

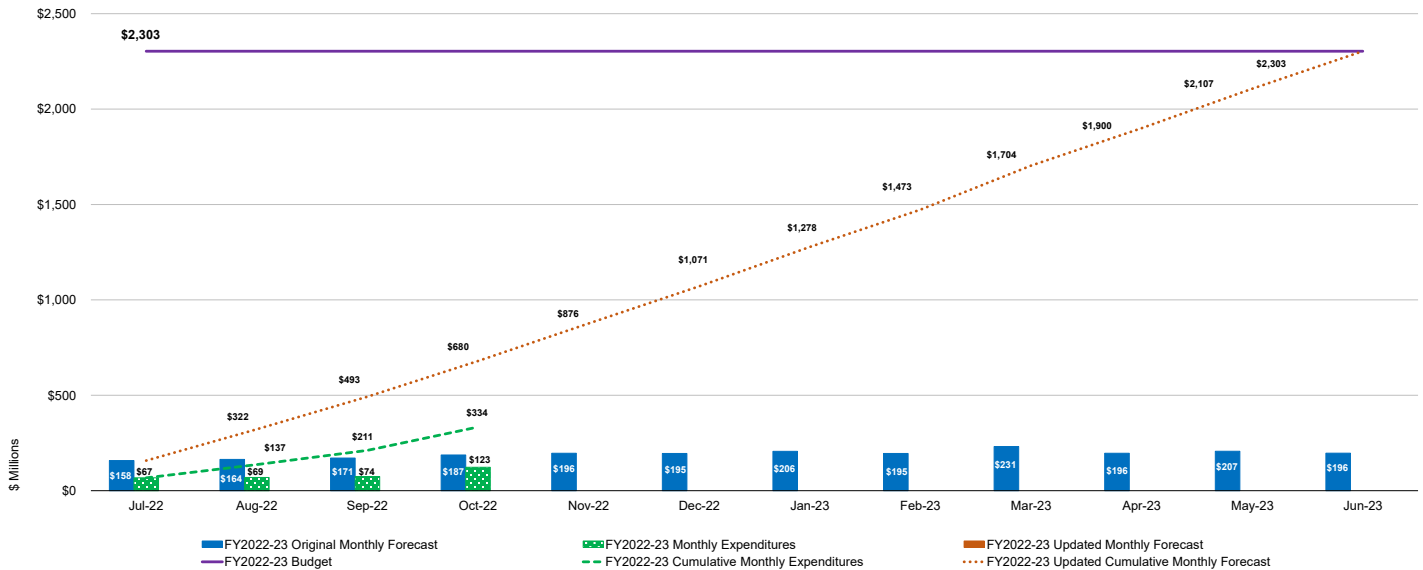
Data through October 31, 2022

Percentage of Fiscal Year completed 33%

Budget Summary FY2022-23

FY2022-23	Notes	Appropriation	FY2022-23 Budget (A)	October 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	\$4,712,115	\$8,588,369	5%	\$168,897,883	\$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	\$4,712,115	\$8,588,369	5%	\$168,998,948	\$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	\$10,440,364,875	\$7,164,710	\$117,826,548	\$315,133,095	4398%	(\$307,968,385)	\$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		\$20,289,031,210	\$1,882,394,850	\$117,826,548	\$315,133,095	17%	\$1,567,261,755	\$1,882,394,850
SUBTOTAL		\$22,154,846,299	\$2,059,982,167	\$122,538,663	\$323,721,464	16%	\$1,736,260,703	\$2,059,982,167
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$243,351,881	\$0	\$10,056,070	4%	\$233,295,811	\$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	\$0	\$10,056,070	4%	\$233,295,811	\$243,351,881
TOTAL	1, 2	\$23,452,789,700	\$2,303,334,048	\$122,538,663	\$333,777,534	14%	\$1,969,556,514	\$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 Aug 2022, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec 2030), 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 FY2022-23 Budget.
- The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the California High-Speed Rail Authority in Nov 2021.
- 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.

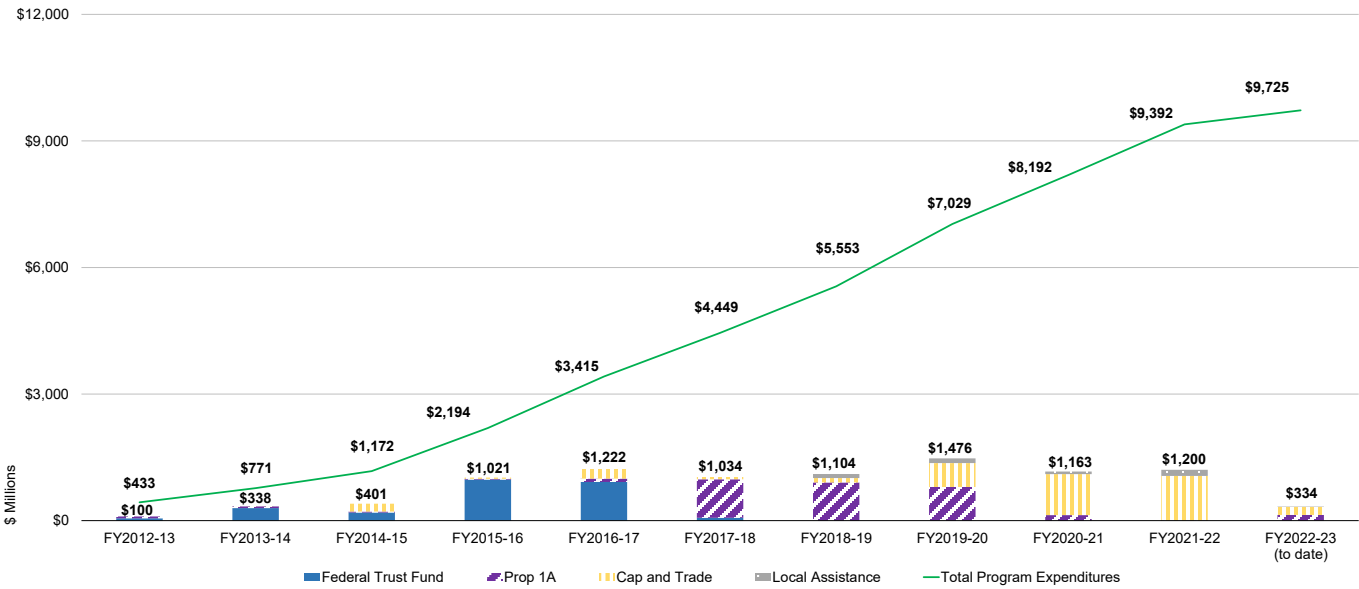
Data through October 31, 2022

Percentage of Fiscal Year completed 33%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	October 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	\$4,712,115	\$291,663,271	37%	\$501,128,543	\$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	\$4,712,115	\$1,364,529,949	73%	\$501,277,302	\$1,865,807,251
Construction								
Bond Fund (Prop 1A)	34	\$6,809,076,000	\$6,809,076,000	\$0	\$2,609,076,002	38%	\$4,199,999,998	\$6,809,076,000
Cap and Trade	3, 22, 29, 33	\$10,440,364,875	\$4,930,737,270	\$117,826,548	\$3,051,192,527	62%	\$1,879,544,743	\$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		\$20,289,031,210	\$14,772,924,464	\$117,826,548	\$7,740,759,723	52%	\$7,032,164,741	\$14,772,924,464
SUBTOTAL		\$22,154,846,299	\$16,638,731,715	\$122,538,663	\$9,105,289,672	55%	\$7,533,442,043	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$0	\$422,433,865	38%	\$677,566,135	\$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	\$0	\$620,209,864	48%	\$677,733,537	\$1,297,943,401
TOTAL	1, 2	\$23,452,789,700	\$17,936,675,116	\$122,538,663	\$9,725,499,536	54%	\$8,211,175,580	\$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 Aug 2022, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec 2030), 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 FY2022-23 Budget.
- The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the California High-Speed Rail Authority in Nov 2021.
- The Project Management Oversight 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 October 31, 2022

Percentage of Fiscal Year completed 33%

Project Development - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	October 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		\$4,552,404	\$147,098	\$289,509	6%	\$4,262,895	\$4,552,404
San Jose - Merced		\$4,161,600	\$106,831	\$311,763	7%	\$3,849,837	\$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	\$875,417	\$1,067,521	17%	\$5,343,085	\$6,410,606
Burbank - Los Angeles	43	\$104,724	(\$54,649)	\$50,075	48%	\$54,649	\$104,724
Los Angeles - Anaheim		\$3,162,891	\$545,973	\$846,928	27%	\$2,315,963	\$3,162,891
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$57,047,164	\$714,065	\$803,719	1%	\$56,243,445	\$57,047,164
Legal		\$9,149,343	\$180,934	\$367,620	4%	\$8,781,723	\$9,149,343
SCI/SAP		\$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	\$2,196,446	\$4,828,033	24%	\$15,024,903	\$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	\$4,712,115	\$8,588,369	5%	\$168,998,948	\$177,587,317

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.
- Current month negative expenditures are the result of a prior period accrual reversal.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	October 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		\$50,283,601	\$147,098	\$44,252,498	88%	\$6,031,103	\$50,283,601
San Jose - Merced		\$112,161,713	\$106,831	\$103,402,913	92%	\$8,758,800	\$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	4	\$61,796,543	\$0	\$57,828,155	93%	\$3,968,388	\$61,796,543
Locally Generated Alternative (LGA)		\$17,928,909	\$0	\$17,927,450	100%	\$1,459	\$17,928,909
Palmdale - Burbank	4	\$142,256,041	\$875,417	\$135,851,015	95%	\$6,405,026	\$142,256,041
Burbank - Los Angeles	43	\$37,785,537	(\$54,649)	\$32,652,549	86%	\$5,132,988	\$37,785,537
Los Angeles - Anaheim		\$82,310,741	\$545,973	\$72,368,221	87%	\$9,942,520	\$82,310,741
Central Valley Wye		\$58,222,647	\$0	\$58,190,344	99%	\$32,303	\$58,222,647
Resource Agency	4	\$372,674,565	\$714,065	\$211,758,098	56%	\$160,916,467	\$372,674,565
Legal		\$59,601,436	\$180,934	\$41,259,702	69%	\$18,341,734	\$59,601,436
SCI/SAP		\$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	\$2,196,446	\$316,118,638	95%	\$15,659,341	\$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	\$4,712,115	\$1,322,147,236	73%	\$501,277,302	\$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	\$4,712,115	\$1,364,529,949	73%	\$501,277,302	\$1,865,807,251

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.
- The Project Management Oversight 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.
- Current month negative expenditures are the result of a prior period accrual reversal.

Data through October 31, 2022

Percentage of Fiscal Year completed 33%

Construction - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	October 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	4, 10, 44	\$979,929,736	\$97,628,685	\$240,024,589	24%	\$739,905,147	\$865,321,756
SR 99		\$6,000,000	\$0	\$1,262,502	21%	\$4,737,498	\$6,000,000
SR 46	4, 45	\$23,100,000	\$0	\$0	0%	\$23,100,000	\$23,100,000
Project Construction Management	4	\$101,809,143	\$8,722,701	\$31,127,801	31%	\$70,681,342	\$93,771,147
Real Property Acquisition		\$149,494,441	\$837,194	\$2,448,686	2%	\$147,045,755	\$149,494,441
Environmental Mitigation	5	\$13,707,865	\$565,563	\$607,241	4%	\$13,100,624	\$14,194,117
Hazardous Waste Provisional Sum		\$16,505,408	\$0	\$0	0%	\$16,505,408	\$16,505,408
Resource Agency		\$27,921,211	\$1,356,709	\$6,581,559	24%	\$21,339,652	\$26,619,669
Third Party Contract Work	4	\$107,359,848	\$1,852,017	\$8,786,096	8%	\$98,573,752	\$101,166,762
Estimated-At-Completion Contingency	4, 5, 10, 44, 45	\$32,961,019	\$0	\$0	0%	\$32,961,019	\$60,541,081
Project Contingency	4, 5, 10, 44	\$114,699,304	\$0	\$0	0%	\$114,699,304	\$214,543,593
Stations		\$1,347,277	\$0	\$184,598	14%	\$1,162,679	\$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	\$6,222,904	\$22,294,747	54%	\$18,912,097	\$41,206,844
Project Management Oversight Continuation	5	\$92,372,900	\$177,985	\$177,985	0%	\$92,194,915	\$94,602,900
Early Train Operator		\$1,712,038	\$198,759	\$1,202,828	70%	\$509,210	\$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	\$264,031	\$434,463	3%	\$12,613,315	\$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	\$117,826,548	\$315,133,095	17%	\$1,567,261,755	\$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.
- The Fiscal Year Forecast will be updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Project Contingency, and Estimated-At-Completion Contingency 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.
- This line reflects a new baseline for FY2022-23 allocations.
- Forecast updated to reflect an internal governance approval.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	October 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, 44	\$7,086,189,518	\$97,628,685	\$4,267,906,064	60%	\$2,818,283,454	\$7,086,189,518
SR 99		\$296,093,844	\$0	\$283,131,017	96%	\$12,962,827	\$296,093,844
SR 46	4, 45	\$83,554,946	\$0	\$0	0%	\$83,554,946	\$83,554,946
Project Construction Management	4	\$632,645,270	\$8,722,701	\$424,736,772	67%	\$207,908,498	\$632,645,270
Real Property Acquisition		\$1,715,963,421	\$837,194	\$1,426,320,418	83%	\$289,643,003	\$1,715,963,421
Environmental Mitigation		\$204,285,024	\$565,563	\$118,414,794	58%	\$85,870,230	\$204,285,024
Hazardous Waste Provisional Sum		\$35,462,000	\$0	\$0	0%	\$35,462,000	\$35,462,000
Resource Agency	44	\$146,612,662	\$1,356,709	\$57,116,285	39%	\$89,496,377	\$146,612,662
Third Party Contract Work	4	\$578,071,079	\$1,852,017	\$288,907,387	50%	\$289,163,692	\$578,071,079
Estimated-At-Completion Contingency	4, 10, 44, 45	\$335,780,254	\$0	\$0	0%	\$335,780,254	\$335,780,254
Project Contingency	4, 10, 44	\$554,788,664	\$0	\$0	0%	\$554,788,664	\$554,788,664
Stations		\$13,635,461	\$0	\$398,463	3%	\$13,236,998	\$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	\$6,222,904	\$718,667,448	96%	\$30,536,731	\$749,204,179
Project Management Oversight Continuation	27, 29	\$467,361,623	\$177,985	\$177,985	0%	\$467,183,638	\$467,361,623
Early Train Operator		\$93,246,308	\$198,759	\$29,620,705	32%	\$63,625,603	\$93,246,308
Legal		\$99,913,858	\$264,031	\$40,236,215	40%	\$59,677,643	\$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	\$117,826,548	\$7,740,759,723	52%	\$7,032,164,741	\$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 Estimated-At-Completion Contingency 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 Project Management Oversight 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.
- This line reflects a new baseline for FY2022-23 allocations.
- Forecast updated to reflect an internal governance approval.

Data through October 31, 2022

Percentage of Fiscal Year completed 33%

Bookend Projects FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	October 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	\$195,839,881	\$0	\$10,056,070	5%	\$185,783,811	\$195,839,881
	PCJPB - Caltrain Electrification	\$0	\$0	\$0	0%	\$0	\$0
	San Mateo Grade Separation	\$0	\$0	\$0	0%	\$0	\$0
Bookend - North TOTAL		\$195,839,881	\$0	\$10,056,070	5%	\$185,783,811	\$195,839,881
Bookend - South							
	Rosecrans/Marquardt Grade Separation	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
	Los Angeles Union Station	\$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	\$0	\$10,056,070	4%	\$233,295,811	\$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)	October 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	\$600,000,000	\$0	\$392,235,505	65%	\$207,764,495	\$600,000,000
	PCJPB - Caltrain Electrification	\$113,943,401	\$0	\$113,941,706	100%	\$1,695	\$113,943,401
	San Mateo Grade Separation	\$84,000,000	\$0	\$83,834,293	100%	\$165,707	\$84,000,000
Bookend - North TOTAL		\$797,943,401	\$0	\$590,011,504	74%	\$207,931,897	\$797,943,401
Bookend - South							
	Rosecrans/Marquardt Grade Separation	\$76,665,000	\$0	\$30,198,360	39%	\$46,466,640	\$76,665,000
	Los Angeles Union Station	\$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	\$0	\$620,209,864	48%	\$677,733,537	\$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 October 31, 2022

Percentage of Fiscal Year completed 33%

Construction by Construction Package FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	October 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	4, 10, 44	\$353,131,046	\$16,610,694	\$57,460,467	16%	\$295,670,579	\$317,767,224
SR 99		\$6,000,000	\$0	\$1,262,502	21%	\$4,737,498	\$6,000,000
Project Construction Management		\$17,551,994	\$2,788,894	\$11,230,061	64%	\$6,321,933	\$17,551,994
Real Property Acquisition		\$76,699,585	\$371,000	\$1,261,705	2%	\$75,437,880	\$76,699,585
Environmental Mitigation	4, 5	\$3,638,504	\$546,655	\$578,550	16%	\$3,059,954	\$3,832,000
Resource Agency	5	\$10,602,497	\$232,129	\$4,571,827	43%	\$6,030,670	\$10,116,245
Third Party Contract Work	4	\$73,448,674	\$1,117,333	\$5,832,412	8%	\$67,616,262	\$69,396,298
Estimated-At-Completion Contingency	10, 44	\$1,657,179	\$0	\$0	0%	\$1,657,179	\$1,657,179
Project Contingency	4, 5, 10, 44	\$47,655,564	\$0	\$0	0%	\$47,655,564	\$87,071,763
CP1 TOTAL	5	\$590,385,043	\$21,666,705	\$82,197,524	14%	\$508,187,519	\$590,092,288
CP2-3							
Design-Build Contract Work	5, 10, 44	\$447,520,628	\$60,113,043	\$133,002,692	30%	\$314,517,936	\$401,281,070
Project Construction Management		\$23,088,700	\$2,900,000	\$11,976,187	52%	\$11,112,513	\$23,088,700
Real Property Acquisition		\$51,490,595	\$114,571	\$818,932	2%	\$50,671,663	\$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	\$25,450	2%	\$1,115,227	\$1,140,677
Third Party Contract Work	5	\$20,722,628	\$511,226	\$2,333,469	11%	\$18,389,159	\$22,207,918
Estimated-At-Completion Contingency	5, 10, 44	\$14,909,496	\$0	\$0	0%	\$14,909,496	\$34,451,562
Project Contingency	5, 10, 44	\$45,397,131	\$0	\$0	0%	\$45,397,131	\$72,094,622
CP2-3 TOTAL	5	\$622,614,025	\$63,638,840	\$148,156,730	24%	\$474,457,295	\$624,099,314
CP4							
Design-Build Contract Work	4, 10	\$139,308,062	\$20,904,948	\$49,561,430	36%	\$89,746,631	\$106,303,462
Project Construction Management	4	\$21,861,290	\$3,033,807	\$7,921,553	36%	\$13,939,737	\$13,823,294
Real Property Acquisition		\$21,304,261	\$351,623	\$368,049	2%	\$20,936,212	\$21,304,261
Environmental Mitigation	4	\$1,500,599	\$18,908	\$28,691	2%	\$1,471,908	\$1,307,103
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$142,444	\$0	\$7,026	5%	\$135,418	\$142,444
Third Party Contract Work	5	\$13,188,546	\$223,458	\$620,215	5%	\$12,568,331	\$9,562,546
SR 46	4, 45	\$23,100,000	\$0	\$0	0%	\$23,100,000	\$23,100,000
Estimated-At-Completion Contingency	4, 5, 45	\$16,394,344	\$0	\$0	0%	\$16,394,344	\$24,432,340
Project Contingency	4, 5, 10	\$21,098,530	\$0	\$0	0%	\$21,098,530	\$54,829,129
CP4 TOTAL	5	\$264,128,075	\$24,532,744	\$58,506,964	22%	\$205,621,111	\$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	5	\$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	5	\$135,902,187	\$0	\$0	0%	\$135,902,187	\$136,388,439
Stations							
Stations (Primarily Fresno Historic Depot)		\$1,347,277	\$0	\$184,598	14%	\$1,162,679	\$1,347,277
Stations TOTAL		\$1,347,277	\$0	\$184,598	14%	\$1,162,679	\$1,347,277
System Wide / Extensions / Unallocated							
Rail Delivery Partner		\$41,206,844	\$6,222,904	\$22,294,747	54%	\$18,912,097	\$41,206,844
Project Management Oversight Continuation	5	\$92,372,900	\$177,985	\$177,985	0%	\$92,194,915	\$94,602,900
Early Train Operator		\$1,712,038	\$198,759	\$1,202,828	70%	\$509,210	\$1,712,038
Legal		\$13,047,778	\$264,031	\$434,463	3%	\$12,613,315	\$13,047,778
Resource Agency	5	\$16,035,593	\$1,124,580	\$1,977,256	12%	\$14,058,337	\$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	5	\$268,018,243	\$7,988,259	\$26,087,279	10%	\$241,930,964	\$269,432,953
TOTAL	1, 2	\$1,882,394,850	\$117,826,548	\$315,133,095	17%	\$1,567,261,755	\$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.
- The Fiscal Year Forecast will be updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Project Contingency, and Estimated-At-Completion Contingency 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.
- This line reflects a new baseline for FY2022-23 allocations.
- Forecast updated to reflect an internal governance approval.

Data through October 31, 2022

Percentage of Fiscal Year completed 33%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	October 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, 44	\$3,041,568,443	\$16,610,694	\$1,886,156,184	62%	\$1,155,412,259	\$3,041,568,443
SR 99		\$296,093,844	\$0	\$283,131,017	96%	\$12,962,827	\$296,093,844
Project Construction Management		\$156,513,769	\$2,788,894	\$149,961,881	96%	\$6,551,888	\$156,513,769
Real Property Acquisition		\$902,029,080	\$371,000	\$773,236,415	86%	\$128,792,665	\$902,029,080
Environmental Mitigation		\$40,037,064	\$546,655	\$32,307,727	81%	\$7,729,337	\$40,037,064
Resource Agency		\$62,855,538	\$232,129	\$43,694,753	70%	\$19,160,785	\$62,855,538
Third Party Contract Work	4	\$324,272,109	\$1,117,333	\$187,588,531	58%	\$136,683,578	\$324,272,109
Estimated-At-Completion Contingency	4, 10, 44	\$182,703,896	\$0	\$0	0%	\$182,703,896	\$182,703,896
Project Contingency	4, 10, 44	\$136,791,897	\$0	\$0	0%	\$136,791,897	\$136,791,897
CP1 TOTAL		\$5,142,865,640	\$21,666,705	\$3,356,076,508	65%	\$1,786,789,132	\$5,142,865,640
CP2-3							
Design-Build Contract Work	10, 44	\$2,658,675,948	\$60,113,043	\$1,756,516,876	66%	\$902,159,072	\$2,658,675,948
Project Construction Management		\$186,878,055	\$2,900,000	\$175,765,542	94%	\$11,112,513	\$186,878,055
Real Property Acquisition		\$591,672,381	\$114,571	\$472,342,635	80%	\$119,329,746	\$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		\$2,109,724	\$0	\$497,327	24%	\$1,612,397	\$2,109,724
Third Party Contract Work		\$98,650,349	\$511,226	\$74,832,227	76%	\$23,818,122	\$98,650,349
Estimated-At-Completion Contingency	10, 44	\$131,076,206	\$0	\$0	0%	\$131,076,206	\$131,076,206
Project Contingency	10, 44	\$60,900,479	\$0	\$0	0%	\$60,900,479	\$60,900,479
CP2-3 TOTAL		\$3,831,283,843	\$63,638,840	\$2,535,829,009	66%	\$1,295,454,834	\$3,831,283,843
CP4							
Design-Build Contract Work	4, 10	\$718,630,120	\$20,904,948	\$625,233,004	87%	\$93,397,115	\$718,630,120
Project Construction Management	4	\$114,827,599	\$3,033,807	\$99,009,349	86%	\$15,818,250	\$114,827,599
Real Property Acquisition		\$222,261,960	\$351,623	\$180,741,368	81%	\$41,520,592	\$222,261,960
Environmental Mitigation		\$41,400,923	\$18,908	\$30,232,665	73%	\$11,168,258	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$453,704	\$0	\$138,869	31%	\$314,835	\$453,704
Third Party Contract Work		\$39,231,954	\$223,458	\$26,486,629	68%	\$12,745,325	\$39,231,954
SR 46	4, 45	\$83,554,946	\$0	\$0	0%	\$83,554,946	\$83,554,946
Estimated-At-Completion Contingency	4, 45	\$22,000,152	\$0	\$0	0%	\$22,000,152	\$22,000,152
Project Contingency	4, 10	\$36,535,353	\$0	\$0	0%	\$36,535,353	\$36,535,353
CP4 TOTAL		\$1,285,126,710	\$24,532,744	\$961,841,884	75%	\$323,284,826	\$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		\$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	\$398,463	3%	\$13,236,998	\$13,635,461
Stations TOTAL		\$13,635,461	\$0	\$398,463	3%	\$13,236,998	\$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	\$6,222,904	\$718,667,448	96%	\$30,536,731	\$749,204,179
Project Management Oversight Continuation	29	\$467,361,623	\$177,985	\$177,985	0%	\$467,183,638	\$467,361,623
Early Train Operator		\$93,246,308	\$198,759	\$29,620,705	32%	\$63,625,603	\$93,246,308
Legal		\$99,913,858	\$264,031	\$40,236,215	40%	\$59,677,643	\$99,913,858
Resource Agency		\$81,193,696	\$1,124,580	\$12,785,336	16%	\$68,408,360	\$81,193,696
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	\$7,988,259	\$886,613,859	40%	\$1,335,858,903	\$2,222,472,762
TOTAL	1, 2	\$14,772,924,464	\$117,826,548	\$7,740,759,723	52%	\$7,032,164,741	\$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.
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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 Estimated-At-Completion Contingency 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.
- The Project Management Oversight 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.
- This line reflects a new baseline for FY2022-23 allocations.
- Forecast updated to reflect an internal governance approval.

Data through October 31, 2022

Percentage of Fiscal Year completed 33%

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

Program to Date	Notes	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	4, 10, 44	\$3,041,568,443	\$16,610,694	\$1,886,156,184	\$1,155,412,259
SR 99		\$296,093,844	\$0	\$283,131,017	\$12,962,827
Project Construction Management		\$156,513,769	\$2,788,894	\$149,961,881	\$6,551,888
Real Property Acquisition		\$902,029,080	\$371,000	\$773,236,415	\$128,792,665
Environmental Mitigation		\$40,037,064	\$546,655	\$32,307,727	\$7,729,337
Resource Agency		\$62,855,538	\$232,129	\$43,694,753	\$19,160,785
Third Party Contract Work	4	\$324,272,109	\$1,117,333	\$187,588,531	\$136,683,578
Estimated-At-Completion Contingency	4, 10, 44	\$182,703,896	\$0	\$0	\$182,703,896
Project Contingency	4, 10, 44	\$136,791,897	\$0	\$0	\$136,791,897
CP1 TOTAL		\$5,142,865,640	\$21,666,705	\$3,356,076,508	\$1,786,789,132
CP2-3					
Design-Build Contract Work	10, 44	\$2,658,675,948	\$60,113,043	\$1,756,516,876	\$902,159,072
Project Construction Management		\$186,878,055	\$2,900,000	\$175,765,542	\$11,112,513
Real Property Acquisition		\$591,672,381	\$114,571	\$472,342,635	\$119,329,746
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		\$2,109,724	\$0	\$497,327	\$1,612,397
Third Party Contract Work		\$98,650,349	\$511,226	\$74,832,227	\$23,818,122
Estimated-At-Completion Contingency	10, 44	\$131,076,206	\$0	\$0	\$131,076,206
Project Contingency	10, 44	\$60,900,479	\$0	\$0	\$60,900,479
CP2-3 TOTAL		\$3,831,283,843	\$63,638,840	\$2,535,829,009	\$1,295,454,834
CP4					
Design-Build Contract Work	4, 10	\$718,630,120	\$20,904,948	\$625,233,004	\$93,397,115
Project Construction Management	4	\$114,827,599	\$3,033,807	\$99,009,349	\$15,818,250
Real Property Acquisition		\$222,261,960	\$351,623	\$180,741,368	\$41,520,592
Environmental Mitigation		\$41,400,923	\$18,908	\$30,232,665	\$11,168,258
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$453,704	\$0	\$138,869	\$314,835
Third Party Contract Work		\$39,231,954	\$223,458	\$26,486,629	\$12,745,325
SR 46	4, 45	\$83,554,946	\$0	\$0	\$83,554,946
Estimated-At-Completion Contingency	4, 45	\$22,000,152	\$0	\$0	\$22,000,152
Project Contingency	4, 10	\$36,535,353	\$0	\$0	\$36,535,353
CP4 TOTAL		\$1,285,126,710	\$24,532,744	\$961,841,884	\$323,284,826
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		\$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	\$398,463	\$13,236,998
Station Area Planning		\$2,184,333	\$0	\$1,894,811	\$289,522
Stations TOTAL		\$15,819,794	\$0	\$2,293,274	\$13,526,520
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	\$971,250	\$611,232,368	\$52,068,145
Early Train Operator		\$94,817,999	\$198,759	\$31,192,396	\$63,625,603
Legal		\$108,457,035	\$96,655	\$48,092,179	\$60,364,856
Resource Agency		\$184,471,204	\$240,016	\$125,981,086	\$58,490,118
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Project Wide TOTAL		\$1,320,821,570	\$1,506,680	\$1,018,091,763	\$302,729,807
TOTAL	1, 2	\$13,873,457,605	\$111,344,969	\$7,874,132,438	\$5,999,325,167

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.
- 10 Design-Build Contract Work, Project Contingency, and Estimated-At-Completion Contingency 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.
- 44 This line reflects a new baseline for FY2022-23 allocations.
- 45 Forecast updated to reflect an internal governance approval.

Data through October 31, 2022

Percentage of Fiscal Year completed 33%

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	\$557,366,199	\$30,540,326	\$182,703,896	24%
CP1 Project Contingency		\$1,173,894,062	\$953,129,100	\$83,973,065	\$136,791,897	12%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$259,704,279	\$166,594,692	\$131,076,206	24%
CP2-3 Project Contingency		\$1,051,818,874	\$965,439,408	\$25,478,987	\$60,900,479	6%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$18,307,252	\$14,537,995	\$22,000,152	40%
CP4 Project Contingency		\$356,690,634	\$318,276,767	\$1,878,513	\$36,535,353	10%
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	\$2,826,183	\$49,531,274	60%
TOTAL	14, 15, 16	\$5,159,680,527	\$3,212,525,934	\$325,829,761	\$1,621,324,832	31%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,387,839,338	\$101,675,300		
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	\$12,838,090		
CP2-3 Design-Build Contract Work			\$1,017,724,854	\$192,073,679		
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			\$261,990,646	\$0		
CP4 Project Construction Management			\$57,967,073	\$9,916,509		
CP4 Real Property Acquisition			\$42,055,527	\$0		
CP4 SR46			\$1,411,386	\$6,500,000		
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	\$400,522		
Palmdale - Burbank			\$10,495,214	\$2,425,661		
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			\$3,212,525,934	\$325,829,761		

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.

