

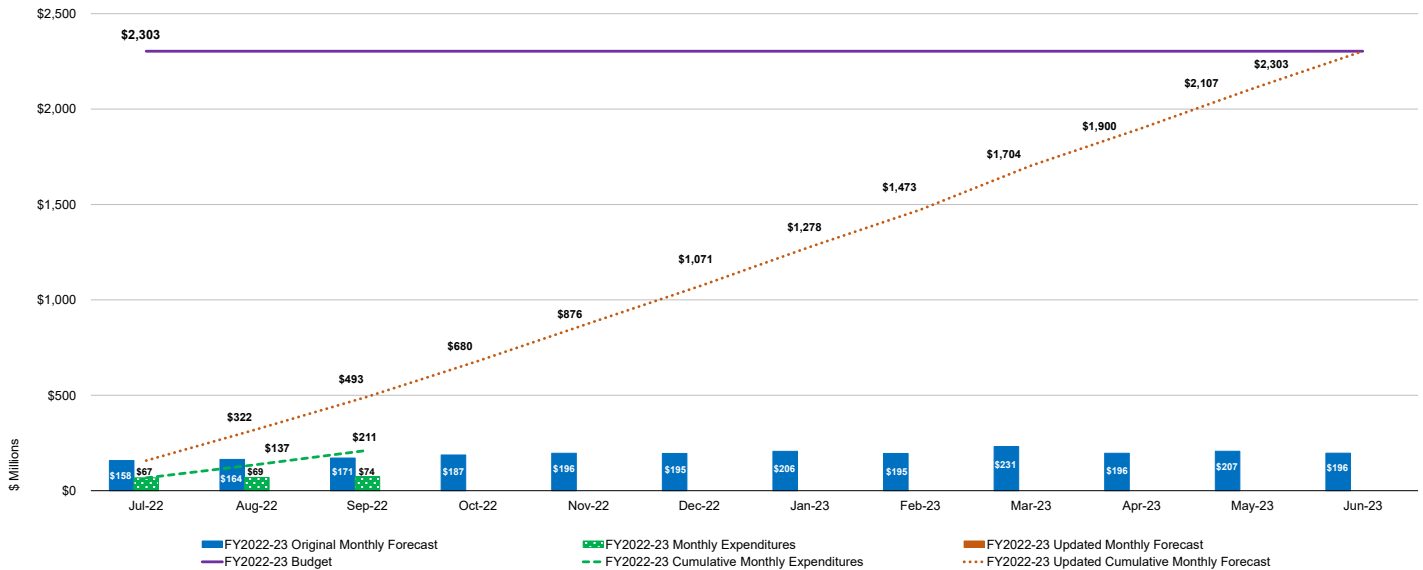
Data through September 30, 2022

Percentage of Fiscal Year completed 25%

## Budget Summary FY2022-23

FY2022-23	Notes	Appropriation	FY2022-23 Budget (A)	September 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	\$792,791,814	\$177,486,252	\$1,673,888	\$3,876,254	2%	\$173,609,998	\$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
<b>Project Development TOTAL</b>		<b>\$1,865,815,089</b>	<b>\$177,587,317</b>	<b>\$1,673,888</b>	<b>\$3,876,254</b>	<b>2%</b>	<b>\$173,711,063</b>	<b>\$177,587,317</b>
<b>Construction</b>								
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, 22, 33	\$10,421,521,695	\$7,164,710	\$70,030,634	\$197,306,545	2754%	(\$190,141,835)	\$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
<b>Construction TOTAL</b>		<b>\$20,270,188,030</b>	<b>\$1,882,394,850</b>	<b>\$70,030,634</b>	<b>\$197,306,545</b>	<b>10%</b>	<b>\$1,685,088,305</b>	<b>\$1,882,394,850</b>
<b>SUBTOTAL</b>		<b>\$22,136,003,119</b>	<b>\$2,059,982,167</b>	<b>\$71,704,522</b>	<b>\$201,182,799</b>	<b>10%</b>	<b>\$1,858,799,368</b>	<b>\$2,059,982,167</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$243,351,881	\$2,739,462	\$10,056,070	4%	\$233,295,811	\$243,351,881
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$243,351,881</b>	<b>\$2,739,462</b>	<b>\$10,056,070</b>	<b>4%</b>	<b>\$233,295,811</b>	<b>\$243,351,881</b>
<b>TOTAL</b>	1, 2	<b>\$23,433,946,520</b>	<b>\$2,303,334,048</b>	<b>\$74,443,984</b>	<b>\$211,238,869</b>	<b>9%</b>	<b>\$2,092,095,179</b>	<b>\$2,303,334,048</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 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).
- Cap and Trade appropriations have been reallocated from Construction to Project Development to match new FY2022-23 Budget.
- The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the California High-Speed Rail Authority in Nov-21.
- The Authority expects to utilize Prop 1A funding for eligible expenditures and will move expenditures from Cap and Trade once the Prop 1A Bond revenue is received.
- Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.

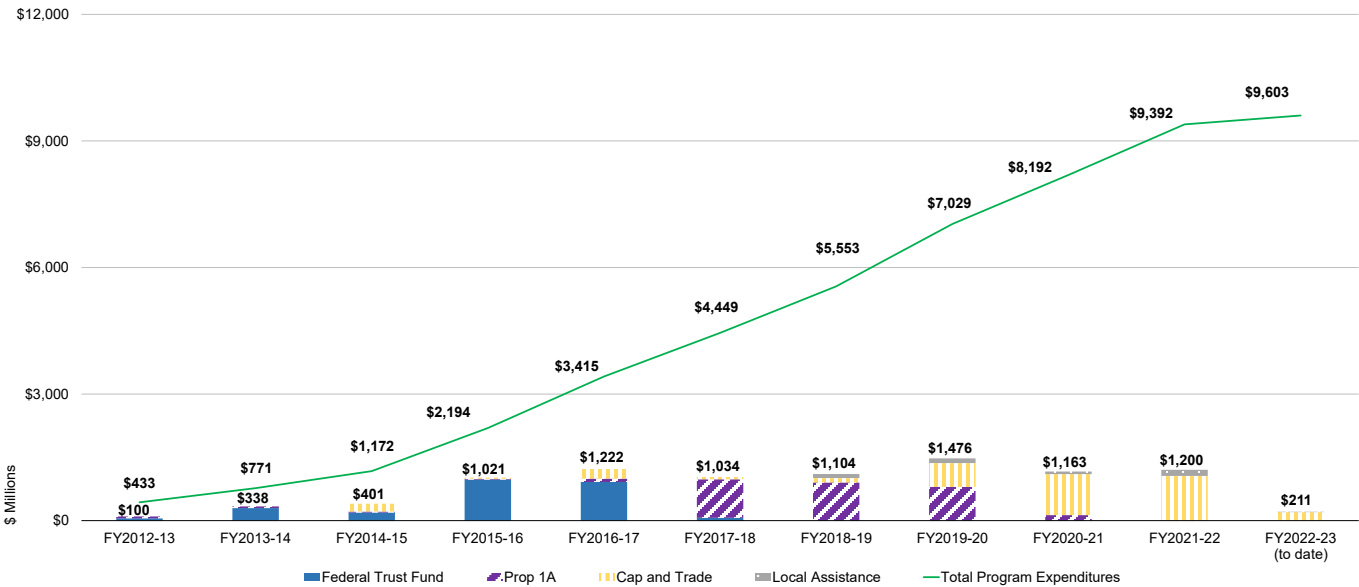
Data through September 30, 2022

Percentage of Fiscal Year completed 25%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	September 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	\$792,791,814	\$792,791,814	\$1,673,888	\$286,951,156	36%	\$505,840,658	\$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	\$451,241	75%	\$148,759	\$600,000
<b>Project Development TOTAL</b>		<b>\$1,865,815,089</b>	<b>\$1,865,807,251</b>	<b>\$1,673,888</b>	<b>\$1,359,817,834</b>	<b>73%</b>	<b>\$505,989,417</b>	<b>\$1,865,807,251</b>
<b>Construction</b>								
Bond Fund (Prop 1A)	34	\$6,809,076,000	\$6,809,076,000	\$0	\$2,609,076,002	38%	\$4,199,999,998	\$6,809,076,000
Cap and Trade	3, 22, 29, 33	\$10,421,521,695	\$4,930,737,270	\$70,030,634	\$2,933,365,977	59%	\$1,997,371,293	\$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
<b>Construction TOTAL</b>		<b>\$20,270,188,030</b>	<b>\$14,772,924,464</b>	<b>\$70,030,634</b>	<b>\$7,622,933,173</b>	<b>52%</b>	<b>\$7,149,991,291</b>	<b>\$14,772,924,464</b>
<b>SUBTOTAL</b>		<b>\$22,136,003,119</b>	<b>\$16,638,731,715</b>	<b>\$71,704,522</b>	<b>\$8,982,751,007</b>	<b>54%</b>	<b>\$7,655,980,708</b>	<b>\$16,638,731,715</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$2,739,462	\$422,433,865	38%	\$677,566,135	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,775,999	100%	\$167,402	\$197,943,401
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$1,297,943,401</b>	<b>\$2,739,462</b>	<b>\$620,209,864</b>	<b>48%</b>	<b>\$677,733,537</b>	<b>\$1,297,943,401</b>
<b>TOTAL</b>	1, 2	<b>\$23,433,946,520</b>	<b>\$17,936,675,116</b>	<b>\$74,443,984</b>	<b>\$9,602,960,871</b>	<b>54%</b>	<b>\$8,333,714,245</b>	<b>\$17,936,675,116</b>

### Total Program Expenditures to Date



**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.
- 3 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).
- 22 Cap and Trade appropriations have been reallocated from Construction to Project Development to match new FY2022-23 Budget.
- 25 The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the California High-Speed Rail Authority in Nov-21.
- 29 The Project Management Oversight is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.
- 33 The Authority expects to utilize Prop 1A funding for eligible expenditures and will move expenditures from Cap and Trade once the Prop 1A Bond revenue is received.
- 34 Prop 1A appropriations increased \$4.2B with the approval of California's State Budget for FY2022-23.

Data through September 30, 2022

Percentage of Fiscal Year completed 25%

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

FY2022-23	Notes	FY2022-23 Budget (A)	September 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	\$0	\$142,411	3%	\$4,409,993	\$4,552,404
San Jose - Merced		\$4,161,600	\$0	\$204,932	5%	\$3,956,668	\$4,161,600
Bakersfield - Palmdale	4	\$3,871,117	\$0	\$23,201	0%	\$3,847,916	\$3,871,117
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$6,410,606	\$0	\$192,104	3%	\$6,218,502	\$6,410,606
Burbank - Los Angeles		\$104,724	\$0	\$104,724	100%	\$0	\$104,724
Los Angeles - Anaheim		\$3,162,891	\$0	\$300,955	10%	\$2,861,936	\$3,162,891
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$57,047,164	\$44,247	\$89,654	0%	\$56,957,510	\$57,047,164
Legal		\$9,149,343	\$181,828	\$186,686	2%	\$8,962,657	\$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	\$1,447,813	\$2,631,587	13%	\$17,221,349	\$19,852,936
Project Management Oversight Continuation		\$16,000,000	\$0	\$0	0%	\$16,000,000	\$16,000,000
<b>TOTAL</b>	1, 2	<b>\$177,587,317</b>	<b>\$1,673,888</b>	<b>\$3,876,254</b>	<b>2%</b>	<b>\$173,711,063</b>	<b>\$177,587,317</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.

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

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Phase I</b>							
San Francisco - San Jose		\$50,283,601	\$0	\$44,105,400	87%	\$6,178,201	\$50,283,601
San Jose - Merced		\$112,161,713	\$0	\$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	4	\$61,845,961	\$0	\$57,828,155	93%	\$4,017,806	\$61,845,961
Locally Generated Alternative (LGA)		\$17,928,909	\$0	\$17,927,450	100%	\$1,459	\$17,928,909
Palmdale - Burbank		\$141,916,623	\$0	\$134,975,598	95%	\$6,941,025	\$141,916,623
Burbank - Los Angeles		\$37,785,537	\$0	\$32,707,198	86%	\$5,078,339	\$37,785,537
Los Angeles - Anaheim		\$82,310,741	\$0	\$71,822,248	87%	\$10,488,493	\$82,310,741
Central Valley Wye		\$58,222,647	\$0	\$58,190,344	99%	\$32,303	\$58,222,647
Resource Agency	4	\$372,964,565	\$44,247	\$211,044,033	56%	\$161,920,532	\$372,964,565
Legal		\$59,601,436	\$181,828	\$41,078,768	68%	\$18,522,668	\$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	\$1,447,813	\$313,922,192	94%	\$17,855,787	\$331,777,979
Project Management Oversight Continuation	29	\$79,077,208	\$0	\$0	0%	\$79,077,208	\$79,077,208
<b>Phase I TOTAL</b>		<b>\$1,823,424,538</b>	<b>\$1,673,888</b>	<b>\$1,317,435,121</b>	<b>72%</b>	<b>\$505,989,417</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 - 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>\$1,673,888</b>	<b>\$1,359,817,834</b>	<b>73%</b>	<b>\$505,989,417</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.
- 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.
- 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 September 30, 2022

Percentage of Fiscal Year completed 25%

## Construction - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	September 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	\$899,758,903	\$50,861,894	\$142,395,903	16%	\$757,363,000	\$865,321,756
SR 99		\$6,000,000	\$8,536	\$1,262,502	21%	\$4,737,498	\$6,000,000
SR 46		\$16,600,000	\$0	\$0	0%	\$16,600,000	\$16,600,000
Project Construction Management		\$93,771,147	\$8,931,235	\$22,405,099	24%	\$71,366,048	\$93,771,147
Real Property Acquisition		\$149,494,441	\$942,554	\$1,611,492	1%	\$147,882,949	\$149,494,441
Environmental Mitigation		\$13,707,865	\$37,007	\$41,678	0%	\$13,666,187	\$14,194,117
Hazardous Waste Provisional Sum		\$16,505,408	\$0	\$0	0%	\$16,505,408	\$16,505,408
Resource Agency	44	\$27,921,211	\$1,402,153	\$5,224,850	19%	\$22,696,361	\$26,619,669
Third Party Contract Work	4	\$103,307,472	\$1,973,502	\$6,934,080	7%	\$96,373,392	\$101,166,762
Estimated-At-Completion Contingency	10	\$65,725,306	\$0	\$0	0%	\$65,725,306	\$67,041,081
Project Contingency	4, 10	\$180,696,222	\$0	\$0	0%	\$180,696,222	\$214,543,593
Stations		\$1,347,277	\$184,598	\$184,598	14%	\$1,162,679	\$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	\$4,575,124	\$16,071,843	39%	\$25,135,001	\$41,206,844
Project Management Oversight Continuation	44	\$92,372,900	\$0	\$0	0%	\$92,372,900	\$94,602,900
Early Train Operator		\$1,712,038	\$943,599	\$1,004,068	59%	\$707,970	\$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	\$170,432	\$170,432	1%	\$12,877,346	\$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, 5</b>	<b>\$1,882,394,850</b>	<b>\$70,030,634</b>	<b>\$197,306,545</b>	<b>10%</b>	<b>\$1,685,088,305</b>	<b>\$1,882,394,850</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.
- The Fiscal Year Forecast will be updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- 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.
- Change in mapping for Resource Agency and Project Management Oversight.

## Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	September 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	\$6,743,528,835	\$50,861,894	\$4,170,277,378	62%	\$2,573,251,457	\$6,743,528,835
SR 99		\$296,093,844	\$8,536	\$283,131,017	96%	\$12,962,827	\$296,093,844
SR 46		\$77,054,946	\$0	\$0	0%	\$77,054,946	\$77,054,946
Project Construction Management		\$622,728,761	\$8,931,235	\$416,014,070	67%	\$206,714,691	\$622,728,761
Real Property Acquisition		\$1,715,963,421	\$942,554	\$1,425,483,224	83%	\$290,480,197	\$1,715,963,421
Environmental Mitigation		\$204,285,024	\$37,007	\$117,849,231	58%	\$86,435,793	\$204,285,024
Hazardous Waste Provisional Sum		\$35,462,000	\$0	\$0	0%	\$35,462,000	\$35,462,000
Resource Agency	44	\$146,612,662	\$1,402,153	\$55,759,576	38%	\$90,853,086	\$146,612,662
Third Party Contract Work	4	\$565,232,989	\$1,973,502	\$287,055,371	51%	\$278,177,618	\$565,232,989
Estimated-At-Completion Contingency	10	\$579,934,524	\$0	\$0	0%	\$579,934,524	\$579,934,524
Project Contingency	4, 10	\$682,549,676	\$0	\$0	0%	\$682,549,676	\$682,549,676
Stations		\$13,635,461	\$184,598	\$398,463	3%	\$13,236,998	\$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	\$4,575,124	\$712,444,544	95%	\$36,759,635	\$749,204,179
Project Management Oversight Continuation	27, 29, 44	\$467,361,623	\$0	\$0	0%	\$467,361,623	\$467,361,623
Early Train Operator		\$93,246,308	\$943,599	\$29,421,945	32%	\$63,824,363	\$93,246,308
Legal		\$99,913,858	\$170,432	\$39,972,184	40%	\$59,941,674	\$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
<b>TOTAL</b>	<b>1, 2</b>	<b>\$14,772,924,464</b>	<b>\$70,030,634</b>	<b>\$7,622,933,173</b>	<b>52%</b>	<b>\$7,149,991,291</b>	<b>\$14,772,924,464</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, 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.
- Change in mapping for Resource Agency and Project Management Oversight.

Data through September 30, 2022

Percentage of Fiscal Year completed 25%

## Bookend Projects FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	September 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	\$2,739,462	\$10,056,070	5%	\$185,783,811	\$195,839,881
PCJPB - Caltrain Electrification	12	\$0	\$0	\$0	0%	\$0	\$0
San Mateo Grade Separation	12	\$0	\$0	\$0	0%	\$0	\$0
<b>Bookend - North TOTAL</b>		\$195,839,881	\$2,739,462	\$10,056,070	5%	\$185,783,811	\$195,839,881
<b>Bookend - South</b>							
Rosecrans/Marquardt Grade Separation	11	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
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	\$47,512,000
<b>TOTAL</b>	2	\$243,351,881	\$2,739,462	\$10,056,070	4%	\$233,295,811	\$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)	September 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	\$2,739,462	\$392,235,505	65%	\$207,764,495	\$600,000,000
PCJPB - Caltrain Electrification	12	\$113,943,401	\$0	\$113,941,706	100%	\$1,695	\$113,943,401
San Mateo Grade Separation	12	\$84,000,000	\$0	\$83,834,293	100%	\$165,707	\$84,000,000
<b>Bookend - North TOTAL</b>		\$797,943,401	\$2,739,462	\$590,011,504	74%	\$207,931,897	\$797,943,401
<b>Bookend - South</b>							
Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$0	\$30,198,360	39%	\$46,466,640	\$76,665,000
Los Angeles Union Station	11, 13	\$423,335,000	\$0	\$0	0%	\$423,335,000	\$423,335,000
<b>Bookend - South TOTAL</b>		\$500,000,000	\$0	\$30,198,360	6%	\$469,801,640	\$500,000,000
<b>TOTAL</b>	2	\$1,297,943,401	\$2,739,462	\$620,209,864	48%	\$677,733,537	\$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 September 30, 2022

Percentage of Fiscal Year completed 25%

## Construction by Construction Package FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	September 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	10	\$331,364,915	\$15,128,923	\$40,849,773	12%	\$290,515,142	\$317,767,224
SR 99		\$6,000,000	\$8,536	\$1,262,502	21%	\$4,737,498	\$6,000,000
Project Construction Management		\$17,551,994	\$2,725,223	\$8,441,167	48%	\$9,110,827	\$17,551,994
Real Property Acquisition		\$76,699,585	\$431,473	\$890,705	1%	\$75,808,880	\$76,699,585
Environmental Mitigation		\$3,832,000	\$31,895	\$31,895	1%	\$3,800,105	\$3,832,000
Resource Agency		\$10,602,497	\$517,001	\$4,339,698	41%	\$6,262,799	\$10,116,245
Third Party Contract Work		\$69,396,298	\$1,569,469	\$4,715,080	7%	\$64,681,218	\$69,396,298
Estimated-At-Completion Contingency	10	\$1,657,179	\$0	\$0	0%	\$1,657,179	\$1,657,179
Project Contingency	10	\$73,474,072	\$0	\$0	0%	\$73,474,072	\$87,071,763
<b>CP1 TOTAL</b>		\$590,578,540	\$20,412,520	\$60,530,820	10%	\$530,047,720	\$590,092,288
<b>CP2-3</b>							
Design-Build Contract Work	10	\$404,438,131	\$26,513,767	\$72,889,648	18%	\$331,548,483	\$401,281,070
Project Construction Management		\$23,088,700	\$3,476,187	\$9,076,187	39%	\$14,012,513	\$23,088,700
Real Property Acquisition		\$51,490,595	\$494,655	\$704,361	1%	\$50,786,234	\$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	\$25,450	\$25,450	2%	\$1,115,227	\$1,140,677
Third Party Contract Work		\$20,722,628	\$7,276	\$1,822,243	9%	\$18,900,385	\$22,207,918
Estimated-At-Completion Contingency	10	\$33,135,787	\$0	\$0	0%	\$33,135,787	\$34,451,562
Project Contingency	10	\$70,253,336	\$0	\$0	0%	\$70,253,336	\$72,094,622
<b>CP2-3 TOTAL</b>		\$622,614,024	\$30,517,335	\$84,517,889	14%	\$538,096,135	\$624,099,314
<b>CP4</b>							
Design-Build Contract Work	10	\$123,985,857	\$9,219,204	\$28,656,482	23%	\$95,329,374	\$106,303,462
Project Construction Management		\$13,823,294	\$2,729,825	\$4,887,745	35%	\$8,935,549	\$13,823,294
Real Property Acquisition		\$21,304,261	\$16,426	\$16,426	0%	\$21,287,835	\$21,304,261
Environmental Mitigation		\$1,307,103	\$5,112	\$9,783	1%	\$1,297,320	\$1,307,103
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$142,444	\$7,026	\$7,026	5%	\$135,418	\$142,444
Third Party Contract Work	4	\$13,188,546	\$396,757	\$396,757	3%	\$12,791,789	\$9,562,546
SR 46		\$16,600,000	\$0	\$0	0%	\$16,600,000	\$16,600,000
Estimated-At-Completion Contingency		\$30,932,340	\$0	\$0	0%	\$30,932,340	\$30,932,340
Project Contingency	4, 10	\$36,420,735	\$0	\$0	0%	\$36,420,735	\$54,829,129
<b>CP4 TOTAL</b>		\$263,934,579	\$12,374,350	\$33,974,219	13%	\$229,960,360	\$261,034,579
<b>Track &amp; Systems</b>							
Design-Build Contract Work		\$39,970,000	\$0	\$0	0%	\$39,970,000	\$39,970,000
Project Construction Management		\$39,307,159	\$0	\$0	0%	\$39,307,159	\$39,307,159
Environmental Mitigation		\$500,000	\$0	\$0	0%	\$500,000	\$986,252
Project Contingency		\$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
<b>Track &amp; Systems TOTAL</b>		\$135,902,187	\$0	\$0	\$0	\$135,902,187	\$136,388,439
<b>Stations</b>							
Stations (Primarily Fresno Historic Depot)		\$1,347,277	\$184,598	\$184,598	14%	\$1,162,679	\$1,347,277
<b>Stations TOTAL</b>		\$1,347,277	\$184,598	\$184,598	14%	\$1,162,679	\$1,347,277
<b>System Wide / Extensions / Unallocated</b>							
Rail Delivery Partner		\$41,206,844	\$4,575,124	\$16,071,843	39%	\$25,135,001	\$41,206,844
Project Management Oversight Continuation	44	\$92,372,900	\$0	\$0	0%	\$92,372,900	\$94,602,900
Early Train Operator		\$1,712,038	\$943,599	\$1,004,068	59%	\$707,970	\$1,712,038
Legal		\$13,047,778	\$170,432	\$170,432	1%	\$12,877,346	\$13,047,778
Resource Agency	44	\$16,035,593	\$852,676	\$852,676	5%	\$15,182,917	\$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
<b>System Wide / Unallocated TOTAL</b>		\$268,018,243	\$6,541,831	\$18,099,019	7%	\$249,919,224	\$269,432,953
<b>TOTAL</b>	1, 2, 5	\$1,882,394,850	\$70,030,634	\$197,306,545	10%	\$1,685,088,305	\$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.
- The Fiscal Year Forecast will be updated mid year. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- 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.
- Change in mapping for Resource Agency and Project Management Oversight.

Data through September 30, 2022

Percentage of Fiscal Year completed 25%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	September 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	\$2,937,393,141	\$15,128,923	\$1,869,545,490	64%	\$1,067,847,651	\$2,937,393,141
SR 99		\$296,093,844	\$8,536	\$283,131,017	96%	\$12,962,827	\$296,093,844
Project Construction Management		\$156,513,769	\$2,725,223	\$147,172,987	94%	\$9,340,782	\$156,513,769
Real Property Acquisition		\$902,029,080	\$431,473	\$772,865,415	86%	\$129,163,665	\$902,029,080
Environmental Mitigation		\$40,037,064	\$31,895	\$31,761,072	79%	\$8,275,992	\$40,037,064
Resource Agency		\$62,855,538	\$517,001	\$43,462,624	69%	\$19,392,914	\$62,855,538
Third Party Contract Work		\$311,434,019	\$1,569,469	\$186,471,199	60%	\$124,962,820	\$311,434,019
Estimated-At-Completion Contingency	4, 10	\$215,744,222	\$0	\$0	0%	\$215,744,222	\$215,744,222
Project Contingency	4, 10	\$220,764,962	\$0	\$0	0%	\$220,764,962	\$220,764,962
<b>CP1 TOTAL</b>		<b>\$5,142,865,639</b>	<b>\$20,412,520</b>	<b>\$3,334,409,804</b>	<b>65%</b>	<b>\$1,808,455,835</b>	<b>\$5,142,865,639</b>
<b>CP2-3</b>							
Design-Build Contract Work	10	\$2,435,512,771	\$26,513,767	\$1,696,403,832	70%	\$739,108,939	\$2,435,512,771
Project Construction Management		\$186,878,055	\$3,476,187	\$172,865,542	93%	\$14,012,513	\$186,878,055
Real Property Acquisition		\$591,672,381	\$494,655	\$472,228,064	80%	\$119,444,317	\$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	\$25,450	\$497,327	24%	\$1,612,397	\$2,109,724
Third Party Contract Work		\$98,650,349	\$7,276	\$74,321,001	75%	\$24,329,348	\$98,650,349
Estimated-At-Completion Contingency	10	\$327,652,155	\$0	\$0	0%	\$327,652,155	\$327,652,155
Project Contingency	10	\$87,487,708	\$0	\$0	0%	\$87,487,708	\$87,487,708
<b>CP2-3 TOTAL</b>		<b>\$3,831,283,844</b>	<b>\$30,517,335</b>	<b>\$2,472,190,168</b>	<b>65%</b>	<b>\$1,359,093,676</b>	<b>\$3,831,283,844</b>
<b>CP4</b>							
Design-Build Contract Work	10	\$703,307,916	\$9,219,204	\$604,328,056	86%	\$98,979,859	\$703,307,916
Project Construction Management		\$104,911,090	\$2,729,825	\$95,975,541	91%	\$8,935,549	\$104,911,090
Real Property Acquisition		\$222,261,960	\$16,426	\$180,389,745	81%	\$41,872,215	\$222,261,960
Environmental Mitigation		\$41,400,923	\$5,112	\$30,213,757	73%	\$11,187,166	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$453,704	\$7,026	\$138,869	31%	\$314,835	\$453,704
Third Party Contract Work	4, 10	\$39,231,954	\$396,757	\$26,263,171	67%	\$12,968,783	\$39,231,954
SR 46		\$77,054,946	\$0	\$0	0%	\$77,054,946	\$77,054,946
Estimated-At-Completion Contingency		\$36,538,147	\$0	\$0	0%	\$36,538,147	\$36,538,147
Project Contingency	4, 10	\$53,736,071	\$0	\$0	0%	\$53,736,071	\$53,736,071
<b>CP4 TOTAL</b>		<b>\$1,285,126,710</b>	<b>\$12,374,350</b>	<b>\$937,309,139</b>	<b>73%</b>	<b>\$347,817,571</b>	<b>\$1,285,126,710</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		\$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
<b>Track &amp; Systems TOTAL</b>		<b>\$2,277,540,048</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,277,540,048</b>	<b>\$2,277,540,048</b>
<b>Stations</b>							
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$184,598	\$398,463	3%	\$13,236,998	\$13,635,461
<b>Stations TOTAL</b>		<b>\$13,635,461</b>	<b>\$184,598</b>	<b>\$398,463</b>	<b>3%</b>	<b>\$13,236,998</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		\$749,204,179	\$4,575,124	\$712,444,544	95%	\$36,759,635	\$749,204,179
Project Management Oversight Continuation	29, 44	\$467,361,623	\$0	\$0	0%	\$467,361,623	\$467,361,623
Early Train Operator		\$93,246,308	\$943,599	\$29,421,945	32%	\$63,824,363	\$93,246,308
Legal		\$99,913,858	\$170,432	\$39,972,184	40%	\$59,941,674	\$99,913,858
Resource Agency	44	\$81,193,696	\$852,676	\$11,660,756	14%	\$69,532,940	\$81,193,696
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Project Reserve		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency		\$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
<b>System Wide / Unallocated TOTAL</b>		<b>\$2,222,472,762</b>	<b>\$6,541,831</b>	<b>\$878,625,599</b>	<b>40%</b>	<b>\$1,343,847,163</b>	<b>\$2,222,472,762</b>
<b>TOTAL</b>	1, 2	<b>\$14,772,924,464</b>	<b>\$70,030,634</b>	<b>\$7,622,933,173</b>	<b>52%</b>	<b>\$7,149,991,291</b>	<b>\$14,772,924,464</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, 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.
- Change in mapping for Resource Agency and Project Management Oversight.

Data through September 30, 2022

Percentage of Fiscal Year completed 25%

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

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	4, 10	\$2,937,393,141	\$15,128,923	\$1,869,545,490	\$1,067,847,651
SR 99		\$296,093,844	\$8,536	\$283,131,017	\$12,962,827
Project Construction Management		\$156,513,769	\$2,725,223	\$147,172,987	\$9,340,782
Real Property Acquisition		\$902,029,080	\$431,473	\$772,865,415	\$129,163,665
Environmental Mitigation		\$40,037,064	\$31,895	\$31,761,072	\$8,275,992
Resource Agency		\$62,855,538	\$517,001	\$43,462,624	\$19,392,914
Third Party Contract Work		\$311,434,019	\$1,569,469	\$186,471,199	\$124,962,820
Estimated-At-Completion Contingency	4, 10	\$215,744,222	\$0	\$0	\$215,744,222
Project Contingency	4, 10	\$220,764,962	\$0	\$0	\$220,764,962
<b>CP1 TOTAL</b>		<b>\$5,142,865,639</b>	<b>\$20,412,520</b>	<b>\$3,334,409,804</b>	<b>\$1,808,455,835</b>
<b>CP2-3</b>					
Design-Build Contract Work	10	\$2,435,512,771	\$26,513,767	\$1,696,403,832	\$739,108,939
Project Construction Management		\$186,878,055	\$3,476,187	\$172,865,542	\$14,012,513
Real Property Acquisition		\$591,672,381	\$494,655	\$472,228,064	\$119,444,317
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	\$25,450	\$497,327	\$1,612,397
Third Party Contract Work		\$98,650,349	\$7,276	\$74,321,001	\$24,329,348
Estimated-At-Completion Contingency	10	\$327,652,155	\$0	\$0	\$327,652,155
Project Contingency	10	\$87,487,708	\$0	\$0	\$87,487,708
<b>CP2-3 TOTAL</b>		<b>\$3,831,283,844</b>	<b>\$30,517,335</b>	<b>\$2,472,190,168</b>	<b>\$1,359,093,676</b>
<b>CP4</b>					
Design-Build Contract Work	10	\$703,307,916	\$9,219,204	\$604,328,056	\$98,979,859
Project Construction Management		\$104,911,090	\$2,729,825	\$95,975,541	\$8,935,549
Real Property Acquisition		\$222,261,960	\$16,426	\$180,389,745	\$41,872,215
Environmental Mitigation		\$41,400,923	\$5,112	\$30,213,757	\$11,187,166
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$453,704	\$7,026	\$138,869	\$314,835
Third Party Contract Work	4, 10	\$39,231,954	\$396,757	\$26,263,171	\$12,968,783
SR 46		\$77,054,946	\$0	\$0	\$77,054,946
Estimated-At-Completion Contingency		\$36,538,147	\$0	\$0	\$36,538,147
Project Contingency	4, 10	\$53,736,071	\$0	\$0	\$53,736,071
<b>CP4 TOTAL</b>		<b>\$1,285,126,710</b>	<b>\$12,374,350</b>	<b>\$937,309,139</b>	<b>\$347,817,571</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		\$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
<b>Track &amp; Systems TOTAL</b>		<b>\$2,277,540,048</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,277,540,048</b>
<b>Stations</b>					
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$184,598	\$398,463	\$13,236,998
Station Area Planning		\$2,184,333	\$0	\$1,894,811	\$289,522
<b>Stations TOTAL</b>		<b>\$15,819,794</b>	<b>\$184,598</b>	<b>\$2,293,274</b>	<b>\$13,526,520</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		\$663,300,513	\$4,628,721	\$649,872,776	\$13,427,737
Early Train Operator		\$94,817,999	\$426,255	\$35,139,528	\$59,678,471
Legal		\$108,457,035	\$82,839	\$48,583,091	\$59,873,944
Resource Agency	44	\$184,471,204	\$54,268	\$130,214,234	\$54,256,970
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
<b>Project Wide TOTAL</b>		<b>\$1,320,821,570</b>	<b>\$5,192,083</b>	<b>\$1,065,403,363</b>	<b>\$255,418,207</b>
<b>TOTAL</b>	1, 2	<b>\$13,873,457,605</b>	<b>\$68,680,886</b>	<b>\$7,811,605,748</b>	<b>\$6,061,851,857</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.
- 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.
- 44 Change in mapping for Resource Agency and Project Management Oversight.



Data through September 30, 2022

Percentage of Fiscal Year completed 25%

## 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	\$463,415,570	\$91,450,628	\$215,744,222	28%
CP1 Project Contingency		\$1,173,894,062	\$1,044,579,728	(\$91,450,628)	\$220,764,962	19%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$0	\$29,232,001	100%
CP2-3 EAC Contingency		\$557,375,177	\$229,723,022	\$0	\$327,652,155	59%
CP2-3 Project Contingency		\$1,051,818,874	\$964,331,166	\$0	\$87,487,708	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	\$302,228,563	\$726,000	\$53,736,071	15%
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	\$1,411,386	\$0	\$26,662,348	95%
Program Management Contingency		\$91,346,938	\$46,267,875	\$0	\$45,079,063	49%
Project Development Contingency		\$83,106,632	\$30,749,175	\$0	\$52,357,457	63%
<b>TOTAL</b>	14, 15, 16	<b>\$5,159,680,527</b>	<b>\$3,162,888,231</b>	<b>\$726,000</b>	<b>\$1,996,066,297</b>	<b>39%</b>
<b>Offsetting Categories</b>						
CP1 Design-Build Contract Work			\$1,385,339,338	\$0		
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			\$986,635,355	\$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			\$245,942,441	\$726,000		
CP4 Project Construction Management			\$57,967,073	\$0		
CP4 Real Property Acquisition			\$42,055,527	\$0		
CP4 SR46			\$1,411,386	\$0		
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		
<b>Offsetting Categories TOTAL</b>			<b>\$3,162,888,231</b>	<b>\$726,000</b>		

**Footnotes:**

- 14 Allocated Contingency Budget is the total contingency since the May-19 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.

