

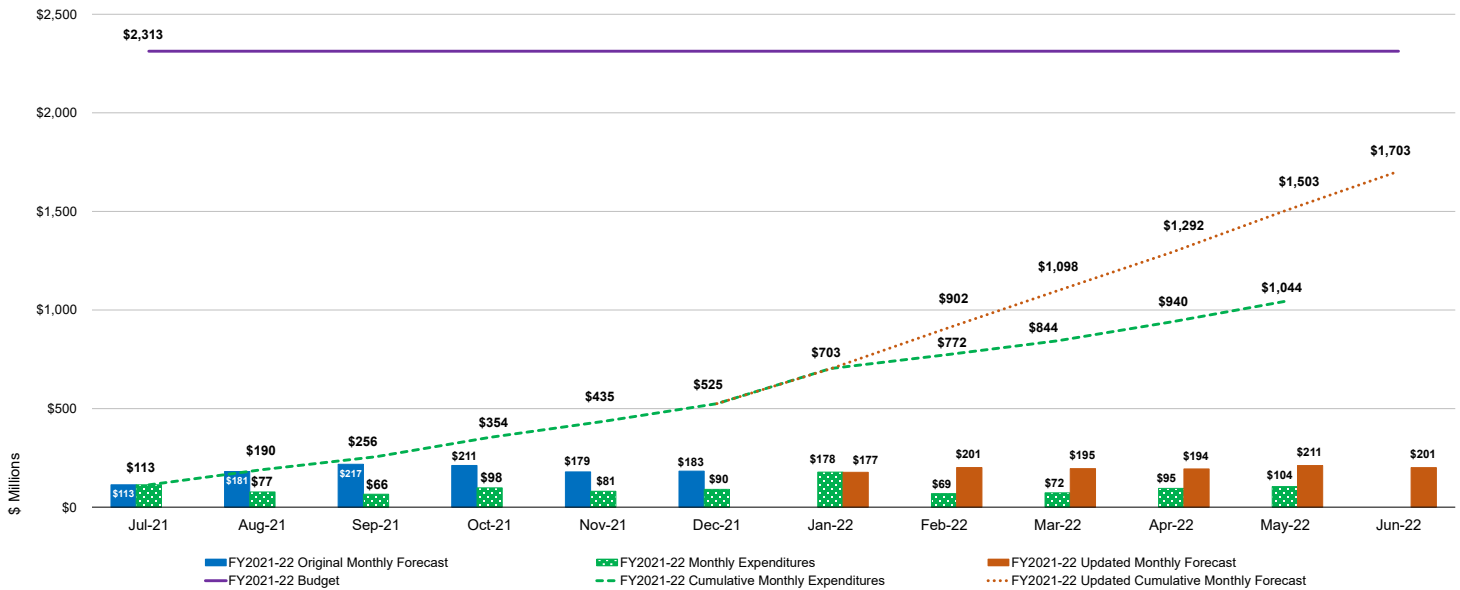
Data through May 31, 2022

Percentage of Fiscal Year completed 92%

## Budget Summary FY2021-22

FY2021-22	Notes	Appropriation	FY2021-22 Budget (A)	May 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)
<b>Project Development</b>								
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	\$3,391,413	\$39,270,610	27%	\$105,377,956	\$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
<b>Project Development TOTAL</b>		\$1,778,198,071	\$144,698,566	\$3,391,413	\$39,298,041	27%	\$105,400,525	\$131,056,511
<b>Construction</b>								
Bond Fund (Prop 1A)		\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3	\$10,422,743,713	\$2,001,258,464	\$89,326,397	\$902,447,291	45%	\$1,098,811,173	\$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
<b>Construction TOTAL</b>		\$16,071,410,048	\$2,001,258,464	\$89,326,397	\$902,447,291	45%	\$1,098,811,173	\$1,442,301,496
<b>SUBTOTAL</b>		\$17,849,608,119	\$2,145,957,030	\$92,717,810	\$941,745,332	44%	\$1,204,211,698	\$1,573,358,007
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$161,633,551	\$11,570,534	\$97,579,734	60%	\$64,053,817	\$125,027,574
Cap and Trade		\$197,943,401	\$5,039,110	\$0	\$4,468,404	89%	\$570,706	\$5,039,110
<b>Bookend Projects TOTAL</b>		\$1,297,943,401	\$166,672,661	\$11,570,534	\$102,048,138	61%	\$64,624,523	\$130,066,684
<b>TOTAL</b>	1, 2, 5	\$19,147,551,520	\$2,312,629,691	\$104,288,344	\$1,043,793,470	45%	\$1,268,836,221	\$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 Feb-22, 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 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 Department of Finance Public Works Board approval.

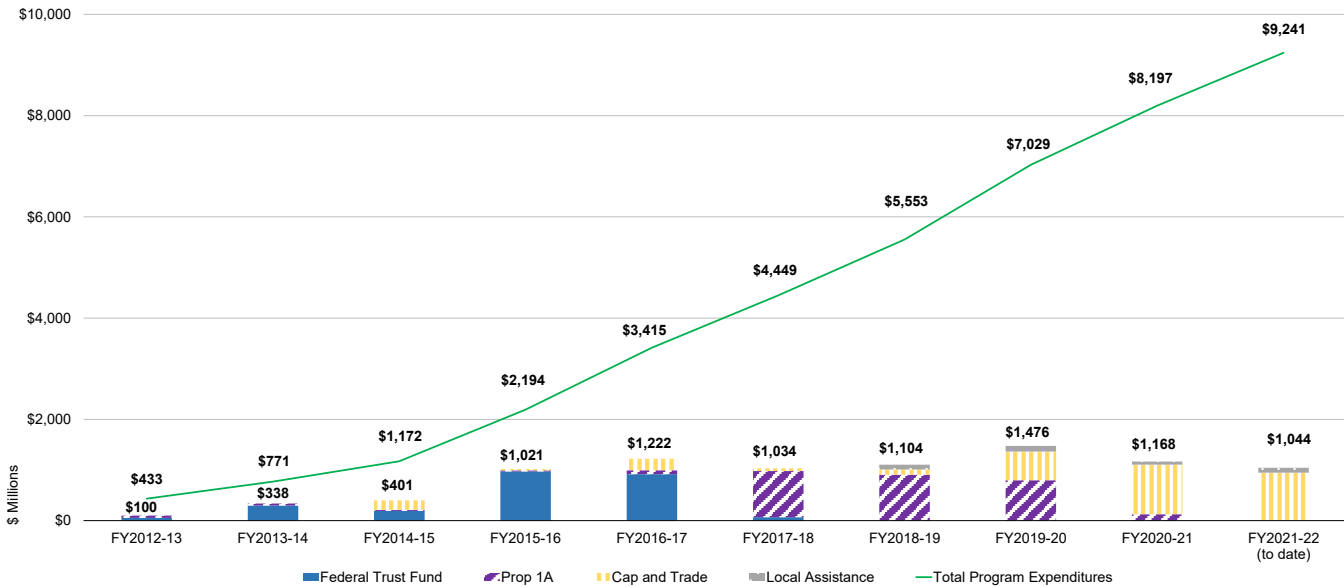
Data through May 31, 2022

Percentage of Fiscal Year completed 92%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	May Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Project Development</b>								
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	\$3,391,413	\$269,704,542	38%	\$435,478,092	\$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
<b>Project Development TOTAL</b>		\$1,778,198,071	\$1,778,198,071	\$3,391,413	\$1,342,496,047	75%	\$435,702,024	\$1,778,198,071
<b>Construction</b>								
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	\$10,422,743,713	\$9,218,346,450	\$89,326,397	\$2,647,324,188	29%	\$6,571,022,262	\$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
<b>Construction TOTAL</b>		\$16,071,410,048	\$14,860,533,644	\$89,326,397	\$7,336,891,382	49%	\$7,523,642,262	\$14,860,533,644
<b>SUBTOTAL</b>		\$17,849,608,119	\$16,638,731,715	\$92,717,810	\$8,679,387,429	52%	\$7,959,344,286	\$16,638,731,715
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$11,570,534	\$363,757,521	33%	\$736,242,479	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,370,999	100%	\$572,402	\$197,943,401
<b>Bookend Projects TOTAL</b>		\$1,297,943,401	\$1,297,943,401	\$11,570,534	\$561,128,520	43%	\$736,814,881	\$1,297,943,401
<b>TOTAL</b>	1, 2	\$19,147,551,520	\$17,936,675,116	\$104,288,344	\$9,240,515,949	52%	\$8,696,159,167	\$17,936,675,116

### Total Program Expenditures to Date



**Footnotes:**

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- 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 Feb-22, 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 United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in November 2021, pending Department of Finance Public Works Board approval.

Data through May 31, 2022

Percentage of Fiscal Year completed 92%

## Project Development - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	May 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	4	\$6,367,405	\$93,726	\$1,352,962	21%	\$5,014,443	\$7,867,405
San Jose - Merced		\$9,752,779	\$169,396	\$1,988,798	20%	\$7,763,981	\$9,752,779
Bakersfield - Palmdale		\$848,295	\$0	\$796,142	93%	\$52,153	\$848,295
Locally Generated Alternative (LGA)		\$676,861	\$0	\$60,919	9%	\$615,942	\$676,861
Palmdale - Burbank		\$6,515,155	\$282,501	\$3,393,898	52%	\$3,121,257	\$6,352,076
Burbank - Los Angeles		\$6,135,014	\$297,621	\$2,533,179	41%	\$3,601,835	\$6,023,111
Los Angeles - Anaheim		\$5,780,828	\$68,612	\$2,221,961	38%	\$3,558,867	\$5,780,828
Central Valley Wye		\$59,087	\$0	\$48,290	82%	\$10,797	\$59,087
Resource Agency	4	\$61,957,509	\$477,946	\$7,455,571	12%	\$54,501,938	\$60,508,685
Legal		\$11,029,307	\$184,741	\$2,822,298	26%	\$8,207,009	\$11,029,307
SCI/SAP		\$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	\$1,816,870	\$16,620,045	64%	\$9,287,789	\$20,163,419
Project Management Oversight Continuation		\$7,897,640	\$0	\$0	0%	\$7,897,640	\$0
<b>TOTAL</b>	1, 2, 5	<b>\$144,698,566</b>	<b>\$3,391,413</b>	<b>\$39,298,041</b>	<b>27%</b>	<b>\$105,400,525</b>	<b>\$131,056,511</b>

**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.
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- 5 The Fiscal Year Forecast was updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.

## Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	May Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Phase I</b>							
San Francisco - San Jose	4	\$51,491,841	\$93,726	\$43,448,889	84%	\$8,042,952	\$51,491,841
San Jose - Merced		\$110,953,473	\$169,396	\$102,530,739	92%	\$8,422,734	\$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	\$0	\$57,771,276	94%	\$3,458,742	\$61,230,018
Locally Generated Alternative (LGA)		\$18,544,851	\$0	\$17,928,909	96%	\$615,942	\$18,544,851
Palmdale - Burbank		\$142,084,537	\$282,501	\$134,428,891	94%	\$7,655,646	\$142,084,537
Burbank - Los Angeles		\$36,251,918	\$297,621	\$32,593,909	89%	\$3,658,009	\$36,251,918
Los Angeles - Anaheim		\$83,983,860	\$68,612	\$70,785,580	84%	\$13,198,280	\$83,983,860
Central Valley Wye		\$58,222,647	\$0	\$58,211,850	99%	\$10,797	\$58,222,647
Resource Agency	4	\$387,476,288	\$477,946	\$203,162,178	52%	\$184,314,110	\$387,476,288
Legal		\$58,747,743	\$184,741	\$40,605,873	69%	\$18,141,870	\$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	\$1,816,870	\$308,107,587	96%	\$10,351,122	\$318,458,709
Project Management Oversight Continuation		\$5,478,260	\$0	\$0	0%	\$5,478,260	\$5,478,260
<b>Phase I TOTAL</b>		<b>\$1,735,815,358</b>	<b>\$3,391,413</b>	<b>\$1,300,113,334</b>	<b>75%</b>	<b>\$435,702,024</b>	<b>\$1,735,815,358</b>
<b>Phase II</b>							
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
<b>Phase II TOTAL</b>		<b>\$42,382,713</b>	<b>\$0</b>	<b>\$42,382,713</b>	<b>100%</b>	<b>\$0</b>	<b>\$42,382,713</b>
<b>TOTAL</b>	1, 2	<b>\$1,778,198,071</b>	<b>\$3,391,413</b>	<b>\$1,342,496,047</b>	<b>75%</b>	<b>\$435,702,024</b>	<b>\$1,778,198,071</b>

**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.
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Data through May 31, 2022

Percentage of Fiscal Year completed 92%

## Construction - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	May 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	10	\$1,098,840,207	\$65,388,369	\$604,712,667	55%	\$494,127,540	\$623,161,092
SR 99		\$8,871,528	\$4,675	\$694,784	8%	\$8,176,744	\$12,203,092
Project Construction Management		\$89,830,529	\$9,152,890	\$86,977,762	97%	\$2,852,767	\$86,764,426
Real Property Acquisition	4	\$274,868,578	\$3,159,409	\$79,284,662	29%	\$195,583,916	\$242,514,621
Environmental Mitigation	4	\$30,930,311	\$3,625,567	\$6,396,039	21%	\$24,534,272	\$21,791,973
Hazardous Waste Provisional Sum		\$22,678,238	\$0	\$0	0%	\$22,678,238	\$14,454,119
Resource Agency	4	\$33,744,838	\$1,054,773	\$14,859,498	44%	\$18,885,340	\$21,164,199
Third Party Contract Work	4	\$104,259,106	\$2,207,295	\$31,206,572	30%	\$73,052,534	\$63,651,846
Estimated-At-Completion Contingency	10	\$24,372,140	\$0	\$0	0%	\$24,372,140	\$118,323,713
Project Contingency	4, 10	\$139,349,391	\$0	\$0	0%	\$139,349,391	\$122,289,435
Stations		\$700,000	\$105,275	\$109,952	16%	\$590,048	\$700,000
Rail Delivery Partner		\$89,587,018	\$4,071,833	\$71,272,051	80%	\$18,314,967	\$85,953,835
Project Management Oversight Continuation		\$51,123,202	\$0	\$0	0%	\$51,123,202	\$0
Early Train Operator		\$14,774,234	\$256,685	\$4,539,753	31%	\$10,234,481	\$12,000,000
Legal		\$16,379,145	\$299,626	\$2,393,551	15%	\$13,985,594	\$16,379,145
Pre-Construction Activities	7	\$950,000	\$0	\$0	0%	\$950,000	\$950,000
<b>TOTAL</b>	1, 2, 5	<b>\$2,001,258,464</b>	<b>\$89,326,397</b>	<b>\$902,447,291</b>	<b>45%</b>	<b>\$1,098,811,173</b>	<b>\$1,442,301,496</b>

**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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- 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.
- 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)	May 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	10	\$6,607,648,429	\$65,388,369	\$3,974,710,577	60%	\$2,632,937,852	\$6,607,648,429
SR 99		\$296,093,843	\$4,675	\$281,860,690	95%	\$14,233,153	\$296,093,843
SR 46		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Project Construction Management		\$622,728,760	\$9,152,890	\$386,939,984	62%	\$235,788,776	\$622,728,760
Real Property Acquisition	4	\$1,717,691,997	\$3,159,409	\$1,427,815,186	83%	\$289,876,811	\$1,717,691,997
Environmental Mitigation	4	\$206,480,092	\$3,625,567	\$117,323,615	57%	\$89,156,477	\$206,480,092
Hazardous Waste Provisional Sum		\$35,462,001	\$0	\$0	0%	\$35,462,001	\$35,462,001
Resource Agency	4	\$125,899,546	\$1,054,773	\$49,131,108	39%	\$76,768,438	\$125,899,546
Third Party Contract Work	4	\$564,452,790	\$2,207,295	\$257,380,085	46%	\$307,072,705	\$564,452,790
Estimated-At-Completion Contingency	10	\$725,628,640	\$0	\$0	0%	\$725,628,640	\$725,628,640
Project Contingency	4, 10	\$675,371,012	\$0	\$0	0%	\$675,371,012	\$675,371,012
Stations		\$13,635,460	\$105,275	\$109,952	1%	\$13,525,508	\$13,635,460
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
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	\$4,071,833	\$691,312,421	90%	\$74,426,866	\$765,739,287
Project Management Oversight Continuation	27	\$540,960,572	\$0	\$0	0%	\$540,960,572	\$540,960,572
Early Train Operator		\$96,746,309	\$256,685	\$28,006,988	29%	\$68,739,321	\$96,746,309
Legal		\$97,774,323	\$299,626	\$37,474,606	38%	\$60,299,717	\$97,774,323
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
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	\$0	0%	\$19,146,668	\$19,146,668
<b>TOTAL</b>	1, 2	<b>\$14,860,533,644</b>	<b>\$89,326,397</b>	<b>\$7,336,891,382</b>	<b>49%</b>	<b>\$7,523,642,262</b>	<b>\$14,860,533,644</b>

**Footnotes:**

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- 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 May 31, 2022

Percentage of Fiscal Year completed 92%

## Bookend Projects FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	May 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)	
<b>Bookend - North</b>								
	PCJPB - Caltrain Electrification	4, 9, 11	\$142,633,551	\$11,570,534	\$97,579,734	68%	\$45,053,817	\$115,433,917
	PCJPB - Caltrain Electrification	12	\$272,288	\$0	\$272,288	100%	\$0	\$272,288
	San Mateo Grade Separation	12	\$4,766,822	\$0	\$4,196,116	88%	\$570,706	\$4,766,822
	<b>Bookend - North TOTAL</b>		\$147,672,661	\$11,570,534	\$102,048,138	69%	\$45,624,523	\$120,473,027
<b>Bookend - South</b>								
	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
	<b>Bookend - South TOTAL</b>		\$19,000,000	\$0	\$0	0%	\$19,000,000	\$9,593,657
<b>TOTAL</b>	2, 5	\$166,672,661	\$11,570,534	\$102,048,138	61%	\$64,624,523	\$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.
- 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.
- 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 internal governance approvals are finalized.
- 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)	May Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)	
<b>Bookend - North</b>								
	PCJPB - Caltrain Electrification	11	\$600,000,000	\$11,570,534	\$337,252,818	56%	\$262,747,182	\$600,000,000
	PCJPB - Caltrain Electrification	12	\$113,943,401	\$0	\$113,941,706	100%	\$1,695	\$113,943,401
	San Mateo Grade Separation	12	\$84,000,000	\$0	\$83,429,293	99%	\$570,707	\$84,000,000
	<b>Bookend - North TOTAL</b>		\$797,943,401	\$11,570,534	\$534,623,817	67%	\$263,319,584	\$797,943,401
<b>Bookend - South</b>								
	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
	<b>Bookend - South TOTAL</b>		\$500,000,000	\$0	\$26,504,703	5%	\$473,495,297	\$500,000,000
<b>TOTAL</b>	2	\$1,297,943,401	\$11,570,534	\$561,128,520	43%	\$736,814,881	\$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 May 31, 2022

Percentage of Fiscal Year completed 92%

## Construction by Construction Package FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	May 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)
<b>CP1</b>							
Design-Build Contract Work	10	\$469,168,653	\$26,895,287	\$283,536,748	60%	\$185,631,905	\$300,326,159
SR 99		\$8,871,528	\$4,675	\$694,784	8%	\$8,176,744	\$12,203,092
Project Construction Management	9	\$28,137,308	\$4,398,996	\$32,110,508	114%	(\$3,973,200)	\$29,362,853
Real Property Acquisition	4	\$97,979,826	\$427,622	\$5,697,090	6%	\$92,282,736	\$75,227,371
Environmental Mitigation		\$5,434,694	\$0	\$371,000	7%	\$5,063,694	\$5,441,894
Resource Agency		\$24,672,091	\$87,646	\$11,253,801	46%	\$13,418,290	\$12,098,652
Third Party Contract Work	4	\$71,279,834	\$1,154,983	\$17,224,804	24%	\$54,055,030	\$41,742,079
Estimated-At-Completion Contingency	10	\$5,094,557	\$0	\$0	0%	\$5,094,557	\$86,352,791
Project Contingency	4, 10	\$45,274,928	\$0	\$0	0%	\$45,274,928	\$32,846,440
<b>CP1 TOTAL</b>		<b>\$755,913,419</b>	<b>\$32,969,209</b>	<b>\$350,888,735</b>	<b>46%</b>	<b>\$405,024,684</b>	<b>\$595,601,331</b>
<b>CP2-3</b>							
Design-Build Contract Work	10	\$416,822,751	\$31,366,885	\$211,289,997	51%	\$205,532,754	\$185,286,385
Project Construction Management		\$36,536,169	\$3,263,811	\$34,718,044	95%	\$1,818,125	\$37,996,461
Real Property Acquisition	4	\$131,973,059	\$2,711,577	\$56,588,537	43%	\$75,384,522	\$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	\$77,915	\$286,872	23%	\$978,418	\$1,265,290
Third Party Contract Work		\$19,121,090	\$769,324	\$10,393,169	54%	\$8,727,921	\$15,342,853
Estimated-At-Completion Contingency	10	\$10,442,312	\$0	\$0	0%	\$10,442,312	\$16,859,041
Project Contingency	10	\$23,125,820	\$0	\$0	0%	\$23,125,820	\$25,575,611
<b>CP2-3 TOTAL</b>		<b>\$671,880,267</b>	<b>\$38,189,512</b>	<b>\$315,637,014</b>	<b>47%</b>	<b>\$356,243,253</b>	<b>\$428,679,129</b>
<b>CP4</b>							
Design-Build Contract Work	10	\$212,848,803	\$7,126,197	\$109,885,922	52%	\$102,962,881	\$137,548,548
Project Construction Management		\$25,157,052	\$1,490,083	\$20,149,210	80%	\$5,007,842	\$19,405,112
Real Property Acquisition	4	\$44,915,693	\$20,210	\$16,999,035	38%	\$27,916,658	\$36,157,881
Environmental Mitigation		\$9,350,079	\$3,625,567	\$3,664,644	39%	\$5,685,435	\$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		\$13,858,182	\$282,988	\$3,588,599	26%	\$10,269,583	\$6,566,914
SR 46		\$0	\$0	\$0	0%	\$0	\$0
Estimated-At-Completion Contingency	10	\$8,835,271	\$0	\$0	0%	\$8,835,271	\$15,111,881
Project Contingency	10	\$70,948,643	\$0	\$0	0%	\$70,948,643	\$63,867,384
<b>CP4 TOTAL</b>		<b>\$392,738,213</b>	<b>\$12,545,045</b>	<b>\$154,287,410</b>	<b>39%</b>	<b>\$238,450,803</b>	<b>\$294,832,290</b>
<b>CP5</b>							
Design-Build Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation	4	\$0	\$0	\$0	0%	\$0	\$0
Project Contingency		\$0	\$0	\$0	0%	\$0	\$0
<b>CP5 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$0</b>	<b>\$0</b>
<b>Central Valley Route-Wide Work</b>							
Stations		\$700,000	\$105,275	\$109,952	16%	\$590,048	\$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
<b>Central Valley Route-Wide Work TOTAL</b>		<b>\$700,000</b>	<b>\$105,275</b>	<b>\$109,952</b>	<b>16%</b>	<b>\$590,048</b>	<b>\$700,000</b>
<b>System Wide / Extensions / Unallocated</b>							
Rail Delivery Partner		\$89,587,018	\$4,071,833	\$71,272,051	80%	\$18,314,967	\$85,953,835
Project Management Oversight Continuation		\$51,123,202	\$0	\$0	0%	\$51,123,202	\$0
Early Train Operator		\$14,774,234	\$256,685	\$4,539,753	31%	\$10,234,481	\$12,000,000
Legal		\$16,379,145	\$299,626	\$2,393,551	15%	\$13,985,594	\$16,379,145
Resource Agency	4	\$7,212,966	\$889,212	\$3,318,825	46%	\$3,894,141	\$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	\$0	0%	\$950,000	\$950,000
<b>System Wide / Unallocated TOTAL</b>		<b>\$180,026,565</b>	<b>\$5,517,356</b>	<b>\$81,524,180</b>	<b>45%</b>	<b>\$98,502,385</b>	<b>\$122,488,746</b>
<b>TOTAL</b>	1, 2, 5	<b>\$2,001,258,464</b>	<b>\$89,326,397</b>	<b>\$902,447,291</b>	<b>45%</b>	<b>\$1,098,811,173</b>	<b>\$1,442,301,496</b>

**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 internal governance approvals are finalized.
- 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 May 31, 2022

Percentage of Fiscal Year completed 92%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	May Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>CP1</b>							
Design-Build Contract Work	10	\$2,800,284,814	\$26,895,287	\$1,813,455,564	65%	\$986,829,250	\$2,800,284,814
SR 99		\$296,093,843	\$4,675	\$281,860,690	95%	\$14,233,153	\$296,093,843
Project Construction Management		\$156,513,769	\$4,398,996	\$135,763,325	87%	\$20,750,444	\$156,513,769
Real Property Acquisition	4	\$896,915,703	\$427,622	\$770,691,454	86%	\$126,224,249	\$896,915,703
Environmental Mitigation		\$40,027,064	\$0	\$31,582,407	79%	\$8,444,657	\$40,027,064
Resource Agency		\$56,301,269	\$87,646	\$39,083,484	69%	\$17,217,785	\$56,301,269
Third Party Contract Work	4	\$313,256,663	\$1,154,983	\$169,294,630	54%	\$143,962,033	\$313,256,663
Estimated-At-Completion Contingency	10	\$383,449,797	\$0	\$0	0%	\$383,449,797	\$383,449,797
Project Contingency	4, 10	\$189,986,751	\$0	\$0	0%	\$189,986,751	\$189,986,751
<b>CP1 TOTAL</b>		<b>\$5,132,829,673</b>	<b>\$32,969,209</b>	<b>\$3,241,731,554</b>	<b>63%</b>	<b>\$1,891,098,119</b>	<b>\$5,132,829,673</b>
<b>CP2-3</b>							
Design-Build Contract Work	10	\$2,425,524,388	\$31,366,885	\$1,592,299,556	66%	\$833,224,832	\$2,425,524,388
Project Construction Management		\$186,878,055	\$3,263,811	\$161,971,229	87%	\$24,906,826	\$186,878,055
Real Property Acquisition	4	\$596,608,049	\$2,711,577	\$474,472,806	80%	\$122,135,243	\$596,608,049
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	\$77,915	\$292,179	13%	\$2,021,745	\$2,313,924
Third Party Contract Work		\$100,577,300	\$769,324	\$71,079,669	71%	\$29,497,631	\$100,577,300
Estimated-At-Completion Contingency	10	\$333,343,572	\$0	\$0	0%	\$333,343,572	\$333,343,572
Project Contingency	10	\$92,072,894	\$0	\$0	0%	\$92,072,894	\$92,072,894
<b>CP2-3 TOTAL</b>		<b>\$3,836,278,490</b>	<b>\$38,189,512</b>	<b>\$2,355,939,841</b>	<b>61%</b>	<b>\$1,480,338,649</b>	<b>\$3,836,278,490</b>
<b>CP4</b>							
Design-Build Contract Work	10	\$714,524,220	\$7,126,197	\$568,955,457	80%	\$145,568,763	\$714,524,220
Project Construction Management		\$104,911,090	\$1,490,083	\$89,205,430	85%	\$15,705,660	\$104,911,090
Real Property Acquisition	4	\$224,168,245	\$20,210	\$182,650,926	81%	\$41,517,319	\$224,168,245
Environmental Mitigation		\$43,048,870	\$3,625,567	\$29,916,806	69%	\$13,132,064	\$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		\$34,702,160	\$282,988	\$17,005,786	49%	\$17,696,374	\$34,702,160
SR 46		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Estimated-At-Completion Contingency	10	\$8,835,271	\$0	\$0	0%	\$8,835,271	\$8,835,271
Project Contingency	10	\$70,948,643	\$0	\$0	0%	\$70,948,643	\$70,948,643
<b>CP4 TOTAL</b>		<b>\$1,283,934,275</b>	<b>\$12,545,045</b>	<b>\$887,838,709</b>	<b>69%</b>	<b>\$396,095,566</b>	<b>\$1,283,934,275</b>
<b>CP5</b>							
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	4	\$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
<b>CP5 TOTAL</b>		<b>\$1,092,363,409</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$1,092,363,409</b>	<b>\$1,092,363,409</b>
<b>Central Valley Route-Wide Work</b>							
Stations		\$13,635,460	\$105,275	\$109,952	1%	\$13,525,508	\$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
<b>Central Valley Route-Wide Work TOTAL</b>		<b>\$1,203,531,404</b>	<b>\$105,275</b>	<b>\$109,952</b>	<b>0%</b>	<b>\$1,203,421,452</b>	<b>\$1,203,531,404</b>
<b>System Wide / Unallocated</b>							
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	\$4,071,833	\$691,312,421	90%	\$74,426,866	\$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	\$256,685	\$28,006,988	29%	\$68,739,321	\$96,746,309
Legal		\$97,774,323	\$299,626	\$37,474,606	38%	\$60,299,717	\$97,774,323
Resource Agency		\$66,362,136	\$889,212	\$9,651,141	15%	\$56,710,995	\$66,362,136
Support Facilities	4	\$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	\$0	0%	\$19,146,668	\$19,146,668
<b>System Wide / Unallocated TOTAL</b>		<b>\$2,311,596,393</b>	<b>\$5,517,356</b>	<b>\$851,271,326</b>	<b>37%</b>	<b>\$1,460,325,067</b>	<b>\$2,311,596,393</b>
<b>TOTAL</b>	1, 2	<b>\$14,860,533,644</b>	<b>\$89,326,397</b>	<b>\$7,336,891,382</b>	<b>49%</b>	<b>\$7,523,642,262</b>	<b>\$14,860,533,644</b>

**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.
- 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.

Data through May 31, 2022

Percentage of Fiscal Year completed 92%

## Central Valley Segment Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	May Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	10	\$2,800,284,814	\$26,895,287	\$1,813,455,564	\$986,829,250
SR 99		\$296,093,843	\$4,675	\$281,860,690	\$14,233,153
Project Construction Management		\$156,513,769	\$4,398,996	\$135,763,325	\$20,750,444
Real Property Acquisition	4	\$896,915,703	\$427,622	\$770,691,454	\$126,224,249
Environmental Mitigation		\$40,027,064	\$0	\$31,582,407	\$8,444,657
Resource Agency		\$56,301,269	\$87,646	\$39,083,484	\$17,217,785
Third Party Contract Work	4	\$313,256,663	\$1,154,983	\$169,294,630	\$143,962,033
Estimated-At-Completion Contingency	10	\$383,449,797	\$0	\$0	\$383,449,797
Project Contingency	4, 10	\$189,986,751	\$0	\$0	\$189,986,751
<b>CP1 TOTAL</b>		<b>\$5,132,829,673</b>	<b>\$32,969,209</b>	<b>\$3,241,731,554</b>	<b>\$1,891,098,119</b>
<b>CP2-3</b>					
Design-Build Contract Work	10	\$2,425,524,388	\$31,366,885	\$1,592,299,556	\$833,224,832
Project Construction Management		\$186,878,055	\$3,263,811	\$161,971,229	\$24,906,826
Real Property Acquisition	4	\$596,608,049	\$2,711,577	\$474,472,806	\$122,135,243
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	\$77,915	\$292,179	\$2,021,745
Third Party Contract Work		\$100,577,300	\$769,324	\$71,079,669	\$29,497,631
Estimated-At-Completion Contingency	10	\$333,343,572	\$0	\$0	\$333,343,572
Project Contingency	10	\$92,072,894	\$0	\$0	\$92,072,894
<b>CP2-3 TOTAL</b>		<b>\$3,836,278,490</b>	<b>\$38,189,512</b>	<b>\$2,355,939,841</b>	<b>\$1,480,338,649</b>
<b>CP4</b>					
Design-Build Contract Work	10	\$714,524,220	\$7,126,197	\$568,955,457	\$145,568,763
Project Construction Management		\$104,911,090	\$1,490,083	\$89,205,430	\$15,705,660
Real Property Acquisition	4	\$224,168,245	\$20,210	\$182,650,926	\$41,517,319
Environmental Mitigation		\$43,048,870	\$3,625,567	\$29,916,806	\$13,132,064
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		\$34,702,160	\$282,988	\$17,005,786	\$17,696,374
SR 46		\$75,643,560	\$0	\$0	\$75,643,560
Estimated-At-Completion Contingency	10	\$8,835,271	\$0	\$0	\$8,835,271
Project Contingency	10	\$70,948,643	\$0	\$0	\$70,948,643
<b>CP4 TOTAL</b>		<b>\$1,283,934,275</b>	<b>\$12,545,045</b>	<b>\$887,838,709</b>	<b>\$396,095,566</b>
<b>CP5</b>					
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	4	\$53,675,851	\$0	\$0	\$53,675,851
Project Contingency		\$224,257,608	\$0	\$0	\$224,257,608
<b>CP5 TOTAL</b>		<b>\$1,092,363,409</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,092,363,409</b>
<b>Central Valley Route-Wide Work</b>					
Stations		\$13,635,460	\$105,275	\$109,952	\$13,525,508
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
<b>Central Valley Route-Wide Work TOTAL</b>		<b>\$1,203,531,404</b>	<b>\$105,275</b>	<b>\$109,952</b>	<b>\$1,203,421,452</b>
<b>Project Wide</b>					
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	\$622,689,297	\$47,556,574
Station Area Planning		\$1,894,811	\$0	\$1,894,811	\$0
Early Train Operator		\$98,317,999	\$426,255	\$29,578,679	\$68,739,320
Resource Agency	4	\$181,624,671	\$54,268	\$123,441,169	\$58,183,502
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Legal		\$106,942,006	\$82,839	\$47,514,846	\$59,427,160
<b>Project Wide TOTAL</b>		<b>\$1,326,638,792</b>	<b>\$5,192,083</b>	<b>\$1,026,712,536</b>	<b>\$299,926,256</b>
<b>TOTAL</b>	1, 2	<b>\$13,875,576,043</b>	<b>\$89,001,124</b>	<b>\$7,512,332,592</b>	<b>\$6,363,243,451</b>

**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 May 31, 2022

Percentage of Fiscal Year completed 92%

## 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	\$387,160,623	\$0	\$383,449,797	50%
CP1 Project Contingency		\$1,173,894,062	\$983,879,813	\$27,498.01	\$189,986,751	16%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$224,031,605	\$0	\$333,343,572	60%
CP2-3 Project Contingency		\$1,051,818,874	\$959,745,980	\$0	\$92,072,894	9%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$46,010,129	\$0	\$8,835,271	16%
CP4 Project Contingency		\$356,690,634	\$285,741,991	\$0	\$70,948,643	20%
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	\$3,417,000	\$55,682,879	67%
<b>TOTAL</b>	14, 15, 16, 17	<b>\$5,159,680,527</b>	<b>\$2,972,149,597</b>	<b>\$3,444,499</b>	<b>\$2,184,086,432</b>	<b>42%</b>
<b>Offsetting Categories</b>						
CP1 Design-Build Contract Work			\$1,247,861,943	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$86,804,880	\$0		
CP1 Real Property Acquisition			\$56,865,119	\$8,151		
CP1 Resource Agency			\$1,960,691	\$0		
CP1 Third Party Contract Work			\$7,681,400	\$0		
CP2-3 Design-Build Contract Work			\$976,761,369	\$0		
CP2-3 Project Construction Management			\$108,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,675,164	\$16,061		
CP2-3 Third Party Contract Work			\$4,130,000	\$0		
CP4 Design-Build Contract Work			\$257,158,746	\$0		
CP4 Project Construction Management			\$57,967,073	\$0		
CP4 Real Property Acquisition			\$42,052,240	\$3,287		
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	\$3,417,000		
Rail Delivery Partner			\$1,500,000	\$0		
<b>Offsetting Categories TOTAL</b>			<b>\$2,972,149,597</b>	<b>\$3,444,499</b>		

**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.

