

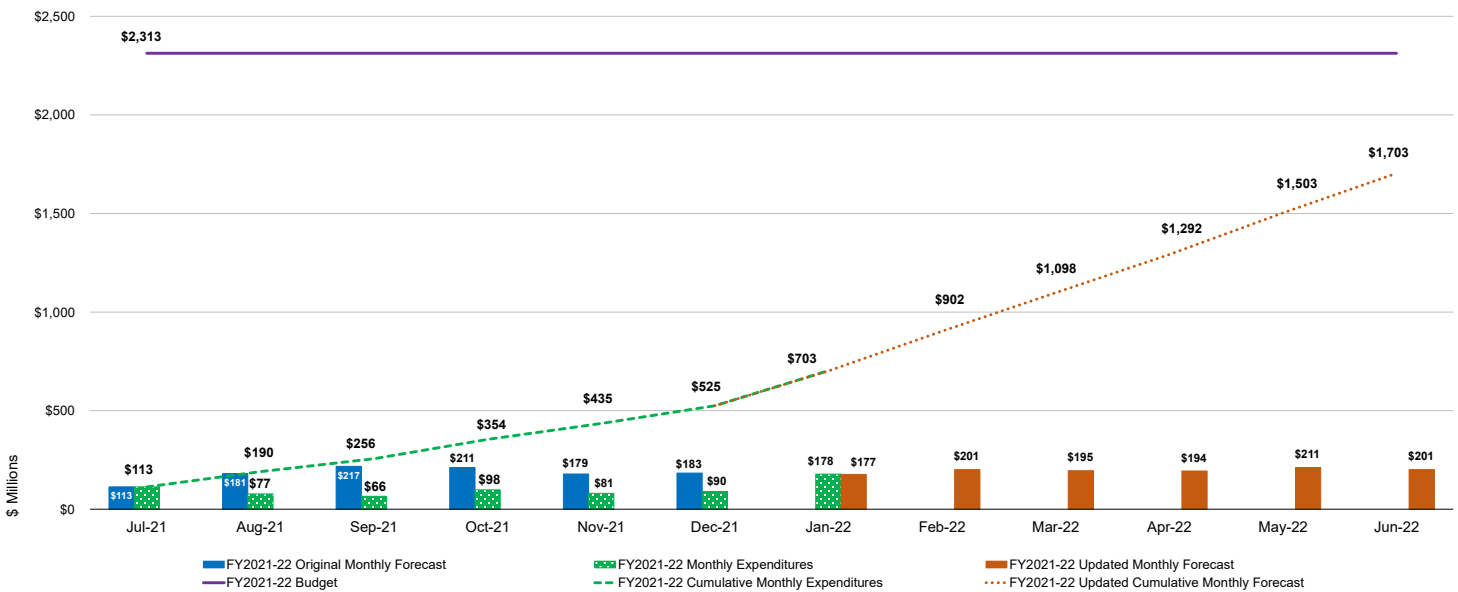
Data through January 31, 2022

Percentage of Fiscal Year completed 58%

## Budget Summary FY2021-22

FY2021-22	Notes	Appropriation	FY2021-22 Budget (A)	January Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
<b>Project Development</b>								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3	\$705,174,796	\$144,648,566	\$4,855,856	\$21,916,736	15%	\$122,731,830	\$131,006,511
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$50,000	\$20,175	\$27,431	55%	\$22,569	\$50,000
<b>Project Development TOTAL</b>		<b>\$1,778,198,071</b>	<b>\$144,698,566</b>	<b>\$4,876,031</b>	<b>\$21,944,167</b>	<b>15%</b>	<b>\$122,754,399</b>	<b>\$131,056,511</b>
<b>Construction</b>								
Bond Fund (Prop 1A)		\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3	\$10,235,003,713	\$2,083,892,015	\$160,510,777	\$604,142,453	29%	\$1,479,749,562	\$1,442,301,496
Federal Trust Fund (ARRA)		\$2,086,970,335	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (FY10)		\$928,620,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (RAISE)	25	\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
<b>Construction TOTAL</b>		<b>\$15,883,670,048</b>	<b>\$2,083,892,015</b>	<b>\$160,510,777</b>	<b>\$604,142,453</b>	<b>29%</b>	<b>\$1,479,749,562</b>	<b>\$1,442,301,496</b>
<b>SUBTOTAL</b>		<b>\$17,661,868,119</b>	<b>\$2,228,590,581</b>	<b>\$165,386,808</b>	<b>\$626,086,620</b>	<b>28%</b>	<b>\$1,602,503,961</b>	<b>\$1,573,358,007</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$79,000,000	\$12,627,924	\$72,627,924	92%	\$6,372,076	\$125,027,574
Cap and Trade		\$197,943,401	\$5,039,110	\$0	\$4,196,116	83%	\$842,994	\$5,039,110
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$84,039,110</b>	<b>\$12,627,924</b>	<b>\$76,824,040</b>	<b>91%</b>	<b>\$7,215,070</b>	<b>\$130,066,684</b>
<b>TOTAL</b>	1, 2, 5	<b>\$18,959,811,520</b>	<b>\$2,312,629,691</b>	<b>\$178,014,732</b>	<b>\$702,910,660</b>	<b>30%</b>	<b>\$1,609,719,031</b>	<b>\$1,703,424,691</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.
- The Fiscal Year Forecast has been updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in November 2021, pending DOF PWB approval.

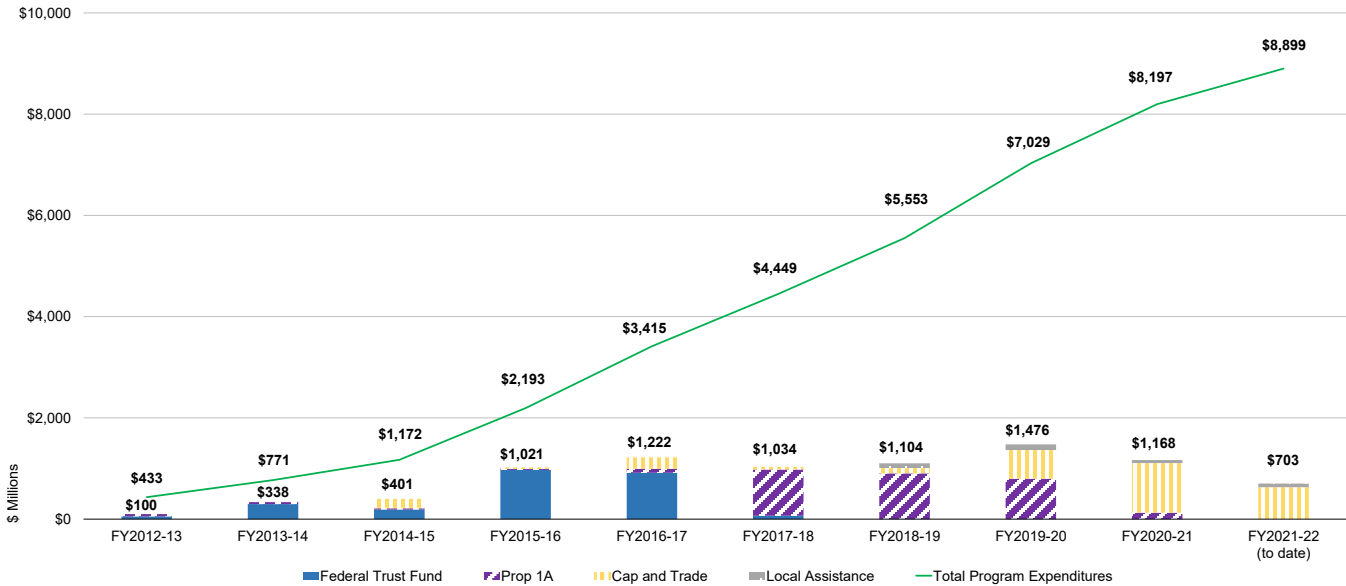
Data through January 31, 2022

Percentage of Fiscal Year completed 58%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	January Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Project Development</b>								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$564,454,666	\$0	\$564,454,666	100%	\$0	\$564,454,666
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
Cap and Trade	3	\$705,174,796	\$705,182,634	\$4,855,856	\$252,436,303	36%	\$452,746,331	\$705,182,634
Federal Trust Fund (ARRA)		\$465,585,896	\$465,578,058	\$0	\$465,578,058	100%	\$0	\$465,578,058
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$600,000	\$20,175	\$376,068	63%	\$223,932	\$600,000
<b>Project Development TOTAL</b>		\$1,778,198,071	\$1,778,198,071	\$4,876,031	\$1,325,227,808	75%	\$452,970,263	\$1,778,198,071
<b>Construction</b>								
Bond Fund (Prop 1A)		\$2,609,076,000	\$2,609,076,000	\$0	\$2,609,076,000	100%	\$0	\$2,609,076,000
Cap and Trade	3	\$10,235,003,713	\$9,218,346,450	\$160,510,777	\$2,348,776,964	25%	\$6,869,569,486	\$9,218,346,450
Federal Trust Fund (ARRA)		\$2,086,970,335	\$2,080,491,194	\$0	\$2,080,491,194	100%	\$0	\$2,080,491,194
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Grant (RAISE)	25	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
<b>Construction TOTAL</b>		\$15,883,670,048	\$14,860,533,644	\$160,510,777	\$7,038,344,158	47%	\$7,822,189,486	\$14,860,533,644
<b>SUBTOTAL</b>		\$17,661,868,119	\$16,638,731,715	\$165,386,808	\$8,363,571,966	50%	\$8,275,159,749	\$16,638,731,715
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$12,627,924	\$338,805,711	31%	\$761,194,289	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,098,711	100%	\$844,690	\$197,943,401
<b>Bookend Projects TOTAL</b>		\$1,297,943,401	\$1,297,943,401	\$12,627,924	\$535,904,422	41%	\$762,038,979	\$1,297,943,401
<b>TOTAL</b>	1, 2	\$18,959,811,520	\$17,936,675,116	\$178,014,732	\$8,899,476,388	50%	\$9,037,198,728	\$17,936,675,116

### Total Program Expenditures to Date



**Footnotes:**

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through 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.
- The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in November 2021, pending DOF PWB approval.

Data through January 31, 2022

Percentage of Fiscal Year completed 58%

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

FY2021-22	Notes	FY2021-22 Budget (A)	January 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		\$7,867,405	\$158,681	\$1,385,236	18%	\$6,482,169	\$7,867,405
San Jose - Merced		\$9,752,779	\$228,347	\$1,565,967	16%	\$8,186,812	\$9,752,779
Bakersfield - Palmdale		\$848,295	\$100,588	\$839,529	98%	\$8,766	\$848,295
Locally Generated Alternative (LGA)		\$676,861	\$0	\$10,000	1%	\$666,861	\$676,861
Palmdale - Burbank		\$6,403,252	\$262,020	\$2,057,370	32%	\$4,345,882	\$6,352,076
Burbank - Los Angeles		\$6,023,111	\$184,000	\$1,577,928	26%	\$4,445,183	\$6,023,111
Los Angeles - Anaheim		\$5,780,828	\$216,000	\$1,801,860	31%	\$3,978,968	\$5,780,828
Central Valley Wye		\$59,087	\$595	\$48,290	82%	\$10,797	\$59,087
Resource Agency		\$60,457,509	\$1,396,042	\$4,441,294	7%	\$56,016,215	\$60,508,685
Legal		\$11,029,307	\$96,553	\$1,084,684	10%	\$9,944,623	\$11,029,307
SCI/SAP		\$929,658	\$0	\$0	0%	\$929,658	\$929,658
NorCal Interconnections		\$1,065,000	\$0	\$3,978	0%	\$1,061,022	\$1,065,000
Rail Delivery Partner		\$25,907,834	\$2,233,205	\$7,128,031	28%	\$18,779,803	\$20,163,419
Project Management Oversight Continuation		\$7,897,640	\$0	\$0	0%	\$7,897,640	\$0
<b>TOTAL</b>	1, 2, 5	\$144,698,566	\$4,876,031	\$21,944,167	15%	\$122,754,399	\$131,056,511

**Footnotes:**

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Fiscal Year Forecast has been updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.

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

Program to Date	Notes	Total Expenditure Authorization (A)	January 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		\$52,991,841	\$158,681	\$43,481,163	82%	\$9,510,678	\$52,991,841
San Jose - Merced		\$110,953,473	\$228,347	\$102,107,908	92%	\$8,845,565	\$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	\$100,588	\$57,815,359	94%	\$3,414,659	\$61,230,018
Locally Generated Alternative (LGA)		\$18,544,851	\$0	\$17,877,990	96%	\$666,861	\$18,544,851
Palmdale - Burbank		\$142,224,039	\$262,020	\$133,145,103	93%	\$9,078,936	\$142,224,039
Burbank - Los Angeles		\$36,112,416	\$184,000	\$31,638,658	87%	\$4,473,758	\$36,112,416
Los Angeles - Anaheim		\$83,983,860	\$216,000	\$70,365,479	83%	\$13,618,381	\$83,983,860
Central Valley Wye		\$58,222,647	\$595	\$58,211,850	99%	\$10,797	\$58,222,647
Resource Agency		\$385,976,288	\$1,396,042	\$200,187,315	51%	\$185,788,973	\$385,976,288
Legal		\$58,747,743	\$96,553	\$38,868,259	66%	\$19,879,484	\$58,747,743
SCI/SAP	27	\$29,078,271	\$0	\$13,382,216	46%	\$15,696,055	\$29,078,271
Merced Extension - Design Advancement		\$63,045,387	\$0	\$0	0%	\$63,045,387	\$63,045,387
Bakersfield Extension - Design Advancement		\$56,309,217	\$0	\$0	0%	\$56,309,217	\$56,309,217
Central Valley Stations - Design Advancement		\$35,351,378	\$0	\$0	0%	\$35,351,378	\$35,351,378
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$0	\$7,477	0%	\$1,951,523	\$1,959,000
Early Train Operator		\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
Rail Delivery Partner		\$318,458,709	\$2,233,205	\$298,608,358	93%	\$19,850,351	\$318,458,709
Project Management Oversight Continuation	27	\$5,478,260	\$0	\$0	0%	\$5,478,260	\$5,478,260
<b>Phase I TOTAL</b>		\$1,735,815,358	\$4,876,031	\$1,282,845,095	74%	\$452,970,263	\$1,735,815,358
<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>		\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
<b>TOTAL</b>	1, 2, 27	\$1,778,198,071	\$4,876,031	\$1,325,227,808	75%	\$452,970,263	\$1,778,198,071

**Footnotes:**

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 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.
- 27 New contracts for Station Area Planning and Sustainability.

Data through January 31, 2022

Percentage of Fiscal Year completed 58%

## Construction - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	January Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
Design-Build Contract Work	4, 10	\$1,050,124,079	\$107,892,407	\$387,511,884	37%	\$662,612,195	\$588,161,092
SR 99		\$12,203,092	\$0	\$35,364	0%	\$12,167,728	\$12,203,092
Project Construction Management		\$80,645,104	\$7,332,463	\$53,781,921	67%	\$26,863,183	\$86,764,426
Real Property Acquisition		\$269,128,042	\$30,829,914	\$72,830,392	27%	\$196,297,650	\$242,514,621
Environmental Mitigation		\$30,937,511	\$244,475	\$2,360,395	8%	\$28,577,116	\$21,791,973
Hazardous Waste Provisional Sum		\$22,678,238	\$0	\$0	0%	\$22,678,238	\$14,454,119
Resource Agency		\$33,737,638	\$5,891,863	\$10,835,739	32%	\$22,901,899	\$20,164,199
Third Party Contract Work		\$104,208,141	\$1,998,332	\$19,961,865	19%	\$84,246,276	\$63,651,846
Estimated-At-Completion Contingency	4, 10	\$128,748,367	\$0	\$0	0%	\$128,748,367	\$154,323,713
Project Contingency	10	\$177,968,205	\$0	\$0	0%	\$177,968,205	\$122,289,435
Stations		\$700,000	\$0	\$0	0%	\$700,000	\$700,000
Rail Delivery Partner		\$89,587,018	\$5,054,425	\$52,001,329	58%	\$37,585,689	\$85,953,835
Project Management Oversight Continuation		\$51,123,202	\$0	\$0	0%	\$51,123,202	\$0
Early Train Operator		\$14,774,234	\$847,433	\$3,355,933	23%	\$11,418,301	\$12,000,000
Legal		\$16,379,145	\$69,465	\$1,117,631	7%	\$15,261,514	\$16,379,145
Pre-Construction Activities	7	\$950,000	\$350,000	\$350,000	37%	\$600,000	\$950,000
<b>TOTAL</b>	<b>1, 2, 5</b>	<b>\$2,083,892,015</b>	<b>\$160,510,777</b>	<b>\$604,142,453</b>	<b>29%</b>	<b>\$1,479,749,562</b>	<b>\$1,442,301,496</b>

**Footnotes:**

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- The Fiscal Year Forecast has been updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the 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)	January Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Design-Build Contract Work	4, 10	\$6,234,146,626	\$107,892,407	\$3,757,509,794	60%	\$2,476,636,832	\$6,234,146,626
SR 99		\$296,093,843	\$0	\$281,257,679	95%	\$14,836,164	\$296,093,843
SR 46		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Project Construction Management		\$579,756,817	\$7,332,463	\$353,744,143	61%	\$226,012,674	\$579,756,817
Real Property Acquisition		\$1,712,830,932	\$30,829,914	\$1,421,075,600	83%	\$291,755,332	\$1,712,830,932
Environmental Mitigation		\$206,490,092	\$244,475	\$113,284,826	55%	\$93,205,266	\$206,490,092
Hazardous Waste Provisional Sum		\$35,462,001	\$0	\$0	0%	\$35,462,001	\$35,462,001
Resource Agency		\$125,889,546	\$5,891,863	\$45,097,669	36%	\$80,791,877	\$125,889,546
Third Party Contract Work		\$564,452,790	\$1,998,332	\$246,134,724	44%	\$318,318,066	\$564,452,790
Estimated-At-Completion Contingency	4, 10	\$1,013,696,070	\$0	\$0	0%	\$1,013,696,070	\$1,013,696,070
Project Contingency	10	\$808,638,393	\$0	\$0	0%	\$808,638,393	\$808,638,393
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		\$765,739,287	\$5,054,425	\$672,041,699	88%	\$93,697,588	\$765,739,287
Project Management Oversight Continuation	27	\$540,960,572	\$0	\$0	0%	\$540,960,572	\$540,960,572
Early Train Operator		\$96,746,309	\$847,433	\$26,823,168	28%	\$69,923,141	\$96,746,309
Legal		\$97,774,323	\$69,465	\$36,198,686	37%	\$61,575,637	\$97,774,323
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Project Reserve		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency		\$419,730,867	\$0	\$0	0%	\$419,730,867	\$419,730,867
Pre-Construction Activities	7	\$19,146,668	\$350,000	\$350,000	2%	\$18,796,668	\$19,146,668
<b>TOTAL</b>	<b>1, 2</b>	<b>\$14,860,533,644</b>	<b>\$160,510,777</b>	<b>\$7,038,344,158</b>	<b>47%</b>	<b>\$7,822,189,486</b>	<b>\$14,860,533,644</b>

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- Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- New contracts for Station Area Planning and Sustainability.

Data through January 31, 2022

Percentage of Fiscal Year completed 58%

## Bookend Projects FY2021-22

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

**Footnotes:**

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 5 The Fiscal Year Forecast has been updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- 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)	January 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	\$600,000,000	\$12,627,924	\$312,301,008	52%	\$287,698,992	\$600,000,000
	PCJPB - Caltrain Electrification	\$113,943,401	\$0	\$113,669,418	99%	\$273,983	\$113,943,401
	San Mateo Grade Separation	\$84,000,000	\$0	\$83,429,293	99%	\$570,707	\$84,000,000
	<b>Bookend - North TOTAL</b>	<b>\$797,943,401</b>	<b>\$12,627,924</b>	<b>\$509,399,719</b>	<b>64%</b>	<b>\$288,543,682</b>	<b>\$797,943,401</b>
<b>Bookend - South</b>							
	Rosecrans/Marquardt Grade Separation	\$76,665,000	\$0	\$26,504,703	35%	\$50,160,297	\$76,665,000
	Los Angeles Union Station	\$423,335,000	\$0	\$0	0%	\$423,335,000	\$423,335,000
	<b>Bookend - South TOTAL</b>	<b>\$500,000,000</b>	<b>\$0</b>	<b>\$26,504,703</b>	<b>5%</b>	<b>\$473,495,297</b>	<b>\$500,000,000</b>
<b>TOTAL</b>	<b>2</b>	<b>\$1,297,943,401</b>	<b>\$12,627,924</b>	<b>\$535,904,422</b>	<b>41%</b>	<b>\$762,038,979</b>	<b>\$1,297,943,401</b>

**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 January 31, 2022

Percentage of Fiscal Year completed 58%

## Construction by Construction Package FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	January 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	4	\$496,825,939	\$84,592,692	\$204,967,745	41%	\$291,858,194	\$265,326,159
SR 99		\$12,203,092	\$0	\$35,364	0%	\$12,167,728	\$12,203,092
Project Construction Management		\$28,137,308	\$2,405,034	\$19,298,200	69%	\$8,839,108	\$29,362,853
Real Property Acquisition	9	\$97,401,806	\$863,132	\$3,537,490	4%	\$93,864,316	\$75,227,371
Environmental Mitigation		\$5,441,894	\$0	\$0	0%	\$5,441,894	\$5,441,894
Resource Agency		\$24,672,091	\$5,668,470	\$9,875,139	40%	\$14,796,952	\$11,098,652
Third Party Contract Work		\$73,552,561	\$1,328,880	\$9,452,003	13%	\$64,100,558	\$41,742,079
Estimated-At-Completion Contingency	4, 10	\$23,095,689	\$0	\$0	0%	\$23,095,689	\$122,352,791
Project Contingency	10	\$48,892,167	\$0	\$0	0%	\$48,892,167	\$32,846,440
<b>CP1 TOTAL</b>		<b>\$810,222,547</b>	<b>\$94,858,208</b>	<b>\$247,165,941</b>	<b>31%</b>	<b>\$563,056,606</b>	<b>\$595,601,331</b>
<b>CP2-3</b>							
Design-Build Contract Work		\$373,915,263	\$15,332,782	\$109,365,184	29%	\$264,550,079	\$185,286,385
Project Construction Management	9	\$31,746,603	\$3,061,867	\$23,062,811	73%	\$8,683,792	\$37,996,461
Real Property Acquisition		\$131,805,390	\$29,852,143	\$52,498,918	40%	\$79,306,472	\$131,129,369
Environmental Mitigation		\$16,145,538	\$244,475	\$2,360,395	15%	\$13,785,143	\$7,000,000
Hazardous Waste Provisional Sum		\$16,448,238	\$0	\$0	0%	\$16,448,238	\$8,224,119
Resource Agency		\$1,265,290	\$0	\$697	0%	\$1,264,593	\$1,265,290
Third Party Contract Work		\$15,342,853	\$0	\$7,395,602	48%	\$7,947,251	\$15,342,853
Estimated-At-Completion Contingency	10	\$77,702,602	\$0	\$0	0%	\$77,702,602	\$16,859,041
Project Contingency	10	\$34,546,851	\$0	\$0	0%	\$34,546,851	\$25,575,611
<b>CP2-3 TOTAL</b>		<b>\$698,918,628</b>	<b>\$48,491,267</b>	<b>\$194,683,607</b>	<b>28%</b>	<b>\$504,235,021</b>	<b>\$428,679,129</b>
<b>CP4</b>							
Design-Build Contract Work	10, 27	\$179,382,877	\$7,966,933	\$73,178,955	41%	\$106,203,922	\$137,548,548
Project Construction Management		\$20,761,193	\$1,865,562	\$11,420,910	55%	\$9,340,283	\$19,405,112
Real Property Acquisition		\$39,920,846	\$114,639	\$16,793,984	42%	\$23,126,862	\$36,157,881
Environmental Mitigation		\$9,350,079	\$0	\$0	0%	\$9,350,079	\$9,350,079
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$594,491	\$0	\$0	0%	\$594,491	\$594,491
Third Party Contract Work		\$15,312,727	\$669,452	\$3,114,260	20%	\$12,198,467	\$6,566,914
SR 46		\$0	\$0	\$0	0%	\$0	\$0
Estimated-At-Completion Contingency	10, 27	\$27,950,076	\$0	\$0	0%	\$27,950,076	\$15,111,881
Project Contingency	10, 27	\$94,529,187	\$0	\$0	0%	\$94,529,187	\$63,867,384
<b>CP4 TOTAL</b>		<b>\$394,031,475</b>	<b>\$10,616,586</b>	<b>\$104,508,109</b>	<b>27%</b>	<b>\$289,523,366</b>	<b>\$294,832,290</b>
<b>CP5</b>							
Design-Build Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation		\$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	\$5,054,425	\$52,001,329	58%	\$37,585,689	\$85,953,835
Project Management Oversight Continuation		\$51,123,202	\$0	\$0	0%	\$51,123,202	\$0
Early Train Operator		\$14,774,234	\$847,433	\$3,355,933	23%	\$11,418,301	\$12,000,000
Legal		\$16,379,145	\$69,465	\$1,117,631	7%	\$15,261,514	\$16,379,145
Resource Agency		\$7,205,766	\$223,393	\$959,903	13%	\$6,245,863	\$7,205,766
Project Reserve		\$0	\$0	\$0	0%	\$0	\$0
Interim Use		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Pre-Construction Activities	7	\$950,000	\$350,000	\$350,000	37%	\$600,000	\$950,000
<b>System Wide / Unallocated TOTAL</b>		<b>\$180,019,365</b>	<b>\$6,544,716</b>	<b>\$57,784,796</b>	<b>32%</b>	<b>\$122,234,569</b>	<b>\$122,488,746</b>
<b>TOTAL</b>	1, 2, 5	<b>\$2,083,892,015</b>	<b>\$160,510,777</b>	<b>\$604,142,453</b>	<b>29%</b>	<b>\$1,479,749,562</b>	<b>\$1,442,301,496</b>

**Footnotes:**

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- The Fiscal Year Forecast has been updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Budget for this line is expected to increase once contract amendments are reviewed and approved.
- Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- New contracts for Station Area Planning and Sustainability.

Data through January 31, 2022

Percentage of Fiscal Year completed 58%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	January 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	4, 10	\$2,665,944,043	\$84,592,692	\$1,734,886,561	65%	\$931,057,482	\$2,665,944,043
SR 99		\$296,093,843	\$0	\$281,257,679	95%	\$14,836,164	\$296,093,843
Project Construction Management		\$156,513,769	\$2,405,034	\$122,951,017	79%	\$33,562,752	\$156,513,769
Real Property Acquisition	4	\$896,907,552	\$863,132	\$768,426,774	86%	\$128,480,778	\$896,907,552
Environmental Mitigation		\$40,037,064	\$0	\$31,211,407	78%	\$8,825,657	\$40,037,064
Resource Agency		\$56,301,269	\$5,668,470	\$37,696,108	67%	\$18,605,161	\$56,301,269
Third Party Contract Work		\$312,862,724	\$1,328,880	\$161,521,829	52%	\$151,340,895	\$312,862,724
Estimated-At-Completion Contingency	4, 10	\$454,901,669	\$0	\$0	0%	\$454,901,669	\$454,901,669
Project Contingency	10	\$252,903,149	\$0	\$0	0%	\$252,903,149	\$252,903,149
<b>CP1 TOTAL</b>		<b>\$5,132,465,082</b>	<b>\$94,858,208</b>	<b>\$3,137,951,375</b>	<b>61%</b>	<b>\$1,994,513,707</b>	<b>\$5,132,465,082</b>
<b>CP2-3</b>							
Design-Build Contract Work	10	\$2,219,829,281	\$15,332,782	\$1,490,374,743	67%	\$729,454,538	\$2,219,829,281
Project Construction Management		\$158,999,789	\$3,061,867	\$150,315,996	95%	\$8,683,793	\$158,999,789
Real Property Acquisition	4	\$596,591,987	\$29,852,143	\$470,374,870	79%	\$126,217,117	\$596,591,987
Environmental Mitigation		\$69,728,307	\$244,475	\$55,824,402	80%	\$13,903,905	\$69,728,307
Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	0%	\$29,232,001	\$29,232,001
Resource Agency		\$2,313,924	\$0	\$6,004	0%	\$2,307,920	\$2,313,924
Third Party Contract Work		\$100,183,360	\$0	\$68,081,448	68%	\$32,101,912	\$100,183,360
Estimated-At-Completion Contingency	10	\$527,632,031	\$0	\$0	0%	\$527,632,031	\$527,632,031
Project Contingency	10	\$131,357,809	\$0	\$0	0%	\$131,357,809	\$131,357,809
<b>CP2-3 TOTAL</b>		<b>\$3,835,868,489</b>	<b>\$48,491,267</b>	<b>\$2,234,977,463</b>	<b>58%</b>	<b>\$1,600,891,026</b>	<b>\$3,835,868,489</b>
<b>CP4</b>							
Design-Build Contract Work	10, 27	\$681,058,295	\$7,966,933	\$532,248,490	78%	\$148,809,805	\$681,058,295
Project Construction Management		\$89,817,413	\$1,865,562	\$80,477,130	90%	\$9,340,283	\$89,817,413
Real Property Acquisition		\$219,331,393	\$114,639	\$182,273,956	83%	\$37,057,437	\$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	\$669,452	\$16,531,447	47%	\$18,958,592	\$35,490,039
SR 46		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Estimated-At-Completion Contingency	10, 27	\$31,162,370	\$0	\$0	0%	\$31,162,370	\$31,162,370
Project Contingency	10, 27	\$102,014,711	\$0	\$0	0%	\$102,014,711	\$102,014,711
<b>CP4 TOTAL</b>		<b>\$1,284,718,867</b>	<b>\$10,616,586</b>	<b>\$837,884,344</b>	<b>65%</b>	<b>\$446,834,523</b>	<b>\$1,284,718,867</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		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	0%	\$115,916,667	\$115,916,667
Project Contingency		\$98,105,116	\$0	\$0	0%	\$98,105,116	\$98,105,116
<b>Central Valley Route-Wide Work TOTAL</b>		<b>\$1,203,531,404</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$1,203,531,404</b>	<b>\$1,203,531,404</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		\$765,739,287	\$5,054,425	\$672,041,699	88%	\$93,697,588	\$765,739,287
Project Management Oversight Continuation	27	\$540,960,572	\$0	\$0	0%	\$540,960,572	\$540,960,572
Early Train Operator	27	\$96,746,309	\$847,433	\$26,823,168	28%	\$69,923,141	\$96,746,309
Legal		\$97,774,323	\$69,465	\$36,198,686	37%	\$61,575,637	\$97,774,323
Resource Agency		\$66,352,136	\$223,393	\$7,291,253	11%	\$59,060,883	\$66,352,136
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Project Reserve		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency		\$419,730,867	\$0	\$0	0%	\$419,730,867	\$419,730,867
Pre-Construction Activities	7	\$19,146,668	\$350,000	\$350,000	2%	\$18,796,668	\$19,146,668
<b>System Wide / Unallocated TOTAL</b>		<b>\$2,311,586,393</b>	<b>\$6,544,716</b>	<b>\$827,530,976</b>	<b>36%</b>	<b>\$1,484,055,417</b>	<b>\$2,311,586,393</b>
<b>TOTAL</b>	<b>1, 2</b>	<b>\$14,860,533,644</b>	<b>\$160,510,777</b>	<b>\$7,038,344,158</b>	<b>47%</b>	<b>\$7,822,189,486</b>	<b>\$14,860,533,644</b>

**Footnotes:**

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- New contracts for Station Area Planning and Sustainability.

Data through January 31, 2022

Percentage of Fiscal Year completed 58%

## Central Valley Segment Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	January Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	4, 10	\$2,665,944,043	\$84,592,692	\$1,734,886,561	\$931,057,482
SR 99		\$296,093,843	\$0	\$281,257,679	\$14,836,164
Project Construction Management		\$156,513,769	\$2,405,034	\$122,951,017	\$33,562,752
Real Property Acquisition	4	\$896,907,552	\$863,132	\$768,426,774	\$128,480,778
Environmental Mitigation		\$40,037,064	\$0	\$31,211,407	\$8,825,657
Resource Agency		\$56,301,269	\$5,668,470	\$37,696,108	\$18,605,161
Third Party Contract Work		\$312,862,724	\$1,328,880	\$161,521,829	\$151,340,895
Estimated-At-Completion Contingency	4, 10	\$454,901,669	\$0	\$0	\$454,901,669
Project Contingency	10	\$252,903,149	\$0	\$0	\$252,903,149
<b>CP1 TOTAL</b>		<b>\$5,132,465,082</b>	<b>\$94,858,208</b>	<b>\$3,137,951,375</b>	<b>\$1,994,513,707</b>
<b>CP2-3</b>					
Design-Build Contract Work	10	\$2,219,829,281	\$15,332,782	\$1,490,374,743	\$729,454,538
Project Construction Management		\$158,999,789	\$3,061,867	\$150,315,996	\$8,683,793
Real Property Acquisition	4	\$596,591,987	\$29,852,143	\$470,374,870	\$126,217,117
Environmental Mitigation		\$69,728,307	\$244,475	\$55,824,402	\$13,903,905
Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001
Resource Agency		\$2,313,924	\$0	\$6,004	\$2,307,920
Third Party Contract Work		\$100,183,360	\$0	\$68,081,448	\$32,101,912
Estimated-At-Completion Contingency	10	\$527,632,031	\$0	\$0	\$527,632,031
Project Contingency	10	\$131,357,809	\$0	\$0	\$131,357,809
<b>CP2-3 TOTAL</b>		<b>\$3,835,868,489</b>	<b>\$48,491,267</b>	<b>\$2,234,977,463</b>	<b>\$1,600,891,026</b>
<b>CP4</b>					
Design-Build Contract Work	10, 27	\$681,058,295	\$7,966,933	\$532,248,490	\$148,809,805
Project Construction Management		\$89,817,413	\$1,865,562	\$80,477,130	\$9,340,283
Real Property Acquisition		\$219,331,393	\$114,639	\$182,273,956	\$37,057,437
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	\$669,452	\$16,531,447	\$18,958,592
SR 46		\$75,643,560	\$0	\$0	\$75,643,560
Estimated-At-Completion Contingency	10, 27	\$31,162,370	\$0	\$0	\$31,162,370
Project Contingency	10, 27	\$102,014,711	\$0	\$0	\$102,014,711
<b>CP4 TOTAL</b>		<b>\$1,284,718,867</b>	<b>\$10,616,586</b>	<b>\$837,884,344</b>	<b>\$446,834,523</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		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	\$115,916,667
Project Contingency		\$98,105,116	\$0	\$0	\$98,105,116
<b>Central Valley Route-Wide Work TOTAL</b>		<b>\$1,203,531,404</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,203,531,404</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	\$179,728	\$609,948,890	\$60,296,981
Station Area Planning		\$1,894,811	\$0	\$1,894,811	\$0
Early Train Operator		\$98,317,999	\$847,433	\$28,394,859	\$69,923,140
Resource Agency		\$180,423,079	\$344,266	\$122,859,628	\$57,563,451
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Legal		\$106,942,006	\$7,447	\$47,243,448	\$59,698,558
<b>Project Wide TOTAL</b>		<b>\$1,325,437,200</b>	<b>\$1,378,874</b>	<b>\$1,011,935,370</b>	<b>\$313,501,830</b>
<b>TOTAL</b>	1, 2	<b>\$13,874,384,451</b>	<b>\$155,344,935</b>	<b>\$7,222,748,552</b>	<b>\$6,651,635,899</b>

**Footnotes:**

- 1 Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 4 This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- 10 Design-Build Contract Work, Project Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the F&A Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- 27 New contracts for Station Area Planning and Sustainability.



Data through January 31, 2022

Percentage of Fiscal Year completed 58%

## 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	\$122,759,132	\$192,949,619	\$454,901,669	59%
CP1 Project Contingency		\$1,173,894,062	\$917,379,913	\$3,611,000	\$252,903,149	22%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$29,743,146	\$0	\$527,632,031	95%
CP2-3 Project Contingency		\$1,051,818,874	\$920,461,065	\$0	\$131,357,809	12%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$23,683,030	\$0	\$31,162,370	57%
CP4 Project Contingency		\$356,690,634	\$254,675,923	\$0	\$102,014,711	29%
CP5 Project Contingency		\$224,257,608	\$0	\$0	\$224,257,608	100%
Route-Wide Work Project Contingency		\$98,190,116	\$85,000	\$0	\$98,105,116	100%
Project Reserve		\$46,267,108	\$0	\$0	\$46,267,108	100%
Interim Use		\$161,879,645	\$53,856,392	\$0	\$108,023,253	67%
Unallocated Contingency		\$425,862,179	\$6,131,312	\$0	\$419,730,867	99%
System Wide Contingency		\$28,073,734	\$0	\$0	\$28,073,734	100%
Program Management Contingency		\$91,346,938	\$1,500,000	\$0	\$89,846,938	98%
Project Development Contingency		\$83,106,632	\$17,629,769	\$6,376,984	\$59,099,879	71%
<b>TOTAL</b>	14, 15, 16, 17	<b>\$5,159,680,527</b>	<b>\$2,347,904,681</b>	<b>\$202,937,603</b>	<b>\$2,608,838,243</b>	<b>51%</b>
<b>Offsetting Categories</b>						
CP1 Design-Build Contract Work			\$944,103,374	\$169,417,798		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$59,662,059	\$27,142,821		
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			\$771,066,260	\$0		
CP2-3 Project Construction Management			\$80,642,383	\$0		
CP2-3 Real Property Acquisition			\$32,675,164	\$0		
CP2-3 Third Party Contract Work			\$4,130,000	\$0		
CP4 Design-Build Contract Work			\$223,692,820	\$0		
CP4 Project Construction Management			\$42,873,396	\$0		
CP4 Real Property Acquisition			\$37,218,675	\$0		
Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Resource Agency - Construction			\$85,000	\$0		
Interim Use			\$53,856,392	\$0		
San Francisco - San Jose			\$2,010,000	\$0		
Bakersfield - Palmdale			\$3,500,000	\$0		
Palmdale - Burbank			\$9,316,663	\$0		
Los Angeles - Anaheim			\$2,748,701	\$0		
Central Valley Stations - Design Advancement			\$0	\$6,376,984		
Resource Agency - Project Development			\$185,272	\$0		
Rail Delivery Partner			\$1,500,000	\$0		
<b>Offsetting Categories TOTAL</b>			<b>\$2,347,904,681</b>	<b>\$202,937,603</b>		

**Footnotes:**

- 14 Allocated Contingency Budget is the total contingency since the May 2019 approval of the Program Baseline Budget.
- 15 Cumulative Authorized Contingency is the total amount of contingency transfers that have been executed, excluding current month HSR Governance Actions.
- 16 HSR Governance Actions - Governance approvals which have been authorized during the current month.
- 17 Cumulative Authorized Contingency includes \$47.2M of December change orders and amendments executed under the Delegation of Authority as well as \$202.9M of Governance Actions.

