

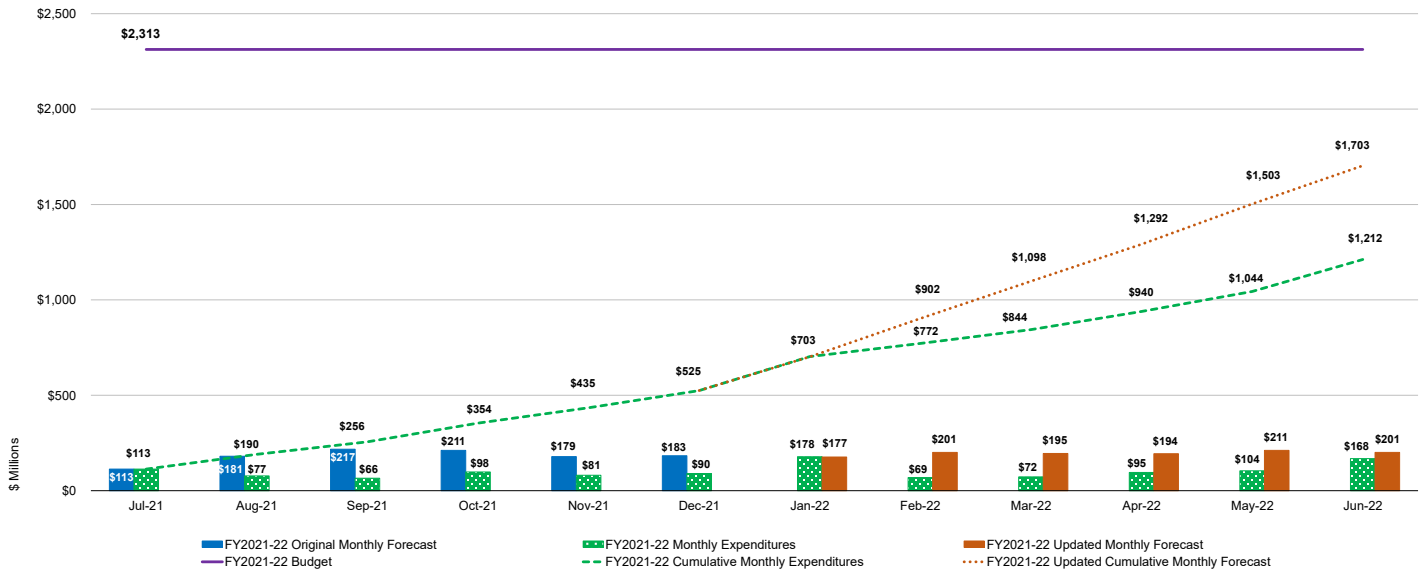
Data through June 30, 2022

Percentage of Fiscal Year completed 100%

Budget Summary FY2021-22

FY2021-22	Notes	Appropriation	FY2021-22 Budget (A)	June 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	\$14,176,206	\$53,446,815	37%	\$91,201,751	\$53,446,815
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$50,000	\$20,316	\$47,747	95%	\$2,253	\$47,747
Project Development TOTAL	21, 28	\$1,778,198,071	\$144,698,566	\$14,196,522	\$53,494,562	37%	\$91,204,004	\$53,494,562
Construction								
Bond Fund (Prop 1A)		\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3	\$10,509,138,713	\$2,001,258,464	\$103,930,841	\$1,006,378,131	50%	\$994,880,333	\$1,006,378,131
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	21, 28	\$16,157,805,048	\$2,001,258,464	\$103,930,841	\$1,006,378,131	50%	\$994,880,333	\$1,006,378,131
SUBTOTAL		\$17,936,003,119	\$2,145,957,030	\$118,127,363	\$1,059,872,693	49%	\$1,086,084,337	\$1,059,872,693
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$161,633,551	\$49,326,617	\$146,906,351	91%	\$14,727,200	\$146,906,351
Cap and Trade		\$197,943,401	\$5,039,110	\$405,000	\$4,873,404	97%	\$165,706	\$4,873,404
Bookend Projects TOTAL		\$1,297,943,401	\$166,672,661	\$49,731,617	\$151,779,755	91%	\$14,892,906	\$151,779,755
TOTAL	1, 2, 21, 28	\$19,233,946,520	\$2,312,629,691	\$167,858,980	\$1,211,652,448	52%	\$1,100,977,243	\$1,211,652,448

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 May-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 FY2021-22 forecast has been set to match fiscal year expenditures to date as the fiscal year has completed.
- The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in November 2021.
- Current month expenditures for June include year-end accruals for outstanding invoices waiting to be received and processed for payment for work performed during FY2021-22.

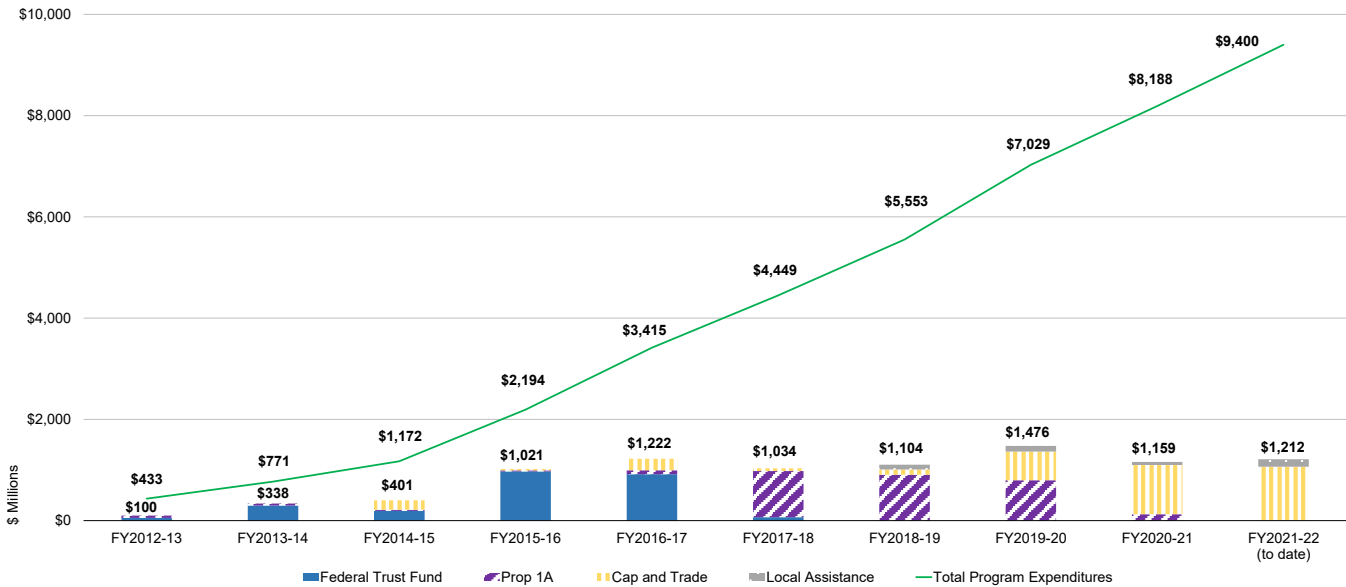
Data through June 30, 2022

Percentage of Fiscal Year completed 100%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	June 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	29	\$705,174,796	\$764,402,014	\$14,176,206	\$283,312,787	37%	\$481,089,227	\$764,402,014
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	\$20,316	\$426,454	71%	\$173,546	\$600,000
Project Development TOTAL	28	\$1,778,198,071	\$1,837,417,451	\$14,196,522	\$1,356,154,678	74%	\$481,262,773	\$1,837,417,451
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, 29	\$10,509,138,713	\$9,159,127,070	\$103,930,841	\$2,744,113,775	30%	\$6,415,013,295	\$9,159,127,070
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	28	\$16,157,805,048	\$14,801,314,264	\$103,930,841	\$7,433,680,969	50%	\$7,367,633,295	\$14,801,314,264
SUBTOTAL		\$17,936,003,119	\$16,638,731,715	\$118,127,363	\$8,789,835,647	53%	\$7,848,896,068	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$49,326,617	\$412,377,795	37%	\$687,622,205	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$405,000	\$197,775,999	100%	\$167,402	\$197,943,401
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$49,731,617	\$610,153,794	47%	\$687,789,607	\$1,297,943,401
TOTAL	1, 2, 28	\$19,233,946,520	\$17,936,675,116	\$167,858,980	\$9,399,989,441	52%	\$8,536,685,675	\$17,936,675,116

Total Program Expenditures to Date



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.
- 3 The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through May-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).
- 25 The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in November 2021.
- 28 Current month expenditures for June include year-end accruals for outstanding invoices waiting to be received and processed for payment for work performed during FY2021-22.
- 29 The PMO is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.

Data through June 30, 2022

Percentage of Fiscal Year completed 100%

Project Development - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	June 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		\$6,367,405	\$514,099	\$1,867,061	29%	\$4,500,344	\$1,867,061
San Jose - Merced		\$9,752,779	\$560,410	\$2,549,208	26%	\$7,203,571	\$2,549,208
Bakersfield - Palmdale		\$848,295	\$20,985	\$817,127	96%	\$31,168	\$817,127
Locally Generated Alternative (LGA)		\$676,861	\$0	\$60,919	9%	\$615,942	\$60,919
Palmdale - Burbank		\$6,515,155	\$189,418	\$3,583,315	55%	\$2,931,840	\$3,583,315
Burbank - Los Angeles		\$6,135,014	\$109,446	\$2,642,625	43%	\$3,492,389	\$2,642,625
Los Angeles - Anaheim		\$5,780,828	\$396,247	\$2,618,208	45%	\$3,162,620	\$2,618,208
Central Valley Wye		\$59,087	\$0	\$48,290	82%	\$10,797	\$48,290
Resource Agency		\$61,957,509	\$8,401,343	\$15,856,914	26%	\$46,100,595	\$15,856,914
Legal		\$11,029,307	\$533,501	\$3,355,799	30%	\$7,673,508	\$3,355,799
SCI/SAP		\$705,852	\$0	\$0	0%	\$705,852	\$0
NorCal Interconnections		\$1,065,000	\$0	\$3,978	0%	\$1,061,022	\$3,978
Rail Delivery Partner		\$25,907,834	\$3,471,073	\$20,091,118	78%	\$5,816,716	\$20,091,118
Project Management Oversight Continuation		\$7,897,640	\$0	\$0	0%	\$7,897,640	\$0
TOTAL	1, 2, 21, 28	\$144,698,566	\$14,196,522	\$53,494,562	37%	\$91,204,004	\$53,494,562

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 FY2021-22 forecast has been set to match fiscal year expenditures to date as the fiscal year has completed.
- Current month expenditures for June include year-end accruals for outstanding invoices waiting to be received and processed for payment for work performed during FY2021-22.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	June Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Phase I							
San Francisco - San Jose		\$51,491,841	\$514,099	\$43,962,988	85%	\$7,528,853	\$51,491,841
San Jose - Merced		\$110,953,473	\$560,410	\$103,091,149	92%	\$7,862,324	\$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	\$20,985	\$57,792,261	94%	\$3,437,757	\$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	\$189,418	\$134,618,308	94%	\$7,466,229	\$142,084,537
Burbank - Los Angeles		\$36,251,918	\$109,446	\$32,703,355	90%	\$3,548,563	\$36,251,918
Los Angeles - Anaheim		\$83,983,860	\$396,247	\$71,181,827	84%	\$12,802,033	\$83,983,860
Central Valley Wye		\$58,222,647	\$0	\$58,211,850	99%	\$10,797	\$58,222,647
Resource Agency		\$387,476,288	\$8,401,343	\$211,025,631	54%	\$176,450,657	\$387,476,288
Legal		\$58,747,743	\$533,501	\$41,139,374	70%	\$17,608,369	\$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	\$3,471,073	\$311,578,660	97%	\$6,880,049	\$318,458,709
Project Management Oversight Continuation	29	\$64,697,640	\$0	\$0	0%	\$64,697,640	\$64,697,640
Phase I TOTAL		\$1,795,034,738	\$14,196,522	\$1,313,771,965	73%	\$481,262,773	\$1,795,034,738
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, 28	\$1,837,417,451	\$14,196,522	\$1,356,154,678	74%	\$481,262,773	\$1,837,417,451

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 PMO is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.

Data through June 30, 2022

Percentage of Fiscal Year completed 100%

Construction - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	June 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	4, 10	\$1,066,529,869	\$53,389,132	\$658,101,799	62%	\$408,428,070	\$658,101,799
SR 99		\$8,871,528	\$12,500	\$707,284	8%	\$8,164,244	\$707,284
Project Construction Management	4	\$97,221,479	\$6,898,943	\$93,876,704	97%	\$3,344,775	\$93,876,704
Real Property Acquisition	18	\$274,868,578	\$2,995,498	\$82,280,160	30%	\$192,588,418	\$82,280,160
Environmental Mitigation		\$30,930,311	\$3,459,304	\$9,855,342	32%	\$21,074,969	\$9,855,342
Hazardous Waste Provisional Sum		\$22,678,238	\$0	\$0	0%	\$22,678,238	\$0
Resource Agency		\$33,744,838	\$2,454,287	\$17,313,786	51%	\$16,431,052	\$17,313,786
Third Party Contract Work		\$104,259,106	\$24,427,156	\$55,633,729	53%	\$48,625,377	\$55,633,729
Estimated-At-Completion Contingency	4, 10	\$51,410,447	\$0	\$0	0%	\$51,410,447	\$0
Project Contingency	4, 10	\$137,230,472	\$0	\$0	0%	\$137,230,472	\$0
Stations		\$700,000	\$103,913	\$213,865	31%	\$486,135	\$213,865
Rail Delivery Partner		\$89,587,018	\$6,829,149	\$78,101,200	87%	\$11,485,818	\$78,101,200
Project Management Oversight Continuation		\$51,123,202	\$328,743	\$328,743	1%	\$50,794,459	\$328,743
Early Train Operator		\$14,774,234	\$561,802	\$5,101,554	35%	\$9,672,680	\$5,101,554
Legal		\$16,379,145	\$2,470,414	\$4,863,965	30%	\$11,515,180	\$4,863,965
Pre-Construction Activities	7	\$950,000	\$0	\$0	0%	\$950,000	\$0
TOTAL	1, 2, 21, 28	\$2,001,258,464	\$103,930,841	\$1,006,378,131	50%	\$994,880,333	\$1,006,378,131

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.
- Current month negative expenditures are the result of an expenditure correction.
- The FY2021-22 forecast has been set to match fiscal year expenditures to date as the fiscal year has completed.
- Current month expenditures for June include year-end accruals for outstanding invoices waiting to be received and processed for payment for work performed during FY2021-22.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	June 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	4, 10	\$6,586,481,449	\$53,389,132	\$4,028,099,708	61%	\$2,558,381,741	\$6,586,481,449
SR 99		\$296,093,843	\$12,500	\$281,873,190	95%	\$14,220,653	\$296,093,843
SR 46		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Project Construction Management		\$622,728,760	\$6,898,943	\$393,838,926	63%	\$228,889,834	\$622,728,760
Real Property Acquisition	18	\$1,717,691,997	\$2,995,498	\$1,424,958,220	83%	\$292,733,777	\$1,717,691,997
Environmental Mitigation		\$206,480,092	\$3,459,304	\$120,782,918	58%	\$85,697,174	\$206,480,092
Hazardous Waste Provisional Sum		\$35,462,001	\$0	\$0	0%	\$35,462,001	\$35,462,001
Resource Agency		\$125,899,546	\$2,454,287	\$51,581,647	41%	\$74,317,899	\$125,899,546
Third Party Contract Work		\$564,452,790	\$24,427,156	\$280,530,099	50%	\$283,922,691	\$564,452,790
Estimated-At-Completion Contingency	4, 10	\$750,750,521	\$0	\$0	0%	\$750,750,521	\$750,750,521
Project Contingency	4, 10	\$671,416,111	\$0	\$0	0%	\$671,416,111	\$671,416,111
Stations		\$13,635,460	\$103,913	\$213,865	2%	\$13,421,595	\$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	27	\$765,739,287	\$6,829,149	\$698,133,674	91%	\$67,605,613	\$765,739,287
Project Management Oversight Continuation	27, 29	\$481,741,192	\$328,743	\$328,743	0%	\$481,412,449	\$481,741,192
Early Train Operator		\$96,746,309	\$561,802	\$28,568,789	30%	\$68,177,520	\$96,746,309
Legal		\$97,774,323	\$2,470,414	\$39,945,020	41%	\$57,829,303	\$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
TOTAL	1, 2, 28	\$14,801,314,264	\$103,930,841	\$7,433,680,969	50%	\$7,367,633,295	\$14,801,314,264

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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- Current month negative expenditures are the result of an expenditure correction.
- New contracts for Station Area Planning and Sustainability.
- Current month expenditures for June include year-end accruals for outstanding invoices waiting to be received and processed for payment for work performed during FY2021-22.
- The PMO is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.

Data through June 30, 2022

Percentage of Fiscal Year completed 100%

Bookend Projects FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	June 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	11	\$142,633,551	\$44,926,617	\$142,506,351	100%	\$127,200	\$142,506,351
PCJPB - Caltrain Electrification	12	\$272,288	\$0	\$272,288	100%	\$0	\$272,288
San Mateo Grade Separation	12	\$4,766,822	\$405,000	\$4,601,116	97%	\$165,706	\$4,601,116
Bookend - North TOTAL		\$147,672,661	\$45,331,617	\$147,379,755	100%	\$292,906	\$147,379,755
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$19,000,000	\$4,400,000	\$4,400,000	23%	\$14,600,000	\$4,400,000
Los Angeles Union Station	11, 13	\$0	\$0	\$0	0%	\$0	\$0
Bookend - South TOTAL		\$19,000,000	\$4,400,000	\$4,400,000	23%	\$14,600,000	\$4,400,000
TOTAL	2, 21	\$166,672,661	\$49,731,617	\$151,779,755	91%	\$14,892,906	\$151,779,755

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 FY2021-22 forecast has been set to match fiscal year expenditures to date as the fiscal year has completed.

Bookend Projects Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	June 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	\$44,926,617	\$382,179,435	63%	\$217,820,565	\$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	\$405,000	\$83,834,293	100%	\$165,707	\$84,000,000
Bookend - North TOTAL		\$797,943,401	\$45,331,617	\$579,955,434	73%	\$217,987,967	\$797,943,401
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$4,400,000	\$30,198,360	39%	\$46,466,640	\$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	\$4,400,000	\$30,198,360	6%	\$469,801,640	\$500,000,000
TOTAL	2	\$1,297,943,401	\$49,731,617	\$610,153,794	47%	\$687,789,607	\$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 June 30, 2022

Percentage of Fiscal Year completed 100%

Construction by Construction Package FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	June 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 SR 99	4, 10	\$462,474,492	\$15,240,152	\$298,776,899	65%	\$163,697,593	\$298,776,899
Project Construction Management	4	\$8,871,528	\$12,500	\$707,284	8%	\$8,164,244	\$707,284
Real Property Acquisition		\$35,528,258	\$3,198,451	\$35,308,959	99%	\$219,299	\$35,308,959
Environmental Mitigation		\$97,979,826	\$1,152,512	\$6,849,602	7%	\$91,130,224	\$6,849,602
Resource Agency		\$5,434,694	\$2,987,770	\$3,358,770	62%	\$2,075,924	\$3,358,770
Third Party Contract Work		\$24,672,091	\$1,359,594	\$12,613,396	51%	\$12,058,695	\$12,613,396
Estimated-At-Completion Contingency	10	\$71,279,834	\$14,147,439	\$31,372,244	44%	\$39,907,590	\$31,372,244
Project Contingency	10	\$4,429,988	\$0	\$0	0%	\$4,429,988	\$0
Project Contingency	10	\$45,242,709	\$0	\$0	0%	\$45,242,709	\$0
CP1 TOTAL	21, 28	\$755,913,420	\$38,098,418	\$388,987,154	51%	\$366,926,266	\$388,987,154
CP2-3							
Design-Build Contract Work	10	\$420,328,420	\$31,433,564	\$242,723,562	58%	\$177,604,858	\$242,723,562
Project Construction Management		\$36,536,169	\$1,818,126	\$36,536,169	100%	\$0	\$36,536,169
Real Property Acquisition	18	\$131,973,059	\$789,161	\$57,377,698	43%	\$74,595,361	\$57,377,698
Environmental Mitigation		\$16,145,538	\$0	\$2,360,395	15%	\$13,785,143	\$2,360,395
Hazardous Waste Provisional Sum		\$16,448,238	\$0	\$0	0%	\$16,448,238	\$0
Resource Agency		\$1,265,290	\$303,179	\$590,051	47%	\$675,239	\$590,051
Third Party Contract Work		\$19,121,090	\$1,419,089	\$11,812,258	62%	\$7,308,832	\$11,812,258
Estimated-At-Completion Contingency	10	\$10,442,312	\$0	\$0	0%	\$10,442,312	\$0
Project Contingency	10	\$19,620,150	\$0	\$0	0%	\$19,620,150	\$0
CP2-3 TOTAL	21, 28	\$671,880,266	\$35,763,119	\$351,400,133	52%	\$320,480,133	\$351,400,133
CP4							
Design-Build Contract Work	4, 10	\$183,726,957	\$6,715,416	\$116,601,338	63%	\$67,125,618	\$116,601,338
Project Construction Management		\$25,157,052	\$1,882,366	\$22,031,576	87%	\$3,125,476	\$22,031,576
Real Property Acquisition	18	\$44,915,693	\$1,053,825	\$18,052,860	40%	\$26,862,833	\$18,052,860
Environmental Mitigation		\$9,350,079	\$471,534	\$4,136,177	44%	\$5,213,902	\$4,136,177
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$0
Resource Agency		\$594,491	\$5,054	\$5,054	1%	\$589,437	\$5,054
Third Party Contract Work		\$13,858,182	\$8,860,628	\$12,449,227	90%	\$1,408,955	\$12,449,227
SR 46		\$0	\$0	\$0	0%	\$0	\$0
Estimated-At-Completion Contingency	4, 10	\$36,538,147	\$0	\$0	0%	\$36,538,147	\$0
Project Contingency	4, 10	\$72,367,613	\$0	\$0	0%	\$72,367,613	\$0
CP4 TOTAL	21, 28	\$392,738,213	\$18,988,823	\$173,276,232	44%	\$219,461,981	\$173,276,232
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	\$103,913	\$213,865	31%	\$486,135	\$213,865
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	21, 28	\$700,000	\$103,913	\$213,865	31%	\$486,135	\$213,865
System Wide / Extensions / Unallocated							
Rail Delivery Partner		\$89,587,018	\$6,829,149	\$78,101,200	87%	\$11,485,818	\$78,101,200
Project Management Oversight Continuation		\$51,123,202	\$328,743	\$328,743	1%	\$50,794,459	\$328,743
Early Train Operator		\$14,774,234	\$561,802	\$5,101,554	35%	\$9,672,680	\$5,101,554
Legal		\$16,379,145	\$2,470,414	\$4,863,965	30%	\$11,515,180	\$4,863,965
Resource Agency		\$7,212,966	\$786,460	\$4,105,285	57%	\$3,107,681	\$4,105,285
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	\$0
System Wide / Unallocated TOTAL		\$180,026,565	\$10,976,568	\$92,500,747	51%	\$87,525,818	\$92,500,747
TOTAL	1, 2, 21, 28	\$2,001,258,464	\$103,930,841	\$1,006,378,131	50%	\$994,880,333	\$1,006,378,131

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.
- Current month negative expenditures are the result of an expenditure correction.
- The FY2021-22 forecast has been set to match fiscal year expenditures to date as the fiscal year has completed.
- Current month expenditures for June include year-end accruals for outstanding invoices waiting to be received and processed for payment for work performed during FY2021-22.

Data through June 30, 2022

Percentage of Fiscal Year completed 100%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	June 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	10	\$2,804,259,710	\$15,240,152	\$1,828,695,714	65%	\$975,563,996	\$2,804,259,710
SR 99		\$296,093,843	\$12,500	\$281,873,190	95%	\$14,220,653	\$296,093,843
Project Construction Management		\$156,513,769	\$3,198,451	\$138,961,776	89%	\$17,551,993	\$156,513,769
Real Property Acquisition		\$896,915,703	\$1,152,512	\$771,667,565	86%	\$125,248,138	\$896,915,703
Environmental Mitigation		\$40,027,064	\$2,987,770	\$34,570,177	86%	\$5,456,887	\$40,027,064
Resource Agency		\$56,301,269	\$1,359,594	\$40,439,330	72%	\$15,861,939	\$56,301,269
Third Party Contract Work		\$313,256,663	\$14,147,439	\$182,164,927	58%	\$131,091,736	\$313,256,663
Estimated-At-Completion Contingency	10	\$382,615,636	\$0	\$0	0%	\$382,615,636	\$382,615,636
Project Contingency	10	\$186,846,016	\$0	\$0	0%	\$186,846,016	\$186,846,016
CP1 TOTAL	28	\$5,132,829,673	\$38,098,418	\$3,278,372,679	64%	\$1,854,456,994	\$5,132,829,673
CP2-3							
Design-Build Contract Work	10	\$2,429,504,358	\$31,433,564	\$1,623,733,121	67%	\$805,771,237	\$2,429,504,358
Project Construction Management		\$186,878,055	\$1,818,126	\$163,789,354	88%	\$23,088,701	\$186,878,055
Real Property Acquisition	18	\$596,608,049	\$789,161	\$472,405,133	79%	\$124,202,916	\$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	\$303,179	\$595,358	26%	\$1,718,566	\$2,313,924
Third Party Contract Work		\$100,577,300	\$1,419,089	\$72,498,758	72%	\$28,078,542	\$100,577,300
Estimated-At-Completion Contingency	10	\$331,596,738	\$0	\$0	0%	\$331,596,738	\$331,596,738
Project Contingency	10	\$89,839,758	\$0	\$0	0%	\$89,839,758	\$89,839,758
CP2-3 TOTAL	28	\$3,836,278,490	\$35,763,119	\$2,388,846,126	62%	\$1,447,432,364	\$3,836,278,490
CP4							
Design-Build Contract Work	4, 10	\$685,402,374	\$6,715,416	\$575,670,873	84%	\$109,731,501	\$685,402,374
Project Construction Management		\$104,911,090	\$1,882,366	\$91,087,796	87%	\$13,823,294	\$104,911,090
Real Property Acquisition	18	\$224,168,245	\$1,053,825	\$180,885,522	81%	\$43,282,723	\$224,168,245
Environmental Mitigation		\$43,048,870	\$471,534	\$30,388,339	71%	\$12,660,531	\$43,048,870
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$922,217	\$5,054	\$109,358	12%	\$812,859	\$922,217
Third Party Contract Work		\$34,702,160	\$8,860,628	\$25,866,414	75%	\$8,835,746	\$34,702,160
SR 46		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Estimated-At-Completion Contingency	4, 10	\$36,538,147	\$0	\$0	0%	\$36,538,147	\$36,538,147
Project Contingency	4, 10	\$72,367,613	\$0	\$0	0%	\$72,367,613	\$72,367,613
CP4 TOTAL	28	\$1,283,934,275	\$18,988,823	\$904,008,302	70%	\$379,925,973	\$1,283,934,275
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	\$103,913	\$213,865	2%	\$13,421,595	\$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	\$103,913	\$213,865	0%	\$1,203,317,539	\$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	\$6,829,149	\$698,133,674	91%	\$67,605,613	\$765,739,287
Project Management Oversight Continuation	29	\$481,741,192	\$328,743	\$328,743	0%	\$481,412,449	\$481,741,192
Early Train Operator		\$96,746,309	\$561,802	\$28,568,789	30%	\$68,177,520	\$96,746,309
Legal		\$97,774,323	\$2,470,414	\$39,945,020	41%	\$57,829,303	\$97,774,323
Resource Agency		\$66,362,136	\$786,460	\$10,437,601	16%	\$55,924,535	\$66,362,136
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	\$0	0%	\$19,146,668	\$19,146,668
System Wide / Unallocated TOTAL		\$2,252,377,013	\$10,976,568	\$862,239,997	38%	\$1,390,137,016	\$2,252,377,013
TOTAL	1, 2, 28	\$14,801,314,264	\$103,930,841	\$7,433,680,969	50%	\$7,367,633,295	\$14,801,314,264

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.
- Current month negative expenditures are the result of an expenditure correction.
- Current month expenditures for June include year-end accruals for outstanding invoices waiting to be received and processed for payment for work performed during FY2021-22.
- The PMO is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.

Data through June 30, 2022

Percentage of Fiscal Year completed 100%

Central Valley Segment Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	June Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	10	\$2,804,259,710	\$15,240,152	\$1,828,695,714	\$975,563,996
SR 99		\$296,093,843	\$12,500	\$281,873,190	\$14,220,653
Project Construction Management		\$156,513,769	\$3,198,451	\$138,961,776	\$17,551,993
Real Property Acquisition		\$896,915,703	\$1,152,512	\$771,667,565	\$125,248,138
Environmental Mitigation		\$40,027,064	\$2,987,770	\$34,570,177	\$5,456,887
Resource Agency		\$56,301,269	\$1,359,594	\$40,439,330	\$15,861,939
Third Party Contract Work		\$313,256,663	\$14,147,439	\$182,164,927	\$131,091,736
Estimated-At-Completion Contingency	10	\$382,615,636	\$0	\$0	\$382,615,636
Project Contingency	10	\$186,846,016	\$0	\$0	\$186,846,016
CP1 TOTAL	28	\$5,132,829,673	\$38,098,418	\$3,278,372,679	\$1,854,456,994
CP2-3					
Design-Build Contract Work	10	\$2,429,504,358	\$31,433,564	\$1,623,733,121	\$805,771,237
Project Construction Management		\$186,878,055	\$1,818,126	\$163,789,354	\$23,088,701
Real Property Acquisition	18	\$596,608,049	\$789,161	\$472,405,133	\$124,202,916
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	\$303,179	\$595,358	\$1,718,566
Third Party Contract Work		\$100,577,300	\$1,419,089	\$72,498,758	\$28,078,542
Estimated-At-Completion Contingency	10	\$331,596,738	\$0	\$0	\$331,596,738
Project Contingency	10	\$89,839,758	\$0	\$0	\$89,839,758
CP2-3 TOTAL	28	\$3,836,278,490	\$35,763,119	\$2,388,846,126	\$1,447,432,364
CP4					
Design-Build Contract Work	4, 10	\$685,402,374	\$6,715,416	\$575,670,873	\$109,731,501
Project Construction Management		\$104,911,090	\$1,882,366	\$91,087,796	\$13,823,294
Real Property Acquisition	18	\$224,168,245	\$1,053,825	\$180,885,522	\$43,282,723
Environmental Mitigation		\$43,048,870	\$471,534	\$30,388,339	\$12,660,531
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$922,217	\$5,054	\$109,358	\$812,859
Third Party Contract Work		\$34,702,160	\$8,860,628	\$25,866,414	\$8,835,746
SR 46		\$75,643,560	\$0	\$0	\$75,643,560
Estimated-At-Completion Contingency	4, 10	\$36,538,147	\$0	\$0	\$36,538,147
Project Contingency	4, 10	\$72,367,613	\$0	\$0	\$72,367,613
CP4 TOTAL	28	\$1,283,934,275	\$18,988,823	\$904,008,302	\$379,925,973
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	\$103,913	\$213,865	\$13,421,595
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	\$103,913	\$213,865	\$1,203,317,539
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	\$623,457,640	\$46,788,231
Station Area Planning		\$1,894,811	\$0	\$1,894,811	\$0
Early Train Operator		\$98,317,999	\$426,255	\$30,140,480	\$68,177,519
Resource Agency		\$181,624,671	\$54,268	\$126,525,431	\$55,099,240
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Legal	4	\$107,398,100	\$82,839	\$47,835,353	\$59,562,747
Project Wide TOTAL		\$1,327,094,886	\$5,192,083	\$1,031,447,449	\$295,647,437
TOTAL	1, 2, 28	\$13,876,032,137	\$98,146,356	\$7,602,888,421	\$6,273,143,716

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.
- 18 Current month negative expenditures are the result of an expenditure correction.
- 28 Current month expenditures for June include year-end accruals for outstanding invoices waiting to be received and processed for payment for work performed during FY2021-22.

Data through June 30, 2022

Percentage of Fiscal Year completed 100%

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	\$387,994,784	\$0	\$382,615,636	50%
CP1 Project Contingency		\$1,173,894,062	\$987,048,046	\$0	\$186,846,016	16%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$225,778,439	\$0	\$331,596,738	59%
CP2-3 Project Contingency		\$1,051,818,874	\$961,979,116	\$0	\$89,839,758	9%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$46,125,158	(\$27,817,905)	\$36,538,147	67%
CP4 Project Contingency		\$356,690,634	\$287,505,115	(\$3,182,095)	\$72,367,613	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	\$27,423,753	\$0	\$55,682,879	67%
TOTAL	14, 15, 16, 17	\$5,159,680,527	\$2,985,427,116	(\$31,000,000)	\$2,205,253,412	43%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,251,836,839	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$86,804,880	\$0		
CP1 Real Property Acquisition			\$56,873,270	\$0		
CP1 Resource Agency			\$1,960,691	\$0		
CP1 Third Party Contract Work			\$7,681,400	\$0		
CP2-3 Design-Build Contract Work			\$980,741,339	\$0		
CP2-3 Project Construction Management			\$108,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,691,225	\$0		
CP2-3 Third Party Contract Work			\$4,130,000	\$0		
CP4 Design-Build Contract Work			\$259,036,900	(\$31,000,000)		
CP4 Project Construction Management			\$57,967,073	\$0		
CP4 Real Property Acquisition			\$42,055,527	\$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			\$3,602,272	\$0		
Rail Delivery Partner			\$1,500,000	\$0		
Offsetting Categories TOTAL			\$2,985,427,116	(\$31,000,000)		

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.

