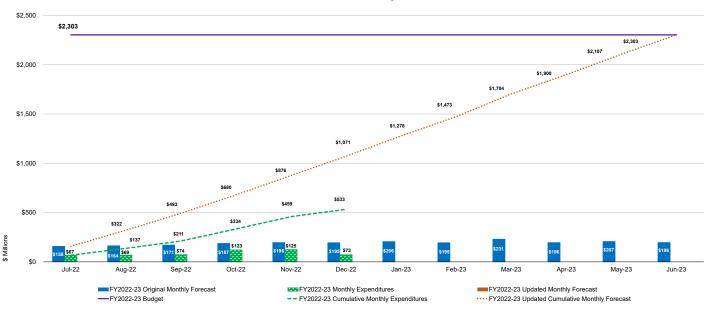
Percentage of Fiscal Year completed 50%

Budget Summary FY2022-23

FY2022-23					FY2022-23		FY2022-23	
	Notes	Appropriation	FY2022-23 Budget (A)	December Expenditures (B)	Expenditures to Date (C)	% Budget Expended (D) = (C / A)		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



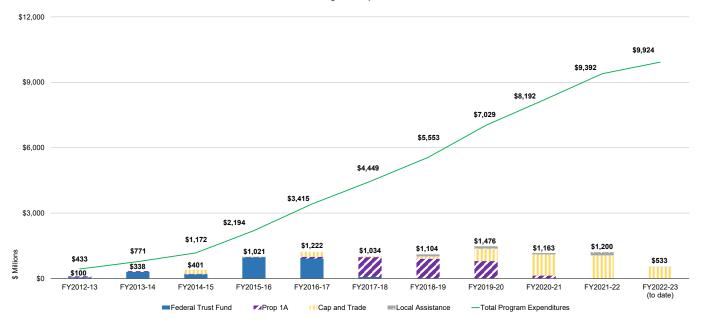
- 1 Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 2 Expenditures reflect 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.
- 3 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).
- 22 Cap and Trade appropriations have been realocated from Construction to Project Development to match new FY2022-23 Budget.
- 25 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.
- 33 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.
- 34 Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.

Percentage of Fiscal Year completed 50%

Expenditure Authorization Summary Program to Date

Program to Date			Total		Total		Total Remaining	Total
	Notes	Appropriation	Expenditure Authorization (A)	December Expenditures (B)	Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Authorization	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



- 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.
- 3 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).
- 22 Cap and Trade appropriations have been realocated from Construction to Project Development to match new FY2022-23 Budget.
- 25 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.
- 29 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.
- 33 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.
- 34 Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.

Percentage of Fiscal Year completed 50%

Project Development - State and Federal Funds FY2022-23

FY2022-23				FY2022-23		FY2022-23	
		FY2022-23	December	Expenditures	% Budget	Remaining	FY2022-23
	Notes	Budget	Expenditures	to Date	Expended	Budget Balance	Forecast
		(A)	(B)	(C)	(D) = (C / A)	(E) = (A - C)	(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:

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

Project Development - State and Federal Funds Program to Date

Program to Date	Total	Danamhan	Total	0/ Budget	Total Remaining	Total
Notes	Expenditure Authorization	December Expenditures				Authorized Forecast
Hotes	(A)	(B)		(D) = (C / A)		(F)
Phase I						, 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

- 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.
- 29 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.

Percentage of Fiscal Year completed 50%

Construction - 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)
Design-Build Contract Work	4, 10, 44	\$1,058,675,857	\$48,458,050	\$375,599,064	35%	\$683,076,793	\$798,478,595
SR 99		\$6,000,000	\$0	\$4,180,153	70%	\$1,819,847	\$6,000,000
SR 46	44	\$26,100,000	\$0	\$0	0%	\$26,100,000	\$5,200,000
Project Construction Management	4, 44	\$145,553,185	\$7,321,153	\$47,776,894	33%	\$97,776,291	\$92,861,130
Real Property Acquisition	44	\$149,494,441	\$1,092,501	\$9,799,577	7%	\$139,694,864	\$92,621,374
Environmental Mitigation		\$13,707,865	\$212,845	\$830,226	6%	\$12,877,639	\$14,194,117
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$16,505,408
Resource Agency		\$28,476,211	\$499,718	\$7,856,123	28%	\$20,620,088	\$26,619,669
Third Party Contract Work	44	\$107,359,848	\$4,397,942	\$20,110,629	19%	\$87,249,219	\$107,359,848
Estimated-At-Completion Contingency	4, 10, 44	\$17,062,032	\$0	\$0	0%	\$17,062,032	\$48,197,099
Project Contingency	4, 10, 44	\$62,052,238	\$0	\$0	0%	\$62,052,238	\$127,471,830
Stations		\$1,347,277	\$47,096	\$370,209	27%	\$977,068	\$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	\$0
Electric Traction		\$1,681,200	\$0	\$0	0%	\$1,681,200	\$1,681,200
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
Support Facilities		\$1,127,054	\$0	\$0	0%	\$1,127,054	\$1,127,054
Testing and Certification	4, 44	\$24,707,948	\$0	\$0	0%	\$24,707,948	\$0
Unallocated Contingency	44	\$57,292,334	\$0	\$0	0%	\$57,292,334	\$0
Legal		\$13,047,778	\$518,350	\$1,230,525	9%	\$11,817,253	\$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	\$66,362,881	\$500,559,554	27%	\$1,381,835,296	\$1,411,931,261

- 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, 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.
- 45 Budget updated to reflect a previous internal governance approval

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization	December Expenditures	Total Expenditures to Date (C)	% Budget Expended	Total Remaining Expenditure Authorization	Total Authorized Forecast
Design-Build Contract Work	4, 10, 44	(A) \$7.313.374.006	(B) \$48,458,050	\$4,403,480,539	(D) = (C / A) 60%	(E) = (A - C) \$2,909,893,467	(F) \$7,313,374,006
SR 99	4, 10, 44	\$296,093,844	\$0	\$286,048,668	97%	\$10,045,176	\$296,093,844
SR 46		\$92,554,946	\$0	\$0	0%	\$92,554,946	\$92,554,946
Project Construction Management	4, 44	\$741.673.613	\$7.321.153	\$441.385.865	60%	\$300.287.748	\$741.673.613
Real Property Acquisition	7, 77	\$1,715,963,421	\$1.092.501	\$1,433,671,309	84%	\$282,292,112	\$1,715,963,421
Environmental Mitigation		\$204.285.024	\$212.845	\$118.637.779	58%	\$85.647.245	\$204,285,024
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$147,460,409	\$499.718	\$58.390.849	40%	\$89,069,560	\$147,460,409
Third Party Contract Work		\$578,071,079	\$4,397,942	\$300,231,920	52%	\$277,839,159	\$578,071,079
Estimated-At-Completion Contingency	4, 10, 44	\$249,752,523	\$0	\$0	0%	\$249,752,523	\$249,752,523
Project Contingency	4, 10, 44	\$399.928.757	\$0	\$0	0%	\$399,928,757	\$399.928.757
Stations	, -,	\$13,635,461	\$47,096	\$584.074	4%	\$13,051,387	\$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	\$3,421,301	\$726,670,346	97%	\$22,533,833	\$749,204,179
Project Management Oversight Continuation	27, 29	\$467,361,623	\$0	\$402,547	0%	\$466,959,076	\$467,361,623
Early Train Operator		\$93,246,308	\$393,925	\$30,523,839	33%	\$62,722,469	\$93,246,308
Legal		\$99,913,858	\$518,350	\$41,024,585	41%	\$58,889,273	\$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		\$343,789,927	\$0	\$0	0%	\$343,789,927	\$343,789,927
Pre-Construction Activities	7	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
TOTAL	1, 2	\$14,772,924,464	\$66,362,881	\$7,926,178,490	54%	\$6,846,745,974	\$14,772,924,464

- 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
- 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, 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.
- 27 New contracts for Station Area Planning and Sustainability.
- 29 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
- 44 This line reflects a FY2022-23 mid-year forecast adjustment.



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		Total		Total		Total Remaining	
	Notes	Expenditure Authorization (A)	December Expenditures (B)	Expenditures to Date (C)		Expenditure Authorization (E) = (A - C)	Forecast
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

- 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
- 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).

Percentage of Fiscal Year completed 50%

Construction by Construction Package FY2022-23

FY2022-23				FY2022-23		FY2022-23	
		FY2022-23	December	Expenditures	% Budget	Remaining	FY2022-23
	Notes	Budget	Expenditures	to Date	Expended		Forecast
CP1		(A)	(B)	(C)	(D) = (C / A)	(E) = (A - C)	(F)
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	4, 10, 44	\$6,000,000	\$19,030,030	\$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	4, 44	\$76,699,585	\$608,551	\$2,706,202	4%	\$73,993,383	\$31,841,181
Environmental Mitigation	44	\$3,638,504	\$000,331	\$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	4, 10	ψ000,000,040	Ψ25,034,020	ψ132,707, 4 04	2370	Ψ-51,031,513	ψ3/1,040,313
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		400.10001000	7-01:001:00	4-00,0-0,	77.1	7	¥300j0:3j=:3
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

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- 44 This line reflects a FY2022-23 mid-year forecast adjustment.
- 45 Budget updated to reflect a previous internal governance approval.



Percentage of Fiscal Year completed 50%

Construction by Construction Package Program to Date

Program to Date		Total		Total		Total Remaining	Tota
r regram to bate		Expenditure	December	Expenditures	% Budget	Expenditure	Authorized
	Notes	Authorization	Expenditures	to Date	Expended	Authorization	Forecas
		(A)	(B)	(C)	(D) = (C / A)	(E) = (A - C)	(F
CP1	4 40 44	00 044 744 700	* 40.050.050	* 4 000 040 404	000/	0.1 100 001 000	*** *** *** *** *** ** **
Design-Build Contract Work	4, 10, 44	\$3,044,741,709	\$19,658,050	\$1,920,840,421	63%	\$1,123,901,288	\$3,044,741,709
SR 99		\$296,093,844	\$0	\$286,048,668	97%	\$10,045,176	\$296,093,844
Project Construction Management	4, 44	\$222,542,112	\$2,931,581	\$155,994,288	70%	\$66,547,824	\$222,542,112
Real Property Acquisition		\$902,029,080	\$608,551	\$774,680,912	86%	\$127,348,168	\$902,029,080
Environmental Mitigation		\$40,037,064	\$0	\$32,307,727	81%	\$7,729,337	\$40,037,064
Resource Agency		\$62,910,538	\$215,494	\$44,119,312	70%	\$18,791,226	\$62,910,538
Third Party Contract Work		\$324,272,109	\$2,481,152	\$192,675,120	59%	\$131,596,989	\$324,272,109
Estimated-At-Completion Contingency	4, 10, 44	\$178,237,804	\$0	\$0	0%	\$178,237,804	\$178,237,804
Project Contingency	4, 10, 44	\$71,501,380	\$0	\$0	0%	\$71,501,380	\$71,501,380
CP1 TOTAL		\$5,142,365,640	\$25,894,828	\$3,406,666,448	66%	\$1,735,699,192	\$5,142,365,640
CP2-3		** *** ***	*** ***		2.424		** *** ***
Design-Build Contract Work	10, 44	\$2,873,539,700	\$23,500,000	\$1,847,374,293	64%	\$1,026,165,407	\$2,873,539,700
Project Construction Management	4, 44	\$229,878,055	\$2,989,572	\$182,407,836	79%	\$47,470,219	\$229,878,055
Real Property Acquisition		\$591,672,381	\$438,350	\$477,904,743	81%	\$113,767,638	\$591,672,381
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	78%	\$16,214,299	\$72,088,701
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$2,202,471	\$1,350	\$591,725	27%	\$1,610,746	\$2,202,471
Third Party Contract Work		\$98,650,349	\$1,201,223	\$79,142,691	80%	\$19,507,658	\$98,650,349
Estimated-At-Completion Contingency	4, 10, 44	\$53,820,553	\$0	\$0	0%	\$53,820,553	\$53,820,553
Project Contingency	4, 44	\$7,408,780	\$0	\$0	0%	\$7,408,780	\$7,408,780
CP2-3 TOTAL		\$3,929,260,990	\$28,130,495	\$2,643,295,690	67%	\$1,285,965,300	\$3,929,260,990
CP4							
Design-Build Contract Work	10, 44	\$727,777,590	\$5,300,000	\$635,265,825	87%	\$92,511,764	\$727,777,590
Project Construction Management		\$114,827,599	\$1,400,000	\$102,983,741	90%	\$11,843,858	\$114,827,599
Real Property Acquisition		\$222,261,960	\$45,600	\$181,085,654	81%	\$41,176,306	\$222,261,960
Environmental Mitigation		\$41,400,923	\$212,845	\$30,455,650	74%	\$10,945,273	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$453,704	\$0	\$231,917	51%	\$221,787	\$453,704
Third Party Contract Work		\$39,231,954	\$715,567	\$28,414,109	72%	\$10,817,845	\$39,231,954
SR 46		\$92,554,946	\$0	\$0	0%	\$92,554,946	\$92,554,946
Estimated-At-Completion Contingency	10, 44	\$17,694,166	\$0	\$0	0%	\$17,694,166	\$17,694,166
Project Contingency	10, 44	\$22,693,870	\$0	\$0	0%	\$22,693,870	\$22,693,870
CP4 TOTAL		\$1,285,126,711	\$7,674,012	\$978,436,896	76%	\$306,689,815	\$1,285,126,711
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		\$298,324,727	\$0	\$0	0%	\$298,324,727	\$298,324,727
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		\$2,255,303,840	\$0	\$0	\$0	\$2,255,303,840	\$2,255,303,840
Stations							
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$47,096	\$584,074	4%	\$13,051,387	\$13,635,461
Stations TOTAL		\$13,635,461	\$47,096	\$584,074	4%	\$13,051,387	\$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	\$3,421,301	\$726,670,346	97%	\$22,533,833	\$749,204,179
Project Management Oversight Continuation	29	\$467,361,623	\$0	\$402,547	0%	\$466,959,076	\$467,361,623
Early Train Operator		\$93,246,308	\$393,925	\$30,523,839	33%	\$62,722,469	\$93,246,308
Legal		\$99,913,858	\$518,350	\$41,024,585	41%	\$58,889,273	\$99,913,858
Resource Agency		\$81,893,696	\$282,874	\$13,447,895	16%	\$68,445,801	\$81,893,696
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		\$343,789,927	\$0	\$0	0%	\$343,789,927	\$343,789,927
Pre-Construction Activities	7	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
System Wide / Unallocated TOTAL		\$2,147,231,822	\$4,616,450	\$897,195,382	42%	\$1,250,036,440	\$2,147,231,822
TOTAL	1, 2	\$14,772,924,464	\$66,362,881	\$7,926,178,490	54%	\$6,846,745,974	\$14,772,924,464

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



Percentage of Fiscal Year completed 50%

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

Program to Date		Total	D	Total	Total Remainin
	Notes	Expenditure Authorization	December Expenditures	Expenditures to Date	Expenditur Authorizatio
	notes	Authorization (A)	Expenditures (B)	(C)	(D) = (A - (
CP1		(2)	(5)	(0)	(5) (7.
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	\$7,729,33
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	\$131,596,98
Estimated-At-Completion Contingency	4, 10, 44	\$178,237,804	\$0	\$0	\$178,237,80
Project Contingency	4, 10, 44	\$71,501,380	\$0	\$0	\$71,501,38
CP1 TOTAL	4, 10, 44	\$5,142,365,640	\$25,894,828	\$3,406,666,448	\$1,735,699,19
CP2-3		ψ3,142,303,040	Ψ23,034,020	ψ5,400,000,440	ψ1,700,000,10
Design-Build Contract Work	10, 44	\$2,873,539,700	\$23,500,000	\$1,847,374,293	\$1.026.165.40
Project Construction Management	4, 44	\$229,878,055	\$2,989,572	\$182,407,836	\$47,470,21
Real Property Acquisition	4, 44	\$591,672,381	\$438,350	\$477,904,743	\$113,767,63
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	\$16,214,29
Hazardous Waste Provisional Sum		\$72,000,701	\$0 \$0	\$55,674,402	\$10,214,29 \$
Resource Agency		\$2,202,471	\$1,350	\$591,725	ν \$1,610,74
Third Party Contract Work		\$98,650,349	\$1,201,223		\$19,507,65
Estimated-At-Completion Contingency	4, 10, 44	\$53,820,553	\$1,201,223	\$79,142,691	\$19,507,65 \$53,820,55
Project Contingency	4, 10, 44		\$0	\$0 \$0	
CP2-3 TOTAL	4, 44	\$7,408,780 \$3,929,260,990	\$28,130,495	\$2,643,295,690	\$7,408,78 \$1,285,965,30
CP4		\$3,929,260,990	\$20,130,495	\$2,043,293,090	\$1,200,900,30
Design-Build Contract Work	10, 44	\$727,777,590	\$5,300,000	\$635,265,825	\$92,511,76
•	10, 44				
Project Construction Management Real Property Acquisition		\$114,827,599	\$1,400,000	\$102,983,741	\$11,843,85
		\$222,261,960	\$45,600	\$181,085,654	\$41,176,30
Environmental Mitigation Hazardous Waste Provisional Sum		\$41,400,923	\$212,845	\$30,455,650	\$10,945,27
		\$6,230,000	\$0	\$0	\$6,230,00
Resource Agency		\$453,704	\$0	\$231,917	\$221,78
Third Party Contract Work		\$39,231,954	\$715,567	\$28,414,109	\$10,817,84
SR 46		\$92,554,946	\$0	\$0	\$92,554,94
Estimated-At-Completion Contingency	10, 44	\$17,694,166	\$0	\$0	\$17,694,16
Project Contingency	10, 44	\$22,693,870	\$0	\$0	\$22,693,87
CP4 TOTAL		\$1,285,126,711	\$7,674,012	\$978,436,896	\$306,689,81
Track & Systems		****		••	****
Design-Build Contract Work		\$667,315,007	\$0	\$0	\$667,315,00
Project Construction Management		\$174,425,847	\$0	\$0	\$174,425,84
Environmental Mitigation		\$50,758,336	\$0	\$0	\$50,758,33
Project Contingency		\$298,324,727	\$0	\$0	\$298,324,72
Communication and Signaling		\$344,414,297	\$0	\$0	\$344,414,29
Electric Traction		\$429,807,473	\$0	\$0	\$429,807,47
Testing and Certification		\$174,341,486	\$0	\$0	\$174,341,48
Third Party Contract Work		\$115,916,667	\$0	\$0	\$115,916,66
Track & Systems TOTAL		\$2,255,303,840	\$0	\$0	\$2,255,303,84
Stations		• • •			
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$47,096	\$584,074	\$13,051,38
Station Area Planning		\$2,184,333	\$0	\$1,894,811	\$289,52
Stations TOTAL		\$15,819,794	\$47,096	\$2,478,885	\$13,340,90
Central Valley's Project Wide allocation					
Merced - Fresno (Madera to Fresno Project Dev)		\$34,224,247	\$0	\$34,224,247	\$
Fresno - Bakersfield (Fresno to Poplar Ave Project Dev)		\$169,530,872	\$0	\$167,369,487	\$2,161,38
Rail Delivery Partner		\$663,300,513	\$660,357	\$612,422,832	\$50,877,68
Early Train Operator		\$94,817,999	\$393,925	\$32,095,531	\$62,722,46
Legal		\$108,457,035	\$42,785	\$48,217,700	\$60,239,33
Resource Agency		\$186,656,865	\$175,214	\$126,644,530	\$60,012,33
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,70
Project Wide TOTAL		\$1,323,007,231	\$1,272,281	\$1,020,974,327	\$302,032,90
TOTAL	1, 2	\$13,950,884,206	\$63,018,712	\$8,051,852,246	\$5,899,031,960

- 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.



Percentage of Fiscal Year completed 50%

Contingency Summary Program to Date

Program to Date			Cumulative	HSR	Remaining	
	Notes	Contingency Budget	Authorized Contingency	Governance Actions	Contingency Balance	
	Notes	A)	(B)	Actions (C)	(D) = (A - B - C)	(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	69
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	09
CP2-3 EAC Contingency		\$557,375,177	\$474,696,539	\$28,858,085	\$53.820.553	109
CP2-3 Project Contingency		\$1,051,818,874	\$1,030,268,179	\$14,141,915	\$7,408,780	19
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	1009
CP4 EAC Contingency		\$54,845,400	\$37,151,234	\$0	\$17,694,166	329
CP4 Project Contingency		\$356,690,634	\$333,996,764	\$0	\$22,693,870	69
Track & Systems Project Contingency		\$322,447,724	\$24,122,997	\$0	\$298.324.727	939
Route-Wide Work Project Contingency		\$0	\$0	\$0	\$0	09
Project Reserve		\$46,267,108	\$0	\$0	\$46,267,108	1009
Interim Use		\$161,879,645	\$53,856,392	\$0	\$108,023,253	679
Unallocated Contingency		\$425,862,179	\$82,072,252	\$0	\$343,789,927	819
System Wide Contingency		\$28,073,734	\$1,411,386	\$0	\$26,662,348	959
Program Management Contingency		\$91,346,938	\$46,267,875	\$0	\$45,079,063	499
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	\$1,273,264,253	259
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		

- 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.

