction Management		\$28,137,308	\$2,408,784	\$21,706,984	77%	\$6,430,324	\$29,362,853
Real Property Acquisition	9	\$97,401,806	\$450,000	\$3,987,490	4%	\$93,414,316	\$75,227,371
Environmental Mitigation		\$5,441,894	\$0	\$0	0%	\$5,441,894	\$5,441,894
Resource Agency		\$24,672,091	\$47,767	\$9,922,906	40%	\$14,749,185	\$11,098,652
Third Party Contract Work	4	\$71,279,834	\$2,055,464	\$11,507,467	16%	\$59,772,367	\$41,742,079
Estimated-At-Completion Contingency	4, 10	\$19,210,210	\$0	\$0	0%	\$19,210,210	\$122,352,791
Project Contingency	10	\$43,106,639	\$0	\$0	0%	\$43,106,639	\$32,846,440
CP1 TOTAL		\$807,949,820	\$26,905,756	\$274,071,697	34%	\$533,878,123	\$595,601,331
CP2-3							
Design-Build Contract Work	10	\$382,213,585	\$17,657,378	\$127,022,562	33%	\$255,191,023	\$185,286,385
Project Construction Management	9	\$31,746,603	\$2,700,000	\$25,762,811	81%	\$5,983,792	\$37,996,461
Real Property Acquisition		\$131,805,390	\$204,154	\$52,703,072	40%	\$79,102,318	\$131,129,369
Environmental Mitigation		\$16,145,538	\$0	\$2,360,395	15%	\$13,785,143	\$7,000,000
Hazardous Waste Provisional Sum		\$16,448,238	\$0	\$0	0%	\$16,448,238	\$8,224,119
Resource Agency		\$1,265,290	\$0	\$697	0%	\$1,264,593	\$1,265,290
Third Party Contract Work	4	\$19,121,090	\$6,737	\$7,402,339	39%	\$11,718,751	\$15,342,853
Estimated-At-Completion Contingency	10	\$74,018,359	\$0	\$0	0%	\$74,018,359	\$16,859,041
Project Contingency	10	\$29,881,806	\$0	\$0	0%	\$29,881,806	\$25,575,611
CP2-3 TOTAL		\$702,645,899	\$20,568,269	\$215,251,876	31%	\$487,394,023	\$428,679,129
CP4							
Design-Build Contract Work	10	\$183,805,193	\$9,512,994	\$82,691,948	45%	\$101,113,245	\$137,548,548
Project Construction Management		\$20,761,193	\$2,435,370	\$13,856,279	66%	\$6,904,914	\$19,405,112
Real Property Acquisition		\$39,920,846	\$52,108	\$16,846,092	42%	\$23,074,754	\$36,157,881
Environmental Mitigation		\$9,350,079	\$0	\$0	0%	\$9,350,079	\$9,350,079
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$594,491	\$0	\$0	0%	\$594,491	\$594,491
Third Party Contract Work	4	\$13,858,182	\$0	\$3,114,260	22%	\$10,743,922	\$6,566,914
SR 46		\$0	\$0	\$0	0%	\$0	\$0
Estimated-At-Completion Contingency		\$27,950,076	\$0	\$0	0%	\$27,950,076	\$15,111,881
Project Contingency	10	\$90,106,872	\$0	\$0	0%	\$90,106,872	\$63,867,384
CP4 TOTAL		\$392,576,931	\$12,000,472	\$116,508,579	30%	\$276,068,352	\$294,832,290
CP5							
Design-Build Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation		\$0	\$0	\$0	0%	\$0	\$0
Project Contingency		\$0	\$0	\$0	0%	\$0	\$0
CP5 TOTAL		\$0	\$0	\$0	0%	\$0	\$0
Central Valley Route-Wide Work							
Stations		\$700,000	\$0	\$0	0%	\$700,000	\$700,000
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
Testing and Certification		\$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		\$700,000	\$0	\$0	0%	\$700,000	\$700,000
System Wide / Extensions / Unallocated							
Rail Delivery Partner		\$89,587,018	\$4,337,508	\$56,338,836	63%	\$33,248,182	\$85,953,835
Project Management Oversight Continuation		\$51,123,202	\$0	\$0	0%	\$51,123,202	\$0
Early Train Operator		\$14,774,234	\$426,255	\$3,782,188	26%	\$10,992,046	\$12,000,000
Legal		\$16,379,145	\$162,429	\$1,280,060	8%	\$15,099,085	\$16,379,145
Resource Agency		\$7,205,766	\$0	\$959,903	13%	\$6,245,863	\$7,205,766
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	7	\$950,000	\$0	\$350,000	37%	\$600,000	\$950,000
System Wide / Unallocated TOTAL		\$180,019,365	\$4,926,192	\$62,710,987	35%	\$117,308,378	\$122,488,746
TOTAL	1, 2, 5	\$2,083,892,015	\$64,400,689	\$668,543,139	32%	\$1,415,348,876	\$1,442,301,496

Footnotes:

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 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.
- The Fiscal Year Forecast was updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Budget for this line is expected to increase once contract amendments are reviewed and approved.
- Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

Data through February 28, 2022

Percentage of Fiscal Year completed 67%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	February Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
CP1							
Design-Build Contract Work	4, 10	\$2,675,615,050	\$21,339,148	\$1,756,225,709	66%	\$919,389,341	\$2,675,615,050
SR 99		\$296,093,843	\$604,593	\$281,862,272	95%	\$14,231,571	\$296,093,843
Project Construction Management		\$156,513,769	\$2,408,784	\$125,359,801	80%	\$31,153,968	\$156,513,769
Real Property Acquisition		\$896,907,552	\$450,000	\$768,876,774	86%	\$128,030,778	\$896,907,552
Environmental Mitigation		\$40,037,064	\$0	\$31,211,407	78%	\$8,825,657	\$40,037,064
Resource Agency		\$56,301,269	\$47,767	\$37,743,875	67%	\$18,557,394	\$56,301,269
Third Party Contract Work	4	\$313,256,663	\$2,055,464	\$163,577,293	52%	\$149,679,370	\$313,256,663
Estimated-At-Completion Contingency	4, 10	\$451,016,190	\$0	\$0	0%	\$451,016,190	\$451,016,190
Project Contingency	10	\$247,117,621	\$0	\$0	0%	\$247,117,621	\$247,117,621
CP1 TOTAL		\$5,132,859,021	\$26,905,756	\$3,164,857,131	62%	\$1,968,001,890	\$5,132,859,021
CP2-3							
Design-Build Contract Work	10	\$2,228,127,604	\$17,657,378	\$1,508,032,121	68%	\$720,095,483	\$2,228,127,604
Project Construction Management		\$158,999,789	\$2,700,000	\$153,015,996	96%	\$5,983,793	\$158,999,789
Real Property Acquisition		\$596,591,987	\$204,154	\$470,579,024	79%	\$126,012,963	\$596,591,987
Environmental Mitigation		\$69,728,307	\$0	\$55,824,402	80%	\$13,903,905	\$69,728,307
Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	0%	\$29,232,001	\$29,232,001
Resource Agency		\$2,313,924	\$0	\$6,004	0%	\$2,307,920	\$2,313,924
Third Party Contract Work	4	\$100,577,300	\$6,737	\$68,088,839	68%	\$32,488,461	\$100,577,300
Estimated-At-Completion Contingency	10	\$523,947,788	\$0	\$0	0%	\$523,947,788	\$523,947,788
Project Contingency	10	\$126,743,729	\$0	\$0	0%	\$126,743,729	\$126,743,729
CP2-3 TOTAL		\$3,836,262,429	\$20,568,269	\$2,255,546,386	59%	\$1,580,716,043	\$3,836,262,429
CP4							
Design-Build Contract Work	10	\$685,480,610	\$9,512,994	\$541,761,483	79%	\$143,719,127	\$685,480,610
Project Construction Management		\$89,817,413	\$2,435,370	\$82,912,499	92%	\$6,904,914	\$89,817,413
Real Property Acquisition		\$219,331,393	\$52,108	\$182,326,064	83%	\$37,005,329	\$219,331,393
Environmental Mitigation		\$43,048,870	\$0	\$26,249,017	61%	\$16,799,853	\$43,048,870
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$922,217	\$0	\$104,304	11%	\$817,913	\$922,217
Third Party Contract Work	4	\$34,702,160	\$0	\$16,531,447	48%	\$18,170,713	\$34,702,160
SR 46		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Estimated-At-Completion Contingency		\$31,162,370	\$0	\$0	0%	\$31,162,370	\$31,162,370
Project Contingency	10	\$97,592,396	\$0	\$0	0%	\$97,592,396	\$97,592,396
CP4 TOTAL		\$1,283,930,988	\$12,000,472	\$849,884,814	66%	\$434,046,174	\$1,283,930,988
CP5							
Design-Build Contract Work		\$667,315,007	\$0	\$0	0%	\$667,315,007	\$667,315,007
Project Construction Management		\$147,114,943	\$0	\$0	0%	\$147,114,943	\$147,114,943
Environmental Mitigation		\$53,675,851	\$0	\$0	0%	\$53,675,851	\$53,675,851
Project Contingency		\$224,257,608	\$0	\$0	0%	\$224,257,608	\$224,257,608
CP5 TOTAL		\$1,092,363,409	\$0	\$0	0%	\$1,092,363,409	\$1,092,363,409
Central Valley Route-Wide Work							
Stations		\$13,635,460	\$0	\$0	0%	\$13,635,460	\$13,635,460
Project Construction Management		\$27,310,903	\$0	\$0	0%	\$27,310,903	\$27,310,903
Communication and Signaling		\$344,414,298	\$0	\$0	0%	\$344,414,298	\$344,414,298
Electric Traction		\$429,807,474	\$0	\$0	0%	\$429,807,474	\$429,807,474
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	0%	\$115,916,667	\$115,916,667
Project Contingency		\$98,105,116	\$0	\$0	0%	\$98,105,116	\$98,105,116
Central Valley Route-Wide Work TOTAL		\$1,203,531,404	\$0	\$0	0%	\$1,203,531,404	\$1,203,531,404
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		\$765,739,287	\$4,337,508	\$676,379,206	88%	\$89,360,081	\$765,739,287
Project Management Oversight Continuation		\$540,960,572	\$0	\$0	0%	\$540,960,572	\$540,960,572
Early Train Operator		\$96,746,309	\$426,255	\$27,249,423	28%	\$69,496,886	\$96,746,309
Legal		\$97,774,323	\$162,429	\$36,361,115	37%	\$61,413,208	\$97,774,323
Resource Agency		\$66,352,136	\$0	\$7,291,253	11%	\$59,060,883	\$66,352,136
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
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	\$19,146,668	\$0	\$350,000	2%	\$18,796,668	\$19,146,668
System Wide / Unallocated TOTAL		\$2,311,586,393	\$4,926,192	\$832,457,167	36%	\$1,479,129,226	\$2,311,586,393
TOTAL	1, 2	\$14,860,533,644	\$64,400,689	\$7,102,745,498	48%	\$7,757,788,146	\$14,860,533,644

Footnotes:

- 1 Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 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.
- 4 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.
- 7 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 10 Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

Data through February 28, 2022

Percentage of Fiscal Year completed 67%

Central Valley Segment Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	February Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	4, 10	\$2,675,615,050	\$21,339,148	\$1,756,225,709	\$919,389,341
SR 99		\$296,093,843	\$604,593	\$281,862,272	\$14,231,571
Project Construction Management		\$156,513,769	\$2,408,784	\$125,359,801	\$31,153,968
Real Property Acquisition		\$896,907,552	\$450,000	\$768,876,774	\$128,030,778
Environmental Mitigation		\$40,037,064	\$0	\$31,211,407	\$8,825,657
Resource Agency		\$56,301,269	\$47,767	\$37,743,875	\$18,557,394
Third Party Contract Work	4	\$313,256,663	\$2,055,464	\$163,577,293	\$149,679,370
Estimated-At-Completion Contingency	4, 10	\$451,016,190	\$0	\$0	\$451,016,190
Project Contingency	10	\$247,117,621	\$0	\$0	\$247,117,621
CP1 TOTAL		\$5,132,859,021	\$26,905,756	\$3,164,857,131	\$1,968,001,890
CP2-3					
Design-Build Contract Work	10	\$2,228,127,604	\$17,657,378	\$1,508,032,121	\$720,095,483
Project Construction Management		\$158,999,789	\$2,700,000	\$153,015,996	\$5,983,793
Real Property Acquisition		\$596,591,987	\$204,154	\$470,579,024	\$126,012,963
Environmental Mitigation		\$69,728,307	\$0	\$55,824,402	\$13,903,905
Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001
Resource Agency		\$2,313,924	\$0	\$6,004	\$2,307,920
Third Party Contract Work	4	\$100,577,300	\$6,737	\$68,088,839	\$32,488,461
Estimated-At-Completion Contingency	10	\$523,947,788	\$0	\$0	\$523,947,788
Project Contingency	10	\$126,743,729	\$0	\$0	\$126,743,729
CP2-3 TOTAL		\$3,836,262,429	\$20,568,269	\$2,255,546,386	\$1,580,716,043
CP4					
Design-Build Contract Work	10	\$685,480,610	\$9,512,994	\$541,761,483	\$143,719,127
Project Construction Management		\$89,817,413	\$2,435,370	\$82,912,499	\$6,904,914
Real Property Acquisition		\$219,331,393	\$52,108	\$182,326,064	\$37,005,329
Environmental Mitigation		\$43,048,870	\$0	\$26,249,017	\$16,799,853
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$922,217	\$0	\$104,304	\$817,913
Third Party Contract Work	4	\$34,702,160	\$0	\$16,531,447	\$18,170,713
SR 46		\$75,643,560	\$0	\$0	\$75,643,560
Estimated-At-Completion Contingency		\$31,162,370	\$0	\$0	\$31,162,370
Project Contingency	10	\$97,592,396	\$0	\$0	\$97,592,396
CP4 TOTAL		\$1,283,930,988	\$12,000,472	\$849,884,814	\$434,046,174
CP5					
Design-Build Contract Work		\$667,315,007	\$0	\$0	\$667,315,007
Project Construction Management		\$147,114,943	\$0	\$0	\$147,114,943
Environmental Mitigation		\$53,675,851	\$0	\$0	\$53,675,851
Project Contingency		\$224,257,608	\$0	\$0	\$224,257,608
CP5 TOTAL		\$1,092,363,409	\$0	\$0	\$1,092,363,409
Central Valley Route-Wide Work					
Stations		\$13,635,460	\$0	\$0	\$13,635,460
Project Construction Management		\$27,310,903	\$0	\$0	\$27,310,903
Communication and Signaling		\$344,414,298	\$0	\$0	\$344,414,298
Electric Traction		\$429,807,474	\$0	\$0	\$429,807,474
Testing and Certification		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	\$115,916,667
Project Contingency		\$98,105,116	\$0	\$0	\$98,105,116
Central Valley Route-Wide Work TOTAL		\$1,203,531,404	\$0	\$0	\$1,203,531,404
Project Wide					
Merced - Fresno		\$34,224,247	\$0	\$34,224,247	\$0
Fresno - Bakersfield		\$167,369,487	\$0	\$167,369,487	\$0
Rail Delivery Partner		\$670,245,871	\$4,628,721	\$614,577,610	\$55,668,261
Station Area Planning		\$1,894,811	\$0	\$1,894,811	\$0
Early Train Operator		\$98,317,999	\$426,255	\$28,821,114	\$69,496,885
Resource Agency		\$180,423,079	\$54,268	\$122,913,896	\$57,509,183
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Legal		\$106,942,006	\$82,839	\$47,326,287	\$59,615,719
Project Wide TOTAL		\$1,325,437,200	\$5,192,083	\$1,017,127,452	\$308,309,748
TOTAL	1, 2	\$13,874,384,451	\$64,666,580	\$7,287,415,783	\$6,586,968,668

Footnotes:

- 1 Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 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.
- 4 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.
- 10 Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

Data through February 28, 2022

Percentage of Fiscal Year completed 67%

Contingency Summary Program to Date

Program to Date	Notes	Contingency Budget (A)	Cumulative Authorized Contingency (B)	HSR Governance Actions (C)	Remaining Contingency Balance (D) = (A - B - C)	% Remaining Contingency (E) = (D / A)
CP1 EAC Contingency		\$770,610,420	\$319,594,230	\$0	\$451,016,190	59%
CP1 Project Contingency		\$1,173,894,062	\$926,776,441	\$0	\$247,117,621	21%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$33,427,389	\$0	\$523,947,788	94%
CP2-3 Project Contingency		\$1,051,818,874	\$925,075,145	\$0	\$126,743,729	12%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$23,683,030	\$0	\$31,162,370	57%
CP4 Project Contingency		\$356,690,634	\$259,098,238	\$0	\$97,592,396	27%
CP5 Project Contingency		\$224,257,608	\$0	\$0	\$224,257,608	100%
Route-Wide Work Project Contingency		\$98,190,116	\$85,000	\$0	\$98,105,116	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%
System Wide Contingency		\$28,073,734	\$0	\$0	\$28,073,734	100%
Program Management Contingency		\$91,346,938	\$1,500,000	\$0	\$89,846,938	98%
Project Development Contingency		\$83,106,632	\$24,006,753	\$0	\$59,099,879	71%
TOTAL	14, 15, 16, 17	\$5,159,680,527	\$2,573,233,930	\$0	\$2,586,446,598	50%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,123,192,179	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$86,804,880	\$0		
CP1 Real Property Acquisition			\$56,865,119	\$0		
CP1 Resource Agency			\$1,960,691	\$0		
CP1 Third Party Contract Work			\$7,681,400	\$0		
CP2-3 Design-Build Contract Work			\$779,364,583	\$0		
CP2-3 Project Construction Management			\$80,642,383	\$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			\$228,115,136	\$0		
CP4 Project Construction Management			\$42,873,396	\$0		
CP4 Real Property Acquisition			\$37,218,675	\$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		
Los Angeles - Anaheim			\$2,748,701	\$0		
Central Valley Stations - Design Advancement			\$6,376,984	\$0		
Resource Agency - Project Development			\$185,272	\$0		
Rail Delivery Partner			\$1,500,000	\$0		
Offsetting Categories TOTAL			\$2,573,233,930	\$0		

Footnotes:

- 14 Allocated Contingency Budget is the total contingency since the May 2019 approval of the Program Baseline Budget.
- 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 \$47.2M of December change orders and amendments executed under the Delegation of Authority as well as \$202.9M of Governance Actions.

