

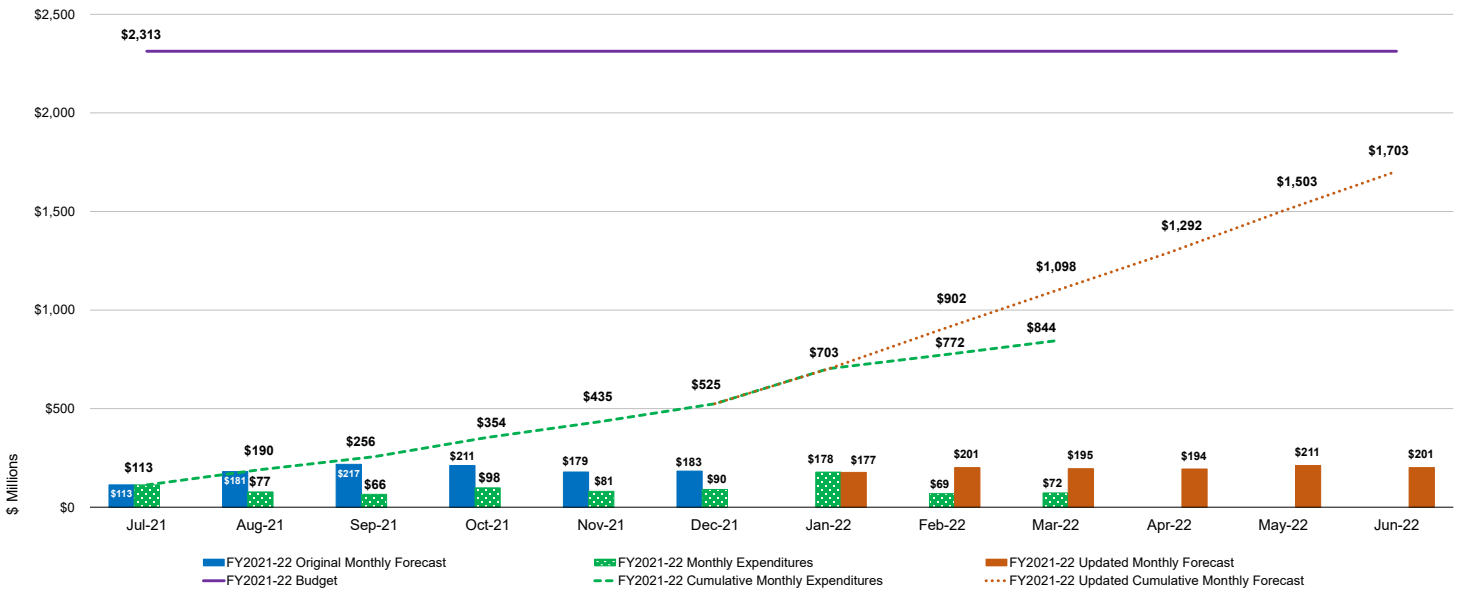
Data through March 31, 2022

Percentage of Fiscal Year completed 75%

Budget Summary FY2021-22

FY2021-22	Notes	Appropriation	FY2021-22 Budget (A)	March Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3	\$705,174,796	\$144,648,566	\$5,130,283	\$31,372,836	22%	\$113,275,730	\$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	\$0	\$27,431	55%	\$22,569	\$50,000
Project Development TOTAL		\$1,778,198,071	\$144,698,566	\$5,130,283	\$31,400,267	22%	\$113,298,299	\$131,056,511
Construction								
Bond Fund (Prop 1A)		\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3	\$10,366,503,713	\$2,083,892,015	\$67,096,722	\$735,639,862	35%	\$1,348,252,153	\$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
Construction TOTAL		\$16,015,170,048	\$2,083,892,015	\$67,096,722	\$735,639,862	35%	\$1,348,252,153	\$1,442,301,496
SUBTOTAL		\$17,793,368,119	\$2,228,590,581	\$72,227,005	\$767,040,129	34%	\$1,461,550,452	\$1,573,358,007
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$79,000,000	\$0	\$72,627,924	92%	\$6,372,076	\$125,027,574
Cap and Trade		\$197,943,401	\$5,039,110	\$272,288	\$4,468,404	89%	\$570,706	\$5,039,110
Bookend Projects TOTAL		\$1,297,943,401	\$84,039,110	\$272,288	\$77,096,328	92%	\$6,942,782	\$130,066,684
TOTAL	1, 2, 5	\$19,091,311,520	\$2,312,629,691	\$72,499,293	\$844,136,457	37%	\$1,468,493,234	\$1,703,424,691

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 Nov-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 Feb-22 Cap and Trade auction proceeds once the funds become available to the Authority through executive order.
- The Fiscal Year Forecast was 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 Department of Finance Public Works Board approval.

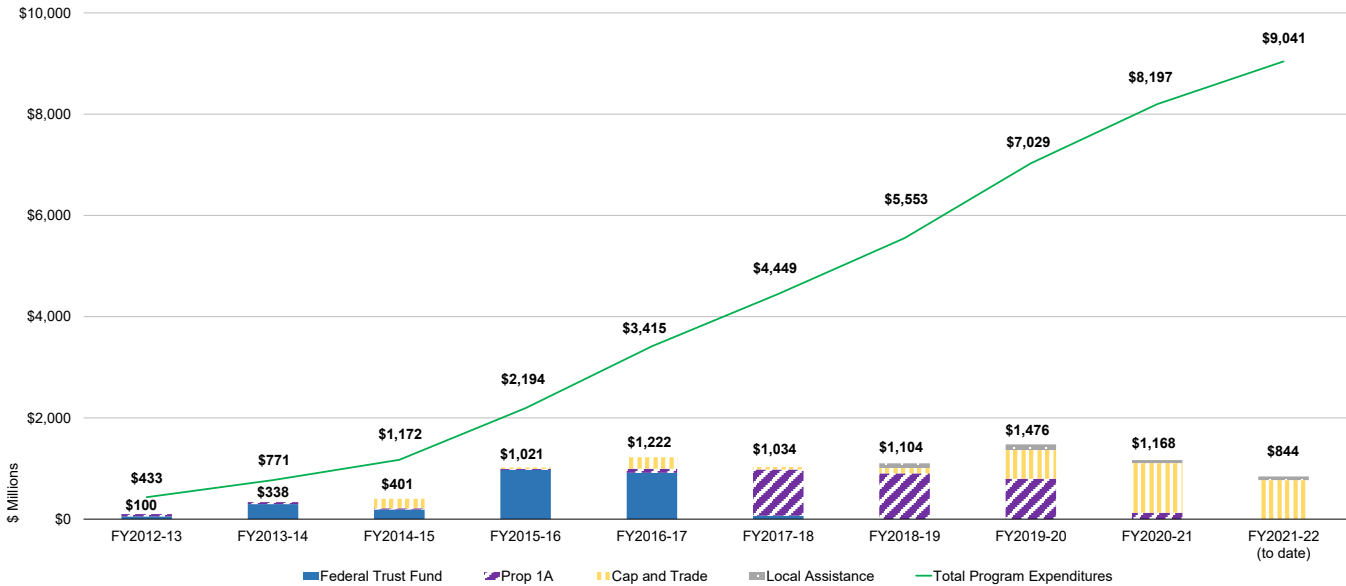
Data through March 31, 2022

Percentage of Fiscal Year completed 75%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	March 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	\$705,182,634	\$5,130,283	\$261,813,831	37%	\$443,368,803	\$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	\$0	\$376,068	63%	\$223,932	\$600,000
Project Development TOTAL		\$1,778,198,071	\$1,778,198,071	\$5,130,283	\$1,334,605,336	75%	\$443,592,735	\$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	\$10,366,503,713	\$9,218,346,450	\$67,096,722	\$2,480,503,933	27%	\$6,737,842,517	\$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
Construction TOTAL		\$16,015,170,048	\$14,860,533,644	\$67,096,722	\$7,170,071,127	48%	\$7,690,462,517	\$14,860,533,644
SUBTOTAL		\$17,793,368,119	\$16,638,731,715	\$72,227,005	\$8,504,676,463	51%	\$8,134,055,252	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$0	\$338,805,711	31%	\$761,194,289	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$272,288	\$197,370,999	100%	\$572,402	\$197,943,401
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$272,288	\$536,176,710	41%	\$761,766,691	\$1,297,943,401
TOTAL	1, 2	\$19,091,311,520	\$17,936,675,116	\$72,499,293	\$9,040,853,173	50%	\$8,895,821,943	\$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 Nov-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 Feb-22 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 Department of Finance Public Works Board

Data through March 31, 2022

Percentage of Fiscal Year completed 75%

Project Development - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	March 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	\$102,500	\$1,332,491	17%	\$6,534,914	\$7,867,405
San Jose - Merced		\$9,752,779	\$147,500	\$1,776,874	18%	\$7,975,905	\$9,752,779
Bakersfield - Palmdale	19	\$848,295	(\$11,234)	\$837,061	98%	\$11,234	\$848,295
Locally Generated Alternative (LGA)		\$676,861	\$0	\$20,000	3%	\$656,861	\$676,861
Palmdale - Burbank	4, 19	\$6,515,155	\$388,474	\$2,787,100	43%	\$3,728,055	\$6,352,076
Burbank - Los Angeles	4	\$6,135,014	\$338,286	\$2,090,581	34%	\$4,044,433	\$6,023,111
Los Angeles - Anaheim		\$5,780,828	(\$65,899)	\$1,983,158	34%	\$3,797,670	\$5,780,828
Central Valley Wye		\$59,087	\$0	\$48,290	82%	\$10,797	\$59,087
Resource Agency	9	\$60,457,509	\$604,418	\$5,656,556	9%	\$54,800,953	\$60,508,685
Legal		\$11,029,307	\$824,308	\$1,987,551	18%	\$9,041,756	\$11,029,307
SCI/SAP	4	\$705,852	\$0	\$0	0%	\$705,852	\$929,658
NorCal Interconnections		\$1,065,000	\$0	\$3,978	0%	\$1,061,022	\$1,065,000
Rail Delivery Partner		\$25,907,834	\$2,801,930	\$12,876,627	50%	\$13,031,207	\$20,163,419
Project Management Oversight Continuation		\$7,897,640	\$0	\$0	0%	\$7,897,640	\$0
TOTAL	1, 2, 5	\$144,698,566	\$5,130,283	\$31,400,267	22%	\$113,298,299	\$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.
- 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 was updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Budget for this line is expected to increase once contract amendments are reviewed and approved.
- 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)	March 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	\$102,500	\$43,428,418	81%	\$9,563,423	\$52,991,841
San Jose - Merced		\$110,953,473	\$147,500	\$102,318,815	92%	\$8,634,658	\$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	19	\$61,230,018	(\$11,234)	\$57,812,195	94%	\$3,417,823	\$61,230,018
Locally Generated Alternative (LGA)		\$18,544,851	\$0	\$17,887,990	96%	\$656,861	\$18,544,851
Palmdale - Burbank	4	\$142,084,537	\$388,474	\$133,822,093	94%	\$8,262,444	\$142,084,537
Burbank - Los Angeles	4	\$36,251,918	\$338,286	\$32,151,311	88%	\$4,100,607	\$36,251,918
Los Angeles - Anaheim	19	\$83,983,860	(\$65,899)	\$70,546,777	84%	\$13,437,083	\$83,983,860
Central Valley Wye		\$58,222,647	\$0	\$58,211,850	99%	\$10,797	\$58,222,647
Resource Agency		\$385,976,288	\$604,418	\$201,370,226	52%	\$184,606,062	\$385,976,288
Legal		\$58,747,743	\$824,308	\$39,771,126	67%	\$18,976,617	\$58,747,743
SCI/SAP		\$29,078,271	\$0	\$13,382,216	46%	\$15,696,055	\$29,078,271
Merced Extension - Design Advancement		\$63,045,387	\$0	\$0	0%	\$63,045,387	\$63,045,387
Bakersfield Extension - Design Advancement		\$56,309,217	\$0	\$0	0%	\$56,309,217	\$56,309,217
Central Valley Stations - Design Advancement		\$35,351,378	\$0	\$0	0%	\$35,351,378	\$35,351,378
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$0	\$7,477	0%	\$1,951,523	\$1,959,000
Early Train Operator		\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
Rail Delivery Partner		\$318,458,709	\$2,801,930	\$304,364,169	95%	\$14,094,540	\$318,458,709
Project Management Oversight Continuation		\$5,478,260	\$0	\$0	0%	\$5,478,260	\$5,478,260
Phase I TOTAL		\$1,735,815,358	\$5,130,283	\$1,292,222,623	74%	\$443,592,735	\$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	\$5,130,283	\$1,334,605,336	75%	\$443,592,735	\$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.
- 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.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through March 31, 2022

Percentage of Fiscal Year completed 75%

Construction - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	March 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	\$1,108,632,897	\$49,513,206	\$485,534,609	44%	\$623,098,288	\$588,161,092
SR 99	4	\$8,871,528	\$50,151	\$690,108	8%	\$8,181,420	\$12,203,092
Project Construction Management	4, 9	\$89,830,529	\$7,540,767	\$68,866,839	77%	\$20,963,690	\$86,764,426
Real Property Acquisition	4	\$273,961,607	\$1,431,952	\$74,968,607	27%	\$198,993,000	\$242,514,621
Environmental Mitigation	4	\$30,930,311	\$21,000	\$2,381,395	8%	\$28,548,916	\$21,791,973
Hazardous Waste Provisional Sum		\$22,678,238	\$0	\$0	0%	\$22,678,238	\$14,454,119
Resource Agency	4	\$33,744,838	\$912,543	\$11,796,049	35%	\$21,948,789	\$20,164,199
Third Party Contract Work		\$104,259,106	\$2,727,928	\$24,751,994	24%	\$79,507,112	\$63,651,846
Estimated-At-Completion Contingency	10	\$87,092,912	\$0	\$0	0%	\$87,092,912	\$154,323,713
Project Contingency	10	\$150,376,451	\$0	\$0	0%	\$150,376,451	\$122,289,435
Stations		\$700,000	\$0	\$0	0%	\$700,000	\$700,000
Rail Delivery Partner		\$89,587,018	\$4,459,918	\$60,798,755	68%	\$28,788,263	\$85,953,835
Project Management Oversight Continuation		\$51,123,202	\$162,819	\$162,819	0%	\$50,960,383	\$0
Early Train Operator		\$14,774,234	\$170,000	\$3,952,188	27%	\$10,822,046	\$12,000,000
Legal		\$16,379,145	\$106,438	\$1,386,499	8%	\$14,992,646	\$16,379,145
Pre-Construction Activities	7	\$950,000	\$0	\$350,000	37%	\$600,000	\$950,000
TOTAL	1, 2, 5	\$2,083,892,015	\$67,096,722	\$735,639,862	35%	\$1,348,252,153	\$1,442,301,496

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 was 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 Finance & Audit 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)	March 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	\$6,539,619,755	\$49,513,206	\$3,855,532,519	59%	\$2,684,087,236	\$6,539,619,755
SR 99		\$296,093,843	\$50,151	\$281,856,014	95%	\$14,237,829	\$296,093,843
SR 46		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Project Construction Management	4	\$622,728,760	\$7,540,767	\$368,829,061	59%	\$253,899,699	\$622,728,760
Real Property Acquisition	4	\$1,717,664,498	\$1,431,952	\$1,423,499,130	83%	\$294,165,368	\$1,717,664,498
Environmental Mitigation	4	\$206,480,092	\$21,000	\$113,305,826	55%	\$93,174,266	\$206,480,092
Hazardous Waste Provisional Sum		\$35,462,001	\$0	\$0	0%	\$35,462,001	\$35,462,001
Resource Agency	4	\$125,899,546	\$912,543	\$46,057,979	37%	\$79,841,567	\$125,899,546
Third Party Contract Work		\$564,452,790	\$2,727,928	\$250,925,507	44%	\$313,527,283	\$564,452,790
Estimated-At-Completion Contingency	4, 10	\$820,923,472	\$0	\$0	0%	\$820,923,472	\$820,923,472
Project Contingency	10	\$648,132,353	\$0	\$0	0%	\$648,132,353	\$648,132,353
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	27	\$765,739,287	\$4,459,918	\$680,839,125	89%	\$84,900,162	\$765,739,287
Project Management Oversight Continuation	27	\$540,960,572	\$162,819	\$162,819	0%	\$540,797,753	\$540,960,572
Early Train Operator		\$96,746,309	\$170,000	\$27,419,423	28%	\$69,326,886	\$96,746,309
Legal		\$97,774,323	\$106,438	\$36,467,554	37%	\$61,306,769	\$97,774,323
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Project Reserve		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency		\$419,730,867	\$0	\$0	0%	\$419,730,867	\$419,730,867
Pre-Construction Activities	7	\$19,146,668	\$0	\$350,000	2%	\$18,796,668	\$19,146,668
TOTAL	1, 2	\$14,860,533,644	\$67,096,722	\$7,170,071,127	48%	\$7,690,462,517	\$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 Finance & Audit 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 March 31, 2022

Percentage of Fiscal Year completed 75%

Bookend Projects FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	March 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	9, 11	\$60,000,000	\$0	\$72,627,924	121%	(\$12,627,924)	\$115,433,917
PCJPB - Caltrain Electrification	12	\$272,288	\$272,288	\$272,288	100%	\$0	\$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	\$272,288	\$77,096,328	119%	(\$12,057,218)	\$120,473,027
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$19,000,000	\$0	\$0	0%	\$19,000,000	\$9,593,657
Los Angeles Union Station	11, 13	\$0	\$0	\$0	0%	\$0	\$0
Bookend - South TOTAL		\$19,000,000	\$0	\$0	0%	\$19,000,000	\$9,593,657
TOTAL	2, 5	\$84,039,110	\$272,288	\$77,096,328	92%	\$6,942,782	\$130,066,684

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 was updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- 9 Budget for this line is expected to increase once contract amendments are reviewed and approved.
- 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)	March 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	\$0	\$312,301,008	52%	\$287,698,992	\$600,000,000
PCJPB - Caltrain Electrification	12	\$113,943,401	\$272,288	\$113,941,706	100%	\$1,695	\$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	\$272,288	\$509,672,007	64%	\$288,271,394	\$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	\$272,288	\$536,176,710	41%	\$761,766,691	\$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 March 31, 2022

Percentage of Fiscal Year completed 75%

Construction by Construction Package FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	March 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	4, 10	\$515,603,061	\$17,498,949	\$243,805,842	47%	\$271,797,219	\$265,326,159
SR 99	4	\$8,871,528	\$50,151	\$690,108	8%	\$8,181,420	\$12,203,092
Project Construction Management	9	\$28,137,308	\$2,761,225	\$24,468,208	87%	\$3,669,100	\$29,362,853
Real Property Acquisition		\$97,401,806	\$605,682	\$4,593,172	5%	\$92,808,634	\$75,227,371
Environmental Mitigation	4	\$5,434,694	\$21,000	\$21,000	0%	\$5,413,694	\$5,441,894
Resource Agency		\$24,672,091	\$574,201	\$10,497,107	43%	\$14,174,984	\$11,098,652
Third Party Contract Work	4	\$71,279,834	\$1,020,772	\$12,528,239	18%	\$58,751,595	\$41,742,079
Estimated-At-Completion Contingency	4, 10	\$10,331,457	\$0	\$0	0%	\$10,331,457	\$122,352,791
Project Contingency	10	\$46,210,841	\$0	\$0	0%	\$46,210,841	\$32,846,440
CP1 TOTAL		\$807,942,620	\$22,531,980	\$296,603,676	37%	\$511,338,944	\$595,601,331
CP2-3							
Design-Build Contract Work	10	\$383,724,011	\$19,096,039	\$146,118,601	38%	\$237,605,410	\$185,286,385
Project Construction Management	9	\$36,536,169	\$2,495,567	\$28,258,377	77%	\$8,277,792	\$37,996,461
Real Property Acquisition		\$131,805,390	\$782,125	\$53,485,198	41%	\$78,320,192	\$131,129,369
Environmental Mitigation		\$16,145,538	\$0	\$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	\$208,260	\$208,957	17%	\$1,056,333	\$1,265,290
Third Party Contract Work		\$19,121,090	\$1,707,156	\$9,109,495	48%	\$10,011,595	\$15,342,853
Estimated-At-Completion Contingency	10	\$67,926,184	\$0	\$0	0%	\$67,926,184	\$16,859,041
Project Contingency	10	\$29,673,989	\$0	\$0	0%	\$29,673,989	\$25,575,611
CP2-3 TOTAL		\$702,645,899	\$24,289,147	\$239,541,023	34%	\$463,104,876	\$428,679,129
CP4							
Design-Build Contract Work	10	\$209,305,825	\$12,918,218	\$95,610,166	46%	\$113,695,659	\$137,548,548
Project Construction Management	4	\$25,157,052	\$2,283,975	\$16,140,254	64%	\$9,016,798	\$19,405,112
Real Property Acquisition	4	\$44,754,411	\$44,145	\$16,890,237	38%	\$27,864,174	\$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		\$13,858,182	\$0	\$3,114,260	22%	\$10,743,922	\$6,566,914
SR 46		\$0	\$0	\$0	0%	\$0	\$0
Estimated-At-Completion Contingency	10	\$8,835,271	\$0	\$0	0%	\$8,835,271	\$15,111,881
Project Contingency	10	\$74,491,621	\$0	\$0	0%	\$74,491,621	\$63,867,384
CP4 TOTAL		\$392,576,931	\$15,246,338	\$131,754,917	34%	\$260,822,014	\$294,832,290
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 / Extensions / Unallocated							
Rail Delivery Partner		\$89,587,018	\$4,459,918	\$60,798,755	68%	\$28,788,263	\$85,953,835
Project Management Oversight Continuation		\$51,123,202	\$162,819	\$162,819	0%	\$50,960,383	\$0
Early Train Operator		\$14,774,234	\$170,000	\$3,952,188	27%	\$10,822,046	\$12,000,000
Legal		\$16,379,145	\$106,438	\$1,386,499	8%	\$14,992,646	\$16,379,145
Resource Agency	4	\$7,212,966	\$130,082	\$1,089,985	15%	\$6,122,981	\$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	\$350,000	37%	\$600,000	\$950,000
System Wide / Unallocated TOTAL		\$180,026,565	\$5,029,257	\$67,740,246	38%	\$112,286,319	\$122,488,746
TOTAL	1, 2, 5	\$2,083,892,015	\$67,096,722	\$735,639,862	35%	\$1,348,252,153	\$1,442,301,496

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 was 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 Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

Data through March 31, 2022

Percentage of Fiscal Year completed 75%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	March 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	4, 10	\$2,786,736,131	\$17,498,949	\$1,773,724,658	64%	\$1,013,011,473	\$2,786,736,131
SR 99		\$296,093,843	\$50,151	\$281,856,014	95%	\$14,237,829	\$296,093,843
Project Construction Management		\$156,513,769	\$2,761,225	\$128,121,025	82%	\$28,392,744	\$156,513,769
Real Property Acquisition		\$896,907,552	\$605,682	\$769,555,540	86%	\$127,352,012	\$896,907,552
Environmental Mitigation	4	\$40,027,064	\$21,000	\$31,232,407	78%	\$8,794,657	\$40,027,064
Resource Agency		\$56,301,269	\$574,201	\$38,318,076	68%	\$17,983,193	\$56,301,269
Third Party Contract Work	4	\$313,256,663	\$1,020,772	\$164,598,065	53%	\$148,658,598	\$313,256,663
Estimated-At-Completion Contingency	4, 10	\$391,578,851	\$0	\$0	0%	\$391,578,851	\$391,578,851
Project Contingency	10	\$195,433,879	\$0	\$0	0%	\$195,433,879	\$195,433,879
CP1 TOTAL		\$5,132,849,021	\$22,531,980	\$3,187,405,785	62%	\$1,945,443,236	\$5,132,849,021
CP2-3							
Design-Build Contract Work	10	\$2,374,587,375	\$19,096,039	\$1,527,128,160	64%	\$847,459,215	\$2,374,587,375
Project Construction Management		\$186,878,055	\$2,495,567	\$155,511,562	83%	\$31,366,493	\$186,878,055
Real Property Acquisition		\$596,591,988	\$782,125	\$471,401,462	79%	\$125,190,526	\$596,591,988
Environmental Mitigation		\$69,728,307	\$0	\$55,824,402	80%	\$13,903,905	\$69,728,307
Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	0%	\$29,232,001	\$29,232,001
Resource Agency		\$2,313,924	\$208,260	\$214,264	9%	\$2,099,660	\$2,313,924
Third Party Contract Work		\$100,577,300	\$1,707,156	\$69,795,995	69%	\$30,781,305	\$100,577,300
Estimated-At-Completion Contingency	10	\$420,509,350	\$0	\$0	0%	\$420,509,350	\$420,509,350
Project Contingency	10	\$55,844,129	\$0	\$0	0%	\$55,844,129	\$55,844,129
CP2-3 TOTAL		\$3,836,262,429	\$24,289,147	\$2,279,875,845	59%	\$1,556,386,584	\$3,836,262,429
CP4							
Design-Build Contract Work	4, 10	\$710,981,242	\$12,918,218	\$554,679,701	78%	\$156,301,541	\$710,981,242
Project Construction Management	4	\$104,911,090	\$2,283,975	\$85,196,474	81%	\$19,714,616	\$104,911,090
Real Property Acquisition	4	\$224,164,958	\$44,145	\$182,542,128	81%	\$41,622,830	\$224,164,958
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		\$34,702,160	\$0	\$16,531,447	48%	\$18,170,713	\$34,702,160
SR 46		\$75,643,560	\$0	\$0	0%	\$75,643,560	\$75,643,560
Estimated-At-Completion Contingency	10	\$8,835,271	\$0	\$0	0%	\$8,835,271	\$8,835,271
Project Contingency	10	\$74,491,621	\$0	\$0	0%	\$74,491,621	\$74,491,621
CP4 TOTAL		\$1,283,930,988	\$15,246,338	\$865,303,071	67%	\$418,627,917	\$1,283,930,988
CP5							
Design-Build Contract Work		\$667,315,007	\$0	\$0	0%	\$667,315,007	\$667,315,007
Project Construction Management		\$147,114,943	\$0	\$0	0%	\$147,114,943	\$147,114,943
Environmental Mitigation		\$53,675,851	\$0	\$0	0%	\$53,675,851	\$53,675,851
Project Contingency		\$224,257,608	\$0	\$0	0%	\$224,257,608	\$224,257,608
CP5 TOTAL		\$1,092,363,409	\$0	\$0	0%	\$1,092,363,409	\$1,092,363,409
Central Valley Route-Wide Work							
Stations		\$13,635,460	\$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
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		\$765,739,287	\$4,459,918	\$680,839,125	89%	\$84,900,162	\$765,739,287
Project Management Oversight Continuation		\$540,960,572	\$162,819	\$162,819	0%	\$540,797,753	\$540,960,572
Early Train Operator		\$96,746,309	\$170,000	\$27,419,423	28%	\$69,326,886	\$96,746,309
Legal		\$97,774,323	\$106,438	\$36,467,554	37%	\$61,306,769	\$97,774,323
Resource Agency		\$66,362,136	\$130,082	\$7,421,335	11%	\$58,940,801	\$66,362,136
Support Facilities	4	\$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	\$350,000	2%	\$18,796,668	\$19,146,668
System Wide / Unallocated TOTAL		\$2,311,596,393	\$5,029,257	\$837,486,426	36%	\$1,474,109,967	\$2,311,596,393
TOTAL	1, 2	\$14,860,533,644	\$67,096,722	\$7,170,071,127	48%	\$7,690,462,517	\$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 Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

Data through March 31, 2022

Percentage of Fiscal Year completed 75%

Central Valley Segment Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	March Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	4, 10	\$2,786,736,131	\$17,498,949	\$1,773,724,658	\$1,013,011,473
SR 99		\$296,093,843	\$50,151	\$281,856,014	\$14,237,829
Project Construction Management		\$156,513,769	\$2,761,225	\$128,121,025	\$28,392,744
Real Property Acquisition		\$896,907,552	\$605,682	\$769,555,540	\$127,352,012
Environmental Mitigation	4	\$40,027,064	\$21,000	\$31,232,407	\$8,794,657
Resource Agency		\$56,301,269	\$574,201	\$38,318,076	\$17,983,193
Third Party Contract Work	4	\$313,256,663	\$1,020,772	\$164,598,065	\$148,658,598
Estimated-At-Completion Contingency	4, 10	\$391,578,851	\$0	\$0	\$391,578,851
Project Contingency	10	\$195,433,879	\$0	\$0	\$195,433,879
CP1 TOTAL		\$5,132,849,021	\$22,531,980	\$3,187,405,785	\$1,945,443,236
CP2-3					
Design-Build Contract Work	10	\$2,374,587,375	\$19,096,039	\$1,527,128,160	\$847,459,215
Project Construction Management		\$186,878,055	\$2,495,567	\$155,511,562	\$31,366,493
Real Property Acquisition		\$596,591,988	\$782,125	\$471,401,462	\$125,190,526
Environmental Mitigation		\$69,728,307	\$0	\$55,824,402	\$13,903,905
Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001
Resource Agency		\$2,313,924	\$208,260	\$214,264	\$2,099,660
Third Party Contract Work		\$100,577,300	\$1,707,156	\$69,795,995	\$30,781,305
Estimated-At-Completion Contingency	10	\$420,509,350	\$0	\$0	\$420,509,350
Project Contingency	10	\$55,844,129	\$0	\$0	\$55,844,129
CP2-3 TOTAL		\$3,836,262,429	\$24,289,147	\$2,279,875,845	\$1,556,386,584
CP4					
Design-Build Contract Work	4, 10	\$710,981,242	\$12,918,218	\$554,679,701	\$156,301,541
Project Construction Management	4	\$104,911,090	\$2,283,975	\$85,196,474	\$19,714,616
Real Property Acquisition	4	\$224,164,958	\$44,145	\$182,542,128	\$41,622,830
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		\$34,702,160	\$0	\$16,531,447	\$18,170,713
SR 46		\$75,643,560	\$0	\$0	\$75,643,560
Estimated-At-Completion Contingency	10	\$8,835,271	\$0	\$0	\$8,835,271
Project Contingency	10	\$74,491,621	\$0	\$0	\$74,491,621
CP4 TOTAL		\$1,283,930,988	\$15,246,338	\$865,303,071	\$418,627,917
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		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	\$115,916,667
Project Contingency		\$98,105,116	\$0	\$0	\$98,105,116
Central Valley Route-Wide Work TOTAL		\$1,203,531,404	\$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	\$4,628,721	\$619,196,729	\$51,049,142
Station Area Planning		\$1,894,811	\$0	\$1,894,811	\$0
Early Train Operator		\$98,317,999	\$426,255	\$28,991,114	\$69,326,885
Resource Agency	4	\$181,011,004	\$54,268	\$122,934,892	\$58,076,112
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Legal		\$106,942,006	\$82,839	\$47,488,846	\$59,453,160
Project Wide TOTAL		\$1,326,025,125	\$5,192,083	\$1,022,100,126	\$303,924,999
TOTAL	1, 2	\$13,874,962,376	\$67,259,548	\$7,354,684,827	\$6,520,277,549

Footnotes:

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

Data through March 31, 2022

Percentage of Fiscal Year completed 75%

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	\$320,731,569	\$58,300,000	\$391,578,851	51%
CP1 Project Contingency		\$1,173,894,062	\$927,151,331	\$51,308,852	\$195,433,879	17%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$34,729,998	\$102,135,829	\$420,509,350	75%
CP2-3 Project Contingency		\$1,051,818,874	\$925,282,963	\$70,691,782	\$55,844,129	5%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$25,932,267	\$20,077,862	\$8,835,271	16%
CP4 Project Contingency		\$356,690,634	\$261,344,454	\$20,854,559	\$74,491,621	21%
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	\$24,006,753	\$0	\$59,099,879	71%
TOTAL	14, 15, 16, 17	\$5,159,680,527	\$2,580,752,038	\$323,368,884	\$2,255,559,605	44%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,124,704,407	\$109,608,852		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$86,804,880	\$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			\$780,875,010	\$144,949,345		
CP2-3 Project Construction Management			\$80,642,383	\$27,878,266		
CP2-3 Real Property Acquisition			\$32,675,164	\$0		
CP2-3 Third Party Contract Work			\$4,130,000	\$0		
CP4 Design-Build Contract Work			\$232,610,588	\$21,005,180		
CP4 Project Construction Management			\$42,873,396	\$15,093,677		
CP4 Real Property Acquisition			\$37,218,675	\$4,833,565		
Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Resource Agency - Construction			\$85,000	\$0		
Interim Use			\$53,856,392	\$0		
San Francisco - San Jose			\$2,010,000	\$0		
Bakersfield - Palmdale			\$3,500,000	\$0		
Palmdale - Burbank			\$9,316,663	\$0		
Los Angeles - Anaheim			\$2,748,701	\$0		
Central Valley Stations - Design Advancement			\$6,376,984	\$0		
Resource Agency - Project Development			\$185,272	\$0		
Rail Delivery Partner			\$1,500,000	\$0		
Offsetting Categories TOTAL			\$2,580,752,038	\$323,368,884		

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.

