

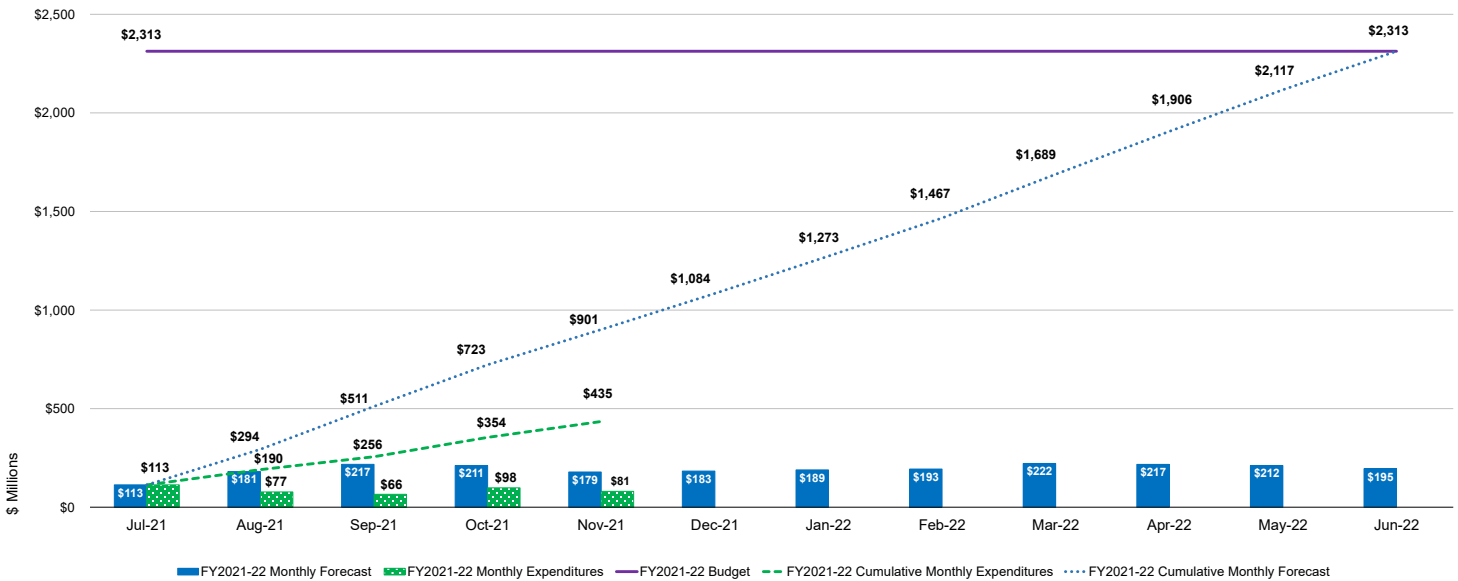
Data through November 30, 2021

Percentage of Fiscal Year completed 42%

Budget Summary FY2021-22

FY2021-22	Notes	Appropriation	FY2021-22 Budget (A)	November Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3, 4	\$705,174,796	\$144,648,566	\$2,633,798	\$14,748,375	10%	\$129,900,191	\$144,648,566
Federal Trust Fund (ARRA)	5	\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)	4	\$600,000	\$50,000	\$7,256	\$7,256	15%	\$42,744	\$50,000
Project Development TOTAL		\$1,778,198,071	\$144,698,566	\$2,641,054	\$14,755,631	10%	\$129,942,935	\$144,698,566
Construction								
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	\$62,296,980	\$367,581,283	18%	\$1,716,310,732	\$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
Construction TOTAL		\$15,883,670,048	\$2,083,892,015	\$62,296,980	\$367,581,283	18%	\$1,716,310,732	\$2,083,892,015
SUBTOTAL		\$17,661,868,119	\$2,228,590,581	\$64,938,034	\$382,336,914	17%	\$1,846,253,667	\$2,228,590,581
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$79,000,000	\$15,794,027	\$48,233,917	61%	\$30,766,083	\$79,000,000
Cap and Trade	22	\$197,943,401	\$5,039,110	\$0	\$4,196,116	83%	\$842,994	\$5,039,110
Bookend Projects TOTAL		\$1,297,943,401	\$84,039,110	\$15,794,027	\$52,430,033	62%	\$31,609,077	\$84,039,110
TOTAL	1, 2	\$18,959,811,520	\$2,312,629,691	\$80,732,061	\$434,766,947	19%	\$1,877,862,744	\$2,312,629,691

FY2021-22 Forecast and Expenditures



Footnotes:

- Total Program and FY2021-22 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2021-22 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through 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.
- 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.
- 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.

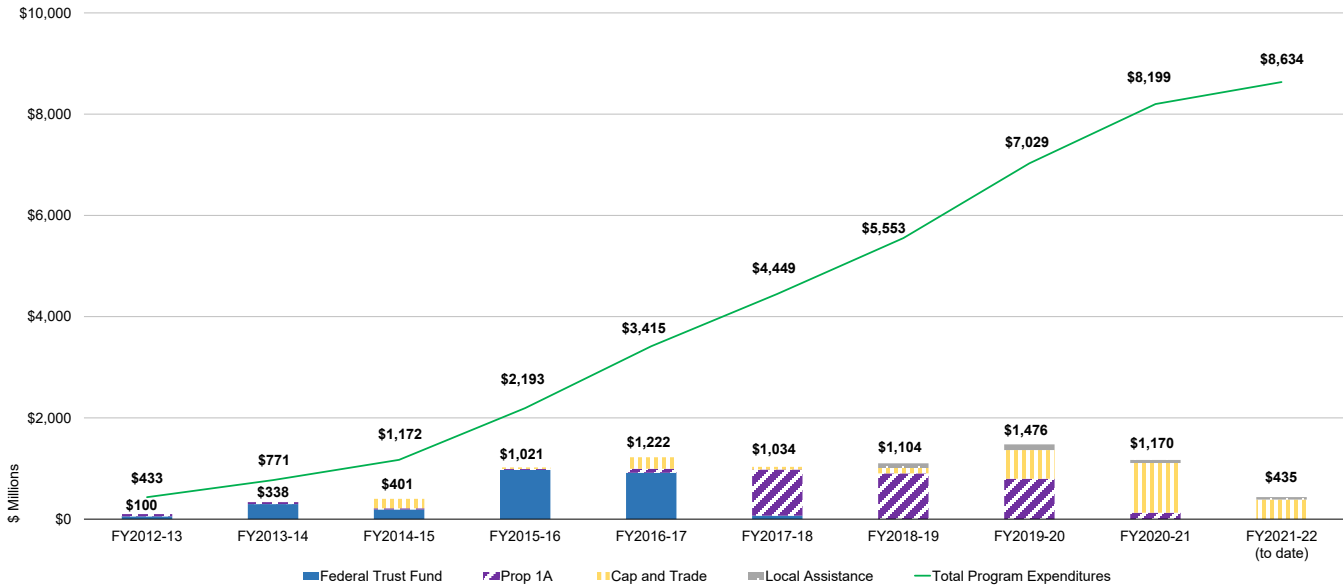
Data through November 30, 2021

Percentage of Fiscal Year completed 42%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	November Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$564,454,666	\$0	\$564,454,666	100%	\$0	\$564,454,666
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
Cap and Trade	3	\$705,174,796	\$705,174,796	\$2,633,798	\$245,899,522	35%	\$459,275,274	\$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	\$7,256	\$355,893	59%	\$244,107	\$600,000
Project Development TOTAL		\$1,778,198,071	\$1,778,198,071	\$2,641,054	\$1,318,678,690	74%	\$459,519,381	\$1,778,198,071
Construction								
Bond Fund (Prop 1A)		\$2,609,076,000	\$2,609,076,000	\$0	\$2,609,076,000	100%	\$0	\$2,609,076,000
Cap and Trade	3, 22	\$10,235,003,713	\$9,218,346,450	\$62,296,980	\$2,114,150,782	23%	\$7,104,195,668	\$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
Construction TOTAL		\$15,883,670,048	\$14,860,533,644	\$62,296,980	\$6,803,717,976	46%	\$8,056,815,668	\$14,860,533,644
SUBTOTAL		\$17,661,868,119	\$16,638,731,715	\$64,938,034	\$8,122,396,666	49%	\$8,516,335,049	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$15,794,027	\$314,411,704	29%	\$785,588,296	\$1,100,000,000
Cap and Trade	22	\$197,943,401	\$197,943,401	\$0	\$197,098,711	100%	\$844,690	\$197,943,401
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$15,794,027	\$511,510,415	39%	\$786,432,986	\$1,297,943,401
TOTAL	1, 2	\$18,959,811,520	\$17,936,675,116	\$80,732,061	\$8,633,907,081	48%	\$9,302,768,035	\$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.
- 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 \$17.937B for ongoing Central Valley construction and project development per Board approval on December 16, 2021.
- 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 November 30, 2021

Percentage of Fiscal Year completed 42%

Project Development - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	November 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	\$200,000	\$1,054,826	13%	\$6,812,579	\$7,867,405
San Jose - Merced		\$9,752,779	\$200,000	\$1,093,510	11%	\$8,659,269	\$9,752,779
Bakersfield - Palmdale		\$848,295	\$148,554	\$785,786	92%	\$62,509	\$848,295
Locally Generated Alternative (LGA)		\$676,861	\$56,405	\$149,525	22%	\$527,336	\$676,861
Palmdale - Burbank		\$6,402,252	\$229,658	\$1,725,153	27%	\$4,677,099	\$6,402,252
Burbank - Los Angeles		\$6,023,111	\$188,498	\$1,020,870	17%	\$5,002,241	\$6,023,111
Los Angeles - Anaheim		\$5,780,828	\$221,280	\$1,489,832	26%	\$4,290,996	\$5,780,828
Central Valley Wye		\$59,087	\$9,539	\$47,695	81%	\$11,392	\$59,087
Resource Agency		\$60,458,509	\$606,013	\$2,342,098	4%	\$58,116,411	\$60,458,509
Legal		\$11,029,307	\$80,084	\$824,410	7%	\$10,204,897	\$11,029,307
SCI/SAP		\$929,658	\$0	\$0	0%	\$929,658	\$929,658
NorCal Interconnections		\$1,065,000	\$0	\$2,604	0%	\$1,062,396	\$1,065,000
Rail Delivery Partner		\$25,907,834	\$701,023	\$4,219,322	16%	\$21,688,512	\$25,907,834
Project Management Oversight Continuation		\$7,897,640	\$0	\$0	0%	\$7,897,640	\$7,897,640
TOTAL	1, 2	\$144,698,566	\$2,641,054	\$14,755,631	10%	\$129,942,935	\$144,698,566

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.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	November Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Phase I							
San Francisco - San Jose		\$52,991,841	\$200,000	\$43,150,753	81%	\$9,841,088	\$52,991,841
San Jose - Merced		\$110,953,473	\$200,000	\$101,635,451	91%	\$9,318,022	\$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	\$148,554	\$57,761,616	94%	\$3,468,402	\$61,230,018
Locally Generated Alternative (LGA)		\$18,544,851	\$56,405	\$18,017,515	97%	\$527,336	\$18,544,851
Palmdale - Burbank		\$142,224,039	\$229,658	\$132,812,886	93%	\$9,411,153	\$142,224,039
Burbank - Los Angeles		\$36,112,416	\$188,498	\$31,081,600	86%	\$5,030,816	\$36,112,416
Los Angeles - Anaheim		\$83,983,860	\$221,280	\$70,061,289	83%	\$13,922,571	\$83,983,860
Central Valley Wye		\$58,222,647	\$9,539	\$58,211,255	99%	\$11,392	\$58,222,647
Resource Agency	4	\$385,976,288	\$606,013	\$198,719,699	51%	\$187,256,589	\$385,976,288
Legal		\$58,747,743	\$80,084	\$38,607,985	65%	\$20,139,758	\$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	\$0	\$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	4	\$318,458,709	\$701,023	\$295,699,649	92%	\$22,759,060	\$318,458,709
Project Management Oversight Continuation	23	\$19,678,260	\$0	\$0	0%	\$19,678,260	\$19,678,260
Phase I TOTAL		\$1,735,815,358	\$2,641,054	\$1,276,295,977	74%	\$459,519,381	\$1,735,815,358
Phase II							
Sacramento - Merced		\$5,968,898	\$0	\$5,968,898	100%	\$0	\$5,968,898
Altamont Pass		\$26,392,193	\$0	\$26,392,193	100%	\$0	\$26,392,193
Los Angeles - San Diego		\$10,020,755	\$0	\$10,020,755	100%	\$0	\$10,020,755
Rail Delivery Partner - Phase II		\$867	\$0	\$867	100%	\$0	\$867
Phase II TOTAL		\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
TOTAL	1, 2	\$1,778,198,071	\$2,641,054	\$1,318,678,690	74%	\$459,519,381	\$1,778,198,071

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.
- 23 Total Expenditure Authorization has been updated to \$17.937B for ongoing Central Valley construction and project development per Board approval on December 16, 2021.

Data through November 30, 2021

Percentage of Fiscal Year completed 42%

Construction - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	November 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	\$852,938,715	\$37,754,555	\$234,970,985	28%	\$617,967,730	\$852,938,715
SR 99	4	\$12,203,092	\$0	\$35,364	0%	\$12,167,728	\$12,203,092
Project Construction Management		\$75,692,933	\$9,187,375	\$40,782,528	54%	\$34,910,405	\$75,692,933
Real Property Acquisition		\$269,128,042	\$3,192,935	\$27,963,342	10%	\$241,164,700	\$269,128,042
Environmental Mitigation		\$30,937,511	\$552,844	\$2,115,920	7%	\$28,821,591	\$30,937,511
Hazardous Waste Provisional Sum		\$22,678,238	\$0	\$0	0%	\$22,678,238	\$22,678,238
Resource Agency		\$33,737,638	\$359,514	\$3,344,216	10%	\$30,393,422	\$33,737,638
Third Party Contract Work		\$104,208,141	\$2,629,667	\$14,193,754	14%	\$90,014,387	\$104,208,141
Estimated-At-Completion Contingency	10	\$263,999,433	\$0	\$0	0%	\$263,999,433	\$263,999,433
Project Contingency	4, 10	\$244,854,673	\$0	\$0	0%	\$244,854,673	\$244,854,673
Stations		\$700,000	\$0	\$0	0%	\$700,000	\$700,000
Rail Delivery Partner		\$89,587,018	\$8,021,375	\$41,379,942	46%	\$48,207,076	\$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	\$421,202	\$2,103,267	14%	\$12,670,967	\$14,774,234
Legal		\$16,379,145	\$177,513	\$691,965	4%	\$15,687,180	\$16,379,145
Pre-Construction Activities	7	\$950,000	\$0	\$0	0%	\$950,000	\$950,000
TOTAL	1, 2	\$2,083,892,015	\$62,296,980	\$367,581,283	18%	\$1,716,310,732	\$2,083,892,015

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.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	November 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	\$5,973,942,663	\$37,754,555	\$3,604,968,895	60%	\$2,368,973,768	\$5,973,942,663
SR 99		\$296,093,843	\$0	\$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	4	\$552,613,996	\$9,187,375	\$340,744,750	62%	\$211,869,246	\$552,613,996
Real Property Acquisition		\$1,712,830,932	\$3,192,935	\$1,376,214,412	80%	\$336,616,520	\$1,712,830,932
Environmental Mitigation		\$206,490,092	\$552,844	\$115,560,351	56%	\$90,929,741	\$206,490,092
Hazardous Waste Provisional Sum		\$35,462,001	\$0	\$0	0%	\$35,462,001	\$35,462,001
Resource Agency		\$125,889,546	\$359,514	\$37,607,691	30%	\$88,281,855	\$125,889,546
Third Party Contract Work		\$564,452,790	\$2,629,667	\$239,507,419	42%	\$324,945,371	\$564,452,790
Estimated-At-Completion Contingency	10, 23	\$1,298,234,795	\$0	\$0	0%	\$1,298,234,795	\$1,298,234,795
Project Contingency	4, 10	\$811,446,451	\$0	\$0	0%	\$811,446,451	\$811,446,451
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	4	\$754,039,287	\$8,021,375	\$661,420,312	88%	\$92,618,975	\$754,039,287
Project Management Oversight Continuation		\$552,660,572	\$0	\$0	0%	\$552,660,572	\$552,660,572
Early Train Operator		\$96,746,309	\$421,202	\$25,570,502	26%	\$71,175,807	\$96,746,309
Legal		\$97,774,323	\$177,513	\$36,048,940	37%	\$61,725,383	\$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
TOTAL	1, 2, 23	\$14,860,533,644	\$62,296,980	\$6,803,717,976	46%	\$8,056,815,668	\$14,860,533,644

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.
- Total Expenditure Authorization has been updated to \$17.937B for ongoing Central Valley construction and project development per Board approval on December 16, 2021.
- Project's updated scope includes \$75.6M in Construction work on SR46, supported by the new Federal RAISE Grant.

Data through November 30, 2021

Percentage of Fiscal Year completed 42%

Bookend Projects FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	November Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)	
Bookend - North								
	PCJPB - Caltrain Electrification	11	\$60,000,000	\$15,794,027	\$48,233,917	80%	\$11,766,083	\$60,000,000
	PCJPB - Caltrain Electrification	12	\$272,288	\$0	\$0	0%	\$272,288	\$272,288
	San Mateo Grade Separation	12	\$4,766,822	\$0	\$4,196,116	88%	\$570,706	\$4,766,822
	Bookend - North TOTAL		\$65,039,110	\$15,794,027	\$52,430,033	81%	\$12,609,077	\$65,039,110
Bookend - South								
	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
	Bookend - South TOTAL		\$19,000,000	\$0	\$0	0%	\$19,000,000	\$19,000,000
	TOTAL	2	\$84,039,110	\$15,794,027	\$52,430,033	62%	\$31,609,077	\$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)	November Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)	
Bookend - North								
	PCJPB - Caltrain Electrification	11	\$600,000,000	\$15,794,027	\$287,907,001	47%	\$312,092,999	\$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	\$0	\$83,429,293	99%	\$570,707	\$84,000,000
	Bookend - North TOTAL		\$797,943,401	\$15,794,027	\$485,005,712	61%	\$312,937,689	\$797,943,401
Bookend - South								
	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
	Bookend - South TOTAL		\$500,000,000	\$0	\$26,504,703	5%	\$473,495,297	\$500,000,000
	TOTAL	2	\$1,297,943,401	\$15,794,027	\$511,510,415	39%	\$786,432,986	\$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 November 30, 2021

Percentage of Fiscal Year completed 42%

Construction by Construction Package FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	November Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
CP1							
Design-Build Contract Work		\$310,496,173	\$13,428,453	\$107,825,519	35%	\$202,670,654	\$310,496,173
SR 99		\$12,203,092	\$0	\$35,364	0%	\$12,167,728	\$12,203,092
Project Construction Management		\$23,185,137	\$2,325,427	\$14,953,084	64%	\$8,232,053	\$23,185,137
Real Property Acquisition		\$97,401,806	\$674,574	\$1,761,736	2%	\$95,640,070	\$97,401,806
Environmental Mitigation		\$5,441,894	\$0	\$0	0%	\$5,441,894	\$5,441,894
Resource Agency		\$24,672,091	\$131,309	\$2,781,598	11%	\$21,890,493	\$24,672,091
Third Party Contract Work		\$73,552,561	\$1,512,754	\$6,863,700	9%	\$66,688,861	\$73,552,561
Estimated-At-Completion Contingency	23	\$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
CP1 TOTAL		\$810,222,547	\$18,072,517	\$134,221,001	17%	\$676,001,546	\$810,222,547
CP2-3							
Design-Build Contract Work		\$380,194,701	\$17,826,102	\$82,032,402	22%	\$298,162,299	\$380,194,701
Project Construction Management	4, 9	\$31,746,603	\$5,193,203	\$17,928,332	56%	\$13,818,271	\$31,746,603
Real Property Acquisition		\$131,805,390	\$908,011	\$9,657,838	7%	\$122,147,552	\$131,805,390
Environmental Mitigation		\$16,145,538	\$552,844	\$2,115,920	13%	\$14,029,618	\$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	\$816,323	\$6,095,602	40%	\$9,247,251	\$15,342,853
Estimated-At-Completion Contingency	4, 23	\$13,718,082	\$0	\$0	0%	\$13,718,082	\$13,718,082
Project Contingency	4	\$92,251,932	\$0	\$0	0%	\$92,251,932	\$92,251,932
CP2-3 TOTAL		\$698,918,627	\$25,296,483	\$117,830,094	17%	\$581,088,533	\$698,918,627
CP4							
Design-Build Contract Work	4, 10	\$162,247,841	\$6,500,000	\$45,113,064	28%	\$117,134,777	\$162,247,841
Project Construction Management		\$20,761,193	\$1,668,745	\$7,901,112	38%	\$12,860,081	\$20,761,193
Real Property Acquisition		\$39,920,846	\$1,610,350	\$16,543,768	41%	\$23,377,078	\$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	\$300,590	\$1,234,452	8%	\$14,078,275	\$15,312,727
SR 46	23, 24	\$0	\$0	\$0	0%	\$0	\$0
Estimated-At-Completion Contingency	23	\$40,654,223	\$0	\$0	0%	\$40,654,223	\$40,654,223
Project Contingency	4, 10	\$98,960,076	\$0	\$0	0%	\$98,960,076	\$98,960,076
CP4 TOTAL		\$394,031,476	\$10,079,685	\$70,792,396	18%	\$323,239,080	\$394,031,476
CP5							
Design-Build Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$0	\$0	\$0	0%	\$0	\$0
Environmental Mitigation		\$0	\$0	\$0	0%	\$0	\$0
Project Contingency		\$0	\$0	\$0	0%	\$0	\$0
CP5 TOTAL		\$0	\$0	\$0	0%	\$0	\$0
Central Valley Route-Wide Work							
Stations		\$700,000	\$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
Central Valley Route-Wide Work TOTAL		\$700,000	\$0	\$0	0%	\$700,000	\$700,000
System Wide / Unallocated							
Rail Delivery Partner		\$89,587,018	\$8,021,375	\$41,379,942	46%	\$48,207,076	\$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	\$421,202	\$2,103,267	14%	\$12,670,967	\$14,774,234
Legal		\$16,379,145	\$177,513	\$691,965	4%	\$15,687,180	\$16,379,145
Resource Agency		\$7,205,766	\$228,205	\$562,618	8%	\$6,643,148	\$7,205,766
Project Reserve		\$0	\$0	\$0	0%	\$0	\$0
Interim Use		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Pre-Construction Activities	7	\$950,000	\$0	\$0	0%	\$950,000	\$950,000
System Wide / Unallocated TOTAL		\$180,019,365	\$8,848,295	\$44,737,792	25%	\$135,281,573	\$180,019,365
TOTAL	1, 2	\$2,083,892,015	\$62,296,980	\$367,581,283	18%	\$1,716,310,732	\$2,083,892,015

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.
- 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 \$17.937B for ongoing Central Valley construction and project development per Board approval on December 16, 2021.
- Project's updated scope includes \$75.6M in Construction work on SR46, supported by the new Federal RAISE Grant.

Data through November 30, 2021

Percentage of Fiscal Year completed 42%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	November Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
CP1							
Design-Build Contract Work	10	\$2,435,604,821	\$13,428,453	\$1,637,744,335	67%	\$797,860,486	\$2,435,604,821
SR 99		\$296,093,843	\$0	\$281,248,534	95%	\$14,845,309	\$296,093,843
Project Construction Management		\$129,370,948	\$2,325,427	\$118,605,901	92%	\$10,765,047	\$129,370,948
Real Property Acquisition		\$894,973,843	\$674,574	\$766,652,320	86%	\$128,321,523	\$894,973,843
Environmental Mitigation		\$40,037,064	\$0	\$33,731,407	84%	\$6,305,657	\$40,037,064
Resource Agency		\$56,301,269	\$131,309	\$30,583,836	54%	\$25,717,433	\$56,301,269
Third Party Contract Work		\$312,862,724	\$1,512,754	\$158,094,261	51%	\$154,768,463	\$312,862,724
Estimated-At-Completion Contingency	23	\$724,450,035	\$0	\$0	0%	\$724,450,035	\$724,450,035
Project Contingency	10	\$240,836,826	\$0	\$0	0%	\$240,836,826	\$240,836,826
CP1 TOTAL		\$5,130,531,373	\$18,072,517	\$3,026,660,594	59%	\$2,103,870,779	\$5,130,531,373
CP2-3							
Design-Build Contract Work	10	\$2,207,099,576	\$17,826,102	\$1,463,041,961	66%	\$744,057,615	\$2,207,099,576
Project Construction Management	4	\$158,999,789	\$5,193,203	\$145,181,517	91%	\$13,818,272	\$158,999,789
Real Property Acquisition		\$598,525,696	\$908,011	\$427,533,790	71%	\$170,991,906	\$598,525,696
Environmental Mitigation		\$69,728,307	\$552,844	\$55,579,927	80%	\$14,148,380	\$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	\$816,323	\$66,761,519	67%	\$33,421,841	\$100,183,360
Estimated-At-Completion Contingency	23	\$529,918,245	\$0	\$0	0%	\$529,918,245	\$529,918,245
Project Contingency	4, 10	\$141,801,301	\$0	\$0	0%	\$141,801,301	\$141,801,301
CP2-3 TOTAL		\$3,837,802,199	\$25,296,483	\$2,158,124,297	56%	\$1,679,677,902	\$3,837,802,199
CP4							
Design-Build Contract Work	10	\$663,923,258	\$6,500,000	\$504,182,599	76%	\$159,740,659	\$663,923,258
Project Construction Management		\$89,817,413	\$1,668,745	\$76,957,332	86%	\$12,860,081	\$89,817,413
Real Property Acquisition		\$219,331,393	\$1,610,350	\$182,028,302	83%	\$37,303,091	\$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	\$300,590	\$14,651,639	41%	\$20,838,400	\$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	\$106,445,600	\$0	\$0	0%	\$106,445,600	\$106,445,600
CP4 TOTAL		\$1,284,718,866	\$10,079,685	\$804,173,193	63%	\$480,545,673	\$1,284,718,866
CPS							
Design-Build Contract Work		\$667,315,007	\$0	\$0	0%	\$667,315,007	\$667,315,007
Project Construction Management		\$147,114,943	\$0	\$0	0%	\$147,114,943	\$147,114,943
Environmental Mitigation		\$53,675,851	\$0	\$0	0%	\$53,675,851	\$53,675,851
Project Contingency		\$224,257,608	\$0	\$0	0%	\$224,257,608	\$224,257,608
CP5 TOTAL		\$1,092,363,409	\$0	\$0	0%	\$1,092,363,409	\$1,092,363,409
Central Valley Route-Wide Work							
Stations		\$13,635,460	\$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	4	\$98,105,116	\$0	\$0	0%	\$98,105,116	\$98,105,116
Central Valley Route-Wide Work TOTAL		\$1,203,531,404	\$0	\$0	0%	\$1,203,531,404	\$1,203,531,404
System Wide / Extensions / Unallocated							
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner	4	\$754,039,287	\$8,021,375	\$661,420,312	88%	\$92,618,975	\$754,039,287
Project Management Oversight Continuation		\$552,660,572	\$0	\$0	0%	\$552,660,572	\$552,660,572
Early Train Operator		\$96,746,309	\$421,202	\$25,570,502	26%	\$71,175,807	\$96,746,309
Legal		\$97,774,323	\$177,513	\$36,048,940	37%	\$61,725,383	\$97,774,323
Resource Agency		\$66,352,136	\$228,205	\$6,893,968	10%	\$59,458,168	\$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
System Wide / Unallocated TOTAL		\$2,311,586,393	\$8,848,295	\$814,759,892	35%	\$1,496,826,501	\$2,311,586,393
TOTAL	1, 2, 23	\$14,860,533,644	\$62,296,980	\$6,803,717,976	46%	\$8,056,815,668	\$14,860,533,644

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.
- Total Expenditure Authorization has been updated to \$17.937B for ongoing Central Valley construction and project development per Board approval on December 16, 2021.
- Project's updated scope includes \$75.6M in Construction work on SR46, supported by the new Federal RAISE Grant.

Data through November 30, 2021

Percentage of Fiscal Year completed 42%

Central Valley Segment Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	November Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	10	\$2,435,604,821	\$13,428,453	\$1,637,744,335	\$797,860,486
SR 99		\$296,093,843	\$0	\$281,248,534	\$14,845,309
Project Construction Management		\$129,370,948	\$2,325,427	\$118,605,901	\$10,765,047
Real Property Acquisition		\$894,973,843	\$674,574	\$766,652,320	\$128,321,523
Environmental Mitigation		\$40,037,064	\$0	\$33,731,407	\$6,305,657
Resource Agency		\$56,301,269	\$131,309	\$30,583,836	\$25,717,433
Third Party Contract Work		\$312,862,724	\$1,512,754	\$158,094,261	\$154,768,463
Estimated-At-Completion Contingency	23	\$724,450,035	\$0	\$0	\$724,450,035
Project Contingency	10	\$240,836,826	\$0	\$0	\$240,836,826
CP1 TOTAL		\$5,130,531,373	\$18,072,517	\$3,026,660,594	\$2,103,870,779
CP2-3					
Design-Build Contract Work	10	\$2,207,099,576	\$17,826,102	\$1,463,041,961	\$744,057,615
Project Construction Management	4	\$158,999,789	\$5,193,203	\$145,181,517	\$13,818,272
Real Property Acquisition		\$598,525,696	\$908,011	\$427,533,790	\$170,991,906
Environmental Mitigation		\$69,728,307	\$552,844	\$55,579,927	\$14,148,380
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	\$816,323	\$66,761,519	\$33,421,841
Estimated-At-Completion Contingency	23	\$529,918,245	\$0	\$0	\$529,918,245
Project Contingency	4, 10	\$141,801,301	\$0	\$0	\$141,801,301
CP2-3 TOTAL		\$3,837,802,199	\$25,296,483	\$2,158,124,297	\$1,679,677,902
CP4					
Design-Build Contract Work	10	\$663,923,258	\$6,500,000	\$504,182,599	\$159,740,659
Project Construction Management		\$89,817,413	\$1,668,745	\$76,957,332	\$12,860,081
Real Property Acquisition		\$219,331,393	\$1,610,350	\$182,028,302	\$37,303,091
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	\$300,590	\$14,651,639	\$20,838,400
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	\$106,445,600	\$0	\$0	\$106,445,600
CP4 TOTAL		\$1,284,718,866	\$10,079,685	\$804,173,193	\$480,545,673
CP5					
Design-Build Contract Work		\$667,315,007	\$0	\$0	\$667,315,007
Project Construction Management		\$147,114,943	\$0	\$0	\$147,114,943
Environmental Mitigation		\$53,675,851	\$0	\$0	\$53,675,851
Project Contingency		\$224,257,608	\$0	\$0	\$224,257,608
CP5 TOTAL		\$1,092,363,409	\$0	\$0	\$1,092,363,409
Central Valley Route-Wide Work					
Stations		\$13,635,460	\$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	4	\$98,105,116	\$0	\$0	\$98,105,116
Central Valley Route-Wide Work TOTAL		\$1,203,531,404	\$0	\$0	\$1,203,531,404
Project Wide					
Merced - Fresno		\$34,224,247	\$0	\$34,224,247	\$0
Fresno - Bakersfield		\$167,369,487	\$0	\$167,369,487	\$0
Rail Delivery Partner		\$670,245,871	\$3,367,769	\$605,802,393	\$64,443,478
Station Area Planning		\$1,894,811	\$0	\$1,894,811	\$0
Early Train Operator		\$98,317,999	\$421,202	\$27,142,193	\$71,175,806
Resource Agency		\$180,423,079	\$25,333	\$122,260,666	\$58,162,413
Support Facilities	23	\$66,019,700	\$0	\$0	\$66,019,700
Legal		\$106,942,006	\$69,805	\$47,321,734	\$59,620,272
Project Wide TOTAL		\$1,325,437,200	\$3,884,109	\$1,006,015,531	\$319,421,669
TOTAL	1, 2, 23	\$13,874,384,451	\$57,332,794	\$6,994,973,615	\$6,879,410,836

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.
- 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 \$17.937B for ongoing Central Valley construction and project development per Board approval on December 16, 2021.
- Project's updated scope includes \$75.6M in Construction work on SR46, supported by the new Federal RAISE Grant.

Data through November 30, 2021

Percentage of Fiscal Year completed 42%

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	\$46,160,385	\$0	\$724,450,035	94%
CP1 Project Contingency		\$1,173,894,062	\$933,057,236	\$0	\$240,836,826	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		\$1,051,818,874	\$910,017,573	\$0	\$141,801,301	13%
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	\$250,245,034	\$0	\$106,445,600	30%
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	\$17,575,364	\$0	\$65,531,268	79%
TOTAL	14, 15, 16, 17	\$5,159,676,424	\$2,257,060,008	\$0	\$2,902,616,416	56%
Offsetting Categories						
CP1 Design-Build Contract Work			\$883,181,950	\$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			\$758,336,556	\$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			\$206,553,680	\$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		
Offsetting Categories TOTAL			\$2,257,060,008	\$0		

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 \$1.7M of November change orders and amendments executed under the Delegation of Authority.

**Total Program Contingency
Authorized and Remaining Balance**

