

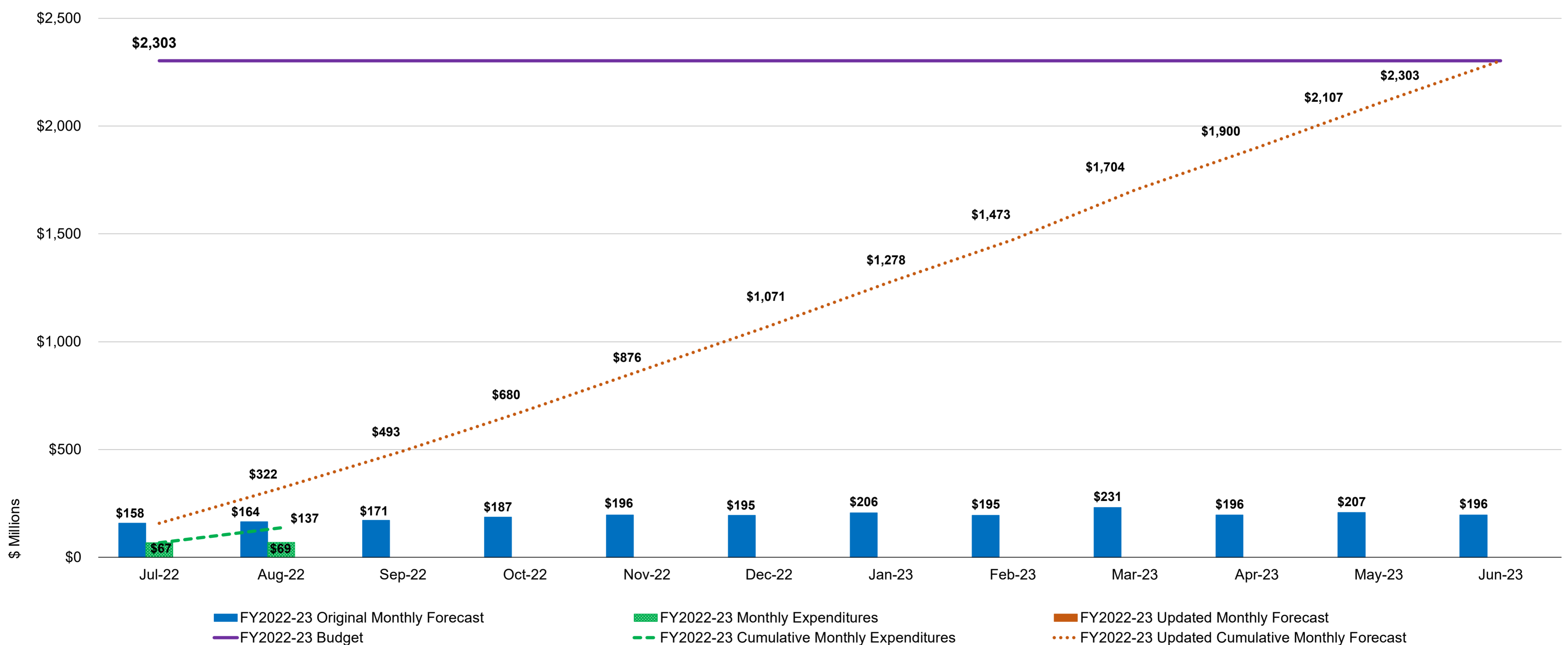
Data through August 31, 2022

Percentage of Fiscal Year completed 17%

Budget Summary FY2022-23

FY2022-23			FY2022-23 Budget (A)	August Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 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, 22	\$792,791,814	\$177,486,252	\$673,274	\$2,202,366	1%	\$175,283,886	\$177,486,252
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$101,065	\$0	\$0	0%	\$101,065	\$101,065
Project Development TOTAL		\$1,865,815,089	\$177,587,317	\$673,274	\$2,202,366	1%	\$175,384,951	\$177,587,317
Construction								
Bond Fund (Prop 1A)	34	\$6,809,076,000	\$1,875,230,140	\$0	\$0	0%	\$1,875,230,140	\$1,875,230,140
Cap and Trade	3, 22, 33	\$10,421,521,695	\$7,164,710	\$61,487,706	\$127,275,908	1776%	(\$120,111,198)	\$7,164,710
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		\$20,270,188,030	\$1,882,394,850	\$61,487,706	\$127,275,908	7%	\$1,755,118,942	\$1,882,394,850
SUBTOTAL		\$22,136,003,119	\$2,059,982,167	\$62,160,980	\$129,478,274	6%	\$1,930,503,893	\$2,059,982,167
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$243,351,881	\$7,316,608	\$7,316,608	3%	\$236,035,273	\$243,351,881
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
Bookend Projects TOTAL		\$1,297,943,401	\$243,351,881	\$7,316,608	\$7,316,608	3%	\$236,035,273	\$243,351,881
TOTAL	1, 2	\$23,433,946,520	\$2,303,334,048	\$69,477,588	\$136,794,882	6%	\$2,166,539,166	\$2,303,334,048

FY2022-23 Forecast and Expenditures



Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 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 May-22, 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).
- Cap and Trade appropriations have been reallocated from Construction to Project Development to match new FY22/23 Budget.
- The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in Nov-21.
- The Authority expects to utilize Prop 1A funding for eligible expenditures and will move expenditures from Cap and Trade once the Prop 1A Bond revenue is received.
- Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.

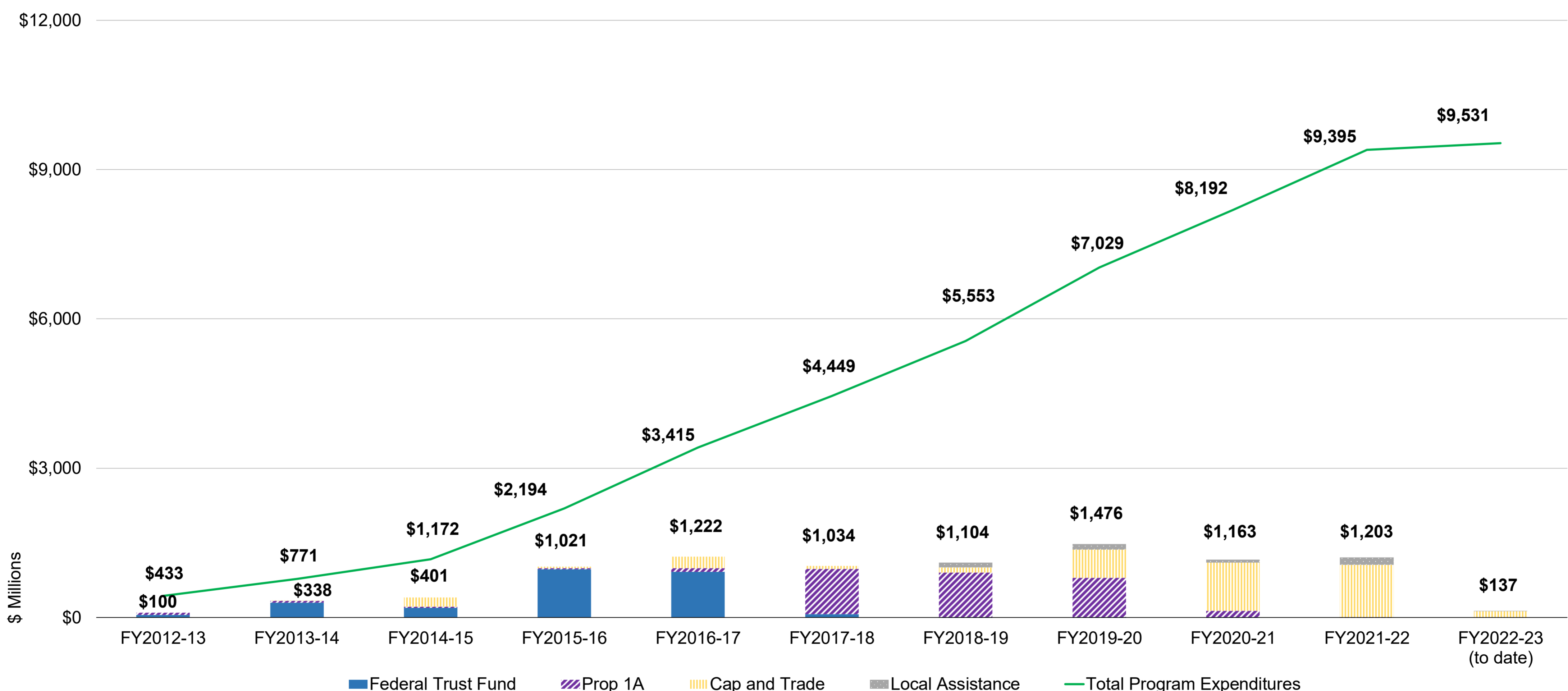
Data through August 31, 2022

Percentage of Fiscal Year completed 17%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	August 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	22, 29	\$792,791,814	\$792,791,814	\$673,274	\$284,879,246	36%	\$507,912,568	\$792,791,814
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	\$451,241	75%	\$148,759	\$600,000
Project Development TOTAL		\$1,865,815,089	\$1,865,807,251	\$673,274	\$1,357,745,924	73%	\$508,061,327	\$1,865,807,251
Construction								
Bond Fund (Prop 1A)	34	\$6,809,076,000	\$6,809,076,000	\$0	\$2,609,076,000	38%	\$4,200,000,000	\$6,809,076,000
Cap and Trade	3, 22, 29, 33	\$10,421,521,695	\$4,930,737,270	\$61,487,706	\$2,866,637,171	58%	\$2,064,100,099	\$4,930,737,270
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		\$20,270,188,030	\$14,772,924,464	\$61,487,706	\$7,556,204,365	51%	\$7,216,720,099	\$14,772,924,464
SUBTOTAL		\$22,136,003,119	\$16,638,731,715	\$62,160,980	\$8,913,950,289	54%	\$7,724,781,426	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$7,316,608	\$419,694,403	38%	\$680,305,597	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,775,999	100%	\$167,402	\$197,943,401
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$7,316,608	\$617,470,402	48%	\$680,472,999	\$1,297,943,401
TOTAL	1, 2	\$23,433,946,520	\$17,936,675,116	\$69,477,588	\$9,531,420,691	53%	\$8,405,254,425	\$17,936,675,116

Total Program Expenditures to Date



Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 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 May-22, 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).
- Cap and Trade appropriations have been reallocated from Construction to Project Development to match new FY22/23 Budget.
- The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in Nov-21.
- The PMO is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.
- The Authority expects to utilize Prop 1A funding for eligible expenditures and will move expenditures from Cap and Trade once the Prop 1A Bond revenue is received.
- Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.

Data through August 31, 2022

Percentage of Fiscal Year completed 17%

Project Development - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	August Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 Forecast (F)
San Francisco - San Jose	4, 10	\$4,552,404	\$0	\$142,411	3%	\$4,409,993	\$4,552,404
San Jose - Merced		\$4,161,600	\$0	\$204,932	5%	\$3,956,668	\$4,161,600
Bakersfield - Palmdale		\$3,871,117	\$0	\$23,201	0%	\$3,847,916	\$3,871,117
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$6,410,606	\$0	\$192,104	3%	\$6,218,502	\$6,410,606
Burbank - Los Angeles		\$104,724	\$0	\$104,724	100%	\$0	\$104,724
Los Angeles - Anaheim		\$3,162,891	\$0	\$300,955	10%	\$2,861,936	\$3,162,891
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4, 10	\$57,047,164	\$45,407	\$45,407	0%	\$57,001,757	\$57,047,164
Legal		\$9,149,343	\$4,858	\$4,858	0%	\$9,144,485	\$9,149,343
SCI/SAP	4	\$3,498,821	\$0	\$0	0%	\$3,498,821	\$3,498,821
Merced Extension - Design Advancement		\$17,121,188	\$0	\$0	0%	\$17,121,188	\$17,121,188
Bakersfield Extension - Design Advancement		\$18,000,000	\$0	\$0	0%	\$18,000,000	\$18,000,000
Central Valley Stations - Design Advancement		\$13,058,000	\$0	\$0	0%	\$13,058,000	\$13,058,000
NorCal Interconnections		\$1,596,523	\$0	\$0	0%	\$1,596,523	\$1,596,523
Rail Delivery Partner		\$19,852,936	\$623,009	\$1,183,774	6%	\$18,669,162	\$19,852,936
Project Management Oversight Continuation		\$16,000,000	\$0	\$0	0%	\$16,000,000	\$16,000,000
TOTAL	1, 2	\$177,587,317	\$673,274	\$2,202,366	1%	\$175,384,951	\$177,587,317

Footnotes:

- 1 Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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- 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.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August 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	4, 10	\$50,283,601	\$0	\$44,105,400	87%	\$6,178,201	\$50,283,601
San Jose - Merced		\$112,161,713	\$0	\$103,296,082	92%	\$8,865,631	\$112,161,713
Merced - Fresno		\$63,571,884	\$0	\$63,571,884	100%	\$0	\$63,571,884
Fresno - Bakersfield		\$153,487,898	\$0	\$151,326,513	98%	\$2,161,385	\$153,487,898
Bakersfield - Palmdale		\$61,845,961	\$0	\$57,828,155	93%	\$4,017,806	\$61,845,961
Locally Generated Alternative (LGA)		\$17,928,909	\$0	\$17,927,450	100%	\$1,459	\$17,928,909
Palmdale - Burbank		\$141,916,623	\$0	\$134,975,598	95%	\$6,941,025	\$141,916,623
Burbank - Los Angeles		\$37,785,537	\$0	\$32,707,198	86%	\$5,078,339	\$37,785,537
Los Angeles - Anaheim		\$82,310,741	\$0	\$71,822,248	87%	\$10,488,493	\$82,310,741
Central Valley Wye		\$58,222,647	\$0	\$58,190,344	99%	\$32,303	\$58,222,647
Resource Agency	4	\$372,964,565	\$45,407	\$210,999,318	56%	\$161,965,247	\$372,964,565
Legal		\$59,601,436	\$4,858	\$40,896,940	68%	\$18,704,496	\$59,601,436
SCI/SAP	4	\$29,112,622	\$0	\$13,382,216	45%	\$15,730,406	\$29,112,622
Merced Extension - Design Advancement		\$75,506,056	\$0	\$0	0%	\$75,506,056	\$75,506,056
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		\$331,777,979	\$623,009	\$312,076,825	94%	\$19,701,154	\$331,777,979
Project Management Oversight Continuation	29	\$79,077,208	\$0	\$0	0%	\$79,077,208	\$79,077,208
Phase I TOTAL		\$1,823,424,538	\$673,274	\$1,315,363,211	72%	\$508,061,327	\$1,823,424,538
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	\$1,865,807,251	\$673,274	\$1,357,745,924	73%	\$508,061,327	\$1,865,807,251

Footnotes:

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- 29 The PMO is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.

Data through August 31, 2022

Percentage of Fiscal Year completed 17%

Construction - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	August Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 Forecast (F)
Design-Build Contract Work	10	\$890,866,015	\$43,688,028	\$91,534,009	10%	\$799,332,006	\$865,321,756
SR 99		\$6,000,000	\$1,241,762	\$1,253,965	21%	\$4,746,035	\$6,000,000
SR 46		\$16,600,000	\$0	\$0	0%	\$16,600,000	\$16,600,000
Project Construction Management		\$93,771,147	\$6,404,252	\$13,473,864	14%	\$80,297,283	\$93,771,147
Real Property Acquisition		\$149,494,441	\$255,776	\$668,938	0%	\$148,825,503	\$149,494,441
Environmental Mitigation	4	\$13,707,865	\$4,671	\$4,671	0%	\$13,703,194	\$14,194,117
Hazardous Waste Provisional Sum		\$16,505,408	\$0	\$0	0%	\$16,505,408	\$16,505,408
Resource Agency		\$25,691,211	\$162,697	\$3,822,697	15%	\$21,868,514	\$26,619,669
Third Party Contract Work	4	\$102,581,472	\$3,716,222	\$4,960,577	5%	\$97,620,895	\$101,166,762
Estimated-At-Completion Contingency	4, 10	\$67,361,673	\$0	\$0	0%	\$67,361,673	\$67,041,081
Project Contingency	10	\$188,678,743	\$0	\$0	0%	\$188,678,743	\$214,543,593
Stations		\$1,347,277	\$0	\$0	0%	\$1,347,277	\$1,347,277
Merced Extension - Design Advancement		\$0	\$0	\$0	0%	\$0	\$0
Communication and Signaling		\$19,247,280	\$0	\$0	0%	\$19,247,280	\$19,247,280
Electric Traction		\$1,681,200	\$0	\$0	0%	\$1,681,200	\$1,681,200
Rail Delivery Partner		\$41,206,844	\$5,953,829	\$11,496,718	28%	\$29,710,126	\$41,206,844
Project Management Oversight Continuation		\$94,602,900	\$0	\$0	0%	\$94,602,900	\$94,602,900
Early Train Operator		\$1,712,038	\$60,469	\$60,469	4%	\$1,651,569	\$1,712,038
Support Facilities		\$1,127,054	\$0	\$0	0%	\$1,127,054	\$1,127,054
Testing and Certification		\$34,648,469	\$0	\$0	0%	\$34,648,469	\$34,648,469
Unallocated Contingency		\$101,516,036	\$0	\$0	0%	\$101,516,036	\$101,516,036
Legal		\$13,047,778	\$0	\$0	0%	\$13,047,778	\$13,047,778
Pre-Construction Activities	7	\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
TOTAL	1, 2	\$1,882,394,850	\$61,487,706	\$127,275,908	7%	\$1,755,118,942	\$1,882,394,850

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 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.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August 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	\$6,727,016,603	\$43,688,028	\$4,119,415,482	61%	\$2,607,601,121	\$6,727,016,603
SR 99		\$296,093,844	\$1,241,762	\$283,122,480	96%	\$12,971,364	\$296,093,844
SR 46		\$77,054,946	\$0	\$0	0%	\$77,054,946	\$77,054,946
Project Construction Management		\$622,728,761	\$6,404,252	\$407,082,835	65%	\$215,645,926	\$622,728,761
Real Property Acquisition		\$1,715,963,421	\$255,776	\$1,424,540,670	83%	\$291,422,751	\$1,715,963,421
Environmental Mitigation	4	\$204,285,024	\$4,671	\$120,525,720	59%	\$83,759,304	\$204,285,024
Hazardous Waste Provisional Sum		\$35,462,000	\$0	\$0	0%	\$35,462,000	\$35,462,000
Resource Agency	4	\$141,912,662	\$162,697	\$54,357,892	38%	\$87,554,770	\$141,912,662
Third Party Contract Work	4	\$564,506,989	\$3,716,222	\$285,081,868	51%	\$279,425,121	\$564,506,989
Estimated-At-Completion Contingency	10	\$676,383,489	\$0	\$0	0%	\$676,383,489	\$676,383,489
Project Contingency	10	\$603,338,943	\$0	\$0	0%	\$603,338,943	\$603,338,943
Stations		\$13,635,461	\$0	\$213,865	2%	\$13,421,596	\$13,635,461
Merced Extension - Design Advancement		\$0	\$0	\$0	0%	\$0	\$0
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	0%	\$429,807,473	\$429,807,473
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	\$749,204,179	\$5,953,829	\$708,266,974	95%	\$40,937,205	\$749,204,179
Project Management Oversight Continuation	27, 29	\$472,061,623	\$0	\$0	0%	\$472,061,623	\$472,061,623
Early Train Operator		\$93,246,308	\$60,469	\$28,668,244	31%	\$64,578,064	\$93,246,308
Legal		\$99,913,858	\$0	\$39,802,165	40%	\$60,111,693	\$99,913,858
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	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
TOTAL	1, 2	\$14,772,924,464	\$61,487,706	\$7,556,204,365	51%	\$7,216,720,099	\$14,772,924,464

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 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.
- The PMO is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.

Data through August 31, 2022

Percentage of Fiscal Year completed 17%

Bookend Projects FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	August Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 Forecast (F)
Bookend - North							
PCJPB - Caltrain Electrification	11	\$195,839,881	\$7,316,608	\$7,316,608	4%	\$188,523,273	\$195,839,881
PCJPB - Caltrain Electrification	12	\$0	\$0	\$0	0%	\$0	\$0
San Mateo Grade Separation	12	\$0	\$0	\$0	0%	\$0	\$0
Bookend - North TOTAL		\$195,839,881	\$7,316,608	\$7,316,608	4%	\$188,523,273	\$195,839,881
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Los Angeles Union Station	11, 13	\$23,512,000	\$0	\$0	0%	\$23,512,000	\$23,512,000
Bookend - South TOTAL		\$47,512,000	\$0	\$0	0%	\$47,512,000	\$47,512,000
TOTAL	2	\$243,351,881	\$7,316,608	\$7,316,608	3%	\$236,035,273	\$243,351,881

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)	August 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	\$7,316,608	\$389,496,043	64%	\$210,503,957	\$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	\$83,834,293	100%	\$165,707	\$84,000,000
Bookend - North TOTAL		\$797,943,401	\$7,316,608	\$587,272,042	74%	\$210,671,359	\$797,943,401
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$0	\$30,198,360	39%	\$46,466,640	\$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	\$30,198,360	6%	\$469,801,640	\$500,000,000
TOTAL	2	\$1,297,943,401	\$7,316,608	\$617,470,402	48%	\$680,472,999	\$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 August 31, 2022

Percentage of Fiscal Year completed 17%

Construction by Construction Package FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	August Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 Forecast (F)
CP1							
Design-Build Contract Work	10	\$331,267,224	\$12,384,722	\$25,720,851	8%	\$305,546,373	\$317,767,224
SR 99		\$6,000,000	\$1,241,762	\$1,253,965	21%	\$4,746,035	\$6,000,000
Project Construction Management		\$17,551,994	\$2,609,364	\$5,715,944	33%	\$11,836,050	\$17,551,994
Real Property Acquisition		\$76,699,585	\$163,728	\$459,232	1%	\$76,240,353	\$76,699,585
Environmental Mitigation		\$3,832,000	\$0	\$0	0%	\$3,832,000	\$3,832,000
Resource Agency	4	\$10,602,497	\$162,697	\$3,822,697	36%	\$6,779,800	\$10,116,245
Third Party Contract Work		\$69,396,298	\$1,901,255	\$3,145,610	5%	\$66,250,688	\$69,396,298
Estimated-At-Completion Contingency	10	\$1,657,179	\$0	\$0	0%	\$1,657,179	\$1,657,179
Project Contingency	4, 10	\$73,571,763	\$0	\$0	0%	\$73,571,763	\$87,071,763
CP1 TOTAL		\$590,578,540	\$18,463,528	\$40,118,299	7%	\$550,460,241	\$590,092,288
CP2-3							
Design-Build Contract Work	10	\$401,633,515	\$19,375,881	\$46,375,881	12%	\$355,257,634	\$401,281,070
Project Construction Management		\$23,088,700	\$2,700,000	\$5,600,000	24%	\$17,488,700	\$23,088,700
Real Property Acquisition		\$51,490,595	\$92,048	\$209,706	0%	\$51,280,889	\$51,490,595
Environmental Mitigation		\$8,068,762	\$0	\$0	0%	\$8,068,762	\$8,068,762
Hazardous Waste Provisional Sum		\$10,275,408	\$0	\$0	0%	\$10,275,408	\$10,275,408
Resource Agency		\$1,140,677	\$0	\$0	0%	\$1,140,677	\$1,140,677
Third Party Contract Work	4	\$20,722,628	\$1,814,967	\$1,814,967	9%	\$18,907,661	\$22,207,918
Estimated-At-Completion Contingency	10	\$34,772,154	\$0	\$0	0%	\$34,772,154	\$34,451,562
Project Contingency	10	\$71,421,585	\$0	\$0	0%	\$71,421,585	\$72,094,622
CP2-3 TOTAL		\$622,614,024	\$23,982,896	\$54,000,554	9%	\$568,613,470	\$624,099,314
CP4							
Design-Build Contract Work	10	\$117,995,276	\$11,927,425	\$19,437,277	16%	\$98,557,998	\$106,303,462
Project Construction Management		\$13,823,294	\$1,094,888	\$2,157,920	15%	\$11,665,374	\$13,823,294
Real Property Acquisition		\$21,304,261	\$0	\$0	0%	\$21,304,261	\$21,304,261
Environmental Mitigation		\$1,307,103	\$4,671	\$4,671	0%	\$1,302,432	\$1,307,103
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$142,444	\$0	\$0	0%	\$142,444	\$142,444
Third Party Contract Work	4	\$12,462,546	\$0	\$0	0%	\$12,462,546	\$9,562,546
SR 46		\$16,600,000	\$0	\$0	0%	\$16,600,000	\$16,600,000
Estimated-At-Completion Contingency		\$30,932,340	\$0	\$0	0%	\$30,932,340	\$30,932,340
Project Contingency	10	\$43,137,316	\$0	\$0	0%	\$43,137,316	\$54,829,129
CP4 TOTAL		\$263,934,579	\$13,026,984	\$21,599,868	8%	\$242,334,711	\$261,034,579
Track & Systems							
Design-Build Contract Work		\$39,970,000	\$0	\$0	0%	\$39,970,000	\$39,970,000
Project Construction Management		\$39,307,159	\$0	\$0	0%	\$39,307,159	\$39,307,159
Environmental Mitigation	4	\$500,000	\$0	\$0	0%	\$500,000	\$986,252
Project Contingency		\$548,079	\$0	\$0	0%	\$548,079	\$548,079
Communication and Signaling		\$19,247,280	\$0	\$0	0%	\$19,247,280	\$19,247,280
Electric Traction		\$1,681,200	\$0	\$0	0%	\$1,681,200	\$1,681,200
Testing and Certification		\$34,648,469	\$0	\$0	0%	\$34,648,469	\$34,648,469
Third Party Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Track & Systems TOTAL		\$135,902,187	\$0	\$0	\$0	\$135,902,187	\$136,388,439
Stations							
Stations (Primarily Fresno Historic Depot)		\$1,347,277	\$0	\$0	0%	\$1,347,277	\$1,347,277
Stations TOTAL		\$1,347,277	\$0	\$0	0%	\$1,347,277	\$1,347,277
System Wide / Extensions / Unallocated							
Rail Delivery Partner		\$41,206,844	\$5,953,829	\$11,496,718	28%	\$29,710,126	\$41,206,844
Project Management Oversight Continuation		\$94,602,900	\$0	\$0	0%	\$94,602,900	\$94,602,900
Early Train Operator		\$1,712,038	\$60,469	\$60,469	4%	\$1,651,569	\$1,712,038
Legal		\$13,047,778	\$0	\$0	0%	\$13,047,778	\$13,047,778
Resource Agency	4	\$13,805,593	\$0	\$0	0%	\$13,805,593	\$15,220,303
Trainset Support Facilities		\$1,127,054	\$0	\$0	0%	\$1,127,054	\$1,127,054
Project Reserve		\$0	\$0	\$0	0%	\$0	\$0
Interim Use		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$101,516,036	\$0	\$0	0%	\$101,516,036	\$101,516,036
Pre-Construction Activities	7	\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
System Wide / Unallocated TOTAL		\$268,018,243	\$6,014,298	\$11,557,187	4%	\$256,461,056	\$269,432,953
TOTAL	1, 2	\$1,882,394,850	\$61,487,706	\$127,275,908	7%	\$1,755,118,942	\$1,882,394,850

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 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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- 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 August 31, 2022

Percentage of Fiscal Year completed 17%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August 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	\$2,929,468,524	\$12,384,722	\$1,854,416,566	63%	\$1,075,051,958	\$2,929,468,524
SR 99		\$296,093,844	\$1,241,762	\$283,122,480	96%	\$12,971,364	\$296,093,844
Project Construction Management		\$156,513,769	\$2,609,364	\$144,447,764	92%	\$12,066,005	\$156,513,769
Real Property Acquisition		\$902,029,080	\$163,728	\$772,433,942	86%	\$129,595,138	\$902,029,080
Environmental Mitigation		\$40,037,064	\$0	\$34,249,177	86%	\$5,787,887	\$40,037,064
Resource Agency	4	\$62,855,538	\$162,697	\$42,946,092	68%	\$19,909,446	\$62,855,538
Third Party Contract Work		\$311,434,019	\$1,901,255	\$184,901,729	59%	\$126,532,290	\$311,434,019
Estimated-At-Completion Contingency	4, 10	\$310,556,820	\$0	\$0	0%	\$310,556,820	\$310,556,820
Project Contingency	4, 10	\$133,876,981	\$0	\$0	0%	\$133,876,981	\$133,876,981
CP1 TOTAL		\$5,142,865,639	\$18,463,528	\$3,316,517,750	64%	\$1,826,347,889	\$5,142,865,639
CP2-3							
Design-Build Contract Work	10	\$2,432,708,185	\$19,375,881	\$1,669,890,065	69%	\$762,818,120	\$2,432,708,185
Project Construction Management		\$186,878,055	\$2,700,000	\$169,389,355	91%	\$17,488,700	\$186,878,055
Real Property Acquisition		\$591,672,381	\$92,048	\$471,733,409	80%	\$119,938,972	\$591,672,381
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	78%	\$16,214,299	\$72,088,701
Hazardous Waste Provisional Sum		\$29,232,000	\$0	\$0	0%	\$29,232,000	\$29,232,000
Resource Agency	4	\$2,109,724	\$0	\$471,877	22%	\$1,637,847	\$2,109,724
Third Party Contract Work	4	\$98,650,349	\$1,814,967	\$74,313,725	75%	\$24,336,624	\$98,650,349
Estimated-At-Completion Contingency	10	\$329,288,522	\$0	\$0	0%	\$329,288,522	\$329,288,522
Project Contingency	10	\$88,655,927	\$0	\$0	0%	\$88,655,927	\$88,655,927
CP2-3 TOTAL		\$3,831,283,844	\$23,982,896	\$2,441,672,833	64%	\$1,389,611,011	\$3,831,283,844
CP4							
Design-Build Contract Work	10	\$697,524,887	\$11,927,425	\$595,108,851	85%	\$102,416,036	\$697,524,887
Project Construction Management		\$104,911,090	\$1,094,888	\$93,245,716	89%	\$11,665,374	\$104,911,090
Real Property Acquisition		\$222,261,960	\$0	\$180,373,319	81%	\$41,888,641	\$222,261,960
Environmental Mitigation		\$41,400,923	\$4,671	\$30,402,141	73%	\$10,998,782	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$453,704	\$0	\$131,843	29%	\$321,861	\$453,704
Third Party Contract Work	4	\$38,505,954	\$0	\$25,866,414	67%	\$12,639,540	\$38,505,954
SR 46		\$77,054,946	\$0	\$0	0%	\$77,054,946	\$77,054,946
Estimated-At-Completion Contingency		\$36,538,147	\$0	\$0	0%	\$36,538,147	\$36,538,147
Project Contingency	10	\$60,245,100	\$0	\$0	0%	\$60,245,100	\$60,245,100
CP4 TOTAL		\$1,285,126,710	\$13,026,984	\$925,128,284	72%	\$359,998,426	\$1,285,126,710
Track & Systems							
Design-Build Contract Work		\$667,315,007	\$0	\$0	0%	\$667,315,007	\$667,315,007
Project Construction Management		\$174,425,847	\$0	\$0	0%	\$174,425,847	\$174,425,847
Environmental Mitigation	4	\$50,758,336	\$0	\$0	0%	\$50,758,336	\$50,758,336
Project Contingency		\$320,560,935	\$0	\$0	0%	\$320,560,935	\$320,560,935
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	0%	\$429,807,473	\$429,807,473
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
Track & Systems TOTAL		\$2,277,540,048	\$0	\$0	\$0	\$2,277,540,048	\$2,277,540,048
Stations							
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$0	\$213,865	2%	\$13,421,596	\$13,635,461
Stations TOTAL		\$13,635,461	\$0	\$213,865	2%	\$13,421,596	\$13,635,461
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		\$749,204,179	\$5,953,829	\$708,266,974	95%	\$40,937,205	\$749,204,179
Project Management Oversight Continuation	29	\$472,061,623	\$0	\$0	0%	\$472,061,623	\$472,061,623
Early Train Operator		\$93,246,308	\$60,469	\$28,668,244	31%	\$64,578,064	\$93,246,308
Legal		\$99,913,858	\$0	\$39,802,165	40%	\$60,111,693	\$99,913,858
Resource Agency	4	\$76,493,696	\$0	\$10,808,080	14%	\$65,685,616	\$76,493,696
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	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
System Wide / Unallocated TOTAL		\$2,222,472,762	\$6,014,298	\$872,671,633	39%	\$1,349,801,129	\$2,222,472,762
TOTAL	1, 2	\$14,772,924,464	\$61,487,706	\$7,556,204,365	51%	\$7,216,720,099	\$14,772,924,464

Footnotes:

- 1 Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 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.
- 7 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 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.
- 29 The PMO is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.

Data through August 31, 2022

Percentage of Fiscal Year completed 17%

Central Valley Segment (Madera to Poplar Ave) Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	4, 10	\$2,929,468,524	\$12,384,722	\$1,854,416,566	\$1,075,051,958
SR 99		\$296,093,844	\$1,241,762	\$283,122,480	\$12,971,364
Project Construction Management		\$156,513,769	\$2,609,364	\$144,447,764	\$12,066,005
Real Property Acquisition		\$902,029,080	\$163,728	\$772,433,942	\$129,595,138
Environmental Mitigation		\$40,037,064	\$0	\$34,249,177	\$5,787,887
Resource Agency	4	\$62,855,538	\$162,697	\$42,946,092	\$19,909,446
Third Party Contract Work		\$311,434,019	\$1,901,255	\$184,901,729	\$126,532,290
Estimated-At-Completion Contingency	4, 10	\$310,556,820	\$0	\$0	\$310,556,820
Project Contingency	4, 10	\$133,876,981	\$0	\$0	\$133,876,981
CP1 TOTAL		\$5,142,865,639	\$18,463,528	\$3,316,517,750	\$1,826,347,889
CP2-3					
Design-Build Contract Work	10	\$2,432,708,185	\$19,375,881	\$1,669,890,065	\$762,818,120
Project Construction Management		\$186,878,055	\$2,700,000	\$169,389,355	\$17,488,700
Real Property Acquisition		\$591,672,381	\$92,048	\$471,733,409	\$119,938,972
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	\$16,214,299
Hazardous Waste Provisional Sum		\$29,232,000	\$0	\$0	\$29,232,000
Resource Agency	4	\$2,109,724	\$0	\$471,877	\$1,637,847
Third Party Contract Work	4	\$98,650,349	\$1,814,967	\$74,313,725	\$24,336,624
Estimated-At-Completion Contingency	10	\$329,288,522	\$0	\$0	\$329,288,522
Project Contingency	10	\$88,655,927	\$0	\$0	\$88,655,927
CP2-3 TOTAL		\$3,831,283,844	\$23,982,896	\$2,441,672,833	\$1,389,611,011
CP4					
Design-Build Contract Work	10	\$697,524,887	\$11,927,425	\$595,108,851	\$102,416,036
Project Construction Management		\$104,911,090	\$1,094,888	\$93,245,716	\$11,665,374
Real Property Acquisition		\$222,261,960	\$0	\$180,373,319	\$41,888,641
Environmental Mitigation		\$41,400,923	\$4,671	\$30,402,141	\$10,998,782
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$453,704	\$0	\$131,843	\$321,861
Third Party Contract Work	4	\$38,505,954	\$0	\$25,866,414	\$12,639,540
SR 46		\$77,054,946	\$0	\$0	\$77,054,946
Estimated-At-Completion Contingency		\$36,538,147	\$0	\$0	\$36,538,147
Project Contingency	10	\$60,245,100	\$0	\$0	\$60,245,100
CP4 TOTAL		\$1,285,126,710	\$13,026,984	\$925,128,284	\$359,998,426
Track & Systems					
Design-Build Contract Work		\$667,315,007	\$0	\$0	\$667,315,007
Project Construction Management		\$174,425,847	\$0	\$0	\$174,425,847
Environmental Mitigation	4	\$50,758,336	\$0	\$0	\$50,758,336
Project Contingency		\$320,560,935	\$0	\$0	\$320,560,935
Communication and Signaling		\$344,414,297	\$0	\$0	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	\$429,807,473
Testing and Certification		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	\$115,916,667
Track & Systems TOTAL		\$2,277,540,048	\$0	\$0	\$2,277,540,048
Stations					
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$0	\$213,865	\$13,421,596
Station Area Planning		\$2,184,333	\$0	\$1,894,811	\$289,522
Stations TOTAL		\$15,819,794	\$0	\$2,108,676	\$13,711,118
Central Valley's Project Wide allocation					
Merced - Fresno (Madera to Fresno Project Dev)		\$34,224,247	\$0	\$34,224,247	\$0
Fresno - Bakersfield (Fresno to Poplar Ave Project Dev)		\$169,530,872	\$0	\$167,369,487	\$2,161,385
Rail Delivery Partner		\$663,300,513	\$4,628,721	\$649,872,776	\$13,427,737
Early Train Operator		\$94,817,999	\$426,255	\$35,139,528	\$59,678,471
Legal		\$108,457,035	\$82,839	\$48,583,091	\$59,873,944
Resource Agency	4	\$184,471,204	\$54,268	\$130,214,234	\$54,256,970
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Project Wide TOTAL		\$1,320,821,570	\$5,192,083	\$1,065,403,363	\$255,418,207
TOTAL	1, 2	\$13,873,457,605	\$60,665,491	\$7,750,830,906	\$6,122,626,699

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 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 Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

Data through August 31, 2022

Percentage of Fiscal Year completed 17%

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	\$460,053,600	\$0	\$310,556,820	40%
CP1 Project Contingency		\$1,173,894,062	\$1,040,017,081	\$0	\$133,876,981	11%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$228,086,655	\$0	\$329,288,522	59%
CP2-3 Project Contingency		\$1,051,818,874	\$963,162,947	\$0	\$88,655,927	8%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$18,307,253	\$0	\$36,538,147	67%
CP4 Project Contingency		\$356,690,634	\$296,445,534	\$0	\$60,245,100	17%
Track & Systems Project Contingency		\$322,447,724	\$1,886,789	\$0	\$320,560,935	99%
Route-Wide Work Project Contingency		\$0	\$0	\$0	\$0	0%
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	\$1,411,386	\$0	\$26,662,348	95%
Program Management Contingency		\$91,346,938	\$46,267,875	\$0	\$45,079,063	49%
Project Development Contingency		\$83,106,632	\$30,749,175	\$0	\$52,357,457	63%
TOTAL	14, 15, 16	\$5,159,680,527	\$3,146,375,999	\$0	\$2,013,304,529	39%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,377,414,721	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$86,804,880	\$0		
CP1 Real Property Acquisition			\$56,692,306	\$0		
CP1 Resource Agency			\$1,960,691	\$0		
CP1 Third Party Contract Work			\$7,681,400	\$0		
CP2-3 Design-Build Contract Work			\$983,830,769	\$0		
CP2-3 Project Construction Management			\$108,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,510,261	\$0		
CP2-3 Third Party Contract Work			\$4,130,000	\$0		
CP4 Design-Build Contract Work			\$240,159,413	\$0		
CP4 Project Construction Management			\$57,967,073	\$0		
CP4 Real Property Acquisition			\$42,055,527	\$0		
CP4 SR46			\$1,411,386	\$0		
Track & Systems DB			\$1,801,789	\$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			\$2,020,297	\$0		
San Jose - Merced			\$0	\$0		
Bakersfield - Palmdale			\$3,500,000	\$0		
Palmdale - Burbank			\$10,495,214	\$0		
Los Angeles - Anaheim			\$2,748,701	\$0		
Central Valley Stations - Design Advancement			\$6,376,984	\$0		
Resource Agency - Project Development			\$5,738,842	\$0		
Rail Delivery Partner			\$46,482,392	\$0		
Offsetting Categories TOTAL			\$3,146,375,999	\$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.

