

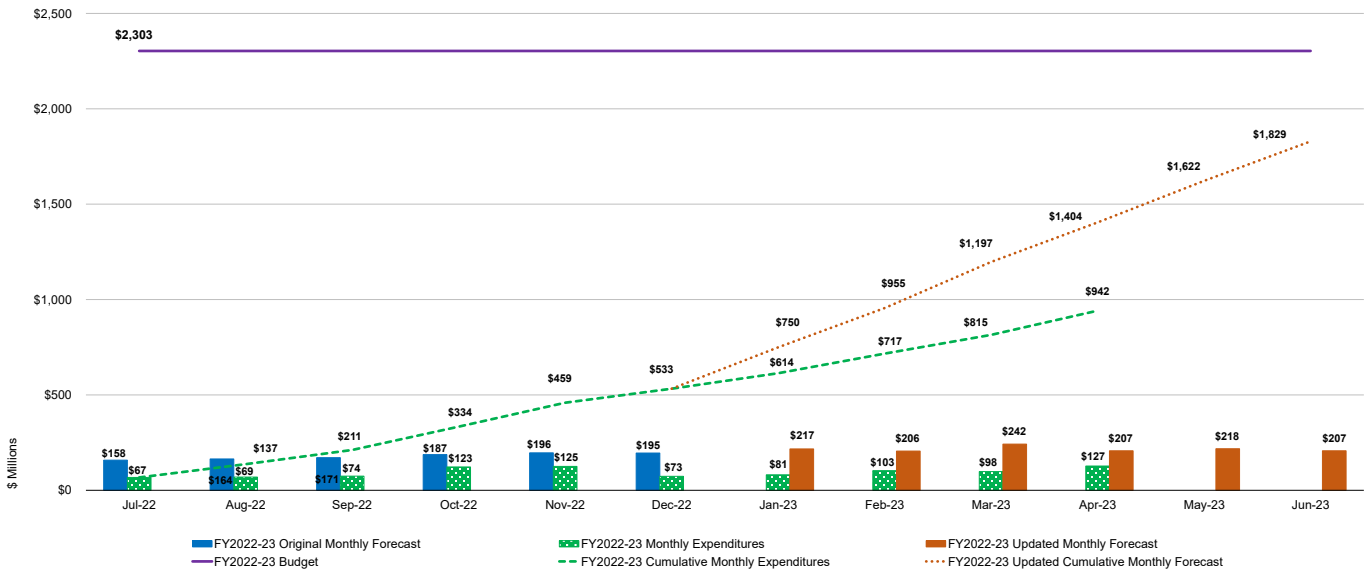
Data through April 30, 2023

Percentage of Fiscal Year completed 83%

Budget Summary FY2022-23

FY2022-23	Notes	Appropriation	FY2022-23 Budget (A)	April Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3, 22, 45	\$767,791,814	\$177,481,959	\$4,919,037	\$46,535,840	26%	\$130,946,119	\$172,765,051
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)	45	\$600,000	\$105,358	\$19,608	\$105,358	100%	\$0	\$101,065
Federal Trust Grant (RAISE)	35	\$25,000,000	\$0	\$0	\$0	0%	\$0	\$0
Project Development TOTAL		\$1,865,815,089	\$177,587,317	\$4,938,645	\$46,641,198	26%	\$130,946,119	\$172,866,116
Construction								
Bond Fund (Prop 1A)	33, 34	\$6,809,076,000	\$1,875,834,838	\$273,207,845	\$717,677,268	38%	\$1,158,157,570	\$1,410,066,551
Cap and Trade	3, 22, 33	\$10,501,048,622	\$6,481,812	(\$156,738,414)	\$141,390,971	2181%	(\$134,909,159)	\$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
Construction TOTAL		\$20,349,714,957	\$1,882,316,650	\$116,469,431	\$859,068,239	46%	\$1,023,248,411	\$1,417,231,261
SUBTOTAL		\$22,215,530,046	\$2,059,903,967	\$121,408,076	\$905,709,437	44%	\$1,154,194,530	\$1,590,097,377
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$243,351,881	\$5,764,751	\$35,964,617	15%	\$207,387,264	\$239,351,881
Cap and Trade		\$197,943,401	\$78,200	\$0	\$78,200	100%	\$0	\$0
Bookend Projects TOTAL		\$1,297,943,401	\$243,430,081	\$5,764,751	\$36,042,817	15%	\$207,387,264	\$239,351,881
TOTAL	1, 2	\$23,513,473,447	\$2,303,334,048	\$127,172,827	\$941,752,254	41%	\$1,361,581,794	\$1,829,449,258

FY2022-23 Forecast and Expenditures



Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through Feb 2023, 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 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.
- Budget updated to reflect a previous internal governance approval.

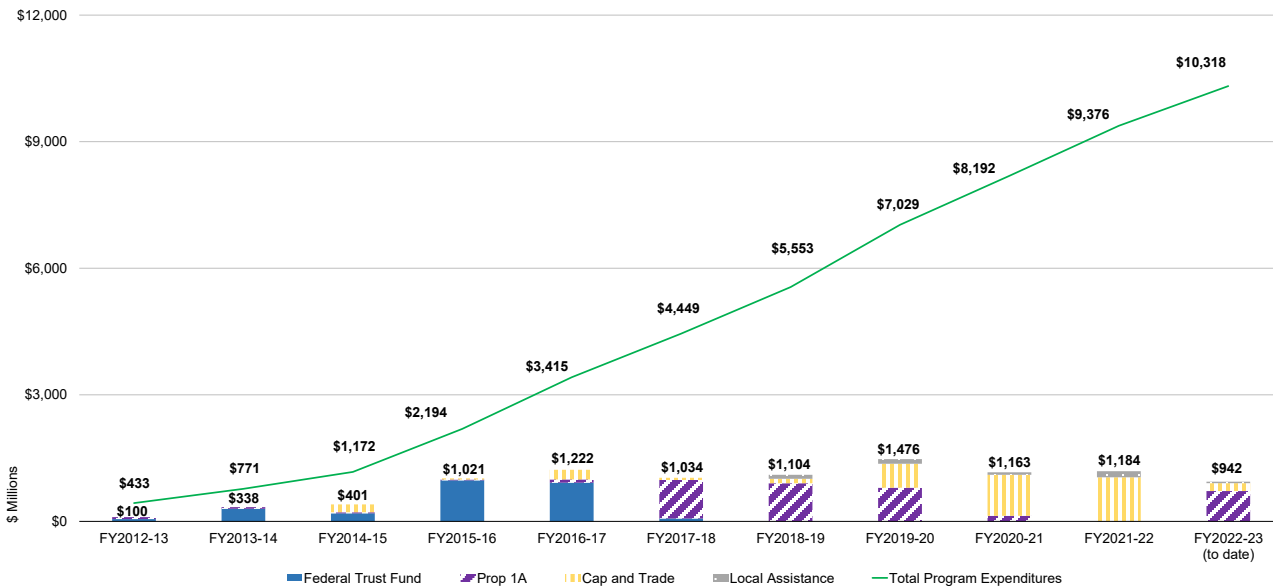
Data through April 30, 2023

Percentage of Fiscal Year completed 83%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	April Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$564,454,666	\$0	\$564,454,666	100%	\$0	\$564,454,666
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
Cap and Trade	22, 29	\$767,791,814	\$767,791,814	\$4,919,037	\$326,131,983	42%	\$441,659,831	\$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	\$19,608	\$556,599	93%	\$43,401	\$600,000
Federal Trust Grant (RAISE)	35	\$25,000,000	\$25,000,000	\$0	\$0	0%	\$25,000,000	\$25,000,000
Project Development TOTAL		\$1,865,815,089	\$1,865,807,251	\$4,938,645	\$1,399,104,019	75%	\$466,703,232	\$1,865,807,251
Construction								
Bond Fund (Prop 1A)	33, 34	\$6,809,076,000	\$6,809,076,000	\$273,207,845	\$3,326,753,270	49%	\$3,482,322,730	\$6,809,076,000
Cap and Trade	3, 22, 29, 33, 37	\$10,501,048,622	\$7,004,235,802	(\$156,738,414)	\$2,866,491,960	41%	\$4,137,743,842	\$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
Construction TOTAL		\$20,349,714,957	\$16,846,026,235	\$116,469,431	\$8,273,339,663	49%	\$8,572,686,572	\$16,846,026,235
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$5,764,751	\$447,803,476	41%	\$652,196,524	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,854,199	100%	\$89,202	\$197,943,401
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$5,764,751	\$645,657,675	50%	\$652,285,726	\$1,297,943,401
TOTAL	1, 2, 37	\$23,513,473,447	\$20,009,776,887	\$127,172,827	\$10,318,101,357	52%	\$9,691,675,530	\$20,009,776,887

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 Feb 2023, 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 April 30, 2023

Percentage of Fiscal Year completed 83%

Project Development - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	April 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	\$56,449	\$815,882	18%	\$3,736,522	\$4,552,404
San Jose - Merced	44	\$4,161,600	(\$56,449)	\$451,775	11%	\$3,709,825	\$4,161,600
Bakersfield - Palmdale		\$3,871,117	\$35,609	\$79,557	2%	\$3,791,560	\$3,871,117
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$6,410,606	\$687,747	\$3,988,641	62%	\$2,421,965	\$6,410,606
Burbank - Los Angeles		\$104,724	\$0	\$73,995	71%	\$30,729	\$104,724
Los Angeles - Anaheim	4	\$6,653,256	\$147,547	\$2,573,666	39%	\$4,079,590	\$3,162,891
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4	\$53,407,197	\$923,861	\$6,418,810	12%	\$46,988,387	\$56,805,164
Legal		\$9,149,343	\$89,631	\$2,043,618	22%	\$7,105,725	\$9,149,343
SCI/SAP	4	\$3,406,423	\$0	\$0	0%	\$3,406,423	\$3,498,821
Merced Extension - Design Advancement		\$17,363,188	\$500,000	\$3,314,364	19%	\$14,048,824	\$15,300,000
Bakersfield Extension - Design Advancement		\$18,000,000	\$500,000	\$4,969,531	28%	\$13,030,469	\$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		\$29,629,622	\$2,054,250	\$21,911,359	74%	\$7,718,263	\$19,852,936
Project Management Oversight Continuation		\$6,223,314	\$0	\$0	0%	\$6,223,314	\$16,000,000
TOTAL	1, 2	\$177,587,317	\$4,938,645	\$46,641,198	26%	\$130,946,119	\$172,866,116

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Change in mapping for San Francisco to San Jose and San Jose to Merced.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	April Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Phase I							
San Francisco - San Jose		\$50,283,601	\$56,449	\$44,703,606	88%	\$5,579,995	\$50,283,601
San Jose - Merced	44	\$112,161,713	(\$56,449)	\$103,313,541	92%	\$8,848,172	\$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	\$35,609	\$57,864,409	93%	\$3,932,134	\$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	\$687,747	\$138,427,763	97%	\$3,828,278	\$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	\$147,547	\$73,910,417	89%	\$8,400,324	\$82,310,741
Central Valley Wye		\$58,222,647	\$0	\$58,180,022	99%	\$42,625	\$58,222,647
Resource Agency		\$372,674,565	\$923,861	\$214,952,362	57%	\$157,722,203	\$372,674,565
Legal		\$9,601,436	\$89,631	\$42,898,957	71%	\$16,702,479	\$9,601,436
SCI/SAP		\$29,112,622	\$0	\$13,382,216	45%	\$15,730,406	\$29,112,622
Merced Extension - Design Advancement		\$75,506,056	\$500,000	\$3,314,364	4%	\$72,191,692	\$75,506,056
Bakersfield Extension - Design Advancement		\$56,309,217	\$500,000	\$4,969,531	8%	\$51,339,686	\$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		\$341,554,665	\$2,054,250	\$333,201,964	97%	\$8,352,701	\$341,554,665
Project Management Oversight Continuation	29	\$69,300,522	\$0	\$0	0%	\$69,300,522	\$69,300,522
Phase I TOTAL		\$1,823,424,538	\$4,938,645	\$1,356,721,306	74%	\$466,703,232	\$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 - Program Delivery Support - 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	\$4,938,645	\$1,399,104,019	75%	\$466,703,232	\$1,865,807,251

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Project Management Oversight is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.
- Change in mapping for San Francisco to San Jose and San Jose to Merced.

Data through April 30, 2023

Percentage of Fiscal Year completed 83%

Construction - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	April Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 Forecast (F)
Design-Build Contract Work	10	\$1,104,262,968	\$84,451,583	\$645,352,361	58%	\$458,910,607	\$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	\$8,479,163	\$79,069,924	54%	\$66,483,261	\$92,861,130
Real Property Acquisition		\$149,494,441	\$11,459,045	\$24,492,283	16%	\$125,002,158	\$92,621,374
Environmental Mitigation		\$13,707,865	\$1,784,529	\$2,944,426	21%	\$10,763,439	\$14,194,117
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$16,505,408
Resource Agency		\$30,780,498	\$1,173,230	\$12,202,076	40%	\$18,578,422	\$26,619,669
Third Party Contract Work		\$109,957,231	\$4,078,006	\$33,772,444	31%	\$76,184,787	\$107,359,848
Estimated-At-Completion Contingency	10	\$7,741,694	\$0	\$0	0%	\$7,741,694	\$48,197,099
Project Contingency	10	\$23,143,082	\$0	\$0	0%	\$23,143,082	\$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		\$58,302,355	\$4,019,809	\$49,546,537	85%	\$8,755,818	\$41,206,844
Project Management Oversight Continuation		\$71,425,952	\$0	\$0	0%	\$71,425,952	\$15,300,000
Early Train Operator		\$10,166,509	\$541,907	\$4,176,813	41%	\$5,989,696	\$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	\$482,159	\$2,871,226	22%	\$10,176,552	\$13,047,778
Pre-Construction Activities	7	\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
TOTAL	1, 2	\$1,882,316,650	\$116,469,431	\$859,068,239	46%	\$1,023,248,411	\$1,417,231,261

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 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)	April Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Design-Build Contract Work	10	\$7,583,935,923	\$84,451,583	\$4,673,233,836	62%	\$2,910,702,087	\$7,583,935,923
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	\$8,479,163	\$472,678,895	64%	\$268,994,718	\$741,673,613
Real Property Acquisition		\$1,717,374,807	\$11,459,045	\$1,447,329,043	84%	\$270,045,764	\$1,717,374,807
Environmental Mitigation		\$204,285,024	\$1,784,529	\$120,751,979	59%	\$83,533,045	\$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	\$1,173,230	\$62,546,109	41%	\$90,761,474	\$153,307,583
Third Party Contract Work		\$580,668,463	\$4,078,006	\$303,992,524	52%	\$276,675,939	\$580,668,463
Estimated-At-Completion Contingency	10, 37	\$879,647,368	\$0	\$0	0%	\$879,647,368	\$879,647,368
Project Contingency	10, 37	\$1,497,689,913	\$0	\$0	0%	\$1,497,689,913	\$1,497,689,913
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	27	\$777,145,011	\$4,019,809	\$745,992,255	96%	\$31,152,756	\$777,145,011
Project Management Oversight Continuation	27, 29	\$439,420,791	\$0	\$0	0%	\$439,420,791	\$439,420,791
Early Train Operator		\$93,246,308	\$541,907	\$32,594,690	35%	\$60,651,618	\$93,246,308
Legal		\$99,913,858	\$482,159	\$42,400,399	42%	\$57,513,459	\$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
TOTAL	1, 2, 37	\$16,846,026,235	\$116,469,431	\$8,273,339,663	49%	\$8,572,686,572	\$16,846,026,235

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.
- 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 April 30, 2023

Percentage of Fiscal Year completed 83%

Bookend Projects FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	April 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	\$5,764,751	\$35,964,617	18%	\$159,875,264	\$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
	Bookend - North TOTAL	\$195,918,081	\$5,764,751	\$36,042,817	18%	\$159,875,264	\$195,839,881
Bookend - South							
	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
	Bookend - South TOTAL	\$47,512,000	\$0	\$0	0%	\$47,512,000	\$43,512,000
TOTAL	2	\$243,430,081	\$5,764,751	\$36,042,817	15%	\$207,387,264	\$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)	April Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Bookend - North							
	PCJPB - Caltrain Electrification 11	\$600,000,000	\$5,764,751	\$418,144,052	69%	\$181,855,948	\$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
	Bookend - North TOTAL	\$797,943,401	\$5,764,751	\$615,998,251	77%	\$181,945,150	\$797,943,401
Bookend - South							
	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
	Bookend - South TOTAL	\$500,000,000	\$0	\$29,659,424	6%	\$470,340,576	\$500,000,000
TOTAL	2	\$1,297,943,401	\$5,764,751	\$645,657,675	50%	\$652,285,726	\$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 April 30, 2023

Percentage of Fiscal Year completed 83%

Construction by Construction Package FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	April Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 Forecast (F)
CP1							
Design-Build Contract Work		\$364,391,528	\$54,025,061	\$213,204,142	59%	\$151,187,386	\$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	\$3,353,530	\$28,596,196	65%	\$15,436,940	\$33,600,932
Real Property Acquisition		\$76,699,585	\$1,256,442	\$5,301,638	7%	\$71,397,947	\$31,841,181
Environmental Mitigation		\$3,638,504	\$1,616,160	\$2,249,710	62%	\$1,388,794	\$3,832,000
Resource Agency		\$10,702,497	\$47,090	\$5,794,218	54%	\$4,908,279	\$10,116,245
Third Party Contract Work		\$72,685,518	\$1,223,691	\$17,239,949	24%	\$55,445,569	\$73,448,674
Estimated-At-Completion Contingency		\$0	\$0	\$0	0%	\$0	\$1,657,179
Project Contingency		\$8,643,366	\$0	\$0	0%	\$8,643,366	\$0
CP1 TOTAL		\$586,794,134	\$61,521,974	\$276,566,006	47%	\$310,228,128	\$371,640,915
CP2-3							
Design-Build Contract Work		\$535,241,893	\$23,165,462	\$345,825,042	65%	\$189,416,851	\$448,006,056
Project Construction Management		\$40,351,600	\$2,988,297	\$31,246,296	77%	\$9,105,304	\$37,398,908
Real Property Acquisition		\$51,490,595	\$10,034,274	\$17,113,355	33%	\$34,377,240	\$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	\$0	\$258,631	23%	\$882,046	\$1,140,677
Third Party Contract Work		\$20,722,628	\$986,623	\$10,132,115	49%	\$10,590,513	\$20,722,628
Estimated-At-Completion Contingency		\$3,194,282	\$0	\$0	0%	\$3,194,282	\$34,451,562
Project Contingency		\$7,175,369	\$0	\$0	0%	\$7,175,369	\$72,094,622
CP2-3 TOTAL		\$667,385,806	\$37,174,656	\$404,575,439	61%	\$262,810,367	\$683,649,218
CP4							
Design-Build Contract Work	10	\$164,659,547	\$7,261,060	\$86,323,177	52%	\$78,336,369	\$139,327,835
Project Construction Management		\$21,861,290	\$2,137,336	\$19,227,432	87%	\$2,633,858	\$21,861,290
Real Property Acquisition		\$21,304,261	\$168,329	\$2,077,290	10%	\$19,226,971	\$9,289,598
Environmental Mitigation		\$1,500,599	\$168,369	\$694,716	46%	\$805,883	\$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	\$1,867,692	\$6,400,380	39%	\$10,148,705	\$13,188,546
SR 46		\$26,100,000	\$0	\$0	0%	\$26,100,000	\$5,200,000
Estimated-At-Completion Contingency	10	\$4,547,412	\$0	\$0	0%	\$4,547,412	\$12,088,358
Project Contingency	10	\$7,324,347	\$0	\$0	0%	\$7,324,347	\$54,829,129
CP4 TOTAL		\$270,218,984	\$11,602,786	\$114,826,571	42%	\$155,392,413	\$263,464,303
Track & Systems							
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
Track & Systems TOTAL		\$125,413,587	\$0	\$0	\$0	\$125,413,587	\$3,215,531
Stations							
Stations (Primarily Fresno Historic Depot)		\$1,347,277	\$0	\$459,996	34%	\$887,281	\$1,347,277
Stations TOTAL		\$1,347,277	\$0	\$459,996	34%	\$887,281	\$1,347,277
System Wide / Extensions / Unallocated							
Rail Delivery Partner - Program Delivery Support		\$58,302,355	\$4,019,809	\$49,546,537	85%	\$8,755,818	\$41,206,844
Project Management Oversight Continuation		\$71,425,952	\$0	\$0	0%	\$71,425,952	\$15,300,000
Early Train Operator		\$10,166,509	\$541,907	\$4,176,813	41%	\$5,989,696	\$7,012,038
Legal		\$13,047,778	\$482,159	\$2,871,226	22%	\$10,176,552	\$13,047,778
Resource Agency		\$18,794,880	\$1,126,140	\$6,045,651	32%	\$12,749,229	\$15,220,303
Trainsset 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
System Wide / Unallocated TOTAL		\$231,156,862	\$6,170,015	\$62,640,227	27%	\$168,516,635	\$93,914,017
TOTAL	1, 2	\$1,882,316,650	\$116,469,431	\$859,068,239	46%	\$1,023,248,411	\$1,417,231,261

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 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 April 30, 2023

Percentage of Fiscal Year completed 83%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	April Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
CP1							
Design-Build Contract Work	10	\$3,260,901,435	\$54,025,061	\$2,041,899,859	63%	\$1,219,001,576	\$3,260,901,435
SR 99		\$296,093,844	\$0	\$286,048,668	97%	\$10,045,176	\$296,093,844
Project Construction Management		\$222,542,112	\$3,353,530	\$167,328,016	75%	\$55,214,096	\$222,542,112
Real Property Acquisition		\$902,029,080	\$1,256,442	\$777,170,744	86%	\$124,858,336	\$902,029,080
Environmental Mitigation		\$40,037,064	\$1,616,160	\$33,978,887	85%	\$6,058,177	\$40,037,064
Resource Agency		\$62,955,538	\$47,090	\$44,794,038	71%	\$18,161,500	\$62,955,538
Third Party Contract Work		\$327,008,953	\$1,223,691	\$193,744,516	59%	\$133,264,437	\$327,008,953
Estimated-At-Completion Contingency	10	\$332,799,673	\$0	\$0	0%	\$332,799,673	\$332,799,673
Project Contingency	37, 38	\$545,467,523	\$0	\$0	0%	\$545,467,523	\$545,467,523
CP1 TOTAL		\$5,989,835,222	\$61,521,974	\$3,544,964,728	59%	\$2,444,870,494	\$5,989,835,222
CP2-3							
Design-Build Contract Work	10	\$2,911,737,875	\$23,165,462	\$1,969,339,226	68%	\$942,398,649	\$2,911,737,875
Project Construction Management		\$229,878,055	\$2,988,297	\$195,035,651	85%	\$34,842,404	\$229,878,055
Real Property Acquisition		\$591,672,381	\$10,034,274	\$488,187,947	83%	\$103,484,434	\$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	\$0	\$664,560	30%	\$1,537,911	\$2,202,471
Third Party Contract Work		\$98,650,349	\$986,623	\$82,590,336	84%	\$16,060,013	\$98,650,349
Estimated-At-Completion Contingency	10, 37, 38	\$501,943,162	\$0	\$0	0%	\$501,943,162	\$501,943,162
Project Contingency	10, 37, 38	\$574,184,019	\$0	\$0	0%	\$574,184,019	\$574,184,019
CP2-3 TOTAL		\$4,982,357,013	\$37,174,656	\$2,791,692,122	56%	\$2,190,664,891	\$4,982,357,013
CP4							
Design-Build Contract Work	10	\$743,981,606	\$7,261,060	\$661,994,751	89%	\$81,986,854	\$743,981,606
Project Construction Management		\$114,827,599	\$2,137,336	\$110,315,228	96%	\$4,512,371	\$114,827,599
Real Property Acquisition		\$223,673,346	\$168,329	\$181,970,352	81%	\$41,702,994	\$223,673,346
Environmental Mitigation		\$41,400,923	\$168,369	\$30,898,690	75%	\$10,502,233	\$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	\$1,867,692	\$27,657,672	65%	\$14,934,822	\$42,592,494
SR 46		\$91,143,560	\$0	\$0	0%	\$91,143,560	\$91,143,560
Estimated-At-Completion Contingency	10, 37, 38	\$44,904,533	\$0	\$0	0%	\$44,904,533	\$44,904,533
Project Contingency	10, 37, 38	\$79,713,644	\$0	\$0	0%	\$79,713,644	\$79,713,644
CP4 TOTAL		\$1,388,921,408	\$11,602,786	\$1,013,070,473	73%	\$375,850,935	\$1,388,921,408
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		\$112,416,667	\$0	\$0	0%	\$112,416,667	\$112,416,667
Track & Systems TOTAL		\$2,251,803,840	\$0	\$0	\$0	\$2,251,803,840	\$2,251,803,840
Stations							
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$0	\$645,095	5%	\$12,990,366	\$13,635,461
Stations TOTAL		\$13,635,461	\$0	\$645,095	5%	\$12,990,366	\$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 - Program Delivery Support		\$777,145,011	\$4,019,809	\$745,992,255	96%	\$31,152,756	\$777,145,011
Project Management Oversight Continuation	29	\$439,420,791	\$0	\$0	0%	\$439,420,791	\$439,420,791
Early Train Operator		\$93,246,308	\$541,907	\$32,594,690	35%	\$60,651,618	\$93,246,308
Legal		\$99,913,858	\$482,159	\$42,400,399	42%	\$57,513,459	\$99,913,858
Resource Agency	37	\$87,695,870	\$1,126,140	\$16,853,731	19%	\$70,842,139	\$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
System Wide / Unallocated TOTAL		\$2,219,473,291	\$6,170,015	\$922,967,245	42%	\$1,296,506,046	\$2,219,473,291
TOTAL	1, 2, 37	\$16,846,026,235	\$116,469,431	\$8,273,339,663	49%	\$8,572,686,572	\$16,846,026,235

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.
- 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.
- 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.
- 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 April 30, 2023

Percentage of Fiscal Year completed 83%

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

Program to Date	Notes	Total Expenditure Authorization (A)	April Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	10	\$3,260,901,435	\$54,025,061	\$2,041,899,859	\$1,219,001,576
SR 99		\$296,093,844	\$0	\$286,048,668	\$10,045,176
Project Construction Management		\$222,542,112	\$3,353,530	\$167,328,016	\$55,214,096
Real Property Acquisition		\$902,029,080	\$1,256,442	\$777,170,744	\$124,858,336
Environmental Mitigation		\$40,037,064	\$1,616,160	\$33,978,887	\$6,058,177
Resource Agency		\$62,955,538	\$47,090	\$44,794,038	\$18,161,500
Third Party Contract Work		\$327,008,953	\$1,223,691	\$193,744,516	\$133,264,437
Estimated-At-Completion Contingency	10	\$332,799,673	\$0	\$0	\$332,799,673
Project Contingency	37, 38	\$545,467,523	\$0	\$0	\$545,467,523
CP1 TOTAL		\$5,989,835,222	\$61,521,974	\$3,544,964,728	\$2,444,870,494
CP2-3					
Design-Build Contract Work	10	\$2,911,737,875	\$23,165,462	\$1,969,339,226	\$942,398,649
Project Construction Management		\$229,878,055	\$2,988,297	\$195,035,651	\$34,842,404
Real Property Acquisition		\$591,672,381	\$10,034,274	\$488,187,947	\$103,484,434
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	\$0	\$664,560	\$1,537,911
Third Party Contract Work		\$98,650,349	\$986,623	\$82,590,336	\$16,060,013
Estimated-At-Completion Contingency	10, 37, 38	\$501,943,162	\$0	\$0	\$501,943,162
Project Contingency	10, 37, 38	\$574,184,019	\$0	\$0	\$574,184,019
CP2-3 TOTAL		\$4,982,357,013	\$37,174,656	\$2,791,692,122	\$2,190,664,891
CP4					
Design-Build Contract Work	10	\$743,981,606	\$7,261,060	\$661,994,751	\$81,986,854
Project Construction Management		\$114,827,599	\$2,137,336	\$110,315,228	\$4,512,371
Real Property Acquisition		\$223,673,346	\$168,329	\$181,970,352	\$41,702,994
Environmental Mitigation		\$41,400,923	\$168,369	\$30,898,690	\$10,502,233
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	\$1,867,692	\$27,657,672	\$14,934,822
SR 46		\$91,143,560	\$0	\$0	\$91,143,560
Estimated-At-Completion Contingency	10, 37, 38	\$44,904,533	\$0	\$0	\$44,904,533
Project Contingency	10, 37, 38	\$79,713,644	\$0	\$0	\$79,713,644
CP4 TOTAL		\$1,388,921,408	\$11,602,786	\$1,013,070,473	\$375,850,935
Track & Systems					
Design-Build Contract Work		\$667,315,007	\$0	\$0	\$667,315,007
Project Construction Management		\$174,425,847	\$0	\$0	\$174,425,847
Environmental Mitigation		\$50,758,336	\$0	\$0	\$50,758,336
Project Contingency		\$298,324,727	\$0	\$0	\$298,324,727
Communication and Signaling		\$344,414,297	\$0	\$0	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	\$429,807,473
Testing and Certification		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$112,416,667	\$0	\$0	\$112,416,667
Track & Systems TOTAL		\$2,251,803,840	\$0	\$0	\$2,251,803,840
Stations					
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
Stations TOTAL		\$15,819,794	\$0	\$2,539,906	\$13,279,888
Central Valley's Project Wide allocation					
Merced - Fresno (Madera to Fresno Project Dev)		\$34,224,247	\$0	\$34,224,247	\$0
Fresno - Bakersfield (Fresno to Poplar Ave Project Dev)		\$169,530,872	\$0	\$167,369,487	\$2,161,385
Rail Delivery Partner - Program Delivery Support		\$685,169,485	\$3,328,678	\$616,192,455	\$68,977,030
Early Train Operator		\$94,817,999	\$541,907	\$34,166,382	\$60,651,617
Legal		\$118,049,976	\$68,534	\$48,407,658	\$69,642,318
Resource Agency	37	\$160,914,796	\$179,811	\$127,119,346	\$33,795,450
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Project Wide TOTAL		\$1,328,727,075	\$4,118,930	\$1,027,479,575	\$301,247,500
TOTAL	1, 2, 37	\$15,957,464,352	\$114,418,346	\$8,379,746,804	\$7,577,717,548

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.
- 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.

Data through April 30, 2023

Percentage of Fiscal Year completed 83%

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	\$761,358,664	\$0	\$332,799,673	30%
CP1 Project Contingency	37, 38	\$1,697,406,636	\$1,151,939,113	\$0	\$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	\$539,885,260	\$0	\$501,943,162	48%
CP2-3 Project Contingency	37, 38	\$1,620,461,652	\$1,046,277,633	\$0	\$574,184,019	35%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency	37, 38	\$89,596,714	\$44,692,181	\$0	\$44,904,533	50%
CP4 Project Contingency	37, 38	\$422,643,108	\$342,929,464	\$0	\$79,713,644	19%
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	\$46,867,937	\$0	\$44,479,001	49%
Project Development Contingency		\$83,106,632	\$42,273,400	\$0	\$40,833,232	49%
TOTAL	14, 15, 16, 37	\$7,232,782,299	\$4,176,511,622	\$0	\$3,056,270,678	42%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,708,847,634	\$0		
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			\$22,892,243	\$0		
CP2-3 Design-Build Contract Work			\$1,462,860,460	\$0		
CP2-3 Project Construction Management			\$151,520,649	\$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			\$287,342,130	\$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			\$47,082,454	\$0		
System Wide - Legal			\$9,592,941	\$0		
Offsetting Categories TOTAL			\$4,176,511,622	\$0		

Footnotes:

- 14 Allocated Contingency Budget is the total contingency since the May 2019 approval of the Program Baseline Budget.
- 15 Cumulative Authorized Contingency is the total amount of contingency transfers that have been executed, excluding current month HSR Governance Actions.
- 16 HSR Governance Actions - Governance approvals which have been authorized during the current month.
- 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.

