

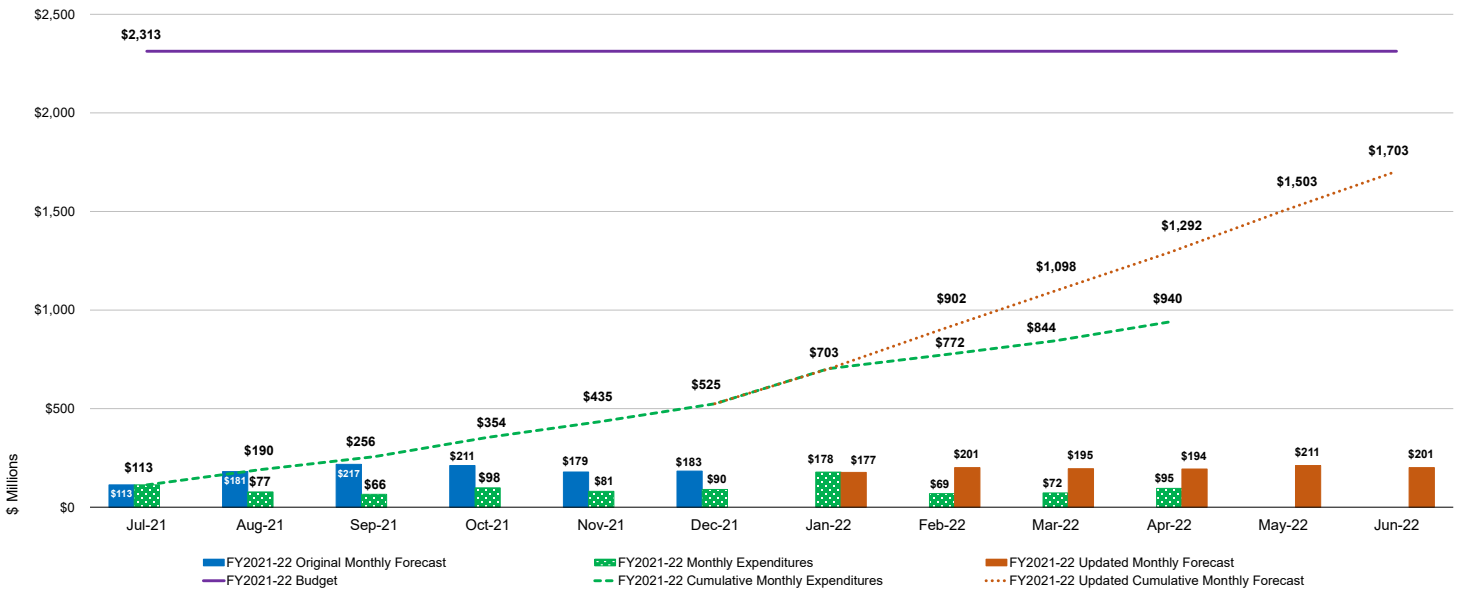
Data through April 30, 2022

Percentage of Fiscal Year completed 83%

Budget Summary FY2021-22

FY2021-22	Notes	Appropriation	FY2021-22 Budget (A)	April 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	\$4,506,358	\$35,879,196	25%	\$108,769,370	\$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	\$4,506,358	\$35,906,627	25%	\$108,791,939	\$131,056,511
Construction								
Bond Fund (Prop 1A)		\$2,609,076,000	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3, 4	\$10,366,503,713	\$2,001,258,464	\$77,481,029	\$813,120,894	41%	\$1,188,137,570	\$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	\$2,001,258,464	\$77,481,029	\$813,120,894	41%	\$1,188,137,570	\$1,442,301,496
SUBTOTAL		\$17,793,368,119	\$2,145,957,030	\$81,987,387	\$849,027,521	40%	\$1,296,929,509	\$1,573,358,007
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I	4	\$1,100,000,000	\$161,633,551	\$13,381,277	\$86,009,201	53%	\$75,624,350	\$125,027,574
Cap and Trade		\$197,943,401	\$5,039,110	\$0	\$4,468,404	89%	\$570,706	\$5,039,110
Bookend Projects TOTAL		\$1,297,943,401	\$166,672,661	\$13,381,277	\$90,477,605	54%	\$76,195,056	\$130,066,684
TOTAL	1, 2, 5	\$19,091,311,520	\$2,312,629,691	\$95,368,664	\$939,505,126	41%	\$1,373,124,565	\$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.
- 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.
- 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.

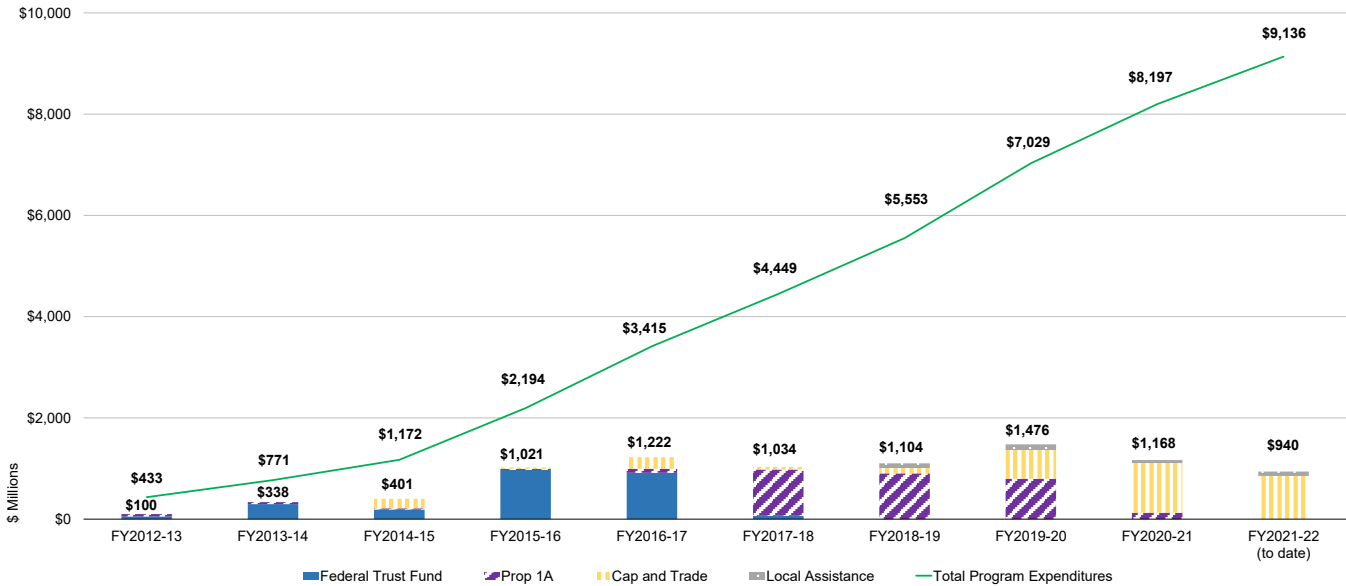
Data through April 30, 2022

Percentage of Fiscal Year completed 83%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	April 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	\$4,506,358	\$266,319,084	38%	\$438,863,550	\$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	\$4,506,358	\$1,339,110,589	75%	\$439,087,482	\$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	\$77,481,029	\$2,557,996,477	28%	\$6,660,349,973	\$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	\$77,481,029	\$7,247,563,671	49%	\$7,612,969,973	\$14,860,533,644
SUBTOTAL		\$17,793,368,119	\$16,638,731,715	\$81,987,387	\$8,586,674,260	52%	\$8,052,057,455	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$13,381,277	\$352,186,988	32%	\$747,813,012	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,370,999	100%	\$572,402	\$197,943,401
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$13,381,277	\$549,557,987	42%	\$748,385,414	\$1,297,943,401
TOTAL	1, 2	\$19,091,311,520	\$17,936,675,116	\$95,368,664	\$9,136,232,247	51%	\$8,800,442,869	\$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 approval.

Data through April 30, 2022

Percentage of Fiscal Year completed 83%

Project Development - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	April Expenditures (B)	FY2021-22 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2021-22 Remaining Budget Balance (E) = (A - C)	FY2021-22 Forecast (F)
San Francisco - San Jose	19	\$7,867,405	(\$73,256)	\$1,259,236	16%	\$6,608,169	\$7,867,405
San Jose - Merced		\$9,752,779	\$42,528	\$1,819,402	19%	\$7,933,377	\$9,752,779
Bakersfield - Palmdale	19	\$848,295	(\$40,919)	\$796,142	93%	\$52,153	\$848,295
Locally Generated Alternative (LGA)		\$676,861	\$40,919	\$60,919	9%	\$615,942	\$676,861
Palmdale - Burbank	4	\$6,515,155	\$324,296	\$3,111,397	48%	\$3,403,758	\$6,352,076
Burbank - Los Angeles	4	\$6,135,014	\$144,977	\$2,235,558	36%	\$3,899,456	\$6,023,111
Los Angeles - Anaheim		\$5,780,828	\$170,191	\$2,153,349	37%	\$3,627,479	\$5,780,828
Central Valley Wye		\$59,087	\$0	\$48,290	82%	\$10,797	\$59,087
Resource Agency	9	\$60,457,509	\$1,321,069	\$6,977,625	12%	\$53,479,884	\$60,508,685
Legal		\$11,029,307	\$650,006	\$2,637,557	24%	\$8,391,750	\$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	\$1,926,547	\$14,803,174	57%	\$11,104,660	\$20,163,419
Project Management Oversight Continuation		\$7,897,640	\$0	\$0	0%	\$7,897,640	\$0
TOTAL	1, 2, 5	\$144,698,566	\$4,506,358	\$35,906,627	25%	\$108,791,939	\$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.
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- 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)	April Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Authorization (E) = (A - C)	Total Authorized Forecast (F)
Phase I							
San Francisco - San Jose	19	\$52,991,841	(\$73,256)	\$43,355,163	81%	\$9,636,678	\$52,991,841
San Jose - Merced		\$110,953,473	\$42,528	\$102,361,343	92%	\$8,592,130	\$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	(\$40,919)	\$57,771,276	94%	\$3,458,742	\$61,230,018
Locally Generated Alternative (LGA)		\$18,544,851	\$40,919	\$17,928,909	96%	\$615,942	\$18,544,851
Palmdale - Burbank	4	\$142,084,537	\$324,296	\$134,146,390	94%	\$7,938,147	\$142,084,537
Burbank - Los Angeles	4	\$36,251,918	\$144,977	\$32,296,288	89%	\$3,955,630	\$36,251,918
Los Angeles - Anaheim		\$83,983,860	\$170,191	\$70,716,968	84%	\$13,266,892	\$83,983,860
Central Valley Wye		\$58,222,647	\$0	\$58,211,850	99%	\$10,797	\$58,222,647
Resource Agency		\$385,976,288	\$1,321,069	\$202,690,188	52%	\$183,286,100	\$385,976,288
Legal		\$58,747,743	\$650,006	\$40,421,132	68%	\$18,326,611	\$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	\$1,926,547	\$306,290,716	96%	\$12,167,993	\$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	\$4,506,358	\$1,296,727,876	75%	\$439,087,482	\$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	\$4,506,358	\$1,339,110,589	75%	\$439,087,482	\$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.
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- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through April 30, 2022

Percentage of Fiscal Year completed 83%

Construction - State and Federal Funds FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	April 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	\$1,081,685,619	\$53,789,688	\$539,324,298	50%	\$542,361,321	\$623,161,092
SR 99	4	\$8,871,528	\$0	\$690,108	8%	\$8,181,420	\$12,203,092
Project Construction Management	4, 9	\$89,830,529	\$8,958,031	\$77,824,871	87%	\$12,005,658	\$86,764,426
Real Property Acquisition	4	\$274,855,355	\$1,156,646	\$76,125,254	28%	\$198,730,101	\$242,514,621
Environmental Mitigation	4	\$30,930,311	\$389,077	\$2,770,472	9%	\$28,159,839	\$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	\$1,845,856	\$13,804,724	41%	\$19,940,114	\$21,164,199
Third Party Contract Work		\$104,259,106	\$4,247,284	\$28,999,278	28%	\$75,259,828	\$63,651,846
Estimated-At-Completion Contingency	10	\$31,773,130	\$0	\$0	0%	\$31,773,130	\$118,323,713
Project Contingency	4, 10	\$149,116,212	\$0	\$0	0%	\$149,116,212	\$122,289,435
Stations		\$700,000	\$4,677	\$4,677	1%	\$695,323	\$700,000
Rail Delivery Partner		\$89,587,018	\$6,401,463	\$67,200,218	75%	\$22,386,800	\$85,953,835
Project Management Oversight Continuation		\$51,123,202	\$0	\$0	0%	\$51,123,202	\$0
Early Train Operator		\$14,774,234	\$330,880	\$4,283,068	29%	\$10,491,166	\$12,000,000
Legal		\$16,379,145	\$707,427	\$2,093,926	13%	\$14,285,219	\$16,379,145
Pre-Construction Activities	7, 19	\$950,000	(\$350,000)	\$0	0%	\$950,000	\$950,000
TOTAL	1, 2, 5	\$2,001,258,464	\$77,481,029	\$813,120,894	41%	\$1,188,137,570	\$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.
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- 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.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	April 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	\$6,580,155,399	\$53,789,688	\$3,909,322,208	59%	\$2,670,833,191	\$6,580,155,399
SR 99		\$296,093,843	\$0	\$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	\$8,958,031	\$377,787,093	61%	\$244,941,667	\$622,728,760
Real Property Acquisition	4	\$1,717,664,498	\$1,156,646	\$1,424,655,778	83%	\$293,008,720	\$1,717,664,498
Environmental Mitigation	4	\$206,480,092	\$389,077	\$113,698,048	55%	\$92,782,044	\$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	\$1,845,856	\$48,075,020	38%	\$77,824,526	\$125,899,546
Third Party Contract Work		\$564,452,790	\$4,247,284	\$255,172,791	45%	\$309,279,999	\$564,452,790
Estimated-At-Completion Contingency	4, 10	\$748,149,564	\$0	\$0	0%	\$748,149,564	\$748,149,564
Project Contingency	10	\$680,370,617	\$0	\$0	0%	\$680,370,617	\$680,370,617
Stations		\$13,635,460	\$4,677	\$4,677	0%	\$13,630,783	\$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	\$6,401,463	\$687,240,588	90%	\$78,498,699	\$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	\$330,880	\$27,750,303	29%	\$68,996,006	\$96,746,309
Legal		\$97,774,323	\$707,427	\$37,174,981	38%	\$60,599,342	\$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	\$19,146,668	(\$350,000)	\$0	0%	\$19,146,668	\$19,146,668
TOTAL	1, 2	\$14,860,533,644	\$77,481,029	\$7,247,563,671	49%	\$7,612,969,973	\$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.
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- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.
- New contracts for Station Area Planning and Sustainability.

Data through April 30, 2022

Percentage of Fiscal Year completed 83%

Bookend Projects FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	April 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	4, 9, 11	\$142,633,551	\$13,381,277	\$86,009,201	60%	\$56,624,350	\$115,433,917
PCJPB - Caltrain Electrification	12	\$272,288	\$0	\$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		\$147,672,661	\$13,381,277	\$90,477,605	61%	\$57,195,056	\$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	\$166,672,661	\$13,381,277	\$90,477,605	54%	\$76,195,056	\$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.
- 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.
- 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)	April 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	\$13,381,277	\$325,682,285	54%	\$274,317,715	\$600,000,000
PCJPB - Caltrain Electrification	12	\$113,943,401	\$0	\$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	\$13,381,277	\$523,053,284	66%	\$274,890,117	\$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	\$13,381,277	\$549,557,987	42%	\$748,385,414	\$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 April 30, 2022

Percentage of Fiscal Year completed 83%

Construction by Construction Package FY2021-22

FY2021-22	Notes	FY2021-22 Budget (A)	April 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	\$463,886,733	\$12,835,618	\$256,641,461	55%	\$207,245,272	\$300,326,159
SR 99	4	\$8,871,528	\$0	\$690,108	8%	\$8,181,420	\$12,203,092
Project Construction Management	9	\$28,137,308	\$3,243,303	\$27,711,512	98%	\$425,796	\$29,362,853
Real Property Acquisition		\$97,975,926	\$676,296	\$5,269,469	5%	\$92,706,457	\$75,227,371
Environmental Mitigation	4	\$5,434,694	\$350,000	\$371,000	7%	\$5,063,694	\$5,441,894
Resource Agency		\$24,672,091	\$669,048	\$11,166,155	45%	\$13,505,936	\$12,098,652
Third Party Contract Work	4	\$71,279,834	\$3,541,582	\$16,069,821	23%	\$55,210,013	\$41,742,079
Estimated-At-Completion Contingency	4, 10	\$10,331,457	\$0	\$0	0%	\$10,331,457	\$86,352,791
Project Contingency	10	\$45,333,170	\$0	\$0	0%	\$45,333,170	\$32,846,440
CP1 TOTAL		\$755,922,741	\$21,315,847	\$317,919,526	42%	\$438,003,215	\$595,601,331
CP2-3							
Design-Build Contract Work	10	\$407,461,933	\$33,804,511	\$179,923,112	44%	\$227,538,821	\$185,286,385
Project Construction Management	9	\$36,536,169	\$3,195,855	\$31,454,232	86%	\$5,081,937	\$37,996,461
Real Property Acquisition		\$131,965,204	\$391,763	\$53,876,960	41%	\$78,088,244	\$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	\$0	\$208,957	17%	\$1,056,333	\$1,265,290
Third Party Contract Work		\$19,121,090	\$514,351	\$9,623,846	50%	\$9,497,244	\$15,342,853
Estimated-At-Completion Contingency	10	\$12,606,402	\$0	\$0	0%	\$12,606,402	\$16,859,041
Project Contingency	4, 10	\$30,322,549	\$0	\$0	0%	\$30,322,549	\$25,575,611
CP2-3 TOTAL		\$671,872,413	\$37,906,480	\$277,447,502	41%	\$394,424,911	\$428,679,129
CP4							
Design-Build Contract Work	10	\$210,336,953	\$7,149,559	\$102,759,725	49%	\$107,577,228	\$137,548,548
Project Construction Management	4	\$25,157,052	\$2,518,873	\$18,659,127	74%	\$6,497,925	\$19,405,112
Real Property Acquisition	4	\$44,914,225	\$88,587	\$16,978,825	38%	\$27,935,400	\$36,157,881
Environmental Mitigation		\$9,350,079	\$39,077	\$39,077	0%	\$9,311,002	\$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	\$191,351	\$3,305,611	24%	\$10,552,571	\$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	\$73,460,493	\$0	\$0	0%	\$73,460,493	\$63,867,384
CP4 TOTAL		\$392,736,745	\$9,987,447	\$141,742,365	36%	\$250,994,380	\$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	\$4,677	\$4,677	1%	\$695,323	\$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	\$4,677	\$4,677	1%	\$695,323	\$700,000
System Wide / Extensions / Unallocated							
Rail Delivery Partner		\$89,587,018	\$6,401,463	\$67,200,218	75%	\$22,386,800	\$85,953,835
Project Management Oversight Continuation		\$51,123,202	\$0	\$0	0%	\$51,123,202	\$0
Early Train Operator		\$14,774,234	\$330,880	\$4,283,068	29%	\$10,491,166	\$12,000,000
Legal		\$16,379,145	\$707,427	\$2,093,926	13%	\$14,285,219	\$16,379,145
Resource Agency	4	\$7,212,966	\$1,176,808	\$2,429,612	34%	\$4,783,354	\$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, 19	\$950,000	(\$350,000)	\$0	0%	\$950,000	\$950,000
System Wide / Unallocated TOTAL		\$180,026,565	\$8,266,578	\$76,006,824	42%	\$104,019,741	\$122,488,746
TOTAL	1, 2, 5	\$2,001,258,464	\$77,481,029	\$813,120,894	41%	\$1,188,137,570	\$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.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through April 30, 2022

Percentage of Fiscal Year completed 83%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	April 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	\$2,790,066,188	\$12,835,618	\$1,786,560,277	64%	\$1,003,505,911	\$2,790,066,188
SR 99		\$296,093,843	\$0	\$281,856,014	95%	\$14,237,829	\$296,093,843
Project Construction Management		\$156,513,769	\$3,243,303	\$131,364,329	84%	\$25,149,440	\$156,513,769
Real Property Acquisition		\$896,907,552	\$676,296	\$770,263,833	86%	\$126,643,719	\$896,907,552
Environmental Mitigation	4	\$40,027,064	\$350,000	\$31,582,407	79%	\$8,444,657	\$40,027,064
Resource Agency		\$56,301,269	\$669,048	\$38,994,524	69%	\$17,306,745	\$56,301,269
Third Party Contract Work	4	\$313,256,663	\$3,541,582	\$168,139,647	54%	\$145,117,016	\$313,256,663
Estimated-At-Completion Contingency	4, 10	\$391,578,851	\$0	\$0	0%	\$391,578,851	\$391,578,851
Project Contingency	10	\$192,103,822	\$0	\$0	0%	\$192,103,822	\$192,103,822
CP1 TOTAL		\$5,132,849,021	\$21,315,847	\$3,208,761,031	63%	\$1,924,087,990	\$5,132,849,021
CP2-3							
Design-Build Contract Work	10	\$2,410,761,834	\$33,804,511	\$1,560,932,671	65%	\$849,829,163	\$2,410,761,834
Project Construction Management		\$186,878,055	\$3,195,855	\$158,707,417	85%	\$28,170,638	\$186,878,055
Real Property Acquisition		\$596,591,988	\$391,763	\$471,761,229	79%	\$124,830,759	\$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	\$0	\$214,264	9%	\$2,099,660	\$2,313,924
Third Party Contract Work		\$100,577,300	\$514,351	\$70,310,346	70%	\$30,266,954	\$100,577,300
Estimated-At-Completion Contingency	10	\$347,735,442	\$0	\$0	0%	\$347,735,442	\$347,735,442
Project Contingency	10	\$92,443,578	\$0	\$0	0%	\$92,443,578	\$92,443,578
CP2-3 TOTAL		\$3,836,262,429	\$37,906,480	\$2,317,750,329	60%	\$1,518,512,100	\$3,836,262,429
CP4							
Design-Build Contract Work	4, 10	\$712,012,370	\$7,149,559	\$561,829,260	79%	\$150,183,110	\$712,012,370
Project Construction Management	4	\$104,911,090	\$2,518,873	\$87,715,347	84%	\$17,195,743	\$104,911,090
Real Property Acquisition	4	\$224,164,958	\$88,587	\$182,630,716	81%	\$41,534,242	\$224,164,958
Environmental Mitigation		\$43,048,870	\$39,077	\$26,291,239	61%	\$16,757,631	\$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	\$191,351	\$16,722,798	48%	\$17,979,362	\$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	\$73,460,493	\$0	\$0	0%	\$73,460,493	\$73,460,493
CP4 TOTAL		\$1,283,930,988	\$9,987,447	\$875,293,664	68%	\$408,637,324	\$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	\$4,677	\$4,677	0%	\$13,630,783	\$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	\$4,677	\$4,677	0%	\$1,203,526,727	\$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	\$6,401,463	\$687,240,588	90%	\$78,498,699	\$765,739,287
Project Management Oversight Continuation		\$540,960,572	\$0	\$0	0%	\$540,960,572	\$540,960,572
Early Train Operator		\$96,746,309	\$330,880	\$27,750,303	29%	\$68,996,006	\$96,746,309
Legal		\$97,774,323	\$707,427	\$37,174,981	38%	\$60,599,342	\$97,774,323
Resource Agency	4	\$66,362,136	\$1,176,808	\$8,761,928	13%	\$57,600,208	\$66,362,136
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	\$19,146,668	(\$350,000)	\$0	0%	\$19,146,668	\$19,146,668
System Wide / Unallocated TOTAL		\$2,311,596,393	\$8,266,578	\$845,753,970	37%	\$1,465,842,423	\$2,311,596,393
TOTAL	1, 2	\$14,860,533,644	\$77,481,029	\$7,247,563,671	49%	\$7,612,969,973	\$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.
- Current month negative expenditures are the result of actual costs submitted being less than page 7 of 10

Data through April 30, 2022

Percentage of Fiscal Year completed 83%

Central Valley Segment Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	April Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	4, 10	\$2,790,066,188	\$12,835,618	\$1,786,560,277	\$1,003,505,911
SR 99		\$296,093,843	\$0	\$281,856,014	\$14,237,829
Project Construction Management		\$156,513,769	\$3,243,303	\$131,364,329	\$25,149,440
Real Property Acquisition		\$896,907,552	\$676,296	\$770,263,833	\$126,643,719
Environmental Mitigation	4	\$40,027,064	\$350,000	\$31,582,407	\$8,444,657
Resource Agency		\$56,301,269	\$669,048	\$38,994,524	\$17,306,745
Third Party Contract Work	4	\$313,256,663	\$3,541,582	\$168,139,647	\$145,117,016
Estimated-At-Completion Contingency	4, 10	\$391,578,851	\$0	\$0	\$391,578,851
Project Contingency	10	\$192,103,822	\$0	\$0	\$192,103,822
CP1 TOTAL		\$5,132,849,021	\$21,315,847	\$3,208,761,031	\$1,924,087,990
CP2-3					
Design-Build Contract Work	10	\$2,410,761,834	\$33,804,511	\$1,560,932,671	\$849,829,163
Project Construction Management		\$186,878,055	\$3,195,855	\$158,707,417	\$28,170,638
Real Property Acquisition		\$596,591,988	\$391,763	\$471,761,229	\$124,830,759
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	\$0	\$214,264	\$2,099,660
Third Party Contract Work		\$100,577,300	\$514,351	\$70,310,346	\$30,266,954
Estimated-At-Completion Contingency	10	\$347,735,442	\$0	\$0	\$347,735,442
Project Contingency	10	\$92,443,578	\$0	\$0	\$92,443,578
CP2-3 TOTAL		\$3,836,262,429	\$37,906,480	\$2,317,750,329	\$1,518,512,100
CP4					
Design-Build Contract Work	4, 10	\$712,012,370	\$7,149,559	\$561,829,260	\$150,183,110
Project Construction Management	4	\$104,911,090	\$2,518,873	\$87,715,347	\$17,195,743
Real Property Acquisition	4	\$224,164,958	\$88,587	\$182,630,716	\$41,534,242
Environmental Mitigation		\$43,048,870	\$39,077	\$26,291,239	\$16,757,631
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	\$191,351	\$16,722,798	\$17,979,362
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	\$73,460,493	\$0	\$0	\$73,460,493
CP4 TOTAL		\$1,283,930,988	\$9,987,447	\$875,293,664	\$408,637,324
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	\$4,677	\$4,677	\$13,630,783
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	\$4,677	\$4,677	\$1,203,526,727
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	\$623,382,544	\$46,863,327
Station Area Planning		\$1,894,811	\$0	\$1,894,811	\$0
Early Train Operator		\$98,317,999	\$426,255	\$29,321,994	\$68,996,005
Resource Agency	4	\$182,674,671	\$54,268	\$123,308,986	\$59,365,685
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Legal		\$106,942,006	\$82,839	\$47,387,443	\$59,554,563
Project Wide TOTAL		\$1,327,688,792	\$5,192,083	\$1,026,889,512	\$300,799,280
TOTAL	1, 2	\$13,876,626,043	\$74,406,534	\$7,428,699,213	\$6,447,926,830

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 April 30, 2022

Percentage of Fiscal Year completed 83%

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	\$379,031,569	\$0	\$391,578,851	51%
CP1 Project Contingency		\$1,173,894,062	\$981,790,240	\$0	\$192,103,822	16%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$209,639,735	\$0	\$347,735,442	62%
CP2-3 Project Contingency		\$1,051,818,874	\$959,375,296	\$0	\$92,443,578	9%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$46,010,129	\$0	\$8,835,271	16%
CP4 Project Contingency		\$356,690,634	\$283,230,141	\$0	\$73,460,493	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	\$2,944,656,567	\$0	\$2,215,023,961	43%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,237,643,317	\$0		
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			\$961,998,815	\$0		
CP2-3 Project Construction Management			\$108,520,649	\$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			\$254,646,895	\$0		
CP4 Project Construction Management			\$57,967,073	\$0		
CP4 Real Property Acquisition			\$42,052,240	\$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			\$6,376,984	\$0		
Resource Agency - Project Development			\$185,272	\$0		
Rail Delivery Partner			\$1,500,000	\$0		
Offsetting Categories TOTAL			\$2,944,656,567	\$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 \$47.2M of December change orders and amendments executed under the Delegation of Authority as well as \$202.9M of Governance Actions.

