

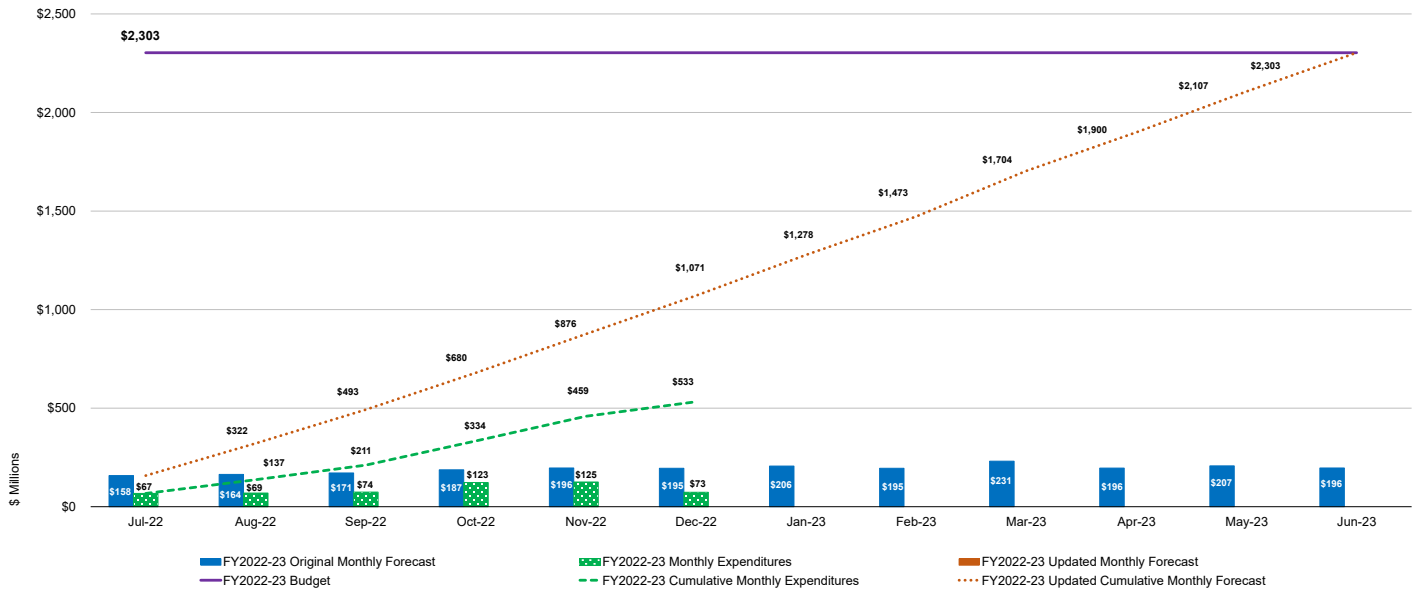
Data through December 31, 2022

Percentage of Fiscal Year completed 50%

Budget Summary FY2022-23

| FY2022-23 | Notes | Appropriation | FY2022-23 Budget (A) | December 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 | \$4,649,910 | \$19,586,253 | 11% | \$157,899,999 | \$172,765,051 |
| Federal Trust Fund (ARRA) | | \$465,585,896 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Federal Trust Fund (Brownfields EPA Grant) | | \$600,000 | \$101,065 | \$0 | \$12,284 | 12% | \$88,781 | \$101,065 |
| Project Development TOTAL | | \$1,865,815,089 | \$177,587,317 | \$4,649,910 | \$19,598,537 | 11% | \$157,988,780 | \$172,866,116 |
| Construction | | | | | | | | |
| Bond Fund (Prop 1A) | 34 | \$6,809,076,000 | \$1,875,230,140 | \$0 | \$0 | 0% | \$1,875,230,140 | \$1,404,766,551 |
| Cap and Trade | 3, 22, 33 | \$10,443,183,622 | \$7,164,710 | \$66,362,881 | \$500,559,554 | 6986% | (\$493,394,844) | \$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 | | \$20,291,849,957 | \$1,882,394,850 | \$66,362,881 | \$500,559,554 | 27% | \$1,381,835,296 | \$1,411,931,261 |
| SUBTOTAL | | \$22,157,665,046 | \$2,059,982,167 | \$71,012,791 | \$520,158,091 | 25% | \$1,539,824,076 | \$1,584,797,377 |
| Bookend Projects (Local Assistance) | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$1,100,000,000 | \$243,351,881 | \$2,324,131 | \$12,380,201 | 5% | \$230,971,680 | \$239,351,881 |
| Cap and Trade | | \$197,943,401 | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Bookend Projects TOTAL | | \$1,297,943,401 | \$243,351,881 | \$2,324,131 | \$12,380,201 | 5% | \$230,971,680 | \$239,351,881 |
| TOTAL | 1, 2 | \$23,455,608,447 | \$2,303,334,048 | \$73,336,922 | \$532,538,292 | 23% | \$1,770,795,756 | \$1,824,149,258 |

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 Nov 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.

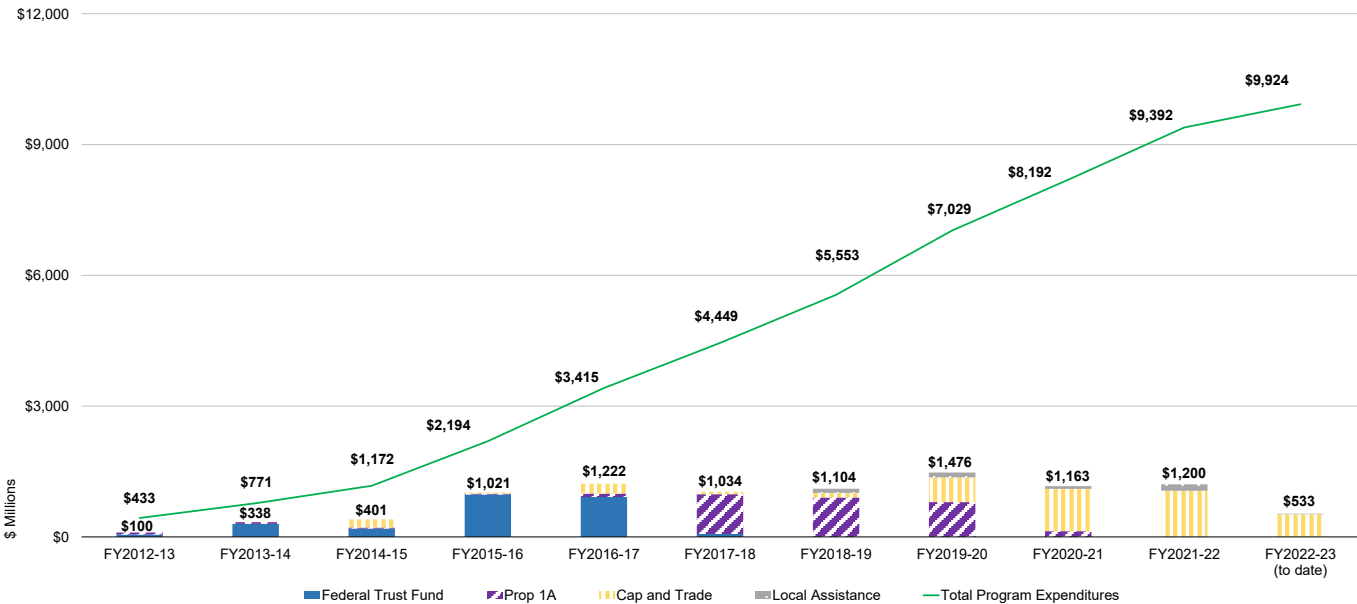
Data through December 31, 2022

Percentage of Fiscal Year completed 50%

Expenditure Authorization Summary Program to Date

| Program to Date | Notes | Appropriation | Total Expenditure Authorization (A) | December 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 | \$4,649,910 | \$302,661,155 | 38% | \$490,130,659 | \$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 | \$463,525 | 77% | \$136,475 | \$600,000 |
| Project Development TOTAL | | \$1,865,815,089 | \$1,865,807,251 | \$4,649,910 | \$1,375,540,117 | 74% | \$490,267,134 | \$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 | \$10,443,183,622 | \$4,930,737,270 | \$66,362,881 | \$3,236,611,294 | 66% | \$1,694,125,976 | \$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 | | \$20,291,849,957 | \$14,772,924,464 | \$66,362,881 | \$7,926,178,490 | 54% | \$6,846,745,974 | \$14,772,924,464 |
| SUBTOTAL | | \$22,157,665,046 | \$16,638,731,715 | \$71,012,791 | \$9,301,718,607 | 56% | \$7,337,013,108 | \$16,638,731,715 |
| Bookend Projects (Local Assistance) | | | | | | | | |
| Bond Fund (Prop 1A) - Phase I | | \$1,100,000,000 | \$1,100,000,000 | \$2,324,131 | \$424,757,996 | 39% | \$675,242,004 | \$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 | \$2,324,131 | \$622,533,995 | 48% | \$675,409,406 | \$1,297,943,401 |
| TOTAL | 1, 2 | \$23,455,608,447 | \$17,936,675,116 | \$73,336,922 | \$9,924,252,602 | 55% | \$8,012,422,514 | \$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 Nov 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 December 31, 2022

Percentage of Fiscal Year completed 50%

Project Development - State and Federal Funds FY2022-23

| FY2022-23 | Notes | FY2022-23 Budget (A) | December 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 | \$225,767 | \$681,975 | 15% | \$3,870,429 | \$4,552,404 |
| San Jose - Merced | | \$4,161,600 | \$105,334 | \$454,397 | 11% | \$3,707,203 | \$4,161,600 |
| Bakersfield - Palmdale | | \$3,871,117 | \$0 | \$39,060 | 1% | \$3,832,057 | \$3,871,117 |
| Locally Generated Alternative (LGA) | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Palmdale - Burbank | | \$6,410,606 | \$370,000 | \$2,215,751 | 35% | \$4,194,855 | \$6,410,606 |
| Burbank - Los Angeles | | \$104,724 | \$0 | \$73,995 | 71% | \$30,729 | \$104,724 |
| Los Angeles - Anaheim | | \$3,162,891 | \$117,684 | \$1,753,333 | 55% | \$1,409,558 | \$3,162,891 |
| Central Valley Wye | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Resource Agency | 4, 44 | \$56,805,164 | \$803,205 | \$2,699,325 | 5% | \$54,105,839 | \$56,805,164 |
| Legal | | \$9,149,343 | \$125,923 | \$1,204,288 | 13% | \$7,945,055 | \$9,149,343 |
| SCI/SAP | | \$3,498,821 | \$0 | \$0 | 0% | \$3,498,821 | \$3,498,821 |
| Merced Extension - Design Advancement | 4, 44 | \$17,363,188 | \$0 | \$0 | 0% | \$17,363,188 | \$15,300,000 |
| Bakersfield Extension - Design Advancement | 44 | \$18,000,000 | \$573,133 | \$1,308,345 | 7% | \$16,691,655 | \$15,999,987 |
| Central Valley Stations - Design Advancement | 44 | \$13,058,000 | \$0 | \$0 | 0% | \$13,058,000 | \$12,400,000 |
| NorCal Interconnections | | \$1,596,523 | \$0 | \$0 | 0% | \$1,596,523 | \$1,596,523 |
| Rail Delivery Partner | | \$19,852,936 | \$2,328,864 | \$9,168,068 | 46% | \$10,684,868 | \$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 | \$4,649,910 | \$19,598,537 | 11% | \$157,988,780 | \$172,866,116 |

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.
- This line reflects a FY2022-23 mid-year forecast adjustment.

Project Development - State and Federal Funds Program to Date

| Program to Date | Notes | Total Expenditure Authorization (A) | December 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 | \$225,767 | \$44,644,964 | 88% | \$5,638,637 | \$50,283,601 |
| San Jose - Merced | | \$112,161,713 | \$105,334 | \$103,545,547 | 92% | \$8,616,166 | \$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 | | \$61,796,543 | \$0 | \$57,844,014 | 93% | \$3,952,529 | \$61,796,543 |
| Locally Generated Alternative (LGA) | | \$17,928,909 | \$0 | \$17,927,450 | 100% | \$1,459 | \$17,928,909 |
| Palmdale - Burbank | | \$142,256,041 | \$370,000 | \$136,999,245 | 96% | \$5,256,796 | \$142,256,041 |
| Burbank - Los Angeles | | \$37,785,537 | \$0 | \$32,676,469 | 86% | \$5,109,068 | \$37,785,537 |
| Los Angeles - Anaheim | | \$82,310,741 | \$117,684 | \$73,274,626 | 89% | \$9,036,115 | \$82,310,741 |
| Central Valley Wye | | \$58,222,647 | \$0 | \$58,190,344 | 99% | \$32,303 | \$58,222,647 |
| Resource Agency | | \$372,674,565 | \$803,205 | \$213,653,704 | 57% | \$159,020,861 | \$372,674,565 |
| Legal | | \$59,601,436 | \$125,923 | \$42,096,370 | 70% | \$17,505,066 | \$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 | \$573,133 | \$1,308,345 | 2% | \$55,000,872 | \$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 | \$2,328,864 | \$320,458,673 | 96% | \$11,319,306 | \$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 | \$4,649,910 | \$1,333,157,404 | 73% | \$490,267,134 | \$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 | \$4,649,910 | \$1,375,540,117 | 74% | \$490,267,134 | \$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.
- 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.

Data through December 31, 2022

Percentage of Fiscal Year completed 50%

Bookend Projects FY2022-23

| FY2022-23 | Notes | FY2022-23 Budget (A) | December 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 | \$2,324,131 | \$12,380,201 | 6% | \$183,459,680 | \$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 | \$2,324,131 | \$12,380,201 | 6% | \$183,459,680 | \$195,839,881 |
| Bookend - South | | | | | | | |
| | Rosecrans/Marquardt Grade Separation 11, 44 | \$24,000,000 | \$0 | \$0 | 0% | \$24,000,000 | \$20,000,000 |
| | 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 | \$43,512,000 |
| TOTAL | 2 | \$243,351,881 | \$2,324,131 | \$12,380,201 | 5% | \$230,971,680 | \$239,351,881 |

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).
- 44 This line reflects a FY2022-23 mid-year forecast adjustment.

Bookend Projects Program to Date

| Program to Date | Notes | Total Expenditure Authorization (A) | December 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 | \$2,324,131 | \$394,559,636 | 65% | \$205,440,364 | \$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 | \$2,324,131 | \$592,335,635 | 74% | \$205,607,766 | \$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 | \$2,324,131 | \$622,533,995 | 48% | \$675,409,406 | \$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 December 31, 2022

Percentage of Fiscal Year completed 50%

Construction by Construction Package FY2022-23

| FY2022-23 | Notes | FY2022-23 Budget (A) | December 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 | \$336,840,242 | \$19,658,050 | \$92,144,704 | 27% | \$244,695,538 | \$211,144,704 |
| SR 99 | | \$6,000,000 | \$0 | \$4,180,153 | 70% | \$1,819,847 | \$6,000,000 |
| Project Construction Management | 4, 44 | \$44,033,136 | \$2,931,581 | \$17,262,468 | 39% | \$26,770,668 | \$33,600,932 |
| Real Property Acquisition | 44 | \$76,699,585 | \$608,551 | \$2,706,202 | 4% | \$73,993,383 | \$31,841,181 |
| Environmental Mitigation | | \$3,638,504 | \$0 | \$578,550 | 16% | \$3,059,954 | \$3,832,000 |
| Resource Agency | | \$10,657,497 | \$215,494 | \$4,996,386 | 47% | \$5,661,111 | \$10,116,245 |
| Third Party Contract Work | 44 | \$73,448,674 | \$2,481,152 | \$10,919,001 | 15% | \$62,529,673 | \$73,448,674 |
| Estimated-At-Completion Contingency | 4, 10 | \$0 | \$0 | \$0 | 0% | \$0 | \$1,657,179 |
| Project Contingency | 4, 44 | \$38,567,405 | \$0 | \$0 | 0% | \$38,567,405 | \$0 |
| CP1 TOTAL | 4, 10 | \$589,885,043 | \$25,894,828 | \$132,787,464 | 23% | \$457,097,579 | \$371,640,915 |
| CP2-3 | | | | | | | |
| Design-Build Contract Work | 10, 44 | \$533,410,084 | \$23,500,000 | \$223,860,109 | 42% | \$309,549,975 | \$448,006,056 |
| Project Construction Management | 4, 44 | \$40,351,600 | \$2,989,572 | \$18,618,481 | 46% | \$21,733,119 | \$37,398,908 |
| Real Property Acquisition | | \$51,490,595 | \$438,350 | \$6,381,040 | 12% | \$45,109,555 | \$51,490,595 |
| Environmental Mitigation | | \$8,068,762 | \$0 | \$0 | 0% | \$8,068,762 | \$8,068,762 |
| Hazardous Waste Provisional Sum | | \$0 | \$0 | \$0 | 0% | \$0 | \$10,275,408 |
| Resource Agency | | \$1,140,677 | \$1,350 | \$119,848 | 11% | \$1,020,829 | \$1,140,677 |
| Third Party Contract Work | | \$20,722,628 | \$1,201,223 | \$6,643,933 | 32% | \$14,078,695 | \$20,722,628 |
| Estimated-At-Completion Contingency | 4, 10, 44 | \$4,973,674 | \$0 | \$0 | 0% | \$4,973,674 | \$34,451,562 |
| Project Contingency | 4 | \$7,227,786 | \$0 | \$0 | 0% | \$7,227,786 | \$72,094,622 |
| CP2-3 TOTAL | | \$667,385,806 | \$28,130,495 | \$255,623,411 | 38% | \$411,762,395 | \$683,649,218 |
| CP4 | | | | | | | |
| Design-Build Contract Work | 10, 44 | \$148,455,531 | \$5,300,000 | \$59,594,251 | 40% | \$88,861,279 | \$139,327,835 |
| Project Construction Management | 44 | \$21,861,290 | \$1,400,000 | \$11,895,945 | 54% | \$9,965,345 | \$21,861,290 |
| Real Property Acquisition | 44 | \$21,304,261 | \$45,600 | \$712,335 | 3% | \$20,591,926 | \$9,289,598 |
| Environmental Mitigation | | \$1,500,599 | \$212,845 | \$251,676 | 17% | \$1,248,923 | \$1,307,103 |
| Hazardous Waste Provisional Sum | | \$6,230,000 | \$0 | \$0 | 0% | \$6,230,000 | \$6,230,000 |
| Resource Agency | | \$142,444 | \$0 | \$100,074 | 70% | \$42,370 | \$142,444 |
| Third Party Contract Work | 44 | \$13,188,546 | \$715,567 | \$2,547,695 | 19% | \$10,640,851 | \$13,188,546 |
| SR 46 | 44 | \$26,100,000 | \$0 | \$0 | 0% | \$26,100,000 | \$5,200,000 |
| Estimated-At-Completion Contingency | 10, 44 | \$12,088,358 | \$0 | \$0 | 0% | \$12,088,358 | \$12,088,358 |
| Project Contingency | 10 | \$16,257,047 | \$0 | \$0 | 0% | \$16,257,047 | \$54,829,129 |
| CP4 TOTAL | | \$267,128,075 | \$7,674,012 | \$75,101,976 | 28% | \$192,026,099 | \$263,464,303 |
| Track & Systems | | | | | | | |
| Design-Build Contract Work | 44 | \$39,970,000 | \$0 | \$0 | 0% | \$39,970,000 | \$0 |
| Project Construction Management | 44 | \$39,307,159 | \$0 | \$0 | 0% | \$39,307,159 | \$0 |
| Environmental Mitigation | | \$500,000 | \$0 | \$0 | 0% | \$500,000 | \$986,252 |
| Project Contingency | 10 | \$0 | \$0 | \$0 | 0% | \$0 | \$548,079 |
| Communication and Signaling | | \$19,247,280 | \$0 | \$0 | 0% | \$19,247,280 | \$0 |
| Electric Traction | | \$1,681,200 | \$0 | \$0 | 0% | \$1,681,200 | \$1,681,200 |
| Testing and Certification | | \$24,707,948 | \$0 | \$0 | 0% | \$24,707,948 | \$0 |
| Third Party Contract Work | | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Track & Systems TOTAL | | \$125,413,587 | \$0 | \$0 | \$0 | \$125,413,587 | \$3,215,531 |
| Stations | | | | | | | |
| Stations (Primarily Fresno Historic Depot) | | \$1,347,277 | \$47,096 | \$370,209 | 27% | \$977,068 | \$1,347,277 |
| Stations TOTAL | | \$1,347,277 | \$47,096 | \$370,209 | 27% | \$977,068 | \$1,347,277 |
| System Wide / Extensions / Unallocated | | | | | | | |
| Rail Delivery Partner | | \$41,206,844 | \$3,421,301 | \$30,297,645 | 74% | \$10,909,199 | \$41,206,844 |
| Project Management Oversight Continuation | 44, 45 | \$90,858,950 | \$0 | \$402,547 | 0% | \$90,456,403 | \$15,300,000 |
| Early Train Operator | 4 | \$10,166,509 | \$393,925 | \$2,105,962 | 21% | \$8,060,547 | \$1,712,038 |
| Legal | | \$13,047,778 | \$518,350 | \$1,230,525 | 9% | \$11,817,253 | \$13,047,778 |
| Resource Agency | | \$16,535,593 | \$282,874 | \$2,639,815 | 16% | \$13,895,778 | \$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 | 44 | \$57,292,334 | \$0 | \$0 | 0% | \$57,292,334 | \$0 |
| Pre-Construction Activities | 7 | \$1,000,000 | \$0 | \$0 | 0% | \$1,000,000 | \$1,000,000 |
| System Wide / Unallocated TOTAL | | \$231,235,062 | \$4,616,450 | \$36,676,494 | 16% | \$194,558,568 | \$88,614,017 |
| TOTAL | 1, 2 | \$1,882,394,850 | \$66,362,881 | \$500,559,554 | 27% | \$1,381,835,296 | \$1,411,931,261 |

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, Estimated-At-Completion 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.
- This line reflects a FY2022-23 mid-year forecast adjustment.
- Budget updated to reflect a previous internal governance approval.

Data through December 31, 2022

Percentage of Fiscal Year completed 50%

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

| Program to Date | Notes | Total Expenditure Authorization (A) | December Expenditures (B) | Total Expenditures to Date (C) | Total Remaining Expenditure Authorization (D) = (A - C) |
|---|-----------|--|---------------------------------|---|--|
| CP1 | | | | | |
| Design-Build Contract Work | 4, 10, 44 | \$3,044,741,709 | \$19,658,050 | \$1,920,840,421 | \$1,123,901,288 |
| SR 99 | | \$296,093,844 | \$0 | \$286,048,668 | \$10,045,176 |
| Project Construction Management | 4, 44 | \$222,542,112 | \$2,931,581 | \$155,994,288 | \$66,547,824 |
| Real Property Acquisition | | \$902,029,080 | \$608,551 | \$774,680,912 | \$127,348,168 |
| Environmental Mitigation | | \$40,037,064 | \$0 | \$32,307,727 | \$7,729,337 |
| Resource Agency | | \$62,910,538 | \$215,494 | \$44,119,312 | \$18,791,226 |
| Third Party Contract Work | | \$324,272,109 | \$2,481,152 | \$192,675,120 | \$131,596,989 |
| Estimated-At-Completion Contingency | 4, 10, 44 | \$178,237,804 | \$0 | \$0 | \$178,237,804 |
| Project Contingency | 4, 10, 44 | \$71,501,380 | \$0 | \$0 | \$71,501,380 |
| CP1 TOTAL | | \$5,142,365,640 | \$25,894,828 | \$3,406,666,448 | \$1,735,699,192 |
| CP2-3 | | | | | |
| Design-Build Contract Work | 10, 44 | \$2,873,539,700 | \$23,500,000 | \$1,847,374,293 | \$1,026,165,407 |
| Project Construction Management | 4, 44 | \$229,878,055 | \$2,989,572 | \$182,407,836 | \$47,470,219 |
| Real Property Acquisition | | \$591,672,381 | \$438,350 | \$477,904,743 | \$113,767,638 |
| Environmental Mitigation | | \$72,088,701 | \$0 | \$55,874,402 | \$16,214,299 |
| Hazardous Waste Provisional Sum | | \$0 | \$0 | \$0 | \$0 |
| Resource Agency | | \$2,202,471 | \$1,350 | \$591,725 | \$1,610,746 |
| Third Party Contract Work | | \$98,650,349 | \$1,201,223 | \$79,142,691 | \$19,507,658 |
| Estimated-At-Completion Contingency | 4, 10, 44 | \$53,820,553 | \$0 | \$0 | \$53,820,553 |
| Project Contingency | 4, 44 | \$7,408,780 | \$0 | \$0 | \$7,408,780 |
| CP2-3 TOTAL | | \$3,929,260,990 | \$28,130,495 | \$2,643,295,690 | \$1,285,965,300 |
| CP4 | | | | | |
| Design-Build Contract Work | 10, 44 | \$727,777,590 | \$5,300,000 | \$635,265,825 | \$92,511,764 |
| Project Construction Management | | \$114,827,599 | \$1,400,000 | \$102,983,741 | \$11,843,858 |
| Real Property Acquisition | | \$222,261,960 | \$45,600 | \$181,085,654 | \$41,176,306 |
| Environmental Mitigation | | \$41,400,923 | \$212,845 | \$30,455,650 | \$10,945,273 |
| Hazardous Waste Provisional Sum | | \$6,230,000 | \$0 | \$0 | \$6,230,000 |
| Resource Agency | | \$453,704 | \$0 | \$231,917 | \$221,787 |
| Third Party Contract Work | | \$39,231,954 | \$715,567 | \$28,414,109 | \$10,817,845 |
| SR 46 | | \$92,554,946 | \$0 | \$0 | \$92,554,946 |
| Estimated-At-Completion Contingency | 10, 44 | \$17,694,166 | \$0 | \$0 | \$17,694,166 |
| Project Contingency | 10, 44 | \$22,693,870 | \$0 | \$0 | \$22,693,870 |
| CP4 TOTAL | | \$1,285,126,711 | \$7,674,012 | \$978,436,896 | \$306,689,815 |
| 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 | | \$298,324,727 | \$0 | \$0 | \$298,324,727 |
| 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 | | \$2,255,303,840 | \$0 | \$0 | \$2,255,303,840 |
| Stations | | | | | |
| Stations (Primarily Fresno Historic Depot) | | \$13,635,461 | \$47,096 | \$584,074 | \$13,051,387 |
| Station Area Planning | | \$2,184,333 | \$0 | \$1,894,811 | \$289,522 |
| Stations TOTAL | | \$15,819,794 | \$47,096 | \$2,478,885 | \$13,340,909 |
| 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 | \$660,357 | \$612,422,832 | \$50,877,681 |
| Early Train Operator | | \$94,817,999 | \$393,925 | \$32,095,531 | \$62,722,468 |
| Legal | | \$108,457,035 | \$42,785 | \$48,217,700 | \$60,239,335 |
| Resource Agency | | \$186,656,865 | \$175,214 | \$126,644,530 | \$60,012,335 |
| Support Facilities | | \$66,019,700 | \$0 | \$0 | \$66,019,700 |
| Project Wide TOTAL | | \$1,323,007,231 | \$1,272,281 | \$1,020,974,327 | \$302,032,904 |
| TOTAL | 1, 2 | \$13,950,884,206 | \$63,018,712 | \$8,051,852,246 | \$5,899,031,960 |

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, Estimated-At-Completion 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.
- 44 This line reflects a FY2022-23 mid-year forecast adjustment.

Data through December 31, 2022

Percentage of Fiscal Year completed 50%

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 | \$590,715,437 | \$1,657,179 | \$178,237,804 | 23% |
| CP1 Project Contingency | | \$1,173,894,062 | \$1,038,021,518 | \$64,371,164 | \$71,501,380 | 6% |
| CP2-3 Hazardous Waste Provisional Sum | | \$29,232,001 | \$29,232,001 | \$0 | \$0 | 0% |
| CP2-3 EAC Contingency | | \$557,375,177 | \$474,696,539 | \$28,858,085 | \$53,820,553 | 10% |
| CP2-3 Project Contingency | | \$1,051,818,874 | \$1,030,268,179 | \$14,141,915 | \$7,408,780 | 1% |
| CP4 Hazardous Waste Provisional Sum | | \$6,230,000 | \$0 | \$0 | \$6,230,000 | 100% |
| CP4 EAC Contingency | | \$54,845,400 | \$37,151,234 | \$0 | \$17,694,166 | 32% |
| CP4 Project Contingency | | \$356,690,634 | \$333,996,764 | \$0 | \$22,693,870 | 6% |
| Track & Systems Project Contingency | | \$322,447,724 | \$24,122,997 | \$0 | \$298,324,727 | 93% |
| 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 | \$82,072,252 | \$0 | \$343,789,927 | 81% |
| 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 | \$33,575,358 | \$2,000,000 | \$47,531,274 | 57% |
| TOTAL | 14, 15, 16 | \$5,159,680,527 | \$3,775,387,932 | \$111,028,343 | \$1,273,284,253 | 25% |
| Offsetting Categories | | | | | | |
| CP1 Design-Build Contract Work | | | \$1,492,687,906 | \$0 | | |
| CP1 SR 99 | | | \$6,000,000 | \$0 | | |
| CP1 Project Construction Management | | | \$86,804,880 | \$66,028,343 | | |
| CP1 Real Property Acquisition | | | \$56,692,306 | \$0 | | |
| CP1 Resource Agency | | | \$2,015,691 | \$0 | | |
| CP1 Third Party Contract Work | | | \$20,519,490 | \$0 | | |
| CP2-3 Design-Build Contract Work | | | \$1,424,662,285 | \$0 | | |
| CP2-3 Project Construction Management | | | \$108,520,649 | \$43,000,000 | | |
| CP2-3 Real Property Acquisition | | | \$32,510,261 | \$0 | | |
| CP2-3 Resource Agency | | | \$92,747 | \$0 | | |
| CP2-3 Third Party Contract Work | | | \$4,130,000 | \$0 | | |
| CP4 Design-Build Contract Work | | | \$271,138,115 | \$0 | | |
| CP4 Project Construction Management | | | \$67,883,582 | \$0 | | |
| CP4 Real Property Acquisition | | | \$42,055,527 | \$0 | | |
| CP4 SR46 | | | \$16,911,386 | \$0 | | |
| Track & Systems DB | | | \$1,801,789 | \$0 | | |
| Bakersfield - Palmdale (Preliminary ROW) | | | \$6,131,312 | \$0 | | |
| Resource Agency - Construction | | | \$785,000 | \$0 | | |
| Interim Use | | | \$53,856,392 | \$0 | | |
| San Francisco - San Jose | | | \$2,020,297 | \$0 | | |
| San Jose - Merced | | | \$0 | \$0 | | |
| Bakersfield - Palmdale | | | \$3,900,522 | \$0 | | |
| Palmdale - Burbank | | | \$12,920,875 | \$0 | | |
| Los Angeles - Anaheim | | | \$2,748,701 | \$0 | | |
| Merced Extension - Design Advancement | | | \$0 | \$1,000,000 | | |
| Bakersfield Extension - Design Advancement | | | \$0 | \$1,000,000 | | |
| 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 | | | \$3,775,387,932 | \$111,028,343 | | |

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.

Total Program Contingency Authorized and Remaining Balance

