

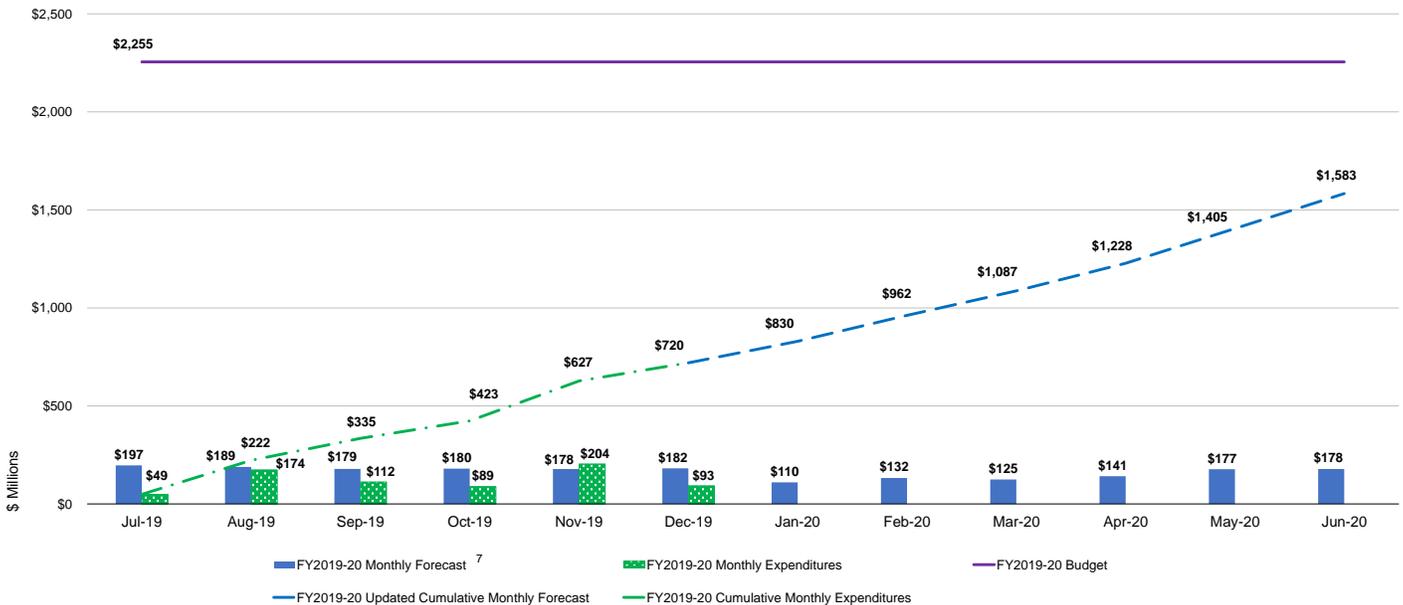
Data through December 31, 2019

Percentage of Fiscal Year completed 50%

Budget Summary FY2019-20

| FY2019-20 | Notes | Appropriation | FY2019-20 Budget (A) | December Expenditures (B) | FY2019-20 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2019-20 Remaining Budget Balance (E) = (A - C) | FY2019-20 Forecast (F) |
|--|----------------|-------------------------|------------------------|---------------------------|------------------------------------|---------------------------------|--|------------------------|
| Project Development | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$526,262,070 | \$35,716,411 | \$3,545,749 | \$24,412,234 | 68% | \$11,304,177 | \$35,716,411 |
| Bond Fund (Prop 1A) - Phase II | | \$48,542,156 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Cap and Trade | 3 | \$678,037,989 | \$198,634,730 | \$2,576,244 | \$9,249,741 | 5% | \$189,384,989 | \$101,983,177 |
| Federal Trust Fund (ARRA) | | \$510,776,229 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Federal Trust Fund (Brownfields EPA Grant) | | \$600,000 | \$206,019 | \$0 | \$93,225 | 45% | \$112,794 | \$206,019 |
| Project Development TOTAL | | \$1,764,218,444 | \$234,557,160 | \$6,121,993 | \$33,755,200 | 14% | \$200,801,960 | \$137,905,607 |
| Construction | | | | | | | | |
| Bond Fund (Prop 1A) | | \$2,609,076,000 | \$909,185,589 | \$67,171,146 | \$572,911,666 | 63% | \$336,273,923 | \$861,444,939 |
| Cap and Trade | 3 | \$10,530,076,511 | \$808,372,392 | \$13,295,643 | \$81,094,854 | 10% | \$727,277,538 | \$500,484,963 |
| Federal Trust Fund (ARRA) | | \$2,113,894,289 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Federal Trust Fund (FY10) | 4 | \$928,620,000 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Construction TOTAL | | \$16,181,666,800 | \$1,717,557,981 | \$80,466,789 | \$654,006,520 | 38% | \$1,063,551,461 | \$1,361,929,902 |
| SUBTOTAL | | \$17,945,885,244 | \$1,952,115,141 | \$86,588,782 | \$687,761,720 | 35% | \$1,264,353,421 | \$1,499,835,509 |
| Bookend Projects (Local Assistance) | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$1,100,000,000 | \$284,667,000 | \$4,277,750 | \$16,894,427 | 6% | \$267,772,573 | \$53,572,502 |
| Cap and Trade | 9 | \$198,000,000 | \$18,171,351 | \$1,636,626 | \$15,277,801 | 84% | \$2,893,550 | \$29,755,625 |
| Bookend Projects TOTAL | | \$1,298,000,000 | \$302,838,351 | \$5,914,376 | \$32,172,228 | 11% | \$270,666,123 | \$83,328,127 |
| TOTAL | 1, 2, 7 | \$19,243,885,244 | \$2,254,953,492 | \$92,503,158 | \$719,933,948 | 32% | \$1,535,019,544 | \$1,583,163,636 |

FY2019-20 Forecast and Expenditures



Footnotes

- Total Program and FY2019-20 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 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, and material estimated costs for work performed, not yet paid.
- The Appropriations for Cap and Trade include previously appropriated funds, actual auction proceeds through August 2019, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (Nov-19 through Dec-30), which are estimated at \$750M annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- On May 16, 2019 the Authority received a letter from the FRA stating a final decision has been made by the FRA to terminate the FY10 agreement and deobligate the associated \$928.6M funding. The Authority has commenced legal proceedings and will continue to report this funding until a final determination is reached.
- The Fiscal Year forecast has been updated at the mid-year point and certain activities, at the line item level, can show a higher forecast than originally budgeted. However, the total forecast does not exceed the fiscal year budget.
- The Fiscal Year totals for Bookend Projects funded with Cap and Trade can fluctuate year-to-year, per contractual terms, but have not-to-exceed totals per their respective contracts.

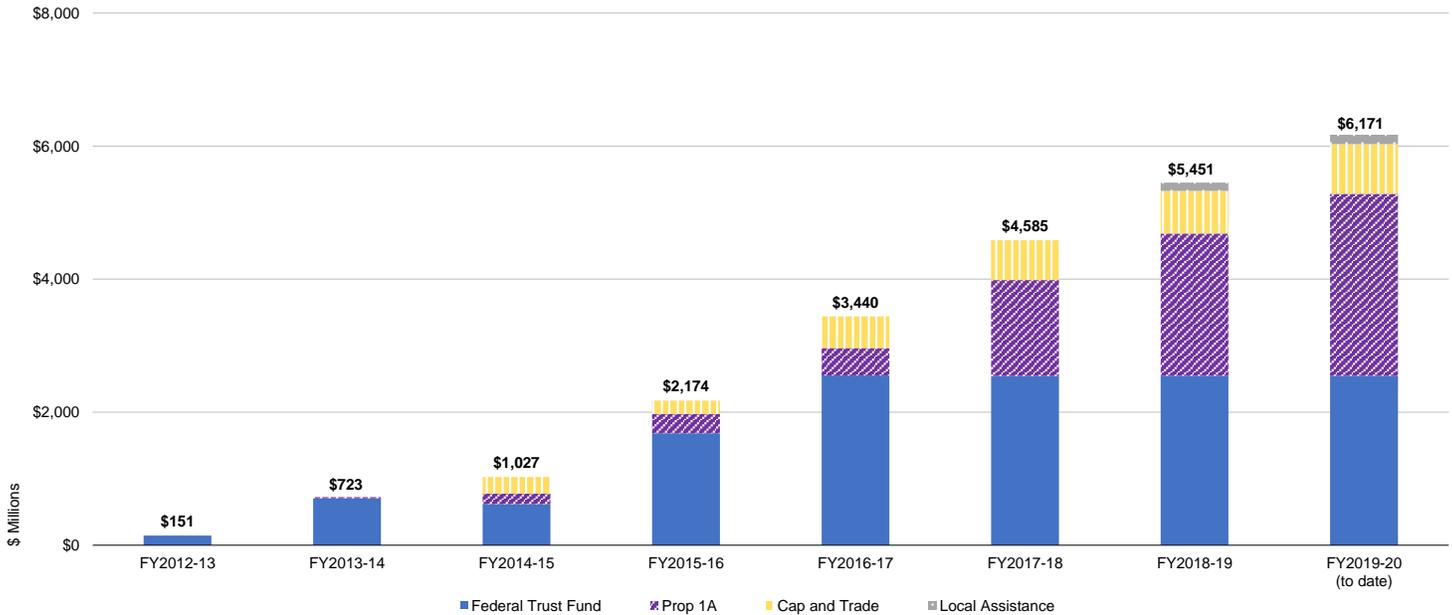
Data through December 31, 2019

Percentage of Fiscal Year completed 50%

Budget Summary Program to Date

| Program to Date | Notes | Appropriation | Total Program Budget (A) | December Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) |
|--|-------|-------------------------|--------------------------|---------------------------|--|---------------------------------|--|----------------------------|
| Project Development | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$526,262,070 | \$526,345,295 | \$3,545,749 | \$451,367,294 | 86% | \$74,978,001 | \$526,345,295 |
| Bond Fund (Prop 1A) - Phase II | | \$48,542,156 | \$48,542,156 | \$0 | \$40,592,006 | 84% | \$7,950,150 | \$48,542,156 |
| Cap and Trade | 3 | \$678,037,989 | \$617,896,806 | \$2,576,244 | \$141,135,444 | 23% | \$476,761,362 | \$617,896,806 |
| Federal Trust Fund (ARRA) | | \$510,776,229 | \$487,334,858 | \$0 | \$487,334,858 | 100% | \$0 | \$487,334,858 |
| Federal Trust Fund (Brownfields EPA Grant) | | \$600,000 | \$600,000 | \$0 | \$301,188 | 50% | \$298,812 | \$600,000 |
| Project Development TOTAL | | \$1,764,218,444 | \$1,680,719,115 | \$6,121,993 | \$1,120,730,790 | 67% | \$559,988,325 | \$1,680,719,115 |
| Construction | | | | | | | | |
| Bond Fund (Prop 1A) | | \$2,609,076,000 | \$2,609,076,000 | \$67,171,146 | \$2,244,055,265 | 86% | \$365,020,735 | \$2,609,076,000 |
| Cap and Trade | 3 | \$10,530,076,511 | \$7,036,536,154 | \$13,295,643 | \$442,076,652 | 6% | \$6,594,459,502 | \$7,036,536,154 |
| Federal Trust Fund (ARRA) | | \$2,113,894,289 | \$2,059,725,298 | \$0 | \$2,059,725,298 | 100% | \$0 | \$2,059,725,298 |
| Federal Trust Fund (FY10) | 4 | \$928,620,000 | \$928,620,000 | \$0 | \$0 | 0% | \$928,620,000 | \$928,620,000 |
| Construction TOTAL | | \$16,181,666,800 | \$12,633,957,452 | \$80,466,789 | \$4,745,857,215 | 38% | \$7,888,100,237 | \$12,633,957,452 |
| SUBTOTAL | | \$17,945,885,244 | \$14,314,676,567 | \$86,588,782 | \$5,866,588,005 | 41% | \$8,448,088,562 | \$14,314,676,567 |
| Bookend Projects (Local Assistance) | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$1,100,000,000 | \$1,100,000,000 | \$4,277,750 | \$140,995,613 | 13% | \$959,004,387 | \$1,100,000,000 |
| Cap and Trade | | \$198,000,000 | \$198,000,000 | \$1,636,626 | \$163,173,487 | 82% | \$34,826,513 | \$198,000,000 |
| Bookend Projects TOTAL | | \$1,298,000,000 | \$1,298,000,000 | \$5,914,376 | \$304,169,100 | 23% | \$993,830,900 | \$1,298,000,000 |
| TOTAL | 1, 2 | \$19,243,885,244 | \$15,612,676,567 | \$92,503,158 | \$6,170,757,105 | 40% | \$9,441,919,462 | \$15,612,676,567 |

Total Program Expenditures



Footnotes

- 1 Total Program and FY2019-20 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 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, and material estimated costs for work performed, not yet paid.
- 3 The Appropriations for Cap and Trade include previously appropriated funds, actual auction proceeds through August 2019, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (Nov-19 through Dec-30), which are estimated at \$750M annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- 4 On May 16, 2019 the Authority received a letter from the FRA stating a final decision has been made by the FRA to terminate the FY10 agreement and deobligate the associated \$928.6M funding. The Authority has commenced legal proceedings and will continue to report this funding until a final determination is reached.

Data through December 31, 2019

Percentage of Fiscal Year completed 50%

Project Development - State and Federal Funds FY2019-20

| FY2019-20 | Notes | FY2019-20 Budget (A) | December Expenditures (B) | FY2019-20 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2019-20 Remaining Budget Balance (E) = (A - C) | FY2019-20 Forecast (F) |
|--------------|-------------------------------------|----------------------|---------------------------|------------------------------------|---------------------------------|--|------------------------|
| | San Francisco - San Jose | \$10,510,445 | \$178,210 | \$1,600,352 | 15% | \$8,910,093 | \$3,957,775 |
| | San Jose - Merced | \$54,800,116 | \$250,000 | \$1,850,668 | 3% | \$52,949,448 | \$11,199,681 |
| | Bakersfield - Palmdale | \$7,099,778 | \$425,611 | \$1,699,216 | 24% | \$5,400,562 | \$6,320,705 |
| | Locally Generated Alternative (LGA) | \$17,045,737 | \$97,279 | \$281,606 | 2% | \$16,764,131 | \$780,588 |
| | Palmdale - Burbank | \$7,497,284 | \$351,897 | \$1,718,789 | 23% | \$5,778,495 | \$7,392,694 |
| | Burbank - Los Angeles | \$6,256,990 | \$101,736 | \$665,580 | 11% | \$5,591,410 | \$3,308,253 |
| | Los Angeles - Anaheim | \$10,115,677 | \$168,531 | \$1,192,526 | 12% | \$8,923,151 | \$8,649,185 |
| | Central Valley Wye | \$6,394,766 | \$88,890 | \$473,903 | 7% | \$5,920,863 | \$1,510,302 |
| | Resource Agency | \$80,090,934 | \$1,416,944 | \$3,780,505 | 5% | \$76,310,429 | \$60,040,934 |
| | Legal | \$10,168,506 | \$96,300 | \$400,805 | 4% | \$9,767,701 | \$10,168,506 |
| | SCI/SAP | \$4,027,153 | \$99,323 | \$220,844 | 5% | \$3,806,309 | \$4,027,210 |
| | Rail Delivery Partner | \$20,549,774 | \$2,847,272 | \$19,870,406 | 97% | \$679,368 | \$20,549,774 |
| TOTAL | 1, 2, 7 | \$234,557,160 | \$6,121,993 | \$33,755,200 | 14% | \$200,801,960 | \$137,905,607 |

Footnotes

- 1 Total Program and FY2019-20 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 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, and material estimated costs for work performed, not yet paid.
- 7 The Fiscal Year forecast has been updated at the mid-year point and certain activities, at the line item level, can show a higher forecast than originally budgeted. However, the total forecast does not exceed the fiscal year budget.

Project Development - State and Federal Funds Program to Date

| Program to Date | Notes | Total Program Budget (A) | December Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) |
|-----------------------|-------------------------------------|--------------------------|---------------------------|--|---------------------------------|--|----------------------------|
| Phase I | | | | | | | |
| | San Francisco - San Jose | \$59,731,231 | \$178,210 | \$40,409,013 | 68% | \$19,322,218 | \$59,731,231 |
| | San Jose - Merced | \$154,847,815 | \$250,000 | \$84,146,165 | 54% | \$70,701,650 | \$154,847,815 |
| | Merced - Fresno | \$61,829,552 | \$0 | \$51,078,606 | 83% | \$10,750,946 | \$61,829,552 |
| | Fresno - Bakersfield | \$160,576,200 | \$0 | \$131,751,765 | 82% | \$28,824,435 | \$160,576,200 |
| | Bakersfield - Palmdale | \$61,203,191 | \$425,611 | \$40,996,865 | 67% | \$20,206,326 | \$61,203,191 |
| | Locally Generated Alternative (LGA) | \$39,839,547 | \$97,279 | \$22,838,689 | 57% | \$17,000,858 | \$39,839,547 |
| | Palmdale - Burbank | \$136,569,796 | \$351,897 | \$104,372,573 | 76% | \$32,197,223 | \$136,569,796 |
| | Burbank - Los Angeles | \$34,796,414 | \$101,736 | \$23,037,019 | 66% | \$11,759,395 | \$34,796,414 |
| | Los Angeles - Anaheim | \$81,162,184 | \$168,531 | \$41,657,054 | 51% | \$39,505,130 | \$81,162,184 |
| | Central Valley Wye | \$64,829,700 | \$88,890 | \$43,500,112 | 67% | \$21,329,588 | \$64,829,700 |
| | Resource Agency | \$393,114,923 | \$1,416,944 | \$166,793,831 | 42% | \$226,321,092 | \$393,114,923 |
| | Legal | \$42,066,510 | \$96,300 | \$32,277,755 | 77% | \$9,788,755 | \$42,066,510 |
| | SCI/SAP | \$24,539,817 | \$99,323 | \$10,184,203 | 42% | \$14,355,614 | \$24,539,817 |
| | SWCAP | \$677,872 | \$0 | \$677,872 | 100% | \$0 | \$677,872 |
| | NorCal Interconnections | \$2,000,000 | \$0 | \$0 | 0% | \$2,000,000 | \$2,000,000 |
| | Rail Delivery Partner | \$314,392,207 | \$2,847,272 | \$286,417,262 | 91% | \$27,974,945 | \$314,392,207 |
| Phase I TOTAL | | \$1,632,176,959 | \$6,121,993 | \$1,080,138,784 | 66% | \$552,038,175 | \$1,632,176,959 |
| Phase II | | | | | | | |
| | Sacramento - Merced | \$7,107,824 | \$0 | \$7,107,824 | 100% | \$0 | \$7,107,824 |
| | Altamont Pass | \$25,896,197 | \$0 | \$23,524,104 | 91% | \$2,372,093 | \$25,896,197 |
| | Los Angeles - San Diego | \$15,537,268 | \$0 | \$9,959,211 | 64% | \$5,578,057 | \$15,537,268 |
| | Rail Delivery Partner - Phase II | \$867 | \$0 | \$867 | 100% | \$0 | \$867 |
| Phase II TOTAL | | \$48,542,156 | \$0 | \$40,592,006 | 84% | \$7,950,150 | \$48,542,156 |
| TOTAL | 1, 2 | \$1,680,719,115 | \$6,121,993 | \$1,120,730,790 | 67% | \$559,988,325 | \$1,680,719,115 |

Footnotes

- 1 Total Program and FY2019-20 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 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, and material estimated costs for work performed, not yet paid.

Data through December 31, 2019

Percentage of Fiscal Year completed 50%

Construction - State and Federal Funds FY2019-20

| FY2019-20 | Notes | FY2019-20 Budget (A) | December Expenditures (B) | FY2019-20 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2019-20 Remaining Budget Balance (E) = (A - C) | FY2019-20 Forecast (F) |
|--|---------|------------------------|---------------------------|------------------------------------|---------------------------------|--|------------------------|
| Design-Build Contract Work | 6 | \$888,563,614 | \$55,730,962 | \$488,964,779 | 55% | \$399,598,835 | \$811,286,898 |
| SR 99 | | \$23,991,488 | \$43,390 | \$2,849,688 | 12% | \$21,141,800 | \$23,991,488 |
| Project Construction Management | 6, 7 | \$44,165,555 | \$3,932,711 | \$26,445,328 | 60% | \$17,720,227 | \$53,719,271 |
| Real Property Acquisition | 6 | \$180,436,174 | \$2,292,196 | \$64,243,815 | 36% | \$116,192,359 | \$180,436,174 |
| Environmental Mitigation | | \$55,959,907 | \$3,596,732 | \$3,717,663 | 7% | \$52,242,244 | \$37,209,907 |
| Resource Agency | 6 | \$36,903,931 | \$0 | \$560,716 | 2% | \$36,343,215 | \$26,290,026 |
| Third Party Contract Work | 6 | \$128,542,013 | \$7,637,031 | \$25,539,668 | 20% | \$103,002,345 | \$115,249,999 |
| Project Contingency | 6 | \$245,999,160 | \$0 | \$0 | 0% | \$245,999,160 | \$750,000 |
| Stations | | \$1,148,253 | \$0 | \$0 | 0% | \$1,148,253 | \$1,148,253 |
| Bakersfield - Palmdale (Preliminary ROW) | | \$6,131,312 | \$0 | \$6,131,312 | 100% | \$0 | \$6,131,312 |
| Rail Delivery Partner | | \$81,244,207 | \$4,274,280 | \$28,563,813 | 35% | \$52,680,394 | \$81,244,207 |
| Early Train Operator | | \$13,154,016 | \$1,931,202 | \$5,010,599 | 38% | \$8,143,417 | \$13,154,016 |
| Legal | | \$11,318,351 | \$1,028,285 | \$1,979,139 | 17% | \$9,339,212 | \$11,318,351 |
| TOTAL | 1, 2, 7 | \$1,717,557,981 | \$80,466,789 | \$654,006,520 | 38% | \$1,063,551,461 | \$1,361,929,902 |

Footnotes

- Total Program and FY2019-20 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 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 have internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- The Fiscal Year forecast has been updated at the mid-year point and certain activities, at the line item level, can show a higher forecast than originally budgeted. However, the total forecast does not exceed the fiscal year budget.

Construction - State and Federal Funds Program to Date

| Program to Date | Notes | Total Program Budget (A) | December Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) |
|--|-------|--------------------------|---------------------------|--|---------------------------------|--|----------------------------|
| Design-Build Contract Work | | \$4,946,744,948 | \$55,730,962 | \$2,302,212,681 | 47% | \$2,644,532,267 | \$4,946,744,948 |
| SR 99 | | \$290,100,000 | \$43,390 | \$268,958,200 | 93% | \$21,141,800 | \$290,100,000 |
| Project Construction Management | 6 | \$390,924,727 | \$3,932,711 | \$189,433,509 | 48% | \$201,491,218 | \$390,924,727 |
| Real Property Acquisition | 6 | \$1,535,227,460 | \$2,292,196 | \$1,198,557,050 | 78% | \$336,670,410 | \$1,535,227,460 |
| Environmental Mitigation | | \$216,651,813 | \$3,596,732 | \$76,165,421 | 35% | \$140,486,392 | \$216,651,813 |
| Resource Agency | 6 | \$104,276,056 | \$0 | \$25,227,097 | 24% | \$79,048,959 | \$104,276,056 |
| Third Party Contract Work | 6 | \$562,327,058 | \$7,637,031 | \$113,214,831 | 20% | \$449,112,227 | \$562,327,058 |
| Project Contingency | 6, 10 | \$2,054,381,571 | \$0 | \$0 | 0% | \$2,054,381,571 | \$2,054,381,571 |
| Stations | | \$136,223,056 | \$0 | \$0 | 0% | \$136,223,056 | \$136,223,056 |
| Communication and Signaling | | \$377,412,321 | \$0 | \$0 | 0% | \$377,412,321 | \$377,412,321 |
| Electric Traction | | \$534,515,010 | \$0 | \$0 | 0% | \$534,515,010 | \$534,515,010 |
| Heavy Maintenance Facility | | \$49,630,351 | \$0 | \$0 | 0% | \$49,630,351 | \$49,630,351 |
| Merced - Fresno (Preliminary ROW) | | \$6,074,615 | \$0 | \$6,074,615 | 100% | \$0 | \$6,074,615 |
| Fresno - Bakersfield (Preliminary ROW) | | \$12,870,747 | \$0 | \$12,870,747 | 100% | \$0 | \$12,870,747 |
| Bakersfield - Palmdale (Preliminary ROW) | | \$6,131,312 | \$0 | \$6,131,312 | 100% | \$0 | \$6,131,312 |
| Rail Delivery Partner | | \$669,387,349 | \$4,274,280 | \$455,796,870 | 68% | \$213,590,479 | \$669,387,349 |
| Early Train Operator | | \$30,000,000 | \$1,931,202 | \$12,330,195 | 41% | \$17,669,805 | \$30,000,000 |
| Legal | | \$83,201,438 | \$1,028,285 | \$25,028,295 | 30% | \$58,173,143 | \$83,201,438 |
| 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 |
| TOTAL | 1, 2 | \$12,633,957,452 | \$80,466,789 | \$4,745,857,215 | 38% | \$7,888,100,237 | \$12,633,957,452 |

Footnotes

- Total Program and FY2019-20 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 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, and material estimated costs for work performed, not yet paid.
- This line reflects budget changes for the current reporting period that have internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Total Program Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Committee Monthly Status Reports. These monthly adjustments have a net-zero impact on the Total Program budget.

Data through December 31, 2019

Percentage of Fiscal Year completed 50%

Bookend Projects FY2019-20

| FY2019-20 | Notes | FY2019-20 Budget (A) | December Expenditures (B) | FY2019-20 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2019-20 Remaining Budget Balance (E) = (A - C) | FY2019-20 Forecast (F) | |
|------------------------|--------------------------------------|----------------------------|---------------------------------|---|---------------------------------------|---|------------------------------|---------------------|
| Bookend - North | | | | | | | | |
| | PCJPB - Caltrain Electrification | 11 | \$100,000,000 | \$3,000,000 | \$13,061,177 | 13% | \$86,938,823 | \$35,000,000 |
| | PCJPB - Caltrain Electrification | 12 | \$255,625 | \$0 | \$0 | 0% | \$255,625 | \$255,625 |
| | San Mateo Grade Separation | 9, 12 | \$17,915,726 | \$1,636,626 | \$15,277,801 | 85% | \$2,637,925 | \$29,500,000 |
| | Bookend - North TOTAL | | \$118,171,351 | \$4,636,626 | \$28,338,978 | 24% | \$89,832,373 | \$64,755,625 |
| Bookend - South | | | | | | | | |
| | Rosecrans/Marquardt Grade Separation | 7, 11 | \$15,333,000 | \$1,277,750 | \$3,833,250 | 25% | \$11,499,750 | \$18,572,502 |
| | Los Angeles Union Station | 11, 13 | \$169,334,000 | \$0 | \$0 | 0% | \$169,334,000 | \$0 |
| | Bookend - South TOTAL | | \$184,667,000 | \$1,277,750 | \$3,833,250 | 2% | \$180,833,750 | \$18,572,502 |
| TOTAL | 2, 7 | \$302,838,351 | \$5,914,376 | \$32,172,228 | 11% | \$270,666,123 | \$83,328,127 | |

Footnotes

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, and material estimated costs for work performed, not yet paid.
- 7 The Fiscal Year forecast has been updated at the mid-year point and certain activities, at the line item level, can show a higher forecast than originally budgeted. However, the total forecast does not exceed the fiscal year budget.
- 9 The Fiscal Year totals for Bookend Projects funded with Cap and Trade can fluctuate year-to-year, per contractual terms, but have not-to-exceed totals per their respective contracts.
- 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 a funding plan.

Bookend Projects Program to Date

| Program to Date | Notes | Total Program Budget (A) | December Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) | |
|------------------------|--------------------------------------|--------------------------------|---------------------------------|---|---------------------------------------|---|----------------------------------|----------------------|
| Bookend - North | | | | | | | | |
| | PCJPB - Caltrain Electrification | 11 | \$600,000,000 | \$3,000,000 | \$123,015,363 | 21% | \$476,984,637 | \$600,000,000 |
| | PCJPB - Caltrain Electrification | 12 | \$114,000,000 | \$0 | \$113,744,375 | 100% | \$255,625 | \$114,000,000 |
| | San Mateo Grade Separation | 12 | \$84,000,000 | \$1,636,626 | \$49,429,112 | 59% | \$34,570,888 | \$84,000,000 |
| | Bookend - North TOTAL | | \$798,000,000 | \$4,636,626 | \$286,188,850 | 36% | \$511,811,150 | \$798,000,000 |
| Bookend - South | | | | | | | | |
| | Rosecrans/Marquardt Grade Separation | 11 | \$76,665,000 | \$1,277,750 | \$17,980,250 | 23% | \$58,684,750 | \$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 | \$1,277,750 | \$17,980,250 | 4% | \$482,019,750 | \$500,000,000 |
| TOTAL | 2 | \$1,298,000,000 | \$5,914,376 | \$304,169,100 | 23% | \$993,830,900 | \$1,298,000,000 | |

Footnotes

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, and material estimated costs for work performed, not yet paid.
- 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 a funding plan.

Data through December 31, 2019

Percentage of Fiscal Year completed 50%

Construction by Construction Package FY2019-20

| FY2019-20 | Notes | FY2019-20 Budget (A) | December Expenditures (B) | FY2019-20 Expenditures to Date (C) | % Budget Expended (D) = (C / A) | FY2019-20 Remaining Budget Balance (E) = (A - C) | FY2019-20 Forecast (F) |
|---|---------|----------------------|---------------------------|------------------------------------|---------------------------------|--|------------------------|
| CP1 | | | | | | | |
| Design-Build Contract Work | | \$378,123,792 | \$19,819,887 | \$190,429,608 | 50% | \$187,694,184 | \$300,847,076 |
| SR 99 | | \$23,991,488 | \$43,390 | \$2,849,688 | 12% | \$21,141,800 | \$23,991,488 |
| Project Construction Management | 7 | \$16,335,054 | \$1,750,610 | \$9,301,920 | 57% | \$7,033,134 | \$18,751,310 |
| Real Property Acquisition | 6 | \$49,725,027 | \$514,763 | \$6,532,418 | 13% | \$43,192,609 | \$49,725,027 |
| Environmental Mitigation | | \$5,727,807 | \$840,000 | \$840,000 | 15% | \$4,887,807 | \$5,727,807 |
| Resource Agency | 6 | \$35,739,054 | \$0 | \$560,716 | 2% | \$35,178,338 | \$25,125,149 |
| Third Party Contract Work | 6 | \$63,792,199 | \$281,924 | \$5,853,401 | 9% | \$57,938,798 | \$50,500,185 |
| Project Contingency | 6 | \$137,156,986 | \$0 | \$0 | 0% | \$137,156,986 | \$0 |
| CP1 TOTAL | 6 | \$710,591,407 | \$23,250,574 | \$216,367,751 | 30% | \$494,223,656 | \$474,668,042 |
| CP2-3 | | | | | | | |
| Design-Build Contract Work | 6 | \$360,140,342 | \$25,158,426 | \$234,992,326 | 65% | \$125,148,016 | \$360,140,342 |
| Project Construction Management | 7 | \$13,262,540 | \$2,055,466 | \$10,922,901 | 82% | \$2,339,639 | \$20,400,000 |
| Real Property Acquisition | 6 | \$100,679,516 | \$1,797,042 | \$45,433,709 | 45% | \$55,245,807 | \$100,679,516 |
| Environmental Mitigation | | \$6,445,016 | \$2,738,961 | \$2,819,491 | 44% | \$3,625,525 | \$6,445,016 |
| Hazardous Waste Provisional Sum | | \$12,000,000 | \$0 | \$0 | 0% | \$12,000,000 | \$12,000,000 |
| Resource Agency | | \$451,633 | \$0 | \$0 | 0% | \$451,633 | \$451,633 |
| Third Party Contract Work | | \$47,573,436 | \$6,095,523 | \$16,545,726 | 35% | \$31,027,710 | \$47,573,436 |
| Project Contingency | 6 | \$20,597,957 | \$0 | \$0 | 0% | \$20,597,957 | \$750,000 |
| CP2-3 TOTAL | 6 | \$561,150,440 | \$37,845,418 | \$310,714,153 | 55% | \$250,436,287 | \$548,439,943 |
| CP4 | | | | | | | |
| Design-Build Contract Work | | \$134,216,767 | \$10,752,649 | \$63,542,845 | 47% | \$70,673,922 | \$134,216,767 |
| Project Construction Management | 6 | \$14,567,961 | \$126,635 | \$6,220,507 | 43% | \$8,347,454 | \$14,567,961 |
| Real Property Acquisition | 6, 18 | \$30,031,631 | (\$19,609) | \$12,277,688 | 41% | \$17,753,943 | \$30,031,631 |
| Environmental Mitigation | | \$21,361,233 | \$17,771 | \$58,172 | 0% | \$21,303,061 | \$21,361,233 |
| Hazardous Waste Provisional Sum | | \$4,082,713 | \$0 | \$0 | 0% | \$4,082,713 | \$4,082,713 |
| Resource Agency | | \$628,244 | \$0 | \$0 | 0% | \$628,244 | \$628,244 |
| Third Party Contract Work | | \$17,176,378 | \$1,259,584 | \$3,140,541 | 18% | \$14,035,837 | \$17,176,378 |
| Project Contingency | 6 | \$88,244,217 | \$0 | \$0 | 0% | \$88,244,217 | \$0 |
| CP4 TOTAL | 6 | \$310,309,144 | \$12,137,030 | \$85,239,753 | 27% | \$225,069,391 | \$222,064,927 |
| CP5 | | | | | | | |
| Design-Build Contract Work | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Construction Management | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Environmental Mitigation | | \$22,425,851 | \$0 | \$0 | 0% | \$22,425,851 | \$3,675,851 |
| Project Contingency | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| CP5 TOTAL | | \$22,425,851 | \$0 | \$0 | 0% | \$22,425,851 | \$3,675,851 |
| Central Valley Route-Wide Work | | | | | | | |
| Stations | | \$1,148,253 | \$0 | \$0 | 0% | \$1,148,253 | \$1,148,253 |
| Project Construction Management | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Communication and Signaling | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Electric Traction | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Heavy Maintenance Facility | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Third Party Contract Work | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Contingency | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Central Valley Route-Wide Work TOTAL | | \$1,148,253 | \$0 | \$0 | 0% | \$1,148,253 | \$1,148,253 |
| System Wide / Unallocated | | | | | | | |
| Bakersfield - Palmdale (Preliminary ROW) | | \$6,131,312 | \$0 | \$6,131,312 | 100% | \$0 | \$6,131,312 |
| Rail Delivery Partner | | \$81,244,207 | \$4,274,280 | \$28,563,813 | 35% | \$52,680,394 | \$81,244,207 |
| Early Train Operator | | \$13,154,016 | \$1,931,202 | \$5,010,599 | 38% | \$8,143,417 | \$13,154,016 |
| Legal | | \$11,318,351 | \$1,028,285 | \$1,979,139 | 17% | \$9,339,212 | \$11,318,351 |
| Resource Agency | | \$85,000 | \$0 | \$0 | 0% | \$85,000 | \$85,000 |
| Central Valley Future Construction | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Project Reserve | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Interim Use | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Unallocated Contingency | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| System Wide / Unallocated TOTAL | | \$111,932,886 | \$7,233,767 | \$41,684,863 | 37% | \$70,248,023 | \$111,932,886 |
| TOTAL | 1, 2, 7 | \$1,717,557,981 | \$80,466,789 | \$654,006,520 | 38% | \$1,063,551,461 | \$1,361,929,902 |

Footnotes

- Total Program and FY2019-20 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 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, and material estimated costs for work performed, not yet paid.
- This line reflects budget changes for the current reporting period that have internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- The Fiscal Year forecast has been updated at the mid-year point and certain activities, at the line item level, can show a higher forecast than originally budgeted. However, the total forecast does not exceed the fiscal year budget.
- Current month negative expenditures are the result of an accounting correction.

Data through December 31, 2019

Percentage of Fiscal Year completed 50%

Construction by Construction Package Program to Date

| Program to Date | Notes | Total Program Budget (A) | December Expenditures (B) | Total Program Expenditures to Date (C) | % Budget Expended (D) = (C / A) | Total Program Remaining Budget Balance (E) = (A - C) | Total Program Forecast (F) |
|---|-------------|--------------------------|---------------------------|--|---------------------------------|--|----------------------------|
| CP1 | | | | | | | |
| Design-Build Contract Work | 10 | \$1,839,742,087 | \$19,819,887 | \$1,145,819,481 | 62% | \$693,922,606 | \$1,839,742,087 |
| SR 99 | | \$290,100,000 | \$43,390 | \$268,958,200 | 93% | \$21,141,800 | \$290,100,000 |
| Project Construction Management | | \$112,837,948 | \$1,750,610 | \$68,242,237 | 60% | \$44,595,711 | \$112,837,948 |
| Real Property Acquisition | 6 | \$815,744,577 | \$514,763 | \$726,301,797 | 89% | \$89,442,780 | \$815,744,577 |
| Environmental Mitigation | | \$46,015,365 | \$840,000 | \$14,408,941 | 31% | \$31,606,424 | \$46,015,365 |
| Resource Agency | 6 | \$84,529,618 | \$0 | \$25,070,352 | 30% | \$59,459,266 | \$84,529,618 |
| Third Party Contract Work | 6 | \$233,519,915 | \$281,924 | \$89,062,007 | 38% | \$144,457,908 | \$233,519,915 |
| Project Contingency | 10 | \$900,945,868 | \$0 | \$0 | 0% | \$900,945,868 | \$900,945,868 |
| CP1 TOTAL | 6 | \$4,323,435,378 | \$23,250,574 | \$2,337,863,015 | 54% | \$1,985,572,363 | \$4,323,435,378 |
| CP2-3 | | | | | | | |
| Design-Build Contract Work | 10 | \$1,681,993,312 | \$25,158,426 | \$902,133,465 | 54% | \$779,859,847 | \$1,681,993,312 |
| Project Construction Management | | \$129,550,258 | \$2,055,466 | \$79,075,237 | 61% | \$50,475,021 | \$129,550,258 |
| Real Property Acquisition | 6 | \$527,654,939 | \$1,797,042 | \$336,643,466 | 64% | \$191,011,473 | \$527,654,939 |
| Environmental Mitigation | | \$54,978,173 | \$2,738,961 | \$45,836,872 | 83% | \$9,141,301 | \$54,978,173 |
| Hazardous Waste Provisional Sum | | \$29,232,000 | \$0 | \$0 | 0% | \$29,232,000 | \$29,232,000 |
| Resource Agency | | \$16,575,000 | \$0 | \$0 | 0% | \$16,575,000 | \$16,575,000 |
| Third Party Contract Work | 6 | \$78,049,967 | \$6,095,523 | \$20,273,192 | 26% | \$57,776,775 | \$78,049,967 |
| Project Contingency | 6, 10 | \$702,638,836 | \$0 | \$0 | 0% | \$702,638,836 | \$702,638,836 |
| CP2-3 TOTAL | 6 | \$3,220,672,485 | \$37,845,418 | \$1,383,962,232 | 43% | \$1,836,710,253 | \$3,220,672,485 |
| CP4 | | | | | | | |
| Design-Build Contract Work | 10 | \$531,283,631 | \$10,752,649 | \$254,259,735 | 48% | \$277,023,896 | \$531,283,631 |
| Project Construction Management | 6 | \$69,056,329 | \$126,635 | \$42,116,035 | 61% | \$26,940,294 | \$69,056,329 |
| Real Property Acquisition | 6, 18 | \$191,827,944 | (\$19,609) | \$135,611,787 | 71% | \$56,216,157 | \$191,827,944 |
| Environmental Mitigation | | \$61,982,424 | \$17,771 | \$15,919,608 | 26% | \$46,062,816 | \$61,982,424 |
| Hazardous Waste Provisional Sum | | \$10,310,000 | \$0 | \$0 | 0% | \$10,310,000 | \$10,310,000 |
| Resource Agency | | \$3,003,979 | \$0 | \$156,745 | 5% | \$2,847,234 | \$3,003,979 |
| Third Party Contract Work | | \$30,962,041 | \$1,259,584 | \$3,879,632 | 13% | \$27,082,409 | \$30,962,041 |
| Project Contingency | 6, 10 | \$235,133,108 | \$0 | \$0 | 0% | \$235,133,108 | \$235,133,108 |
| CP4 TOTAL | 6 | \$1,133,559,456 | \$12,137,030 | \$451,943,542 | 40% | \$681,615,914 | \$1,133,559,456 |
| CP5 | | | | | | | |
| Design-Build Contract Work | | \$735,521,853 | \$0 | \$0 | 0% | \$735,521,853 | \$735,521,853 |
| Project Construction Management | | \$45,390,130 | \$0 | \$0 | 0% | \$45,390,130 | \$45,390,130 |
| Environmental Mitigation | | \$53,675,851 | \$0 | \$0 | 0% | \$53,675,851 | \$53,675,851 |
| Project Contingency | | \$104,917,290 | \$0 | \$0 | 0% | \$104,917,290 | \$104,917,290 |
| CP5 TOTAL | | \$939,505,124 | \$0 | \$0 | 0% | \$939,505,124 | \$939,505,124 |
| Central Valley Route-Wide Work | | | | | | | |
| Stations | | \$136,223,056 | \$0 | \$0 | 0% | \$136,223,056 | \$136,223,056 |
| Project Construction Management | | \$34,090,062 | \$0 | \$0 | 0% | \$34,090,062 | \$34,090,062 |
| Communication and Signaling | | \$377,412,321 | \$0 | \$0 | 0% | \$377,412,321 | \$377,412,321 |
| Electric Traction | | \$534,515,010 | \$0 | \$0 | 0% | \$534,515,010 | \$534,515,010 |
| Heavy Maintenance Facility | | \$49,630,351 | \$0 | \$0 | 0% | \$49,630,351 | \$49,630,351 |
| Third Party Contract Work | | \$219,795,135 | \$0 | \$0 | 0% | \$219,795,135 | \$219,795,135 |
| Project Contingency | | \$110,746,470 | \$0 | \$0 | 0% | \$110,746,470 | \$110,746,470 |
| Central Valley Route-Wide Work TOTAL | | \$1,462,412,405 | \$0 | \$0 | 0% | \$1,462,412,405 | \$1,462,412,405 |
| System Wide / Unallocated | | | | | | | |
| Merced - Fresno (Preliminary ROW) | | \$6,074,615 | \$0 | \$6,074,615 | 100% | \$0 | \$6,074,615 |
| Fresno - Bakersfield (Preliminary ROW) | | \$12,870,747 | \$0 | \$12,870,747 | 100% | \$0 | \$12,870,747 |
| Bakersfield - Palmdale (Preliminary ROW) | | \$6,131,312 | \$0 | \$6,131,312 | 100% | \$0 | \$6,131,312 |
| Rail Delivery Partner | | \$669,387,349 | \$4,274,280 | \$455,796,870 | 68% | \$213,590,479 | \$669,387,349 |
| Early Train Operator | | \$30,000,000 | \$1,931,202 | \$12,330,195 | 41% | \$17,669,805 | \$30,000,000 |
| Legal | | \$83,201,438 | \$1,028,285 | \$25,028,295 | 30% | \$58,173,143 | \$83,201,438 |
| Resource Agency | | \$167,459 | \$0 | \$0 | 0% | \$167,459 | \$167,459 |
| Central Valley Future Construction | 20 | \$118,662,064 | \$0 | \$0 | 0% | \$118,662,064 | \$118,662,064 |
| Project Reserve | | \$46,267,108 | \$0 | \$0 | 0% | \$46,267,108 | \$46,267,108 |
| Interim Use | | \$161,879,645 | \$0 | \$53,856,392 | 33% | \$108,023,253 | \$161,879,645 |
| Unallocated Contingency | | \$419,730,867 | \$0 | \$0 | 0% | \$419,730,867 | \$419,730,867 |
| System Wide / Unallocated TOTAL | | \$1,554,372,604 | \$7,233,767 | \$572,088,426 | 37% | \$982,284,178 | \$1,554,372,604 |
| TOTAL | 1, 2 | \$12,633,957,452 | \$80,466,789 | \$4,745,857,215 | 38% | \$7,888,100,237 | \$12,633,957,452 |

Footnotes

- Total Program and FY2019-20 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 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, and material estimated costs for work performed, not yet paid.
- This line reflects budget changes for the current reporting period that have internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Total Program Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Committee Monthly Status Reports. These monthly adjustments have a net-zero impact on the Total Program budget.
- Current month negative expenditures are the result of an accounting correction.
- This line includes future civil scope located in the Central Valley. This scope is partially or not included in the existing Central Valley construction package contracts but is necessary to meet substantial completion of the project. Examples include emergency egress, access and maintenance roads, trench invert slab and walkway concrete, signage, trench pump stations, deck water proofing, etc.

Data through December 31, 2019

Percentage of Fiscal Year completed 50%

Central Valley Segment Program to Date

| Program to Date | Notes | Total Program Budget (A) | December Expenditures (B) | Total Program Expenditures to Date (C) | Total Program Remaining Budget Balance (D) = (A - C) |
|---|---------|--------------------------|---------------------------|--|--|
| CP1 | | | | | |
| Design-Build Contract Work | 10 | \$1,839,742,087 | \$19,819,887 | \$1,145,819,481 | \$693,922,606 |
| SR 99 | | \$290,100,000 | \$43,390 | \$268,958,200 | \$21,141,800 |
| Project Construction Management | | \$112,837,948 | \$1,750,610 | \$68,242,237 | \$44,595,711 |
| Real Property Acquisition | 6 | \$815,744,577 | \$514,763 | \$726,301,797 | \$89,442,780 |
| Environmental Mitigation | | \$46,015,365 | \$840,000 | \$14,408,941 | \$31,606,424 |
| Resource Agency | 6 | \$84,529,618 | \$0 | \$25,070,352 | \$59,459,266 |
| Third Party Contract Work | 6 | \$233,519,915 | \$281,924 | \$89,062,007 | \$144,457,908 |
| Project Contingency | 10 | \$900,945,868 | \$0 | \$0 | \$900,945,868 |
| CP1 TOTAL | 6 | \$4,323,435,378 | \$23,250,574 | \$2,337,863,015 | \$1,985,572,363 |
| CP2-3 | | | | | |
| Design-Build Contract Work | 10 | \$1,681,993,312 | \$25,158,426 | \$902,133,465 | \$779,859,847 |
| Project Construction Management | | \$129,550,258 | \$2,055,466 | \$79,075,237 | \$50,475,021 |
| Real Property Acquisition | 6 | \$527,654,939 | \$1,797,042 | \$336,643,466 | \$191,011,473 |
| Environmental Mitigation | | \$54,978,173 | \$2,738,961 | \$45,836,872 | \$9,141,301 |
| Hazardous Waste Provisional Sum | | \$29,232,000 | \$0 | \$0 | \$29,232,000 |
| Resource Agency | | \$16,575,000 | \$0 | \$0 | \$16,575,000 |
| Third Party Contract Work | 6 | \$78,049,967 | \$6,095,523 | \$20,273,192 | \$57,776,775 |
| Project Contingency | 6, 10 | \$702,638,836 | \$0 | \$0 | \$702,638,836 |
| CP2-3 TOTAL | 6 | \$3,220,672,485 | \$37,845,418 | \$1,383,962,232 | \$1,836,710,253 |
| CP4 | | | | | |
| Design-Build Contract Work | 10 | \$531,283,631 | \$10,752,649 | \$254,259,735 | \$277,023,896 |
| Project Construction Management | 6 | \$69,056,329 | \$126,635 | \$42,116,035 | \$26,940,294 |
| Real Property Acquisition | 6, 18 | \$191,827,944 | (\$19,609) | \$135,611,787 | \$56,216,157 |
| Environmental Mitigation | | \$61,982,424 | \$17,771 | \$15,919,608 | \$46,062,816 |
| Hazardous Waste Provisional Sum | | \$10,310,000 | \$0 | \$0 | \$10,310,000 |
| Resource Agency | | \$3,003,979 | \$0 | \$156,745 | \$2,847,234 |
| Third Party Contract Work | | \$30,962,041 | \$1,259,584 | \$3,879,632 | \$27,082,409 |
| Project Contingency | 6, 10 | \$235,133,108 | \$0 | \$0 | \$235,133,108 |
| CP4 TOTAL | 6 | \$1,133,559,456 | \$12,137,030 | \$451,943,542 | \$681,615,914 |
| CP5 | | | | | |
| Design-Build Contract Work | | \$735,521,853 | \$0 | \$0 | \$735,521,853 |
| Project Construction Management | | \$45,390,130 | \$0 | \$0 | \$45,390,130 |
| Environmental Mitigation | | \$53,675,851 | \$0 | \$0 | \$53,675,851 |
| Project Contingency | | \$104,917,290 | \$0 | \$0 | \$104,917,290 |
| CP5 TOTAL | | \$939,505,124 | \$0 | \$0 | \$939,505,124 |
| Central Valley Route-Wide Work | | | | | |
| Stations | | \$136,223,056 | \$0 | \$0 | \$136,223,056 |
| Project Construction Management | | \$34,090,062 | \$0 | \$0 | \$34,090,062 |
| Communication and Signaling | | \$377,412,321 | \$0 | \$0 | \$377,412,321 |
| Electric Traction | | \$534,515,010 | \$0 | \$0 | \$534,515,010 |
| Heavy Maintenance Facility | | \$49,630,351 | \$0 | \$0 | \$49,630,351 |
| Third Party Contract Work | | \$219,795,135 | \$0 | \$0 | \$219,795,135 |
| Project Contingency | | \$110,746,470 | \$0 | \$0 | \$110,746,470 |
| Central Valley Route-Wide Work TOTAL | | \$1,462,412,405 | \$0 | \$0 | \$1,462,412,405 |
| Project Wide | | | | | |
| Merced - Fresno | | \$30,806,436 | \$0 | \$26,282,581 | \$4,523,855 |
| Fresno - Bakersfield | | \$173,446,947 | \$0 | \$144,622,512 | \$28,824,435 |
| Rail Delivery Partner | | \$625,142,253 | \$4,525,383 | \$471,639,755 | \$153,502,498 |
| Station Area Planning | | \$2,263,981 | \$39,329 | \$1,826,222 | \$437,759 |
| Early Train Operator | | \$30,000,000 | \$1,931,202 | \$12,330,195 | \$17,669,805 |
| Resource Agency | | \$222,502,027 | \$983,948 | \$96,299,037 | \$126,202,990 |
| Legal | | \$83,210,699 | \$1,057,443 | \$35,448,231 | \$47,762,468 |
| Central Valley Future Construction | 20 | \$118,662,064 | \$0 | \$0 | \$118,662,064 |
| Project Wide TOTAL | | \$1,286,034,407 | \$8,537,305 | \$788,448,533 | \$497,585,874 |
| TOTAL | 1, 2, 8 | \$12,365,619,255 | \$81,770,327 | \$4,962,217,322 | \$7,403,401,933 |

Footnotes

- 1 Total Program and FY2019-20 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2019-20 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, and material estimated costs for work performed, not yet paid.
- 6 This line reflects budget changes for the current reporting period that have internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- 8 The Central Valley Segment view reflects the approved funding plan and includes budget for both Project Development and Construction activities which take place in the Central Valley. Total expenditures to date of \$4.962B include \$443.9M of Project Development and \$4.518B of Construction.
- 10 Total Program Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Committee Monthly Status Reports. These monthly adjustments have a net-zero impact on the Total Program budget.
- 18 Current month negative expenditures are the result of an accounting correction.
- 20 This line includes future civil scope located in the Central Valley. This scope is partially or not included in the existing Central Valley construction package contracts but is necessary to meet substantial completion of the project. Examples include emergency egress, access and maintenance roads, trench invert slab and walkway concrete, signage, trench pump stations, deck water proofing, etc.

Data through December 31, 2019

Percentage of Fiscal Year completed 50%

Contingency Summary Program to Date

| Program to Date | Notes | Allocated Contingency Budget (A) | Cumulative Authorized Contingency (B) | HSR Governance Actions (C) | Remaining Contingency Balance (D) = (A - B - C) | % Remaining of Allocated Contingency (E) = (D / A) |
|-------------------------------------|----------------|----------------------------------|---------------------------------------|----------------------------|---|--|
| CP1 Project Contingency | | \$1,237,306,770 | \$336,360,902 | \$0 | \$900,945,868 | 73% |
| CP2-3 Project Contingency | | \$1,084,768,142 | \$287,763,741 | \$94,365,565 | \$702,638,836 | 65% |
| CP4 Project Contingency | | \$339,780,975 | \$78,455,555 | \$26,192,312 | \$235,133,108 | 69% |
| CP5 Project Contingency | | \$104,917,290 | \$0 | \$0 | \$104,917,290 | 100% |
| Route-Wide Work Project Contingency | | \$110,831,470 | \$85,000 | \$0 | \$110,746,470 | 100% |
| Project Reserve | | \$46,267,108 | \$0 | \$0 | \$46,267,108 | 100% |
| Interim Use | | \$161,879,645 | \$53,856,392 | \$0 | \$108,023,253 | 67% |
| Unallocated Contingency | | \$425,862,179 | \$6,131,312 | \$0 | \$419,730,867 | 99% |
| Program Management Contingency | | \$33,839,710 | \$0 | \$0 | \$33,839,710 | 100% |
| Project Development Contingency | | \$47,129,869 | \$9,511,923 | \$0 | \$37,617,946 | 80% |
| TOTAL | 14, 15, 16, 17 | \$3,592,583,158 | \$772,164,825 | \$120,557,877 | \$2,699,860,456 | 75% |

Footnotes

- 14 Allocated Contingency Budget is the initial contingency allocation set with the Program Baseline Budget approved in May 2019.
- 15 Cumulative Authorized Contingency is the total amount of contingency transfers that have been executed, excluding current month HSR Governance Actions.
- 16 HSR Governance Actions - Governance approvals which have been authorized during the current month.
- 17 Cumulative Authorized Contingency includes \$49M of December executed change orders and amendments executed under the Delegation of Authority.

**Total Program Contingency
 Authorized and Remaining Balance**

