

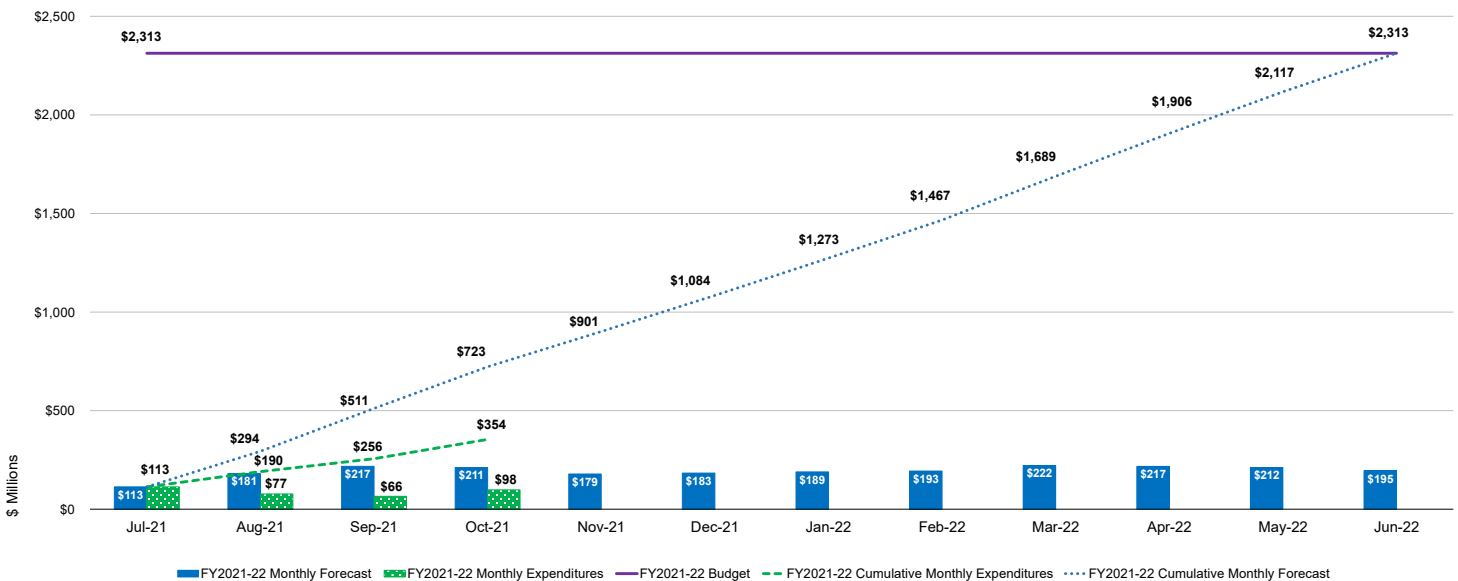
Data through October 31, 2021

Percentage of Fiscal Year completed 33%

## Budget Summary FY2021-22

FY2021-22	Notes	Appropriation	FY2021-22 Budget (A)	October 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		\$705,174,796	\$144,698,566	\$3,035,565	\$12,114,578	8%	\$132,583,988	\$144,698,566
Federal Trust Fund (ARRA)	3	\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)	5	\$600,000	\$0	\$0	\$0	0%	\$0	\$0
<b>Project Development TOTAL</b>		<b>\$1,778,198,071</b>	<b>\$144,698,566</b>	<b>\$3,035,565</b>	<b>\$12,114,578</b>	<b>8%</b>	<b>\$132,583,988</b>	<b>\$144,698,566</b>
<b>Construction</b>								
Bond Fund (Prop 1A)		\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3, 22	\$10,235,003,713	\$2,083,892,015	\$58,331,898	\$305,284,302	15%	\$1,778,607,713	\$2,083,892,015
Federal Trust Fund (ARRA)	5	\$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>		<b>\$15,883,670,048</b>	<b>\$2,083,892,015</b>	<b>\$58,331,898</b>	<b>\$305,284,302</b>	<b>15%</b>	<b>\$1,778,607,713</b>	<b>\$2,083,892,015</b>
<b>SUBTOTAL</b>		<b>\$17,661,868,119</b>	<b>\$2,228,590,581</b>	<b>\$61,367,463</b>	<b>\$317,398,880</b>	<b>14%</b>	<b>\$1,911,191,701</b>	<b>\$2,228,590,581</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$79,000,000	\$32,439,890	\$32,439,890	41%	\$46,560,110	\$79,000,000
Cap and Trade	22	\$197,943,401	\$5,039,110	\$4,196,116	\$4,196,116	83%	\$842,994	\$5,039,110
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$84,039,110</b>	<b>\$36,636,006</b>	<b>\$36,636,006</b>	<b>44%</b>	<b>\$47,403,104</b>	<b>\$84,039,110</b>
<b>TOTAL</b>	1, 2	<b>\$18,959,811,520</b>	<b>\$2,312,629,691</b>	<b>\$98,003,469</b>	<b>\$354,034,886</b>	<b>15%</b>	<b>\$1,958,594,805</b>	<b>\$2,312,629,691</b>

### 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 Aug-21, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec-30), which are estimated at \$750M annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398). The report will be updated for Nov-21 Cap and Trade auction proceeds once the funds become available to the Authority through executive order.
- ARRA Appropriations have been adjusted to reflect the total obligation amount of \$2.553B.
- Cap and Trade Bookend appropriation and budget decreased due to expired contracts ending with remaining budget. The remaining appropriation and budget have been reallocated to Cap and Trade Construction resulting in a net zero adjustment.
- The United States Department of Transportation awarded a \$24 million RAISE grant to the California High-Speed Rail Authority in November 2021, pending DOF PWB approval.

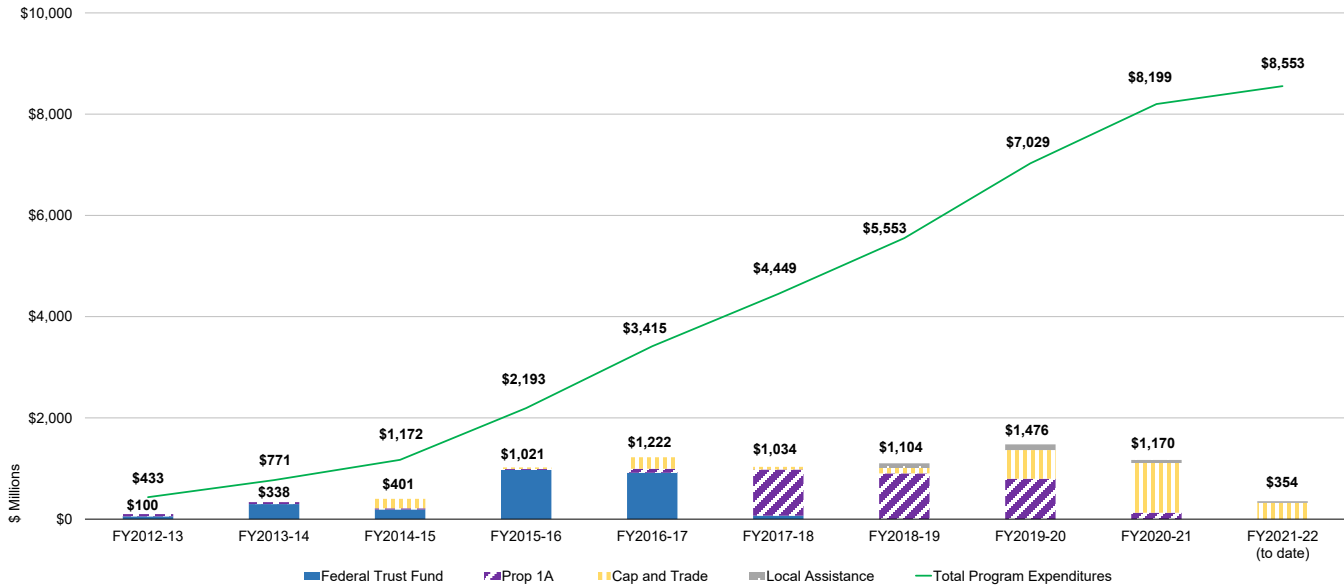
Data through October 31, 2021

Percentage of Fiscal Year completed 33%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	October 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	\$705,174,796	\$3,035,565	\$243,256,768	34%	\$461,918,028	\$705,174,796
Federal Trust Fund (ARRA)	5	\$465,585,896	\$465,585,896	\$0	\$465,585,896	100%	\$0	\$465,585,896
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$600,000	\$0	\$348,637	58%	\$251,363	\$600,000
<b>Project Development TOTAL</b>		<b>\$1,778,198,071</b>	<b>\$1,778,198,071</b>	<b>\$3,035,565</b>	<b>\$1,316,028,680</b>	<b>74%</b>	<b>\$462,169,391</b>	<b>\$1,778,198,071</b>
<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, 22	\$10,235,003,713	\$9,218,346,450	\$58,331,898	\$2,051,853,801	22%	\$7,166,492,649	\$9,218,346,450
Federal Trust Fund (ARRA)	5	\$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)	23, 25	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
<b>Construction TOTAL</b>		<b>\$15,883,670,048</b>	<b>\$14,860,533,644</b>	<b>\$58,331,898</b>	<b>\$6,741,420,995</b>	<b>45%</b>	<b>\$8,119,112,649</b>	<b>\$14,860,533,644</b>
<b>SUBTOTAL</b>		<b>\$17,661,868,119</b>	<b>\$16,638,731,715</b>	<b>\$61,367,463</b>	<b>\$8,057,449,675</b>	<b>48%</b>	<b>\$8,581,282,040</b>	<b>\$16,638,731,715</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$32,439,890	\$298,617,677	27%	\$801,382,323	\$1,100,000,000
Cap and Trade	22	\$197,943,401	\$197,943,401	\$4,196,116	\$197,098,711	100%	\$844,690	\$197,943,401
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$1,297,943,401</b>	<b>\$36,636,006</b>	<b>\$495,716,388</b>	<b>38%</b>	<b>\$802,227,013</b>	<b>\$1,297,943,401</b>
<b>TOTAL</b>	<b>1, 2</b>	<b>\$18,959,811,520</b>	<b>\$17,936,675,116</b>	<b>\$98,003,469</b>	<b>\$8,553,166,063</b>	<b>48%</b>	<b>\$9,383,509,053</b>	<b>\$17,936,675,116</b>

### Total Program Expenditures to Date



**Footnotes:**

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
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- ARRA Appropriations have been adjusted to reflect the total obligation amount of \$2.553B.
- Cap and Trade Bookend appropriation and budget decreased due to expired contracts ending with remaining budget. The remaining appropriation and budget have been reallocated to Cap and Trade Construction resulting in a net zero adjustment.
- Total Expenditure Authorization has been updated to \$17.936B for ongoing Central Valley construction and project development pending Board approval on December 16.
- The United States Department of Transportation awarded a \$24 million RAISE grant to the California High-Speed Rail Authority in November 2021, pending DOF PWB approval.

Data through October 31, 2021

Percentage of Fiscal Year completed 33%

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

FY2021-22	Notes	FY2021-22 Budget (A)	October Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
San Francisco - San Jose	19	\$7,867,405	(\$385,166)	\$854,826	11%	\$7,012,579	\$7,867,405
San Jose - Merced		\$9,752,779	\$487,458	\$893,510	9%	\$8,859,269	\$9,752,779
Bakersfield - Palmdale		\$848,295	\$108,282	\$637,232	75%	\$211,063	\$848,295
Locally Generated Alternative (LGA)	19	\$676,861	(\$12,377)	\$93,120	14%	\$583,741	\$676,861
Palmdale - Burbank	19	\$6,402,252	(\$67,670)	\$1,495,495	23%	\$4,906,757	\$6,402,252
Burbank - Los Angeles	19	\$6,023,111	(\$295,995)	\$832,372	14%	\$5,190,739	\$6,023,111
Los Angeles - Anaheim		\$5,780,828	\$700,717	\$1,268,552	22%	\$4,512,276	\$5,780,828
Central Valley Wye		\$59,087	\$9,539	\$38,156	65%	\$20,931	\$59,087
Resource Agency		\$60,458,509	\$1,181,564	\$1,736,085	3%	\$58,722,424	\$60,458,509
Legal		\$11,029,307	\$406,096	\$744,326	7%	\$10,284,981	\$11,029,307
SCI/SAP		\$929,658	\$0	\$0	0%	\$929,658	\$929,658
NorCal Interconnections		\$1,065,000	\$2,604	\$2,604	0%	\$1,062,396	\$1,065,000
Rail Delivery Partner		\$25,907,834	\$900,513	\$3,518,300	14%	\$22,389,534	\$25,907,834
Project Management Oversight Continuation		\$7,897,640	\$0	\$0	0%	\$7,897,640	\$7,897,640
<b>TOTAL</b>	1, 2	<b>\$144,698,566</b>	<b>\$3,035,565</b>	<b>\$12,114,578</b>	<b>8%</b>	<b>\$132,583,988</b>	<b>\$144,698,566</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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- 19 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

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

Program to Date	Notes	Total Expenditure Authorization (A)	October 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	19	\$52,991,841	(\$385,166)	\$42,950,753	81%	\$10,041,088	\$52,991,841
San Jose - Merced		\$110,953,473	\$487,458	\$101,435,451	91%	\$9,518,022	\$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	\$108,282	\$57,613,062	94%	\$3,616,956	\$61,230,018
Locally Generated Alternative (LGA)	19	\$18,544,851	(\$12,377)	\$17,961,110	96%	\$583,741	\$18,544,851
Palmdale - Burbank	19	\$142,224,039	(\$67,670)	\$132,583,228	93%	\$9,640,811	\$142,224,039
Burbank - Los Angeles	19	\$36,112,416	(\$295,995)	\$30,893,102	85%	\$5,219,314	\$36,112,416
Los Angeles - Anaheim		\$83,983,860	\$700,717	\$69,840,009	83%	\$14,143,851	\$83,983,860
Central Valley Wye		\$58,222,647	\$9,539	\$58,201,716	99%	\$20,931	\$58,222,647
Resource Agency		\$385,845,421	\$1,181,564	\$198,105,061	51%	\$187,740,360	\$385,845,421
Legal		\$58,747,743	\$406,096	\$38,527,569	65%	\$20,220,174	\$58,747,743
SCI/SAP		\$14,878,271	\$0	\$13,382,216	89%	\$1,496,055	\$14,878,271
Merced Extension - Design Advancement	23	\$63,045,387	\$0	\$0	0%	\$63,045,387	\$63,045,387
Bakersfield Extension - Design Advancement	23	\$56,309,217	\$0	\$0	0%	\$56,309,217	\$56,309,217
Central Valley Stations - Design Advancement	23	\$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	\$2,604	\$6,103	0%	\$1,952,897	\$1,959,000
Early Train Operator		\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
Rail Delivery Partner		\$318,589,576	\$900,513	\$294,998,627	92%	\$23,590,949	\$318,589,576
Project Management Oversight Continuation	23	\$19,678,260	\$0	\$0	0%	\$19,678,260	\$19,678,260
<b>Phase I TOTAL</b>		<b>\$1,735,815,358</b>	<b>\$3,035,565</b>	<b>\$1,273,645,967</b>	<b>73%</b>	<b>\$462,169,391</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>\$3,035,565</b>	<b>\$1,316,028,680</b>	<b>74%</b>	<b>\$462,169,391</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.
- 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.
- 19 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.
- 23 Total Expenditure Authorization has been updated to \$17.936B for ongoing Central Valley construction and project development pending Board approval on December 16.

Data through October 31, 2021

Percentage of Fiscal Year completed 33%

## Construction - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	October 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	\$851,462,283	\$31,865,206	\$197,216,431	23%	\$654,245,852	\$851,462,283
SR 99		\$12,203,092	\$9,983	\$35,364	0%	\$12,167,728	\$12,203,092
Project Construction Management		\$58,346,671	\$7,738,951	\$31,595,153	54%	\$26,751,518	\$58,346,671
Real Property Acquisition		\$269,128,042	\$4,386,159	\$24,770,406	9%	\$244,357,636	\$269,128,042
Environmental Mitigation		\$30,937,511	\$1,563,075	\$1,563,075	5%	\$29,374,436	\$30,937,511
Hazardous Waste Provisional Sum		\$22,678,238	\$0	\$0	0%	\$22,678,238	\$22,678,238
Resource Agency		\$33,737,638	\$595,665	\$2,984,702	9%	\$30,752,936	\$33,737,638
Third Party Contract Work		\$104,208,141	\$4,100,815	\$11,564,088	11%	\$92,644,053	\$104,208,141
Estimated-At-Completion Contingency		\$285,565,967	\$0	\$0	0%	\$285,565,967	\$285,565,967
Project Contingency	10	\$242,110,833	\$0	\$0	0%	\$242,110,833	\$242,110,833
Stations		\$700,000	\$0	\$0	0%	\$700,000	\$700,000
Rail Delivery Partner		\$89,587,018	\$7,181,915	\$33,358,567	37%	\$56,228,451	\$89,587,018
Project Management Oversight Continuation		\$51,123,202	\$0	\$0	0%	\$51,123,202	\$51,123,202
Early Train Operator		\$14,774,234	\$441,389	\$1,682,065	11%	\$13,092,169	\$14,774,234
Legal		\$16,379,145	\$448,740	\$514,451	3%	\$15,864,694	\$16,379,145
Pre-Construction Activities	7	\$950,000	\$0	\$0	0%	\$950,000	\$950,000
<b>TOTAL</b>	<b>1, 2</b>	<b>\$2,083,892,015</b>	<b>\$58,331,898</b>	<b>\$305,284,302</b>	<b>15%</b>	<b>\$1,778,607,713</b>	<b>\$2,083,892,015</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.
- 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 F&A 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)	October 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	\$5,972,281,921	\$31,865,206	\$3,567,214,341	60%	\$2,405,067,580	\$5,972,281,921
SR 99		\$296,093,843	\$9,983	\$281,248,534	95%	\$14,845,309	\$296,093,843
SR 46	23, 24	\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Project Construction Management		\$542,485,297	\$7,738,951	\$331,557,375	61%	\$210,927,922	\$542,485,297
Real Property Acquisition		\$1,712,830,932	\$4,386,159	\$1,373,021,476	80%	\$339,809,456	\$1,712,830,932
Environmental Mitigation		\$206,490,092	\$1,563,075	\$115,007,506	56%	\$91,482,586	\$206,490,092
Hazardous Waste Provisional Sum		\$35,462,001	\$0	\$0	0%	\$35,462,001	\$35,462,001
Resource Agency		\$125,889,546	\$595,665	\$37,248,177	30%	\$88,641,369	\$125,889,546
Third Party Contract Work		\$564,452,790	\$4,100,815	\$236,877,753	42%	\$327,575,037	\$564,452,790
Estimated-At-Completion Contingency	10, 23	\$1,298,319,599	\$0	\$0	0%	\$1,298,319,599	\$1,298,319,599
Project Contingency	10	\$823,281,955	\$0	\$0	0%	\$823,281,955	\$823,281,955
Stations		\$13,635,460	\$0	\$0	0%	\$13,635,460	\$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		\$753,908,420	\$7,181,915	\$653,398,937	87%	\$100,509,483	\$753,908,420
Project Management Oversight Continuation		\$552,660,572	\$0	\$0	0%	\$552,660,572	\$552,660,572
Early Train Operator		\$96,746,309	\$441,389	\$25,149,300	26%	\$71,597,009	\$96,746,309
Legal		\$97,774,323	\$448,740	\$35,871,426	37%	\$61,902,897	\$97,774,323
Support Facilities	23	\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Testing and Certification	23	\$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>	<b>1, 2, 23</b>	<b>\$14,860,533,644</b>	<b>\$58,331,898</b>	<b>\$6,741,420,995</b>	<b>45%</b>	<b>\$8,119,112,649</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.
- 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 F&A Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- Total Expenditure Authorization has been updated to \$17.936B for ongoing Central Valley construction and project development pending Board approval on December 16.
- Project's updated scope includes \$75.6M in Construction work on SR46, supported by the new Federal RAISE Grant.

Data through October 31, 2021

Percentage of Fiscal Year completed 33%

## Bookend Projects FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	October 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	11	\$60,000,000	\$32,439,890	\$32,439,890	54%	\$27,560,110	\$60,000,000
	PCJPB - Caltrain Electrification	12	\$272,288	\$0	\$0	0%	\$272,288	\$272,288
	San Mateo Grade Separation	12	\$4,766,822	\$4,196,116	\$4,196,116	88%	\$570,706	\$4,766,822
	<b>Bookend - North TOTAL</b>		\$65,039,110	\$36,636,006	\$36,636,006	56%	\$28,403,104	\$65,039,110
<b>Bookend - South</b>								
	Rosecrans/Marquardt Grade Separation	11	\$19,000,000	\$0	\$0	0%	\$19,000,000	\$19,000,000
	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	\$19,000,000
	<b>TOTAL</b>	2	\$84,039,110	\$36,636,006	\$36,636,006	44%	\$47,403,104	\$84,039,110

**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).

## Bookend Projects Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	October 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	\$32,439,890	\$272,112,974	45%	\$327,887,026	\$600,000,000
	PCJPB - Caltrain Electrification	12	\$113,943,401	\$0	\$113,669,418	99%	\$273,983	\$113,943,401
	San Mateo Grade Separation	12	\$84,000,000	\$4,196,116	\$83,429,293	99%	\$570,707	\$84,000,000
	<b>Bookend - North TOTAL</b>		\$797,943,401	\$36,636,006	\$469,211,685	59%	\$328,731,716	\$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	\$36,636,006	\$495,716,388	38%	\$802,227,013	\$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 October 31, 2021

Percentage of Fiscal Year completed 33%

## Construction by Construction Package FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	October 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	\$310,496,173	\$14,810,091	\$94,397,067	30%	\$216,099,106	\$310,496,173
	SR 99	\$12,203,092	\$9,983	\$35,364	0%	\$12,167,728	\$12,203,092
	Project Construction Management	\$23,185,137	\$2,202,157	\$12,627,657	54%	\$10,557,480	\$23,185,137
	Real Property Acquisition	\$97,401,806	\$656,395	\$1,087,163	1%	\$96,314,643	\$97,401,806
	Environmental Mitigation	\$5,441,894	\$0	\$0	0%	\$5,441,894	\$5,441,894
	Resource Agency	\$24,672,091	\$316,817	\$2,650,289	11%	\$22,021,802	\$24,672,091
	Third Party Contract Work	\$73,552,561	\$2,062,796	\$5,350,946	7%	\$68,201,615	\$73,552,561
	Estimated-At-Completion Contingency	\$209,627,128	\$0	\$0	0%	\$209,627,128	\$209,627,128
	Project Contingency	\$53,642,665	\$0	\$0	0%	\$53,642,665	\$53,642,665
	<b>CP1 TOTAL</b>	<b>\$810,222,547</b>	<b>\$20,058,239</b>	<b>\$116,148,486</b>	<b>14%</b>	<b>\$694,074,061</b>	<b>\$810,222,547</b>
<b>CP2-3</b>							
	Design-Build Contract Work	\$380,194,701	\$10,841,098	\$64,206,300	17%	\$315,988,401	\$380,194,701
	Project Construction Management	\$14,400,341	\$3,135,129	\$12,735,129	88%	\$1,665,212	\$14,400,341
	Real Property Acquisition	\$131,805,390	\$2,670,018	\$8,749,826	7%	\$123,055,564	\$131,805,390
	Environmental Mitigation	\$16,145,538	\$1,563,075	\$1,563,075	10%	\$14,582,463	\$16,145,538
	Hazardous Waste Provisional Sum	\$16,448,238	\$0	\$0	0%	\$16,448,238	\$16,448,238
	Resource Agency	\$1,265,290	\$0	\$0	0%	\$1,265,290	\$1,265,290
	Third Party Contract Work	\$15,342,853	\$1,659,539	\$5,279,279	34%	\$10,063,574	\$15,342,853
	Estimated-At-Completion Contingency	\$35,284,616	\$0	\$0	0%	\$35,284,616	\$35,284,616
	Project Contingency	\$88,031,660	\$0	\$0	0%	\$88,031,660	\$88,031,660
	<b>CP2-3 TOTAL</b>	<b>\$698,918,627</b>	<b>\$19,868,859</b>	<b>\$92,533,609</b>	<b>13%</b>	<b>\$606,385,018</b>	<b>\$698,918,627</b>
<b>CP4</b>							
	Design-Build Contract Work	\$160,771,409	\$6,214,017	\$38,613,064	24%	\$122,158,345	\$160,771,409
	Project Construction Management	\$20,761,193	\$2,401,665	\$6,232,367	30%	\$14,528,826	\$20,761,193
	Real Property Acquisition	\$39,920,846	\$1,059,746	\$14,933,417	37%	\$24,987,429	\$39,920,846
	Environmental Mitigation	\$9,350,079	\$0	\$0	0%	\$9,350,079	\$9,350,079
	Hazardous Waste Provisional Sum	\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
	Resource Agency	\$594,491	\$0	\$0	0%	\$594,491	\$594,491
	Third Party Contract Work	\$15,312,727	\$378,480	\$933,863	6%	\$14,378,864	\$15,312,727
	SR 46	\$0	\$0	\$0	0%	\$0	\$0
	Estimated-At-Completion Contingency	\$40,654,223	\$0	\$0	0%	\$40,654,223	\$40,654,223
	Project Contingency	\$100,436,508	\$0	\$0	0%	\$100,436,508	\$100,436,508
	<b>CP4 TOTAL</b>	<b>\$394,031,476</b>	<b>\$10,053,908</b>	<b>\$60,712,711</b>	<b>15%</b>	<b>\$333,318,765</b>	<b>\$394,031,476</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	\$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	\$0	\$0	0%	\$700,000	\$700,000
	Project Construction Management	\$0	\$0	\$0	0%	\$0	\$0
	Communication and Signaling	\$0	\$0	\$0	0%	\$0	\$0
	Electric Traction	\$0	\$0	\$0	0%	\$0	\$0
	Testing and Certification	\$0	\$0	\$0	0%	\$0	\$0
	Third Party Contract Work	\$0	\$0	\$0	0%	\$0	\$0
	Project Contingency	\$0	\$0	\$0	0%	\$0	\$0
	<b>Central Valley Route-Wide Work TOTAL</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$700,000</b>	<b>\$700,000</b>
<b>System Wide / Extensions / Unallocated</b>							
	Rail Delivery Partner	\$89,587,018	\$7,181,915	\$33,358,567	37%	\$56,228,451	\$89,587,018
	Project Management Oversight Continuation	\$51,123,202	\$0	\$0	0%	\$51,123,202	\$51,123,202
	Early Train Operator	\$14,774,234	\$441,389	\$1,682,065	11%	\$13,092,169	\$14,774,234
	Legal	\$16,379,145	\$448,740	\$514,451	3%	\$15,864,694	\$16,379,145
	Resource Agency	\$7,205,766	\$278,848	\$334,413	5%	\$6,871,353	\$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	\$950,000	\$0	\$0	0%	\$950,000	\$950,000
	<b>System Wide / Unallocated TOTAL</b>	<b>\$180,019,365</b>	<b>\$8,350,892</b>	<b>\$35,889,496</b>	<b>20%</b>	<b>\$144,129,869</b>	<b>\$180,019,365</b>
<b>TOTAL</b>	1, 2	<b>\$2,083,892,015</b>	<b>\$58,331,898</b>	<b>\$305,284,302</b>	<b>15%</b>	<b>\$1,778,607,713</b>	<b>\$2,083,892,015</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.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Budget for this line is expected to increase once contract amendments are reviewed and approved.
- Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- Total Expenditure Authorization has been updated to \$17.936B for ongoing Central Valley construction and project development pending Board approval on December 16.
- Project's updated scope includes \$75.6M in Construction work on SR46, supported by the new Federal RAISE Grant.

Data through October 31, 2021

Percentage of Fiscal Year completed 33%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	October 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	\$2,435,520,017	\$14,810,091	\$1,624,315,883	67%	\$811,204,134	\$2,435,520,017
SR 99		\$296,093,843	\$9,983	\$281,248,534	95%	\$14,845,309	\$296,093,843
Project Construction Management		\$129,370,948	\$2,202,157	\$116,280,474	90%	\$13,090,474	\$129,370,948
Real Property Acquisition		\$894,973,843	\$656,395	\$765,977,747	86%	\$128,996,096	\$894,973,843
Environmental Mitigation		\$40,037,064	\$0	\$33,731,407	84%	\$6,305,657	\$40,037,064
Resource Agency		\$56,301,269	\$316,817	\$30,452,527	54%	\$25,848,742	\$56,301,269
Third Party Contract Work		\$312,862,724	\$2,062,796	\$156,581,507	50%	\$156,281,217	\$312,862,724
Estimated-At-Completion Contingency	23	\$724,534,839	\$0	\$0	0%	\$724,534,839	\$724,534,839
Project Contingency	10	\$240,967,693	\$0	\$0	0%	\$240,967,693	\$240,967,693
<b>CP1 TOTAL</b>		<b>\$5,130,662,240</b>	<b>\$20,058,239</b>	<b>\$3,008,588,079</b>	<b>59%</b>	<b>\$2,122,074,161</b>	<b>\$5,130,662,240</b>
<b>CP2-3</b>							
Design-Build Contract Work	10	\$2,207,000,070	\$10,841,098	\$1,445,215,859	65%	\$761,784,211	\$2,207,000,070
Project Construction Management		\$148,871,090	\$3,135,129	\$139,988,314	94%	\$8,882,776	\$148,871,090
Real Property Acquisition		\$598,525,696	\$2,670,018	\$426,625,778	71%	\$171,899,918	\$598,525,696
Environmental Mitigation		\$69,728,307	\$1,563,075	\$55,027,082	79%	\$14,701,225	\$69,728,307
Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	0%	\$29,232,001	\$29,232,001
Resource Agency		\$2,313,924	\$0	\$25,583	1%	\$2,288,341	\$2,313,924
Third Party Contract Work		\$100,183,360	\$1,659,539	\$65,945,196	66%	\$34,238,164	\$100,183,360
Estimated-At-Completion Contingency	23	\$529,918,245	\$0	\$0	0%	\$529,918,245	\$529,918,245
Project Contingency	10	\$151,560,319	\$0	\$0	0%	\$151,560,319	\$151,560,319
<b>CP2-3 TOTAL</b>		<b>\$3,837,333,012</b>	<b>\$19,868,859</b>	<b>\$2,132,827,812</b>	<b>56%</b>	<b>\$1,704,505,200</b>	<b>\$3,837,333,012</b>
<b>CP4</b>							
Design-Build Contract Work	10	\$662,446,826	\$6,214,017	\$497,682,599	75%	\$164,764,227	\$662,446,826
Project Construction Management		\$89,817,413	\$2,401,665	\$75,288,587	84%	\$14,528,826	\$89,817,413
Real Property Acquisition		\$219,331,393	\$1,059,746	\$180,417,951	82%	\$38,913,442	\$219,331,393
Environmental Mitigation		\$43,048,870	\$0	\$26,249,017	61%	\$16,799,853	\$43,048,870
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$922,217	\$0	\$104,304	11%	\$817,913	\$922,217
Third Party Contract Work		\$35,490,039	\$378,480	\$14,351,050	40%	\$21,138,989	\$35,490,039
SR 46	23, 24	\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Estimated-At-Completion Contingency	23	\$43,866,516	\$0	\$0	0%	\$43,866,516	\$43,866,516
Project Contingency	10	\$107,922,032	\$0	\$0	0%	\$107,922,032	\$107,922,032
<b>CP4 TOTAL</b>		<b>\$1,284,718,866</b>	<b>\$10,053,908</b>	<b>\$794,093,508</b>	<b>62%</b>	<b>\$490,625,358</b>	<b>\$1,284,718,866</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		\$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	\$0	\$0	0%	\$13,635,460	\$13,635,460
Project Construction Management		\$27,310,903	\$0	\$0	0%	\$27,310,903	\$27,310,903
Communication and Signaling		\$344,414,298	\$0	\$0	0%	\$344,414,298	\$344,414,298
Electric Traction		\$429,807,474	\$0	\$0	0%	\$429,807,474	\$429,807,474
Testing and Certification	23	\$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		\$98,574,303	\$0	\$0	0%	\$98,574,303	\$98,574,303
<b>Central Valley Route-Wide Work TOTAL</b>		<b>\$1,204,000,591</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$1,204,000,591</b>	<b>\$1,204,000,591</b>
<b>System Wide / Extensions / 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		\$753,908,420	\$7,181,915	\$653,398,937	87%	\$100,509,483	\$753,908,420
Project Management Oversight Continuation		\$552,660,572	\$0	\$0	0%	\$552,660,572	\$552,660,572
Early Train Operator		\$96,746,309	\$441,389	\$25,149,300	26%	\$71,597,009	\$96,746,309
Legal		\$97,774,323	\$448,740	\$35,871,426	37%	\$61,902,897	\$97,774,323
Resource Agency		\$66,352,136	\$278,848	\$6,665,763	10%	\$59,686,373	\$66,352,136
Support Facilities	23	\$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>\$2,311,455,526</b>	<b>\$8,350,892</b>	<b>\$805,911,596</b>	<b>35%</b>	<b>\$1,505,543,930</b>	<b>\$2,311,455,526</b>
<b>TOTAL</b>	1, 2, 23	<b>\$14,860,533,644</b>	<b>\$58,331,898</b>	<b>\$6,741,420,995</b>	<b>45%</b>	<b>\$8,119,112,649</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.
- 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 F&A Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- Total Expenditure Authorization has been updated to \$17.936B for ongoing Central Valley construction and project development pending Board approval on December 16.
- Project's updated scope includes \$75.6M in Construction work on SR46, supported by the new Federal RAISE Grant.

Data through October 31, 2021

Percentage of Fiscal Year completed 33%

## Central Valley Segment Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	10	\$2,435,520,017	\$14,810,091	\$1,624,315,883	\$811,204,134
SR 99		\$296,093,843	\$9,983	\$281,248,534	\$14,845,309
Project Construction Management		\$129,370,948	\$2,202,157	\$116,280,474	\$13,090,474
Real Property Acquisition		\$894,973,843	\$656,395	\$765,977,747	\$128,996,096
Environmental Mitigation		\$40,037,064	\$0	\$33,731,407	\$6,305,657
Resource Agency		\$56,301,269	\$316,817	\$30,452,527	\$25,848,742
Third Party Contract Work		\$312,862,724	\$2,062,796	\$156,581,507	\$156,281,217
Estimated-At-Completion Contingency	23	\$724,534,839	\$0	\$0	\$724,534,839
Project Contingency	10	\$240,967,693	\$0	\$0	\$240,967,693
<b>CP1 TOTAL</b>		<b>\$5,130,662,240</b>	<b>\$20,058,239</b>	<b>\$3,008,588,079</b>	<b>\$2,122,074,161</b>
<b>CP2-3</b>					
Design-Build Contract Work	10	\$2,207,000,070	\$10,841,098	\$1,445,215,859	\$761,784,211
Project Construction Management		\$148,871,090	\$3,135,129	\$139,988,314	\$8,882,776
Real Property Acquisition		\$598,525,696	\$2,670,018	\$426,625,778	\$171,899,918
Environmental Mitigation		\$69,728,307	\$1,563,075	\$55,027,082	\$14,701,225
Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001
Resource Agency		\$2,313,924	\$0	\$25,583	\$2,288,341
Third Party Contract Work		\$100,183,360	\$1,659,539	\$65,945,196	\$34,238,164
Estimated-At-Completion Contingency	23	\$529,918,245	\$0	\$0	\$529,918,245
Project Contingency	10	\$151,560,319	\$0	\$0	\$151,560,319
<b>CP2-3 TOTAL</b>		<b>\$3,837,333,012</b>	<b>\$19,868,859</b>	<b>\$2,132,827,812</b>	<b>\$1,704,505,200</b>
<b>CP4</b>					
Design-Build Contract Work	10	\$662,446,826	\$6,214,017	\$497,682,599	\$164,764,227
Project Construction Management		\$89,817,413	\$2,401,665	\$75,288,587	\$14,528,826
Real Property Acquisition		\$219,331,393	\$1,059,746	\$180,417,951	\$38,913,442
Environmental Mitigation		\$43,048,870	\$0	\$26,249,017	\$16,799,853
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$922,217	\$0	\$104,304	\$817,913
Third Party Contract Work		\$35,490,039	\$378,480	\$14,351,050	\$21,138,989
SR 46	23, 24	\$75,643,560	\$0	\$0	\$75,643,560
Estimated-At-Completion Contingency	23	\$43,866,516	\$0	\$0	\$43,866,516
Project Contingency	10	\$107,922,032	\$0	\$0	\$107,922,032
<b>CP4 TOTAL</b>		<b>\$1,284,718,866</b>	<b>\$10,053,908</b>	<b>\$794,093,508</b>	<b>\$490,625,358</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		\$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	\$0	\$0	\$13,635,460
Project Construction Management		\$27,310,903	\$0	\$0	\$27,310,903
Communication and Signaling		\$344,414,298	\$0	\$0	\$344,414,298
Electric Traction		\$429,807,474	\$0	\$0	\$429,807,474
Testing and Certification	23	\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	\$115,916,667
Project Contingency		\$98,574,303	\$0	\$0	\$98,574,303
<b>Central Valley Route-Wide Work TOTAL</b>		<b>\$1,204,000,591</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,204,000,591</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	\$4,911,793	\$602,585,699	\$67,660,172
Station Area Planning		\$1,894,811	\$0	\$1,894,811	\$0
Early Train Operator		\$98,317,999	\$441,389	\$26,720,991	\$71,597,008
Resource Agency		\$180,423,079	\$319,061	\$122,229,296	\$58,193,783
Support Facilities	23	\$66,019,700	\$0	\$0	\$66,019,700
Legal		\$106,942,006	\$446,405	\$47,251,795	\$59,690,211
<b>Project Wide TOTAL</b>		<b>\$1,325,437,200</b>	<b>\$6,118,648</b>	<b>\$1,002,276,326</b>	<b>\$323,160,874</b>
<b>TOTAL</b>	1, 2, 23	<b>\$13,874,515,318</b>	<b>\$56,099,654</b>	<b>\$6,937,785,725</b>	<b>\$6,936,729,593</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.
- Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- Total Expenditure Authorization has been updated to \$17.936B for ongoing Central Valley construction and project development pending Board approval on December 16.
- Project's updated scope includes \$75.6M in Construction work on SR46, supported by the new Federal RAISE Grant.



Data through October 31, 2021

Percentage of Fiscal Year completed 33%

## 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	\$46,075,581	\$0	\$724,534,839	94%
CP1 Project Contingency		\$1,174,024,929	\$933,057,236	\$0	\$240,967,693	21%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$27,456,932	\$0	\$529,918,245	95%
CP2-3 Project Contingency		\$1,051,349,687	\$849,789,368	\$50,000,000	\$151,560,319	14%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,841,296	\$10,974,780	\$0	\$43,866,516	80%
CP4 Project Contingency		\$356,690,634	\$248,768,602	\$0	\$107,922,032	30%
CP5 Project Contingency		\$224,257,608	\$0	\$0	\$224,257,608	100%
Route-Wide Work Project Contingency		\$98,659,303	\$85,000	\$0	\$98,574,303	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	\$17,575,364	\$0	\$65,531,268	79%
<b>TOTAL</b>	14, 15, 16, 17	<b>\$5,159,807,291</b>	<b>\$2,195,270,567</b>	<b>\$50,000,000</b>	<b>\$2,914,536,724</b>	<b>56%</b>
<b>Offsetting Categories</b>						
CP1 Design-Build Contract Work			\$883,097,146	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$59,662,059	\$0		
CP1 Real Property Acquisition			\$56,865,119	\$0		
CP1 Resource Agency			\$1,960,691	\$0		
CP1 Third Party Contract Work			\$7,681,400	\$0		
CP2-3 Design-Build Contract Work			\$708,237,050	\$50,000,000		
CP2-3 Project Construction Management			\$70,513,684	\$0		
CP2-3 Real Property Acquisition			\$32,675,164	\$0		
CP2-3 Third Party Contract Work			\$4,130,000	\$0		
CP4 Design-Build Contract Work			\$205,077,248	\$0		
CP4 Project Construction Management			\$42,873,396	\$0		
CP4 Real Property Acquisition			\$37,218,675	\$0		
Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Resource Agency - Construction			\$85,000	\$0		
Interim Use			\$53,856,392	\$0		
San Francisco - San Jose			\$2,010,000	\$0		
Bakersfield - Palmdale			\$3,500,000	\$0		
Palmdale - Burbank			\$9,316,663	\$0		
Los Angeles - Anaheim			\$2,748,701	\$0		
Resource Agency - Project Development			\$130,867	\$0		
Rail Delivery Partner			\$1,500,000	\$0		
<b>Offsetting Categories TOTAL</b>			<b>\$2,195,270,567</b>	<b>\$50,000,000</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 \$8M of October change orders and amendments executed under the Delegation of Authority as well as \$50M of Governance Actions.

**Total Program Contingency  
Authorized and Remaining Balance**

