

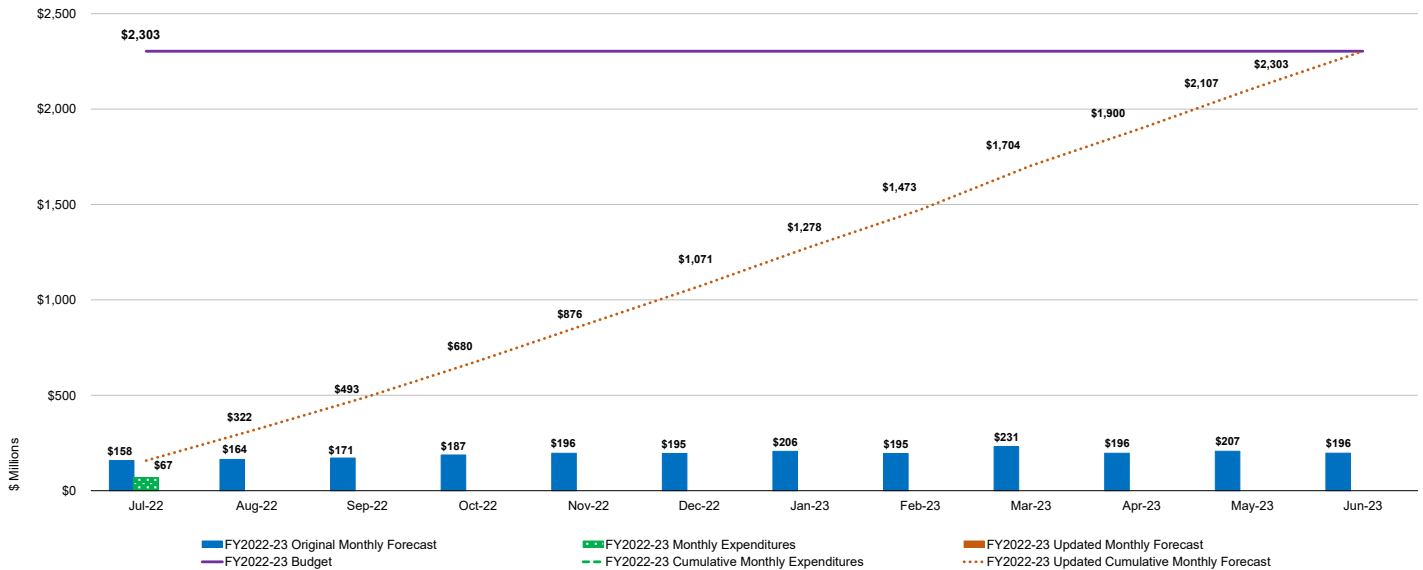
Data through July 31, 2022

Percentage of Fiscal Year completed 8%

Budget Summary FY2022-23

FY2022-23	Notes	Appropriation	FY2022-23 Budget (A)	July 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	\$705,174,796	\$177,486,252	\$1,529,092	\$1,529,092	1%	\$175,957,160	\$177,486,252
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$101,065	\$0	\$0	0%	\$101,065	\$101,065
Project Development TOTAL		\$1,778,198,071	\$177,587,317	\$1,529,092	\$1,529,092	1%	\$176,058,225	\$177,587,317
Construction								
Bond Fund (Prop 1A)	34	\$6,809,076,000	\$1,875,230,140	\$0	\$0	0%	\$1,875,230,140	\$1,875,230,140
Cap and Trade	3, 33	\$10,509,138,713	\$7,164,710	\$65,788,204	\$65,788,204	918%	(\$58,623,494)	\$7,164,710
Federal Trust Fund (ARRA)		\$2,086,970,335	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (FY10)		\$928,620,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (RAISE)	25	\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
Construction TOTAL		\$20,357,805,048	\$1,882,394,850	\$65,788,204	\$65,788,204	3%	\$1,816,606,646	\$1,882,394,850
SUBTOTAL		\$22,136,003,119	\$2,059,982,167	\$67,317,296	\$67,317,296	3%	\$1,992,664,871	\$2,059,982,167
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$243,351,881	\$0	\$0	0%	\$243,351,881	\$243,351,881
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
Bookend Projects TOTAL		\$1,297,943,401	\$243,351,881	\$0	\$0	0%	\$243,351,881	\$243,351,881
TOTAL	1, 2	\$23,433,946,520	\$2,303,334,048	\$67,317,296	\$67,317,296	3%	\$2,236,016,752	\$2,303,334,048

FY2022-23 Forecast and Expenditures



Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through May-22, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec-30), which are estimated at \$750M annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in Nov-21.
- The Authority expects to utilize Prop 1A for eligible expenditures and will move expenditures from Cap and Trade once the Prop 1A Bond revenue is received.
- Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.

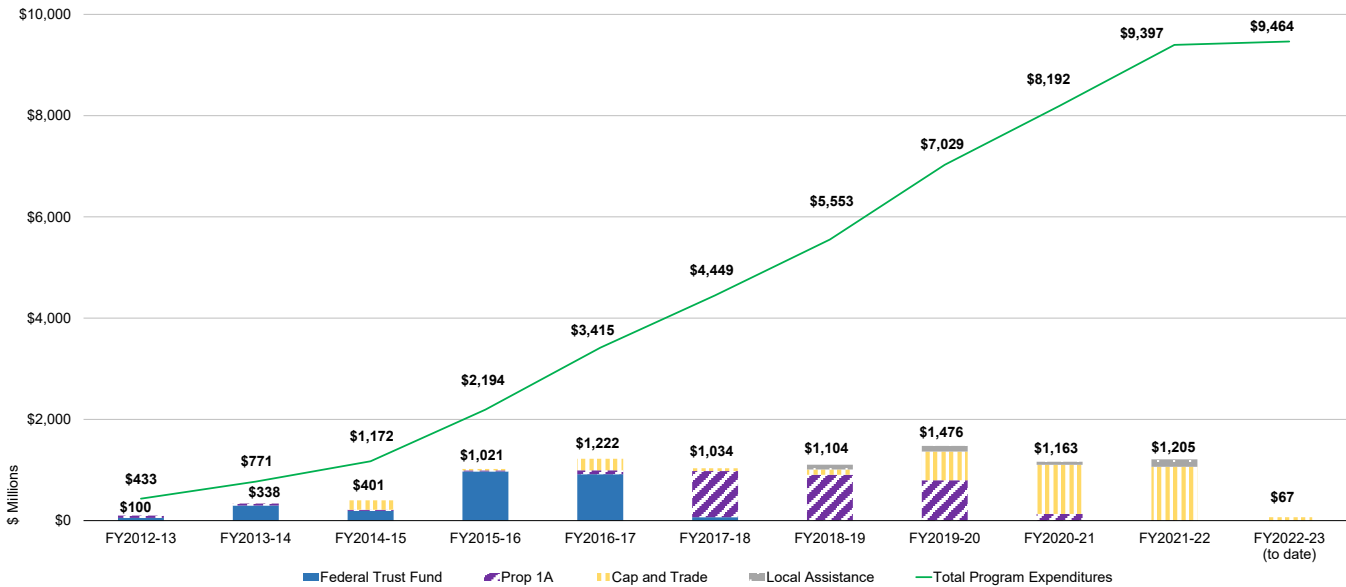
Data through July 31, 2022

Percentage of Fiscal Year completed 8%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	July 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	29	\$705,174,796	\$792,791,814	\$1,529,092	\$284,304,784	36%	\$508,487,030	\$792,791,814
Federal Trust Fund (ARRA)		\$465,585,896	\$465,578,058	\$0	\$465,578,058	100%	\$0	\$465,578,058
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$600,000	\$0	\$426,453	71%	\$173,547	\$600,000
Project Development TOTAL		\$1,778,198,071	\$1,865,807,251	\$1,529,092	\$1,357,146,674	73%	\$508,660,577	\$1,865,807,251
Construction								
Bond Fund (Prop 1A)	34	\$6,809,076,000	\$6,809,076,000	\$0	\$2,609,076,000	38%	\$4,200,000,000	\$6,809,076,000
Cap and Trade	3, 29, 33	\$10,509,138,713	\$4,930,737,270	\$65,788,204	\$2,807,083,071	57%	\$2,123,654,199	\$4,930,737,270
Federal Trust Fund (ARRA)		\$2,086,970,335	\$2,080,491,194	\$0	\$2,080,491,194	100%	\$0	\$2,080,491,194
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Grant (RAISE)	25	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Construction TOTAL		\$20,357,805,048	\$14,772,924,464	\$65,788,204	\$7,496,650,265	51%	\$7,276,274,199	\$14,772,924,464
SUBTOTAL		\$22,136,003,119	\$16,638,731,715	\$67,317,296	\$8,853,796,939	53%	\$7,784,934,776	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$0	\$412,377,795	37%	\$687,622,205	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,775,999	100%	\$167,402	\$197,943,401
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$0	\$610,153,794	47%	\$687,789,607	\$1,297,943,401
TOTAL	1, 2	\$23,433,946,520	\$17,936,675,116	\$67,317,296	\$9,463,950,733	53%	\$8,472,724,383	\$17,936,675,116

Total Program Expenditures to Date



Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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- The United States Department of Transportation awarded a \$24M RAISE grant to the California High-Speed Rail Authority in Nov-21.
- The PMO is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.
- The Authority expects to utilize Prop 1A for eligible expenditures and will move expenditures from Cap and Trade once the Prop 1A Bond revenue is received.
- Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.

Data through July 31, 2022

Percentage of Fiscal Year completed 8%

Project Development - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	July 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	\$142,411	\$142,411	3%	\$4,409,993	\$4,552,404
	San Jose - Merced	\$4,161,600	\$204,932	\$204,932	5%	\$3,956,668	\$4,161,600
	Bakersfield - Palmdale	\$3,871,117	\$23,201	\$23,201	0%	\$3,847,916	\$3,871,117
	Locally Generated Alternative (LGA)	\$0	\$0	\$0	0%	\$0	\$0
	Palmdale - Burbank	\$6,410,606	\$192,104	\$192,104	3%	\$6,218,502	\$6,410,606
	Burbank - Los Angeles	\$104,724	\$0	\$0	0%	\$104,724	\$104,724
	Los Angeles - Anaheim	\$3,162,891	\$405,679	\$405,679	13%	\$2,757,212	\$3,162,891
	Central Valley Wye	\$0	\$0	\$0	0%	\$0	\$0
	Resource Agency	\$57,047,164	\$0	\$0	0%	\$57,047,164	\$57,047,164
	Legal	\$9,149,343	\$0	\$0	0%	\$9,149,343	\$9,149,343
	SCI/SAP	\$3,498,821	\$0	\$0	0%	\$3,498,821	\$3,498,821
	Merced Extension - Design Advancement	\$17,121,188	\$0	\$0	0%	\$17,121,188	\$17,121,188
	Bakersfield Extension - Design Advancement	\$18,000,000	\$0	\$0	0%	\$18,000,000	\$18,000,000
	Central Valley Stations - Design Advancement	\$13,058,000	\$0	\$0	0%	\$13,058,000	\$13,058,000
	NorCal Interconnections	\$1,596,523	\$0	\$0	0%	\$1,596,523	\$1,596,523
	Rail Delivery Partner	\$19,852,936	\$560,765	\$560,765	3%	\$19,292,171	\$19,852,936
	Project Management Oversight Continuation	\$16,000,000	\$0	\$0	0%	\$16,000,000	\$16,000,000
TOTAL	1, 2	\$177,587,317	\$1,529,092	\$1,529,092	1%	\$176,058,225	\$177,587,317

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	July 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	\$142,411	\$44,105,400	87%	\$6,178,201	\$50,283,601
	San Jose - Merced	\$112,161,713	\$204,932	\$103,296,082	92%	\$8,865,631	\$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	\$61,845,961	\$23,201	\$57,826,696	93%	\$4,019,265	\$61,845,961
	Locally Generated Alternative (LGA)	\$17,928,909	\$0	\$17,928,909	100%	\$0	\$17,928,909
	Palmdale - Burbank	\$141,916,623	\$192,104	\$134,975,598	95%	\$6,941,025	\$141,916,623
	Burbank - Los Angeles	\$37,785,537	\$0	\$32,749,008	86%	\$5,036,529	\$37,785,537
	Los Angeles - Anaheim	\$82,310,741	\$405,679	\$71,780,438	87%	\$10,530,303	\$82,310,741
	Central Valley Wye	\$58,222,647	\$0	\$58,211,850	99%	\$10,797	\$58,222,647
	Resource Agency	\$372,964,565	\$0	\$210,921,691	56%	\$162,042,874	\$372,964,565
	Legal	\$59,601,436	\$0	\$40,976,820	68%	\$18,624,616	\$59,601,436
	SCI/SAP	\$29,112,622	\$0	\$13,382,216	45%	\$15,730,406	\$29,112,622
	Merced Extension - Design Advancement	\$75,506,056	\$0	\$0	0%	\$75,506,056	\$75,506,056
	Bakersfield Extension - Design Advancement	\$56,309,217	\$0	\$0	0%	\$56,309,217	\$56,309,217
	Central Valley Stations - Design Advancement	\$35,351,378	\$0	\$0	0%	\$35,351,378	\$35,351,378
	SWCAP	\$677,872	\$0	\$677,872	100%	\$0	\$677,872
	NorCal Interconnections	\$1,959,000	\$0	\$7,477	0%	\$1,951,523	\$1,959,000
	Early Train Operator	\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
	Rail Delivery Partner	\$331,777,979	\$560,765	\$311,453,816	93%	\$20,324,163	\$331,777,979
	Project Management Oversight Continuation	\$79,077,208	\$0	\$0	0%	\$79,077,208	\$79,077,208
Phase I TOTAL		\$1,823,424,538	\$1,529,092	\$1,314,763,961	72%	\$508,660,577	\$1,823,424,538
Phase II							
	Sacramento - Merced	\$5,968,898	\$0	\$5,968,898	100%	\$0	\$5,968,898
	Altamont Pass	\$26,392,193	\$0	\$26,392,193	100%	\$0	\$26,392,193
	Los Angeles - San Diego	\$10,020,755	\$0	\$10,020,755	100%	\$0	\$10,020,755
	Rail Delivery Partner - Phase II	\$867	\$0	\$867	100%	\$0	\$867
Phase II TOTAL		\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
TOTAL	1, 2	\$1,865,807,251	\$1,529,092	\$1,357,146,674	73%	\$508,660,577	\$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 PMO 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 July 31, 2022

Percentage of Fiscal Year completed 8%

Construction - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	July 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	\$865,321,784	\$47,845,982	\$47,845,982	6%	\$817,475,802	\$865,321,756
SR 99		\$6,000,000	\$12,204	\$12,204	0%	\$5,987,796	\$6,000,000
SR 46	4	\$16,600,000	\$0	\$0	0%	\$16,600,000	\$16,600,000
Project Construction Management		\$93,771,147	\$7,069,611	\$7,069,611	8%	\$86,701,536	\$93,771,147
Real Property Acquisition		\$149,494,441	\$413,163	\$413,163	0%	\$149,081,278	\$149,494,441
Environmental Mitigation		\$14,194,117	\$0	\$0	0%	\$14,194,117	\$14,194,117
Hazardous Waste Provisional Sum		\$16,505,408	\$0	\$0	0%	\$16,505,408	\$16,505,408
Resource Agency		\$26,619,669	\$3,660,000	\$3,660,000	14%	\$22,959,669	\$26,619,669
Third Party Contract Work		\$101,166,762	\$1,244,355	\$1,244,355	1%	\$99,922,407	\$101,166,762
Estimated-At-Completion Contingency	10	\$67,555,721	\$0	\$0	0%	\$67,555,721	\$67,555,721
Project Contingency	10	\$214,028,926	\$0	\$0	0%	\$214,028,926	\$214,028,953
Stations		\$1,347,277	\$0	\$0	0%	\$1,347,277	\$1,347,277
Merced Extension - Design Advancement		\$0	\$0	\$0	0%	\$0	\$0
Communication and Signaling		\$19,247,280	\$0	\$0	0%	\$19,247,280	\$19,247,280
Electric Traction		\$1,681,200	\$0	\$0	0%	\$1,681,200	\$1,681,200
Rail Delivery Partner		\$41,206,844	\$5,542,889	\$5,542,889	13%	\$35,663,955	\$41,206,844
Project Management Oversight Continuation		\$94,602,900	\$0	\$0	0%	\$94,602,900	\$94,602,900
Early Train Operator	4	\$1,712,038	\$0	\$0	0%	\$1,712,038	\$1,712,038
Support Facilities		\$1,127,054	\$0	\$0	0%	\$1,127,054	\$1,127,054
Testing and Certification		\$34,648,469	\$0	\$0	0%	\$34,648,469	\$34,648,469
Unallocated Contingency		\$101,516,036	\$0	\$0	0%	\$101,516,036	\$101,516,036
Legal		\$13,047,778	\$0	\$0	0%	\$13,047,778	\$13,047,778
Pre-Construction Activities	7	\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
TOTAL	1, 2	\$1,882,394,850	\$65,788,204	\$65,788,204	3%	\$1,816,606,646	\$1,882,394,850

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, 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)	July Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Design-Build Contract Work	4, 10	\$6,697,113,555	\$47,845,982	\$4,075,727,455	61%	\$2,621,386,100	\$6,697,113,555
SR 99		\$296,093,844	\$12,204	\$281,885,394	95%	\$14,208,450	\$296,093,844
SR 46	4	\$77,054,946	\$0	\$0	0%	\$77,054,946	\$77,054,946
Project Construction Management	4	\$622,728,761	\$7,069,611	\$400,908,537	64%	\$221,820,224	\$622,728,761
Real Property Acquisition	4	\$1,715,963,421	\$413,163	\$1,424,284,894	83%	\$291,678,527	\$1,715,963,421
Environmental Mitigation		\$207,202,539	\$0	\$120,542,049	58%	\$86,660,490	\$207,202,539
Hazardous Waste Provisional Sum		\$35,462,000	\$0	\$0	0%	\$35,462,000	\$35,462,000
Resource Agency		\$140,409,857	\$3,660,000	\$53,883,178	38%	\$86,526,679	\$140,409,857
Third Party Contract Work		\$563,092,279	\$1,244,355	\$281,710,281	50%	\$281,381,998	\$563,092,279
Estimated-At-Completion Contingency	4, 10	\$680,936,354	\$0	\$0	0%	\$680,936,354	\$680,936,354
Project Contingency	4, 10	\$628,689,126	\$0	\$0	0%	\$628,689,126	\$628,689,126
Stations		\$13,635,461	\$0	\$213,865	2%	\$13,421,596	\$13,635,461
Merced Extension - Design Advancement		\$0	\$0	\$0	0%	\$0	\$0
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	0%	\$429,807,473	\$429,807,473
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner	27	\$749,204,179	\$5,542,889	\$702,337,933	94%	\$46,866,246	\$749,204,179
Project Management Oversight Continuation	27, 29	\$472,061,623	\$0	\$1,705,307	0%	\$470,356,316	\$472,061,623
Early Train Operator		\$93,246,308	\$0	\$28,607,775	31%	\$64,638,533	\$93,246,308
Legal		\$99,913,858	\$0	\$39,717,427	40%	\$60,196,431	\$99,913,858
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Project Reserve		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency		\$419,730,867	\$0	\$0	0%	\$419,730,867	\$419,730,867
Pre-Construction Activities	7	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
TOTAL	1, 2	\$14,772,924,464	\$65,788,204	\$7,496,650,265	51%	\$7,276,274,199	\$14,772,924,464

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- 27 New contracts for Station Area Planning and Sustainability.
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Data through July 31, 2022

Percentage of Fiscal Year completed 8%

Bookend Projects FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	July 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	\$0	0%	\$195,839,881	\$195,839,881
	PCJPB - Caltrain Electrification	12	\$0	\$0	0%	\$0	\$0
	San Mateo Grade Separation	12	\$0	\$0	0%	\$0	\$0
	Bookend - North TOTAL		\$195,839,881	\$0	0%	\$195,839,881	\$195,839,881
Bookend - South							
	Rosecrans/Marquardt Grade Separation	11	\$24,000,000	\$0	0%	\$24,000,000	\$24,000,000
	Los Angeles Union Station	11, 13	\$23,512,000	\$0	0%	\$23,512,000	\$23,512,000
	Bookend - South TOTAL		\$47,512,000	\$0	0%	\$47,512,000	\$47,512,000
TOTAL	2	\$243,351,881	\$0	\$0	0%	\$243,351,881	\$243,351,881

Footnotes:

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 11 This line is funded with Prop 1A Bookend Bond Funds.
- 12 This line is funded with Cap and Trade Funds.
- 13 The Authority is currently working with LA Metro on finalizing the Project Management and Funding Agreement (PMFA).

Bookend Projects Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	July 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	\$0	63%	\$217,820,565	\$600,000,000
	PCJPB - Caltrain Electrification	12	\$113,943,401	\$0	100%	\$1,695	\$113,943,401
	San Mateo Grade Separation	12	\$84,000,000	\$0	100%	\$165,707	\$84,000,000
	Bookend - North TOTAL		\$797,943,401	\$0	73%	\$217,987,967	\$797,943,401
Bookend - South							
	Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$0	39%	\$46,466,640	\$76,665,000
	Los Angeles Union Station	11, 13	\$423,335,000	\$0	0%	\$423,335,000	\$423,335,000
	Bookend - South TOTAL		\$500,000,000	\$0	6%	\$469,801,640	\$500,000,000
TOTAL	2	\$1,297,943,401	\$0	\$610,153,794	47%	\$687,789,607	\$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 July 31, 2022

Percentage of Fiscal Year completed 8%

Construction by Construction Package FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	July 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	10	\$317,767,224	\$13,336,129	\$13,336,129	4%	\$304,431,095	\$317,767,224
SR 99		\$6,000,000	\$12,204	\$12,204	0%	\$5,987,796	\$6,000,000
Project Construction Management		\$17,551,994	\$3,106,579	\$3,106,579	18%	\$14,445,415	\$17,551,994
Real Property Acquisition		\$76,699,585	\$295,505	\$295,505	0%	\$76,404,080	\$76,699,585
Environmental Mitigation		\$3,832,000	\$0	\$0	0%	\$3,832,000	\$3,832,000
Resource Agency		\$10,116,245	\$3,660,000	\$3,660,000	36%	\$6,456,245	\$10,116,245
Third Party Contract Work		\$69,396,298	\$1,244,355	\$1,244,355	2%	\$68,151,943	\$69,396,298
Estimated-At-Completion Contingency	10	\$1,657,179	\$0	\$0	0%	\$1,657,179	\$1,657,179
Project Contingency	10	\$87,071,763	\$0	\$0	0%	\$87,071,763	\$87,071,763
CP1 TOTAL		\$590,092,288	\$21,654,772	\$21,654,772	4%	\$568,437,516	\$590,092,288
CP2-3							
Design-Build Contract Work	10	\$401,281,070	\$27,000,000	\$27,000,000	7%	\$374,281,070	\$401,281,070
Project Construction Management		\$23,088,700	\$2,900,000	\$2,900,000	13%	\$20,188,700	\$23,088,700
Real Property Acquisition		\$51,490,595	\$117,658	\$117,658	0%	\$51,372,937	\$51,490,595
Environmental Mitigation		\$8,068,762	\$0	\$0	0%	\$8,068,762	\$8,068,762
Hazardous Waste Provisional Sum		\$10,275,408	\$0	\$0	0%	\$10,275,408	\$10,275,408
Resource Agency		\$1,140,677	\$0	\$0	0%	\$1,140,677	\$1,140,677
Third Party Contract Work		\$22,207,918	\$0	\$0	0%	\$22,207,918	\$22,207,918
Estimated-At-Completion Contingency	10	\$34,966,202	\$0	\$0	0%	\$34,966,202	\$34,966,202
Project Contingency	10	\$71,579,982	\$0	\$0	0%	\$71,579,982	\$71,579,982
CP2-3 TOTAL		\$624,099,314	\$30,017,658	\$30,017,658	5%	\$594,081,656	\$624,099,314
CP4							
Design-Build Contract Work	10	\$106,303,490	\$7,509,853	\$7,509,853	7%	\$98,793,636	\$106,303,462
Project Construction Management		\$13,823,294	\$1,063,032	\$1,063,032	7%	\$12,760,262	\$13,823,294
Real Property Acquisition		\$21,304,261	\$0	\$0	0%	\$21,304,261	\$21,304,261
Environmental Mitigation		\$1,307,103	\$0	\$0	0%	\$1,307,103	\$1,307,103
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$142,444	\$0	\$0	0%	\$142,444	\$142,444
Third Party Contract Work		\$9,562,546	\$0	\$0	0%	\$9,562,546	\$9,562,546
SR 46	4	\$16,600,000	\$0	\$0	0%	\$16,600,000	\$16,600,000
Estimated-At-Completion Contingency	10	\$30,932,340	\$0	\$0	0%	\$30,932,340	\$30,932,340
Project Contingency	10	\$54,829,102	\$0	\$0	0%	\$54,829,102	\$54,829,129
CP4 TOTAL		\$261,034,579	\$8,572,885	\$8,572,885	3%	\$252,461,694	\$261,034,579
Track & Systems							
Design-Build Contract Work		\$39,970,000	\$0	\$0	0%	\$39,970,000	\$39,970,000
Project Construction Management	32	\$39,307,159	\$0	\$0	0%	\$39,307,159	\$39,307,159
Environmental Mitigation		\$986,252	\$0	\$0	0%	\$986,252	\$986,252
Project Contingency	31	\$548,079	\$0	\$0	0%	\$548,079	\$548,079
Communication and Signaling		\$19,247,280	\$0	\$0	0%	\$19,247,280	\$19,247,280
Electric Traction		\$1,681,200	\$0	\$0	0%	\$1,681,200	\$1,681,200
Testing and Certification		\$34,648,469	\$0	\$0	0%	\$34,648,469	\$34,648,469
Third Party Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Track & Systems TOTAL	30	\$136,388,439	\$0	\$0	0%	\$136,388,439	\$136,388,439
Stations							
Stations (Primarily Fresno Historic Depot)		\$1,347,277	\$0	\$0	0%	\$1,347,277	\$1,347,277
Stations TOTAL		\$1,347,277	\$0	\$0	0%	\$1,347,277	\$1,347,277
System Wide / Extensions / Unallocated							
Rail Delivery Partner		\$41,206,844	\$5,542,889	\$5,542,889	13%	\$35,663,955	\$41,206,844
Project Management Oversight Continuation		\$94,602,900	\$0	\$0	0%	\$94,602,900	\$94,602,900
Early Train Operator	4	\$1,712,038	\$0	\$0	0%	\$1,712,038	\$1,712,038
Legal		\$13,047,778	\$0	\$0	0%	\$13,047,778	\$13,047,778
Resource Agency		\$15,220,303	\$0	\$0	0%	\$15,220,303	\$15,220,303
Trainset Support Facilities		\$1,127,054	\$0	\$0	0%	\$1,127,054	\$1,127,054
Project Reserve		\$0	\$0	\$0	0%	\$0	\$0
Interim Use		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$101,516,036	\$0	\$0	0%	\$101,516,036	\$101,516,036
Pre-Construction Activities	7	\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
System Wide / Unallocated TOTAL		\$269,432,953	\$5,542,889	\$5,542,889	2%	\$263,890,064	\$269,432,953
TOTAL	1, 2	\$1,882,394,850	\$65,788,204	\$65,788,204	3%	\$1,816,606,646	\$1,882,394,850

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Project Contingency, and 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.
- Categories "CP5" and "Central Valley Route - Wide Work" combined to be regrouped as "Track & Systems".
- Mapping for "CP5 Project Contingency" and "Central Valley Route - Wide Work Project Contingency" regrouped to "Track & Systems Project Contingency".
- Mapping for "CP5 Project PCM" and "Central Valley Route - Wide Work PCM" regrouped to "Track & Systems PCM".

Data through July 31, 2022

Percentage of Fiscal Year completed 8%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	July 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 SR 99	4, 10	\$2,911,609,708	\$13,336,129	\$1,842,031,844	63%	\$1,069,577,864	\$2,911,609,708
Project Construction Management		\$296,093,844	\$12,204	\$281,885,394	95%	\$14,208,450	\$296,093,844
Real Property Acquisition		\$156,513,769	\$3,106,579	\$142,068,354	91%	\$14,445,415	\$156,513,769
Environmental Mitigation	4	\$902,029,080	\$295,505	\$772,181,531	86%	\$129,847,549	\$902,029,080
Resource Agency		\$40,037,064	\$50	\$34,270,177	86%	\$5,766,887	\$40,037,064
Third Party Contract Work		\$59,938,023	\$3,660,000	\$44,075,502	74%	\$15,862,521	\$59,938,023
Estimated-At-Completion Contingency	4, 10	\$311,434,019	\$1,244,355	\$183,345,109	59%	\$128,088,910	\$311,434,019
Project Contingency	4, 10	\$314,915,637	\$0	\$0	0%	\$314,915,637	\$314,915,637
CP1 TOTAL		\$147,376,981	\$0	\$0	0%	\$147,376,981	\$147,376,981
CP2-3		\$5,139,948,125	\$21,654,772	\$3,299,857,911	64%	\$1,840,090,214	\$5,139,948,125
Design-Build Contract Work	10	\$2,432,355,740	\$27,000,000	\$1,650,514,184	68%	\$781,841,556	\$2,432,355,740
Project Construction Management		\$186,878,055	\$2,900,000	\$166,689,355	89%	\$20,188,700	\$186,878,055
Real Property Acquisition		\$591,672,381	\$117,658	\$471,557,836	80%	\$120,114,545	\$591,672,381
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	78%	\$16,214,299	\$72,088,701
Hazardous Waste Provisional Sum		\$29,232,000	\$0	\$0	0%	\$29,232,000	\$29,232,000
Resource Agency		\$2,109,724	\$0	\$595,546	28%	\$1,514,178	\$2,109,724
Third Party Contract Work		\$100,135,639	\$0	\$72,498,758	72%	\$27,636,881	\$100,135,639
Estimated-At-Completion Contingency	10	\$329,482,570	\$0	\$0	0%	\$329,482,570	\$329,482,570
Project Contingency	10	\$88,814,324	\$0	\$0	0%	\$88,814,324	\$88,814,324
CP2-3 TOTAL		\$3,832,769,134	\$30,017,658	\$2,417,730,081	63%	\$1,415,039,053	\$3,832,769,134
CP4							
Design-Build Contract Work	10	\$685,833,100	\$7,509,853	\$583,181,427	85%	\$102,651,673	\$685,833,100
Project Construction Management		\$104,911,090	\$1,063,032	\$92,150,828	88%	\$12,760,262	\$104,911,090
Real Property Acquisition	4	\$222,261,960	\$0	\$180,545,527	81%	\$41,716,433	\$222,261,960
Environmental Mitigation		\$41,400,923	\$0	\$30,397,470	73%	\$11,003,453	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$453,704	\$0	\$109,358	24%	\$344,346	\$453,704
Third Party Contract Work		\$35,605,954	\$0	\$25,866,414	73%	\$9,739,540	\$35,605,954
SR 46	4	\$77,054,946	\$0	\$0	0%	\$77,054,946	\$77,054,946
Estimated-At-Completion Contingency	10	\$36,538,147	\$0	\$0	0%	\$36,538,147	\$36,538,147
Project Contingency	10	\$71,936,886	\$0	\$0	0%	\$71,936,886	\$71,936,886
CP4 TOTAL		\$1,282,226,709	\$8,572,885	\$912,251,024	71%	\$369,975,685	\$1,282,226,709
Track & Systems							
Design-Build Contract Work		\$667,315,007	\$0	\$0	0%	\$667,315,007	\$667,315,007
Project Construction Management	32	\$174,425,847	\$0	\$0	0%	\$174,425,847	\$174,425,847
Environmental Mitigation		\$53,675,851	\$0	\$0	0%	\$53,675,851	\$53,675,851
Project Contingency	31	\$320,560,935	\$0	\$0	0%	\$320,560,935	\$320,560,935
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	0%	\$429,807,473	\$429,807,473
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	0%	\$115,916,667	\$115,916,667
Track & Systems TOTAL	30	\$2,280,457,563	\$0	\$0	\$0	\$2,280,457,563	\$2,280,457,563
Stations							
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$0	\$213,865	2%	\$13,421,596	\$13,635,461
Stations TOTAL		\$13,635,461	\$0	\$213,865	2%	\$13,421,596	\$13,635,461
System Wide / Extensions / Unallocated							
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner		\$749,204,179	\$5,542,889	\$702,337,933	94%	\$46,866,246	\$749,204,179
Project Management Oversight Continuation	29	\$472,061,623	\$0	\$1,705,307	0%	\$470,356,316	\$472,061,623
Early Train Operator	4	\$93,246,308	\$0	\$28,607,775	31%	\$64,638,533	\$93,246,308
Legal		\$99,913,858	\$0	\$39,717,427	40%	\$60,196,431	\$99,913,858
Resource Agency		\$77,908,406	\$0	\$9,102,772	12%	\$68,805,634	\$77,908,406
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Project Reserve		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency		\$419,730,867	\$0	\$0	0%	\$419,730,867	\$419,730,867
Pre-Construction Activities	7	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
System Wide / Unallocated TOTAL		\$2,223,887,472	\$5,542,889	\$866,597,384	39%	\$1,357,290,088	\$2,223,887,472
TOTAL	1, 2	\$14,772,924,464	\$65,788,204	\$7,496,650,265	51%	\$7,276,274,199	\$14,772,924,464

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, 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 PMO 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.
- 30 Categories "CP5" and "Central Valley Route - Wide Work" combined to be regrouped as "Track & Systems".
- 31 Mapping for "CP5 Project Contingency" and "Central Valley Route - Wide Work Project Contingency" regrouped to "Track & Systems Project Contingency".
- 32 Mapping for "CP5 Project PCM" and "Central Valley Route - Wide Work PCM" regrouped to "Track & Systems PCM".

Data through July 31, 2022

Percentage of Fiscal Year completed 8%

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

Program to Date	Notes	Total Expenditure Authorization (A)	July Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	4, 10	\$2,911,609,708	\$13,336,129	\$1,842,031,844	\$1,069,577,864
SR 99		\$296,093,844	\$12,204	\$281,885,394	\$14,208,450
Project Construction Management		\$156,513,769	\$3,106,579	\$142,068,354	\$14,445,415
Real Property Acquisition		\$902,029,080	\$295,505	\$772,181,531	\$129,847,549
Environmental Mitigation	4	\$40,037,064	\$0	\$34,270,177	\$5,766,887
Resource Agency		\$59,938,023	\$3,660,000	\$44,075,502	\$15,862,521
Third Party Contract Work		\$311,434,019	\$1,244,355	\$183,345,109	\$128,088,910
Estimated-At-Completion Contingency	4, 10	\$314,915,637	\$0	\$0	\$314,915,637
Project Contingency	4, 10	\$147,376,981	\$0	\$0	\$147,376,981
CP1 TOTAL		\$5,139,948,125	\$21,654,772	\$3,299,857,911	\$1,840,090,214
CP2-3					
Design-Build Contract Work	10	\$2,432,355,740	\$27,000,000	\$1,650,514,184	\$781,841,556
Project Construction Management		\$186,878,055	\$2,900,000	\$166,689,355	\$20,188,700
Real Property Acquisition		\$591,672,381	\$117,658	\$471,557,836	\$120,114,545
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	\$16,214,299
Hazardous Waste Provisional Sum		\$29,232,000	\$0	\$0	\$29,232,000
Resource Agency		\$2,109,724	\$0	\$595,546	\$1,514,178
Third Party Contract Work		\$100,135,639	\$0	\$72,498,758	\$27,636,881
Estimated-At-Completion Contingency	10	\$329,482,570	\$0	\$0	\$329,482,570
Project Contingency	10	\$88,814,324	\$0	\$0	\$88,814,324
CP2-3 TOTAL		\$3,832,769,134	\$30,017,658	\$2,417,730,081	\$1,415,039,053
CP4					
Design-Build Contract Work	10	\$685,833,100	\$7,509,853	\$583,181,427	\$102,651,673
Project Construction Management		\$104,911,090	\$1,063,032	\$92,150,828	\$12,760,262
Real Property Acquisition	4	\$222,261,960	\$0	\$180,545,527	\$41,716,433
Environmental Mitigation		\$41,400,923	\$0	\$30,397,470	\$11,003,453
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$453,704	\$0	\$109,358	\$344,346
Third Party Contract Work		\$35,605,954	\$0	\$25,866,414	\$9,739,540
SR 46	4	\$77,054,946	\$0	\$0	\$77,054,946
Estimated-At-Completion Contingency	10	\$36,538,147	\$0	\$0	\$36,538,147
Project Contingency	10	\$71,936,886	\$0	\$0	\$71,936,886
CP4 TOTAL		\$1,282,226,709	\$8,572,885	\$912,251,024	\$369,975,685
Track & Systems					
Design-Build Contract Work		\$667,315,007	\$0	\$0	\$667,315,007
Project Construction Management	32	\$174,425,847	\$0	\$0	\$174,425,847
Environmental Mitigation		\$53,675,851	\$0	\$0	\$53,675,851
Project Contingency	31	\$320,560,935	\$0	\$0	\$320,560,935
Communication and Signaling		\$344,414,297	\$0	\$0	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	\$429,807,473
Testing and Certification		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	\$115,916,667
Track & Systems TOTAL	30	\$2,280,457,563	\$0	\$0	\$2,280,457,563
Stations					
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$0	\$213,865	\$13,421,596
Station Area Planning		\$1,984,333	\$0	\$1,894,811	\$89,522
Stations TOTAL		\$15,619,794	\$0	\$2,108,676	\$13,511,118
Central Valley's Project Wide allocation					
Merced - Fresno (Madera to Fresno Project Dev)		\$34,224,247	\$0	\$34,224,247	\$0
Fresno - Bakersfield (Fresno to Poplar Ave Project Dev)		\$169,530,872	\$0	\$167,369,487	\$2,161,385
Rail Delivery Partner		\$663,300,513	\$4,628,721	\$649,872,776	\$13,427,737
Early Train Operator	4	\$94,817,999	\$426,255	\$35,139,528	\$59,678,471
Resource Agency		\$184,471,204	\$54,268	\$130,214,234	\$54,256,970
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Legal		\$108,457,035	\$82,839	\$48,583,091	\$59,873,944
Project Wide TOTAL		\$1,320,821,570	\$5,192,083	\$1,065,403,363	\$255,418,207
TOTAL	1, 2	\$13,871,842,895	\$65,437,398	\$7,697,351,055	\$6,174,491,840

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, 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.
- Categories "CP5" and "Central Valley Route - Wide Work" combined to be regrouped as "Track & Systems".
- Mapping for "CP5 Project Contingency" and "Central Valley Route - Wide Work Project Contingency" regrouped to "Track & Systems Project Contingency".
- Mapping for "CP5 Project PCM" and "Central Valley Route - Wide Work PCM" regrouped to "Track & Systems PCM".

Data through July 31, 2022

Percentage of Fiscal Year completed 8%

Contingency Summary Program to Date

Program to Date	Notes	Contingency Budget (A)	Cumulative Authorized Contingency (B)	HSR Governance Actions (C)	Remaining Contingency Balance (D) = (A - B - C)	% Remaining Contingency (E) = (D / A)
CP1 EAC Contingency		\$770,610,420	\$387,994,783	\$67,700,000	\$314,915,637	41%
CP1 Project Contingency		\$1,173,894,062	\$992,717,081	\$33,800,000	\$147,376,981	13%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$227,892,607	\$0	\$329,482,570	59%
CP2-3 Project Contingency		\$1,051,818,874	\$963,004,550	\$0	\$88,814,324	8%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$18,307,253	\$0	\$36,538,147	67%
CP4 Project Contingency		\$356,690,634	\$284,753,748	\$0	\$71,936,886	20%
Track & Systems Project Contingency		\$322,447,724	\$1,886,789	\$0	\$320,560,935	99%
Route-Wide Work Project Contingency		\$0	\$0	\$0	\$0	0%
Project Reserve		\$46,267,108	\$0	\$0	\$46,267,108	100%
Interim Use		\$161,879,645	\$53,856,392	\$0	\$108,023,253	67%
Unallocated Contingency		\$425,862,179	\$6,131,312	\$0	\$419,730,867	99%
System Wide Contingency		\$28,073,734	\$0	\$1,411,386	\$26,662,348	95%
Program Management Contingency		\$91,346,938	\$46,267,875	\$0	\$45,079,063	49%
Project Development Contingency		\$83,106,632	\$30,749,175	\$0	\$52,357,457	63%
TOTAL	14, 15, 16	\$5,159,680,527	\$3,013,561,565	\$102,911,386	\$2,043,207,577	40%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,258,055,905	\$101,500,000		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$86,804,880	\$0		
CP1 Real Property Acquisition			\$56,692,306	\$0		
CP1 Resource Agency			\$1,960,691	\$0		
CP1 Third Party Contract Work			\$7,681,400	\$0		
CP2-3 Design-Build Contract Work			\$983,478,324	\$0		
CP2-3 Project Construction Management			\$108,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,510,261	\$0		
CP2-3 Third Party Contract Work			\$4,130,000	\$0		
CP4 Design-Build Contract Work			\$228,467,626	\$0		
CP4 Project Construction Management			\$57,967,073	\$0		
CP4 Real Property Acquisition			\$42,055,527	\$0		
CP4 SR46			\$0	\$1,411,386		
Track & Systems DB			\$1,801,789	\$0		
Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Resource Agency - Construction			\$85,000	\$0		
Interim Use			\$53,856,392	\$0		
San Francisco - San Jose			\$2,020,297	\$0		
San Jose - Merced			\$0	\$0		
Bakersfield - Palmdale			\$3,500,000	\$0		
Palmdale - Burbank			\$10,495,214	\$0		
Los Angeles - Anaheim			\$2,748,701	\$0		
Central Valley Stations - Design Advancement			\$6,376,984	\$0		
Resource Agency - Project Development			\$5,738,842	\$0		
Rail Delivery Partner			\$46,482,392	\$0		
Offsetting Categories TOTAL			\$3,013,561,565	\$102,911,386		

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.

