

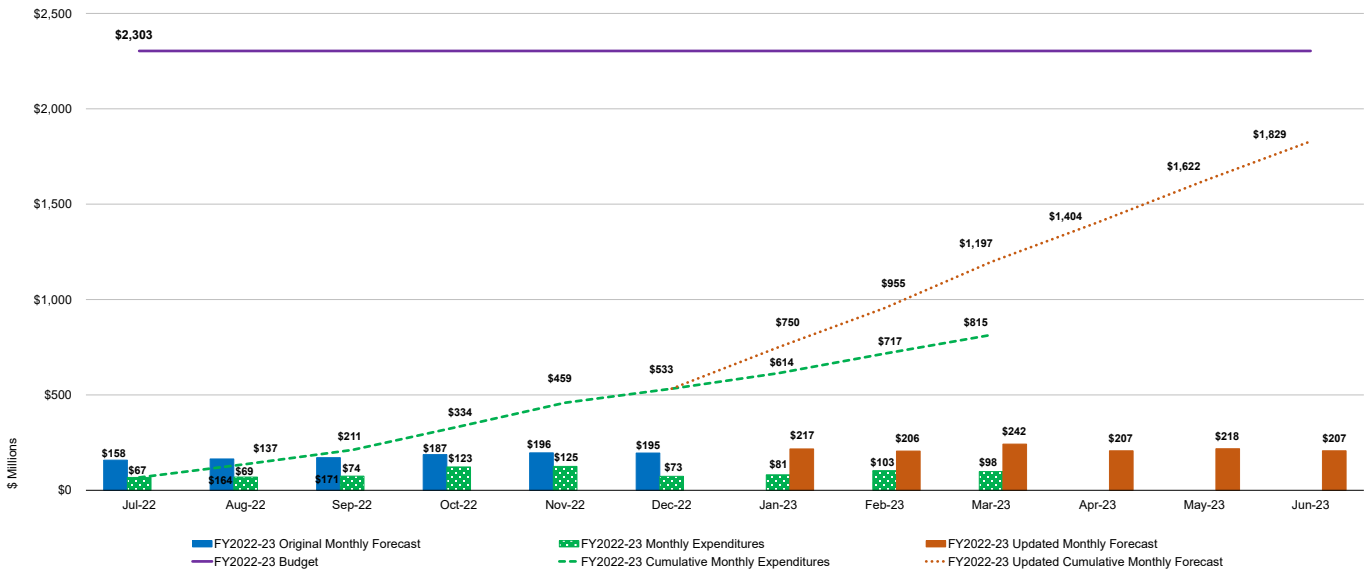
Data through March 31, 2023

Percentage of Fiscal Year completed 75%

## Budget Summary FY2022-23

FY2022-23	Notes	Appropriation	FY2022-23 Budget (A)	March 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)
<b>Project Development</b>								
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	\$767,791,814	\$177,486,252	\$9,035,117	\$41,616,802	23%	\$135,869,450	\$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	\$247	\$85,750	85%	\$15,315	\$101,065
Federal Trust Grant (RAISE)	35	\$25,000,000	\$0	\$0	\$0	0%	\$0	\$0
<b>Project Development TOTAL</b>		<b>\$1,865,815,089</b>	<b>\$177,587,317</b>	<b>\$9,035,364</b>	<b>\$41,702,552</b>	<b>23%</b>	<b>\$135,884,765</b>	<b>\$172,866,116</b>
<b>Construction</b>								
Bond Fund (Prop 1A)	33, 34	\$6,809,076,000	\$1,875,230,140	\$309,524,044	\$444,469,421	24%	\$1,430,760,719	\$1,410,066,551
Cap and Trade	3, 4, 22, 33	\$10,468,183,622	\$7,086,510	(\$220,483,659)	\$298,129,384	4207%	(\$291,042,874)	\$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)	35	\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
<b>Construction TOTAL</b>		<b>\$20,316,849,957</b>	<b>\$1,882,316,650</b>	<b>\$89,040,385</b>	<b>\$742,598,805</b>	<b>39%</b>	<b>\$1,139,717,845</b>	<b>\$1,417,231,261</b>
<b>SUBTOTAL</b>		<b>\$22,182,665,046</b>	<b>\$2,059,903,967</b>	<b>\$98,075,749</b>	<b>\$784,301,357</b>	<b>38%</b>	<b>\$1,275,602,610</b>	<b>\$1,590,097,377</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$243,351,881	\$0	\$30,199,865	12%	\$213,152,016	\$239,351,881
Cap and Trade		\$197,943,401	\$78,200	\$0	\$78,200	100%	\$0	\$0
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$243,430,081</b>	<b>\$0</b>	<b>\$30,278,065</b>	<b>12%</b>	<b>\$213,152,016</b>	<b>\$239,351,881</b>
<b>TOTAL</b>	1, 2	<b>\$23,480,608,447</b>	<b>\$2,303,334,048</b>	<b>\$98,075,749</b>	<b>\$814,579,422</b>	<b>35%</b>	<b>\$1,488,754,626</b>	<b>\$1,829,449,258</b>

### 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).
- 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.
- Cap and Trade appropriations have been reallocated from Construction to Project Development to match new FY2022-23 Budget.
- The Authority is now utilizing Prop 1A funding for eligible expenditures and expenditures from Cap and Trade to Prop 1A Bond revenue are being adjusted. This adjustment is a net-zero impact to expenditures to date.
- Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.
- 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 was awarded a second RAISE Grant of \$25M in Feb 2023.

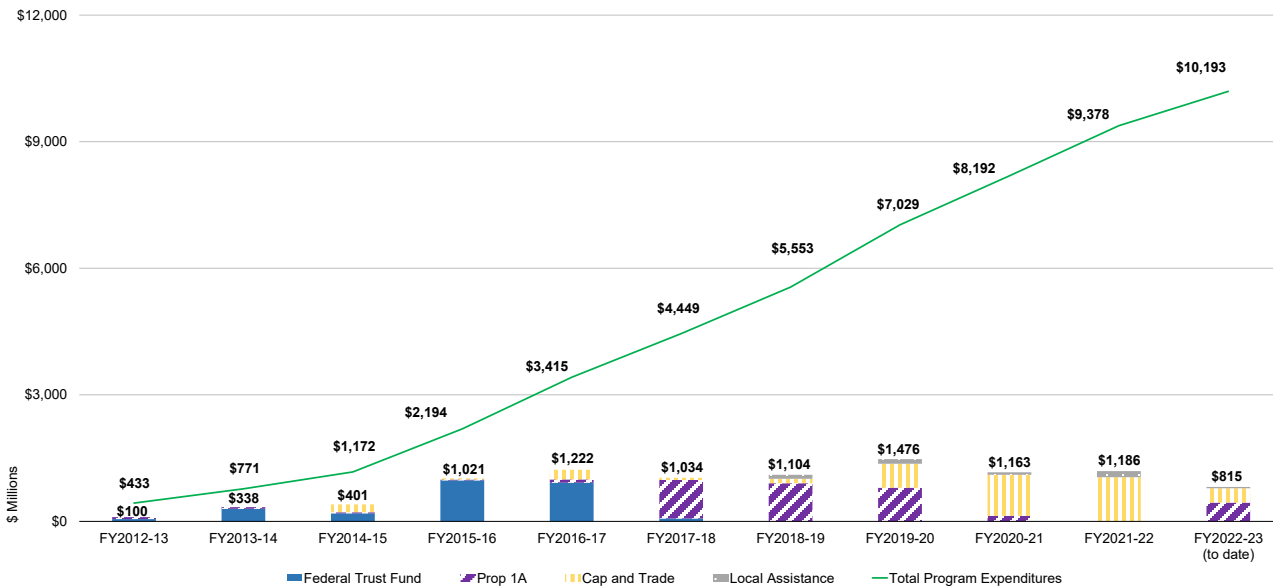
Data through March 31, 2023

Percentage of Fiscal Year completed 75%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	March Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Project Development</b>								
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	\$767,791,814	\$767,791,814	\$9,035,117	\$322,277,177	42%	\$445,514,637	\$767,791,814
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	\$247	\$536,991	89%	\$63,009	\$600,000
Federal Trust Grant (RAISE)	35	\$25,000,000	\$25,000,000	\$0	\$0	0%	\$25,000,000	\$25,000,000
<b>Project Development TOTAL</b>		<b>\$1,865,815,089</b>	<b>\$1,865,807,251</b>	<b>\$9,035,364</b>	<b>\$1,395,229,605</b>	<b>75%</b>	<b>\$470,577,646</b>	<b>\$1,865,807,251</b>
<b>Construction</b>								
Bond Fund (Prop 1A)	33, 34	\$6,809,076,000	\$6,809,076,000	\$309,524,044	\$3,053,545,423	45%	\$3,755,530,577	\$6,809,076,000
Cap and Trade	3, 22, 29, 33, 37	\$10,468,183,622	\$7,004,235,802	(\$220,483,659)	\$3,024,260,345	43%	\$3,979,975,457	\$7,004,235,802
Federal Trust Fund (ARRA)		\$2,086,970,335	\$2,080,094,433	\$0	\$2,080,094,433	100%	\$0	\$2,080,094,433
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Grant (RAISE)	35	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
<b>Construction TOTAL</b>		<b>\$20,316,849,957</b>	<b>\$16,846,026,235</b>	<b>\$89,040,385</b>	<b>\$8,157,900,201</b>	<b>48%</b>	<b>\$8,688,126,034</b>	<b>\$16,846,026,235</b>
<b>SUBTOTAL</b>		<b>\$22,182,665,046</b>	<b>\$18,711,833,486</b>	<b>\$98,075,749</b>	<b>\$9,553,129,806</b>	<b>51%</b>	<b>\$9,158,703,680</b>	<b>\$18,711,833,486</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$0	\$442,038,724	40%	\$657,961,276	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,854,199	100%	\$89,202	\$197,943,401
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$1,297,943,401</b>	<b>\$0</b>	<b>\$639,892,923</b>	<b>49%</b>	<b>\$658,050,478</b>	<b>\$1,297,943,401</b>
<b>TOTAL</b>	<b>1, 2, 37</b>	<b>\$23,480,608,447</b>	<b>\$20,009,776,887</b>	<b>\$98,075,749</b>	<b>\$10,193,022,729</b>	<b>51%</b>	<b>\$9,816,754,158</b>	<b>\$20,009,776,887</b>

### 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 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 is now utilizing Prop 1A funding for eligible expenditures and expenditures from Cap and Trade to Prop 1A Bond revenue are being adjusted. This adjustment is a net-zero impact to expenditures to date.
- Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.
- 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 was awarded a second RAISE Grant of \$25M in Feb 2023.
- The Total Expenditure Authorization increased \$2,073,101,771 due to the new Expenditure Authorization which was approved by the Board on March 16, 2023.

Data through March 31, 2023

Percentage of Fiscal Year completed 75%

## Project Development - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	March 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	\$18,458	\$759,433	17%	\$3,792,971	\$4,552,404
San Jose - Merced		\$4,161,600	\$12,827	\$508,224	12%	\$3,653,376	\$4,161,600
Bakersfield - Palmdale		\$3,871,117	\$4,888	\$43,948	1%	\$3,827,169	\$3,871,117
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$6,410,606	\$396,183	\$3,300,895	51%	\$3,109,711	\$6,410,606
Burbank - Los Angeles		\$104,724	\$0	\$73,995	71%	\$30,729	\$104,724
Los Angeles - Anaheim		\$3,162,891	\$107,785	\$2,426,118	77%	\$736,773	\$3,162,891
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$56,805,164	\$843,418	\$5,494,949	10%	\$51,310,215	\$56,805,164
Legal		\$9,149,343	\$447,872	\$1,953,987	21%	\$7,195,356	\$9,149,343
SCI/SAP		\$3,498,821	\$0	\$0	0%	\$3,498,821	\$3,498,821
Merced Extension - Design Advancement		\$17,363,188	\$2,814,364	\$2,814,364	16%	\$14,548,824	\$15,300,000
Bakersfield Extension - Design Advancement		\$18,000,000	\$2,393,692	\$4,469,531	25%	\$13,530,469	\$15,999,987
Central Valley Stations - Design Advancement		\$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 - Program Delivery Support	4	\$29,629,622	\$1,006,220	\$14,210,104	48%	\$15,419,518	\$19,852,936
Project Management Oversight Continuation	4	\$6,223,314	\$989,657	\$5,647,004	91%	\$576,310	\$16,000,000
<b>TOTAL</b>	1, 2	<b>\$177,587,317</b>	<b>\$9,035,364</b>	<b>\$41,702,552</b>	<b>23%</b>	<b>\$135,884,765</b>	<b>\$172,866,116</b>

**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.
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## Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	March Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Phase I</b>							
San Francisco - San Jose		\$50,283,601	\$18,458	\$44,647,157	88%	\$5,636,444	\$50,283,601
San Jose - Merced		\$112,161,713	\$12,827	\$103,369,990	92%	\$8,791,723	\$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	\$4,888	\$57,848,902	93%	\$3,947,641	\$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	\$396,183	\$138,084,389	97%	\$4,171,652	\$142,256,041
Burbank - Los Angeles		\$37,785,537	\$0	\$32,519,267	86%	\$5,266,270	\$37,785,537
Los Angeles - Anaheim		\$82,310,741	\$107,785	\$73,762,869	89%	\$8,547,872	\$82,310,741
Central Valley Wye		\$58,222,647	\$0	\$58,180,022	99%	\$42,625	\$58,222,647
Resource Agency		\$372,674,565	\$843,418	\$214,728,259	57%	\$157,946,306	\$372,674,565
Legal		\$59,601,436	\$447,872	\$42,809,326	71%	\$16,792,110	\$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	\$2,814,364	\$2,814,364	3%	\$72,691,692	\$75,506,056
Bakersfield Extension - Design Advancement		\$56,309,217	\$2,393,692	\$4,469,531	7%	\$51,839,686	\$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 - Program Delivery Support	4	\$341,554,665	\$1,006,220	\$325,500,709	95%	\$16,053,956	\$341,554,665
Project Management Oversight Continuation	4, 29	\$69,300,522	\$989,657	\$5,647,004	8%	\$63,653,518	\$69,300,522
<b>Phase I TOTAL</b>		<b>\$1,823,424,538</b>	<b>\$9,035,364</b>	<b>\$1,352,846,892</b>	<b>74%</b>	<b>\$470,577,646</b>	<b>\$1,823,424,538</b>
<b>Phase II</b>							
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 - Program Delivery Support - Phase II		\$867	\$0	\$867	100%	\$0	\$867
<b>Phase II TOTAL</b>		<b>\$42,382,713</b>	<b>\$0</b>	<b>\$42,382,713</b>	<b>100%</b>	<b>\$0</b>	<b>\$42,382,713</b>
<b>TOTAL</b>	1, 2	<b>\$1,865,807,251</b>	<b>\$9,035,364</b>	<b>\$1,395,229,605</b>	<b>75%</b>	<b>\$470,577,646</b>	<b>\$1,865,807,251</b>

**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.
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- 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.

Data through March 31, 2023

Percentage of Fiscal Year completed 75%

## Construction - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	March 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	\$1,096,184,300	\$69,786,803	\$560,900,777	51%	\$535,283,523	\$798,478,595
SR 99		\$6,000,000	\$0	\$4,180,153	70%	\$1,819,847	\$6,000,000
SR 46		\$26,100,000	\$0	\$0	0%	\$26,100,000	\$5,200,000
Project Construction Management		\$145,553,185	\$7,451,809	\$70,590,760	48%	\$74,962,425	\$92,861,130
Real Property Acquisition		\$149,494,441	\$1,074,733	\$13,033,238	9%	\$136,461,203	\$92,621,374
Environmental Mitigation		\$13,707,865	\$79,381	\$1,159,897	8%	\$12,547,968	\$14,194,117
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$16,505,408
Resource Agency		\$30,780,498	\$961,116	\$11,028,845	36%	\$19,751,653	\$26,619,669
Third Party Contract Work	4	\$109,957,231	\$3,319,661	\$29,694,437	27%	\$80,262,794	\$107,359,848
Estimated-At-Completion Contingency	10	\$11,423,929	\$0	\$0	0%	\$11,423,929	\$48,197,099
Project Contingency	10	\$27,539,515	\$0	\$0	0%	\$27,539,515	\$127,471,830
Stations		\$1,347,277	\$0	\$459,996	34%	\$887,281	\$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 - Program Delivery Support	4	\$58,302,355	\$4,062,893	\$39,799,515	68%	\$18,502,840	\$41,206,844
Project Management Oversight Continuation	4	\$71,425,952	\$1,340,886	\$5,727,214	8%	\$65,698,738	\$15,300,000
Early Train Operator		\$10,166,509	\$674,000	\$3,634,906	36%	\$6,531,603	\$7,012,038
Support Facilities		\$1,127,054	\$0	\$0	0%	\$1,127,054	\$1,127,054
Testing and Certification		\$24,707,948	\$0	\$0	0%	\$24,707,948	\$0
Unallocated Contingency		\$57,292,334	\$0	\$0	0%	\$57,292,334	\$0
Legal		\$13,047,778	\$289,103	\$2,389,067	18%	\$10,658,711	\$13,047,778
Pre-Construction Activities	7	\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
<b>TOTAL</b>	<b>1, 2</b>	<b>\$1,882,316,650</b>	<b>\$89,040,385</b>	<b>\$742,598,805</b>	<b>39%</b>	<b>\$1,139,717,845</b>	<b>\$1,417,231,261</b>

**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.

## Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	March Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Authorization (E) = (A - C)	Total Authorized Forecast (F)
Design-Build Contract Work	10	\$7,571,293,574	\$69,786,803	\$4,588,782,252	61%	\$2,982,511,322	\$7,571,293,574
SR 99		\$296,093,844	\$0	\$286,048,668	97%	\$10,045,176	\$296,093,844
SR 46		\$91,143,560	\$0	\$0	0%	\$91,143,560	\$91,143,560
Project Construction Management		\$741,673,613	\$7,451,809	\$464,199,731	63%	\$277,473,882	\$741,673,613
Real Property Acquisition		\$1,717,374,807	\$1,074,733	\$1,436,899,970	84%	\$280,474,837	\$1,717,374,807
Environmental Mitigation		\$204,285,024	\$79,381	\$118,967,450	58%	\$85,317,574	\$204,285,024
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency	37	\$153,307,583	\$961,116	\$61,372,878	40%	\$91,934,705	\$153,307,583
Third Party Contract Work	4	\$580,668,463	\$3,319,661	\$299,914,517	52%	\$280,753,946	\$580,668,463
Estimated-At-Completion Contingency	4, 10, 37	\$886,078,162	\$0	\$0	0%	\$886,078,162	\$886,078,162
Project Contingency	10, 37	\$1,503,901,468	\$0	\$0	0%	\$1,503,901,468	\$1,503,901,468
Stations		\$13,635,461	\$0	\$645,095	5%	\$12,990,366	\$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 - Program Delivery Support	4, 27	\$777,145,011	\$4,062,893	\$736,245,233	95%	\$40,899,778	\$777,145,011
Project Management Oversight Continuation	4, 27, 29	\$439,420,791	\$1,340,886	\$5,727,214	1%	\$433,693,577	\$439,420,791
Early Train Operator		\$93,246,308	\$674,000	\$32,052,783	34%	\$61,193,525	\$93,246,308
Legal		\$99,913,858	\$289,103	\$41,918,240	42%	\$57,995,618	\$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	37	\$410,229,222	\$0	\$0	0%	\$410,229,222	\$410,229,222
Pre-Construction Activities	7	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
<b>TOTAL</b>	<b>1, 2, 37</b>	<b>\$16,846,026,235</b>	<b>\$89,040,385</b>	<b>\$8,157,900,201</b>	<b>48%</b>	<b>\$8,688,126,034</b>	<b>\$16,846,026,235</b>

**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.
- 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.
- The Total Expenditure Authorization increased \$2,073,101,771 due to the new Expenditure Authorization which was approved by the Board on March 16, 2023.

Data through March 31, 2023

Percentage of Fiscal Year completed 75%

## Bookend Projects FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	March 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)
<b>Bookend - North</b>							
	PCJPB - Caltrain Electrification 11	\$195,839,881	\$0	\$30,199,865	15%	\$165,640,016	\$195,839,881
	PCJPB - Caltrain Electrification 12	\$0	\$0	\$0	0%	\$0	\$0
	San Mateo Grade Separation 4, 12	\$78,200	\$0	\$78,200	100%	\$0	\$0
	<b>Bookend - North TOTAL</b>	\$195,918,081	\$0	\$30,278,065	15%	\$165,640,016	\$195,839,881
<b>Bookend - South</b>							
	Rosecrans/Marquardt Grade Separation 11	\$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
	<b>Bookend - South TOTAL</b>	\$47,512,000	\$0	\$0	0%	\$47,512,000	\$43,512,000
<b>TOTAL</b>	2	\$243,430,081	\$0	\$30,278,065	12%	\$213,152,016	\$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.
- 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.
- 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)	March Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Bookend - North</b>							
	PCJPB - Caltrain Electrification 11	\$600,000,000	\$0	\$412,379,300	68%	\$187,620,700	\$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	\$83,912,493	100%	\$87,507	\$84,000,000
	<b>Bookend - North TOTAL</b>	\$797,943,401	\$0	\$610,233,499	76%	\$187,709,902	\$797,943,401
<b>Bookend - South</b>							
	Rosecrans/Marquardt Grade Separation 11	\$76,665,000	\$0	\$29,659,424	39%	\$47,005,576	\$76,665,000
	Los Angeles Union Station 11, 13	\$423,335,000	\$0	\$0	0%	\$423,335,000	\$423,335,000
	<b>Bookend - South TOTAL</b>	\$500,000,000	\$0	\$29,659,424	6%	\$470,340,576	\$500,000,000
<b>TOTAL</b>	2	\$1,297,943,401	\$0	\$639,892,923	49%	\$658,050,478	\$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 March 31, 2023

Percentage of Fiscal Year completed 75%

## Construction by Construction Package FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	March 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)
<b>CP1</b>							
Design-Build Contract Work	4, 10	\$364,391,528	\$33,227,878	\$159,179,081	44%	\$205,212,447	\$211,144,704
SR 99		\$6,000,000	\$0	\$4,180,153	70%	\$1,819,847	\$6,000,000
Project Construction Management		\$44,033,136	\$2,854,808	\$25,242,666	57%	\$18,790,470	\$33,600,932
Real Property Acquisition		\$76,699,585	\$558,299	\$4,045,196	5%	\$72,654,389	\$31,841,181
Environmental Mitigation		\$3,638,504	\$55,000	\$633,550	17%	\$3,004,954	\$3,832,000
Resource Agency		\$10,702,497	\$349,552	\$5,747,127	54%	\$4,955,370	\$10,116,245
Third Party Contract Work	4	\$72,685,518	\$2,501,018	\$16,016,258	22%	\$56,669,260	\$73,448,674
Estimated-At-Completion Contingency		\$0	\$0	\$0	0%	\$0	\$1,657,179
Project Contingency	4, 10	\$8,643,366	\$0	\$0	0%	\$8,643,366	\$0
<b>CP1 TOTAL</b>		<b>\$586,794,134</b>	<b>\$39,546,555</b>	<b>\$215,044,031</b>	<b>37%</b>	<b>\$371,750,103</b>	<b>\$371,640,915</b>
<b>CP2-3</b>							
Design-Build Contract Work	10	\$535,241,893	\$25,109,734	\$322,659,579	60%	\$212,582,314	\$448,006,056
Project Construction Management		\$40,351,600	\$3,200,000	\$28,257,998	70%	\$12,093,602	\$37,398,908
Real Property Acquisition		\$51,490,595	\$58,789	\$7,079,081	14%	\$44,411,514	\$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	\$44,081	\$258,631	23%	\$882,046	\$1,140,677
Third Party Contract Work		\$20,722,628	\$186,063	\$9,145,492	44%	\$11,577,136	\$20,722,628
Estimated-At-Completion Contingency		\$3,194,282	\$0	\$0	0%	\$3,194,282	\$34,451,562
Project Contingency	10	\$7,175,369	\$0	\$0	0%	\$7,175,369	\$72,094,622
<b>CP2-3 TOTAL</b>		<b>\$667,385,806</b>	<b>\$28,598,667</b>	<b>\$367,400,781</b>	<b>55%</b>	<b>\$299,985,025</b>	<b>\$683,649,218</b>
<b>CP4</b>							
Design-Build Contract Work	10	\$156,580,879	\$11,449,191	\$79,062,117	50%	\$77,518,761	\$139,327,835
Project Construction Management		\$21,861,290	\$1,397,001	\$17,090,096	78%	\$4,771,194	\$21,861,290
Real Property Acquisition		\$21,304,261	\$457,645	\$1,908,961	9%	\$19,395,300	\$9,289,598
Environmental Mitigation		\$1,500,599	\$24,381	\$526,347	35%	\$974,252	\$1,307,103
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$142,444	\$0	\$103,576	73%	\$38,868	\$142,444
Third Party Contract Work		\$16,549,085	\$632,580	\$4,532,687	27%	\$12,016,398	\$13,188,546
SR 46		\$26,100,000	\$0	\$0	0%	\$26,100,000	\$5,200,000
Estimated-At-Completion Contingency	10	\$8,229,647	\$0	\$0	0%	\$8,229,647	\$12,088,358
Project Contingency	10	\$11,720,780	\$0	\$0	0%	\$11,720,780	\$54,829,129
<b>CP4 TOTAL</b>		<b>\$270,218,984</b>	<b>\$13,960,798</b>	<b>\$103,223,784</b>	<b>38%</b>	<b>\$166,995,200</b>	<b>\$263,464,303</b>
<b>Track &amp; Systems</b>							
Design-Build Contract Work		\$39,970,000	\$0	\$0	0%	\$39,970,000	\$0
Project Construction Management		\$39,307,159	\$0	\$0	0%	\$39,307,159	\$0
Environmental Mitigation		\$500,000	\$0	\$0	0%	\$500,000	\$986,252
Project Contingency		\$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
<b>Track &amp; Systems TOTAL</b>		<b>\$125,413,587</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,413,587</b>	<b>\$3,215,531</b>
<b>Stations</b>							
Stations (Primarily Fresno Historic Depot)		\$1,347,277	\$0	\$459,996	34%	\$887,281	\$1,347,277
<b>Stations TOTAL</b>		<b>\$1,347,277</b>	<b>\$0</b>	<b>\$459,996</b>	<b>34%</b>	<b>\$887,281</b>	<b>\$1,347,277</b>
<b>System Wide / Extensions / Unallocated</b>							
Rail Delivery Partner - Program Delivery Support	4	\$58,302,355	\$4,062,893	\$39,799,515	68%	\$18,502,840	\$41,206,844
Project Management Oversight Continuation	4	\$71,425,952	\$1,340,886	\$5,727,214	8%	\$65,698,738	\$15,300,000
Early Train Operator		\$10,166,509	\$674,000	\$3,634,906	36%	\$6,531,603	\$7,012,038
Legal		\$13,047,778	\$289,103	\$2,389,067	18%	\$10,658,711	\$13,047,778
Resource Agency		\$18,794,880	\$567,483	\$4,919,511	26%	\$13,875,369	\$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		\$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
<b>System Wide / Unallocated TOTAL</b>		<b>\$231,156,862</b>	<b>\$6,934,365</b>	<b>\$56,470,213</b>	<b>24%</b>	<b>\$174,686,649</b>	<b>\$93,914,017</b>
<b>TOTAL</b>	1, 2	<b>\$1,882,316,650</b>	<b>\$89,040,385</b>	<b>\$742,598,805</b>	<b>39%</b>	<b>\$1,139,717,845</b>	<b>\$1,417,231,261</b>

**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.



Data through March 31, 2023

Percentage of Fiscal Year completed 75%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	March Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>CP1</b>							
Design-Build Contract Work	4, 10	\$3,260,776,059	\$33,227,878	\$1,987,874,798	61%	\$1,272,901,261	\$3,260,776,059
SR 99		\$296,093,844	\$0	\$286,048,668	97%	\$10,045,176	\$296,093,844
Project Construction Management		\$222,542,112	\$2,854,808	\$163,974,486	74%	\$58,567,626	\$222,542,112
Real Property Acquisition		\$902,029,080	\$558,299	\$776,013,906	86%	\$126,015,174	\$902,029,080
Environmental Mitigation		\$40,037,064	\$55,000	\$32,362,727	81%	\$7,674,337	\$40,037,064
Resource Agency		\$62,955,538	\$349,552	\$44,746,947	71%	\$18,208,591	\$62,955,538
Third Party Contract Work	4	\$327,008,953	\$2,501,018	\$192,520,825	59%	\$134,488,128	\$327,008,953
Estimated-At-Completion Contingency	4, 10	\$332,925,049	\$0	\$0	0%	\$332,925,049	\$332,925,049
Project Contingency	4, 10, 37, 38	\$545,467,523	\$0	\$0	0%	\$545,467,523	\$545,467,523
<b>CP1 TOTAL</b>		<b>\$5,989,835,222</b>	<b>\$39,546,555</b>	<b>\$3,483,542,357</b>	<b>58%</b>	<b>\$2,506,292,865</b>	<b>\$5,989,835,222</b>
<b>CP2-3</b>							
Design-Build Contract Work	10	\$2,907,299,570	\$25,109,734	\$1,946,173,763	67%	\$961,125,807	\$2,907,299,570
Project Construction Management		\$229,878,055	\$3,200,000	\$192,047,353	84%	\$37,830,702	\$229,878,055
Real Property Acquisition		\$591,672,381	\$58,789	\$478,597,784	81%	\$113,074,597	\$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	\$44,081	\$664,560	30%	\$1,537,911	\$2,202,471
Third Party Contract Work		\$98,650,349	\$186,063	\$81,603,713	83%	\$17,046,636	\$98,650,349
Estimated-At-Completion Contingency	10, 37, 38	\$504,566,345	\$0	\$0	0%	\$504,566,345	\$504,566,345
Project Contingency	10, 37, 38	\$575,999,141	\$0	\$0	0%	\$575,999,141	\$575,999,141
<b>CP2-3 TOTAL</b>		<b>\$4,982,357,013</b>	<b>\$28,598,667</b>	<b>\$2,754,961,575</b>	<b>55%</b>	<b>\$2,227,395,438</b>	<b>\$4,982,357,013</b>
<b>CP4</b>							
Design-Build Contract Work	10	\$735,902,938	\$11,449,191	\$654,733,691	89%	\$81,169,246	\$735,902,938
Project Construction Management		\$114,827,599	\$1,397,001	\$108,177,892	94%	\$6,649,707	\$114,827,599
Real Property Acquisition		\$223,673,346	\$457,645	\$182,288,280	81%	\$41,385,066	\$223,673,346
Environmental Mitigation		\$41,400,923	\$24,381	\$30,730,321	74%	\$10,670,602	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$453,704	\$0	\$233,780	52%	\$219,924	\$453,704
Third Party Contract Work		\$42,592,494	\$632,580	\$25,789,979	61%	\$16,802,515	\$42,592,494
SR 46		\$91,143,560	\$0	\$0	0%	\$91,143,560	\$91,143,560
Estimated-At-Completion Contingency	10, 37, 38	\$48,586,768	\$0	\$0	0%	\$48,586,768	\$48,586,768
Project Contingency	10, 37, 38	\$84,110,077	\$0	\$0	0%	\$84,110,077	\$84,110,077
<b>CP4 TOTAL</b>		<b>\$1,388,921,408</b>	<b>\$13,960,798</b>	<b>\$1,001,953,943</b>	<b>72%</b>	<b>\$386,967,465</b>	<b>\$1,388,921,408</b>
<b>Track &amp; Systems</b>							
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	4	\$112,416,667	\$0	\$0	0%	\$112,416,667	\$112,416,667
<b>Track &amp; Systems TOTAL</b>		<b>\$2,251,803,840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,251,803,840</b>	<b>\$2,251,803,840</b>
<b>Stations</b>							
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$0	\$645,095	5%	\$12,990,366	\$13,635,461
<b>Stations TOTAL</b>		<b>\$13,635,461</b>	<b>\$0</b>	<b>\$645,095</b>	<b>5%</b>	<b>\$12,990,366</b>	<b>\$13,635,461</b>
<b>System Wide / Extensions / Unallocated</b>							
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 - Program Delivery Support	4	\$777,145,011	\$4,062,893	\$736,245,233	95%	\$40,899,778	\$777,145,011
Project Management Oversight Continuation	4, 29	\$439,420,791	\$1,340,886	\$5,727,214	1%	\$433,693,577	\$439,420,791
Early Train Operator		\$93,246,308	\$674,000	\$32,052,783	34%	\$61,193,525	\$93,246,308
Legal		\$99,913,858	\$289,103	\$41,918,240	42%	\$57,995,618	\$99,913,858
Resource Agency	37	\$87,695,870	\$567,483	\$15,727,591	18%	\$71,968,279	\$87,695,870
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	37	\$410,229,222	\$0	\$0	0%	\$410,229,222	\$410,229,222
Pre-Construction Activities	7	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
<b>System Wide / Unallocated TOTAL</b>		<b>\$2,219,473,291</b>	<b>\$6,934,365</b>	<b>\$916,797,231</b>	<b>41%</b>	<b>\$1,302,676,060</b>	<b>\$2,219,473,291</b>
<b>TOTAL</b>	1, 2, 37	<b>\$16,846,026,235</b>	<b>\$89,040,385</b>	<b>\$8,157,900,201</b>	<b>48%</b>	<b>\$8,688,126,034</b>	<b>\$16,846,026,235</b>

**Footnotes:**

- 1 Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 4 This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- 7 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 10 Design-Build Contract Work, Project Contingency, 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.
- 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.
- 37 The Total Expenditure Authorization increased \$2,073,101,771 due to the new Expenditure Authorization which was approved by the Board on March 16, 2023.
- 38 The Expenditure Authorization amount for each contingency line may differ from the Board-approved amounts based on concurrent internal governance approval for budget changes.

Data through March 31, 2023

Percentage of Fiscal Year completed 75%

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

Program to Date	Notes	Total Expenditure Authorization (A)	March Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	4, 10	\$3,260,776,059	\$33,227,878	\$1,987,874,798	\$1,272,901,261
SR 99		\$296,093,844	\$0	\$286,048,668	\$10,045,176
Project Construction Management		\$222,542,112	\$2,854,808	\$163,974,486	\$58,567,626
Real Property Acquisition		\$902,029,080	\$558,299	\$776,013,906	\$126,015,174
Environmental Mitigation		\$40,037,064	\$55,000	\$32,362,727	\$7,674,337
Resource Agency		\$62,955,538	\$349,552	\$44,746,947	\$18,208,591
Third Party Contract Work	4	\$327,008,953	\$2,501,018	\$192,520,825	\$134,488,128
Estimated-At-Completion Contingency	4, 10	\$332,925,049	\$0	\$0	\$332,925,049
Project Contingency	4, 10, 37, 38	\$545,467,523	\$0	\$0	\$545,467,523
<b>CP1 TOTAL</b>		<b>\$5,989,835,222</b>	<b>\$39,546,555</b>	<b>\$3,483,542,357</b>	<b>\$2,506,292,865</b>
<b>CP2-3</b>					
Design-Build Contract Work	10	\$2,907,299,570	\$25,109,734	\$1,946,173,763	\$961,125,807
Project Construction Management		\$229,878,055	\$3,200,000	\$192,047,353	\$37,830,702
Real Property Acquisition		\$591,672,381	\$58,789	\$478,597,784	\$113,074,597
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	\$44,081	\$664,560	\$1,537,911
Third Party Contract Work		\$98,650,349	\$186,063	\$81,603,713	\$17,046,636
Estimated-At-Completion Contingency	10, 37, 38	\$504,566,345	\$0	\$0	\$504,566,345
Project Contingency	10, 37, 38	\$575,999,141	\$0	\$0	\$575,999,141
<b>CP2-3 TOTAL</b>		<b>\$4,982,357,013</b>	<b>\$28,598,667</b>	<b>\$2,754,961,575</b>	<b>\$2,227,395,438</b>
<b>CP4</b>					
Design-Build Contract Work	10	\$735,902,938	\$11,449,191	\$654,733,691	\$81,169,246
Project Construction Management		\$114,827,599	\$1,397,001	\$108,177,892	\$6,649,707
Real Property Acquisition		\$223,673,346	\$457,645	\$182,288,280	\$41,385,066
Environmental Mitigation		\$41,400,923	\$24,381	\$30,730,321	\$10,670,602
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$453,704	\$0	\$233,780	\$219,924
Third Party Contract Work		\$42,592,494	\$632,580	\$25,789,979	\$16,802,515
SR 46		\$91,143,560	\$0	\$0	\$91,143,560
Estimated-At-Completion Contingency	10, 37, 38	\$48,586,768	\$0	\$0	\$48,586,768
Project Contingency	10, 37, 38	\$84,110,077	\$0	\$0	\$84,110,077
<b>CP4 TOTAL</b>		<b>\$1,388,921,408</b>	<b>\$13,960,798</b>	<b>\$1,001,953,943</b>	<b>\$386,967,465</b>
<b>Track &amp; Systems</b>					
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	4	\$112,416,667	\$0	\$0	\$112,416,667
<b>Track &amp; Systems TOTAL</b>		<b>\$2,251,803,840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,251,803,840</b>
<b>Stations</b>					
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$0	\$645,095	\$12,990,366
Station Area Planning		\$2,184,333	\$0	\$1,894,811	\$289,522
<b>Stations TOTAL</b>		<b>\$15,819,794</b>	<b>\$0</b>	<b>\$2,539,906</b>	<b>\$13,279,888</b>
<b>Central Valley's Project Wide allocation</b>					
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 - Program Delivery Support	4, 43	\$685,153,624	(\$652,375)	\$612,863,777	\$72,289,847
Early Train Operator		\$94,817,999	\$674,000	\$33,624,474	\$61,193,525
Legal		\$118,049,976	\$47,550	\$48,339,124	\$69,710,852
Resource Agency	37	\$160,914,796	\$159,939	\$126,959,145	\$33,955,651
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
<b>Project Wide TOTAL</b>		<b>\$1,328,711,214</b>	<b>\$229,114</b>	<b>\$1,023,380,254</b>	<b>\$305,330,960</b>
<b>TOTAL</b>	<b>1, 2, 37</b>	<b>\$15,957,448,491</b>	<b>\$82,335,134</b>	<b>\$8,266,378,035</b>	<b>\$7,691,070,456</b>

**Footnotes:**

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Design-Build Contract Work, Project Contingency, 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.
- The Total Expenditure Authorization increased \$2,073,101,771 due to the new Expenditure Authorization which was approved by the Board on March 16, 2023.
- The Expenditure Authorization amount for each contingency line may differ from the Board-approved amounts based on concurrent internal governance approval for budget changes.
- Current month negative expenditures are the result of a prior period accrual reversal.



Data through March 31, 2023

Percentage of Fiscal Year completed 75%

## 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	37, 38	\$1,094,158,337	\$656,099,897	\$105,133,392	\$332,925,049	30%
CP1 Project Contingency	37, 38	\$1,697,406,636	\$1,122,015,074	\$29,924,039	\$545,467,523	32%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP2-3 EAC Contingency	37, 38	\$1,041,828,422	\$537,262,077	\$0	\$504,566,345	48%
CP2-3 Project Contingency	37, 38	\$1,620,461,652	\$1,044,462,511	\$0	\$575,999,141	36%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency	37, 38	\$89,596,714	\$41,009,946	\$0	\$48,586,768	54%
CP4 Project Contingency	37, 38	\$422,643,108	\$338,533,031	\$0	\$84,110,077	20%
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	37	\$492,301,474	\$82,072,252	\$0	\$410,229,222	83%
System Wide Contingency	37	\$33,875,908	\$11,004,327	\$0	\$22,871,581	68%
Program Management Contingency		\$91,346,938	\$46,267,875	\$600,062	\$44,479,001	49%
Project Development Contingency		\$83,106,632	\$42,273,400	\$0	\$40,833,232	49%
<b>TOTAL</b>	14, 15, 16, 37	<b>\$7,232,782,299</b>	<b>\$4,028,211,780</b>	<b>\$135,657,493</b>	<b>\$3,068,913,027</b>	<b>42%</b>
<b>Offsetting Categories</b>						
CP1 Design-Build Contract Work			\$1,576,037,580	\$132,684,678		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$152,833,223	\$0		
CP1 Real Property Acquisition			\$56,692,306	\$0		
CP1 Resource Agency			\$2,015,691	\$0		
CP1 Third Party Contract Work			\$20,519,490	\$2,372,753		
CP2-3 Design-Build Contract Work			\$1,458,422,155	\$0		
CP2-3 Project Construction Management			\$151,620,649	\$0		
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			\$279,263,463	\$0		
CP4 Project Construction Management			\$67,883,582	\$0		
CP4 Real Property Acquisition			\$42,055,527	\$0		
CP4 SR46			\$16,911,386	\$0		
CP4 Third Party Contract Work			\$269,631	\$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			\$4,349,021	\$0		
Bakersfield Extension - Design Advancement			\$4,349,021	\$0		
Central Valley Stations - Design Advancement			\$6,376,984	\$0		
Resource Agency - Project Development			\$5,738,842	\$0		
Rail Delivery Partner - Program Delivery Support			\$46,482,392	\$600,062		
System Wide - Legal			\$9,592,941	\$0		
<b>Offsetting Categories TOTAL</b>			<b>\$4,028,211,780</b>	<b>\$135,657,493</b>		

**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.
- 37 The Total Expenditure Authorization increased \$2,073,101,771 due to the new Expenditure Authorization which was approved by the Board on March 16, 2023.
- 38 The Expenditure Authorization amount for each contingency line may differ from the Board-approved amounts based on concurrent internal governance approval for budget changes.

