

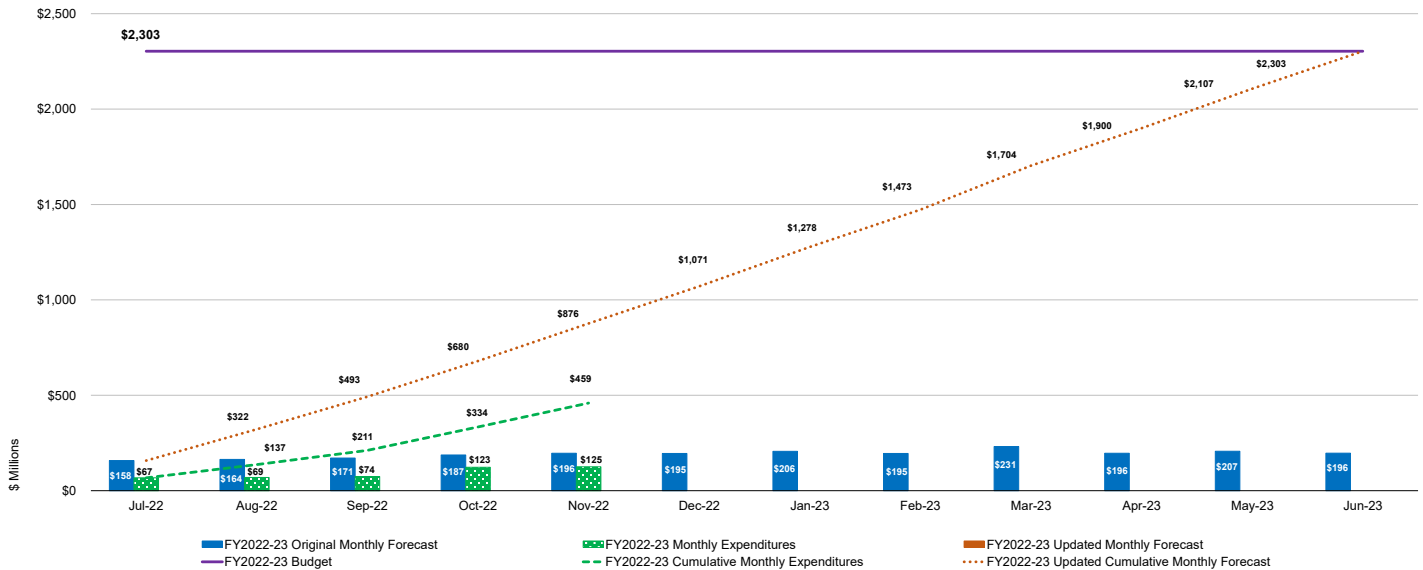
Data through November 30, 2022

Percentage of Fiscal Year completed 42%

Budget Summary FY2022-23

FY2022-23	Notes	Appropriation	FY2022-23 Budget (A)	November 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	\$792,791,814	\$177,486,252	\$6,347,977	\$14,936,347	8%	\$162,549,905	\$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	\$12,284	\$12,284	12%	\$88,781	\$101,065
Project Development TOTAL		\$1,865,815,089	\$177,587,317	\$6,360,261	\$14,948,631	8%	\$162,638,686	\$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, 22, 33	\$10,443,183,622	\$7,164,710	\$119,063,579	\$434,196,673	6060%	(\$427,031,963)	\$7,164,710
Federal Trust Fund (ARRA)		\$2,086,970,335	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (FY10)		\$928,620,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (RAISE)	25	\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
Construction TOTAL		\$20,291,849,957	\$1,882,394,850	\$119,063,579	\$434,196,673	23%	\$1,448,198,177	\$1,882,394,850
SUBTOTAL		\$22,157,665,046	\$2,059,982,167	\$125,423,840	\$449,145,304	22%	\$1,610,836,863	\$2,059,982,167
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$243,351,881	\$0	\$10,056,070	4%	\$233,295,811	\$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	\$10,056,070	4%	\$233,295,811	\$243,351,881
TOTAL	1, 2	\$23,455,608,447	\$2,303,334,048	\$125,423,840	\$459,201,374	20%	\$1,844,132,674	\$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 Nov 2022, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec 2030), which are estimated at \$750M annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- Cap and Trade appropriations have been reallocated from Construction to Project Development to match new FY2022-23 Budget.
- The 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 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.

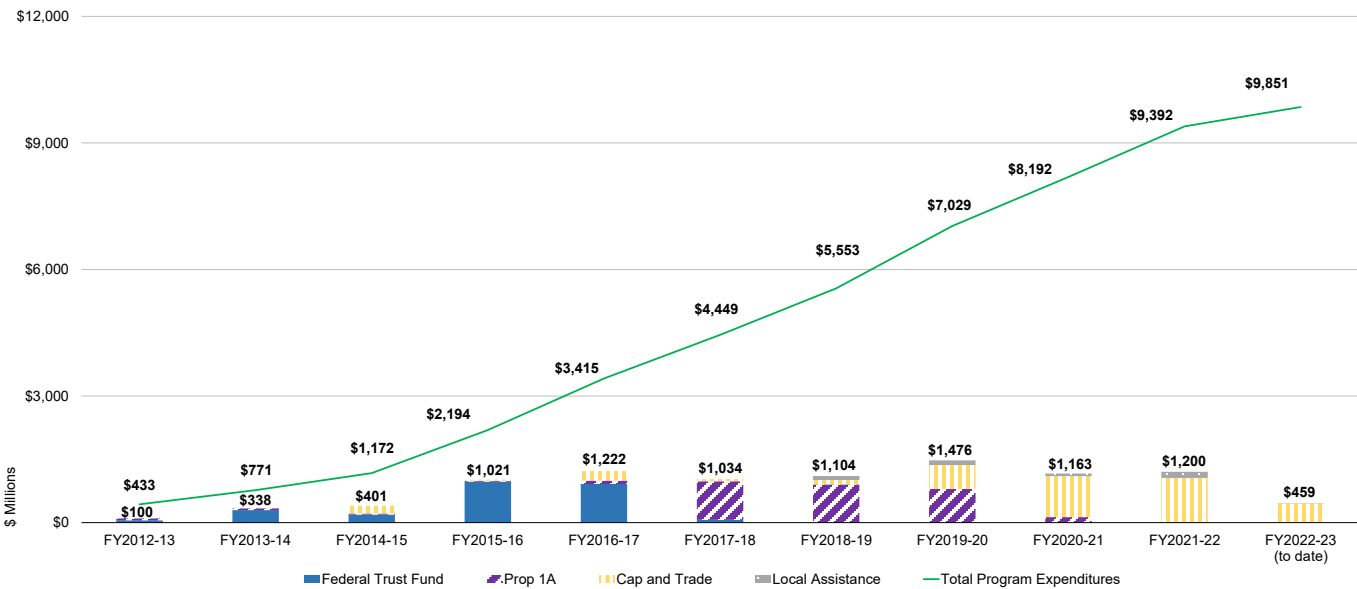
Data through November 30, 2022

Percentage of Fiscal Year completed 42%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	November 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	\$792,791,814	\$792,791,814	\$6,347,977	\$298,011,249	38%	\$494,780,565	\$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	\$12,284	\$463,525	77%	\$136,475	\$600,000
Project Development TOTAL		\$1,865,815,089	\$1,865,807,251	\$6,360,261	\$1,370,890,211	73%	\$494,917,040	\$1,865,807,251
Construction								
Bond Fund (Prop 1A)	34	\$6,809,076,000	\$6,809,076,000	\$0	\$2,609,076,002	38%	\$4,199,999,998	\$6,809,076,000
Cap and Trade	3, 22, 29, 33	\$10,443,183,622	\$4,930,737,270	\$119,063,579	\$3,170,256,105	64%	\$1,760,481,165	\$4,930,737,270
Federal Trust Fund (ARRA)		\$2,086,970,335	\$2,080,491,194	\$0	\$2,080,491,194	100%	\$0	\$2,080,491,194
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Grant (RAISE)	25	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Construction TOTAL		\$20,291,849,957	\$14,772,924,464	\$119,063,579	\$7,859,823,301	53%	\$6,913,101,163	\$14,772,924,464
SUBTOTAL		\$22,157,665,046	\$16,638,731,715	\$125,423,840	\$9,230,713,512	55%	\$7,408,018,203	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$0	\$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
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$0	\$620,209,864	48%	\$677,733,537	\$1,297,943,401
TOTAL	1, 2	\$23,455,608,447	\$17,936,675,116	\$125,423,840	\$9,850,923,376	55%	\$8,085,751,740	\$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.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through Nov 2022, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec 2030), which are estimated at \$750M annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- Cap and Trade appropriations have been reallocated from Construction to Project Development to match new FY2022-23 Budget.
- The 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 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 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 November 30, 2022

Percentage of Fiscal Year completed 42%

Project Development - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	November 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	\$166,699	\$456,209	10%	\$4,096,195	\$4,552,404
	San Jose - Merced	\$4,161,600	\$37,300	\$349,063	8%	\$3,812,537	\$4,161,600
	Bakersfield - Palmdale	\$3,871,117	\$15,859	\$39,060	1%	\$3,832,057	\$3,871,117
	Locally Generated Alternative (LGA)	\$0	\$0	\$0	0%	\$0	\$0
	Palmdale - Burbank	\$6,410,606	\$778,230	\$1,845,751	29%	\$4,564,855	\$6,410,606
	Burbank - Los Angeles	\$104,724	\$23,919	\$73,995	71%	\$30,729	\$104,724
	Los Angeles - Anaheim	\$3,162,891	\$788,722	\$1,635,649	52%	\$1,527,242	\$3,162,891
	Central Valley Wye	\$0	\$0	\$0	0%	\$0	\$0
	Resource Agency	\$57,047,164	\$1,092,401	\$1,896,120	3%	\$55,151,044	\$57,047,164
	Legal	\$9,149,343	\$710,746	\$1,078,366	12%	\$8,070,977	\$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	\$735,213	\$735,213	4%	\$17,264,787	\$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	\$2,011,172	\$6,839,205	34%	\$13,013,731	\$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	\$6,360,261	\$14,948,631	8%	\$162,638,686	\$177,587,317

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.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	November 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	\$166,699	\$44,419,198	88%	\$5,864,403	\$50,283,601
	San Jose - Merced	\$112,161,713	\$37,300	\$103,440,213	92%	\$8,721,500	\$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	\$15,859	\$57,844,014	93%	\$3,952,529	\$61,796,543
	Locally Generated Alternative (LGA)	\$17,928,909	\$0	\$17,927,450	100%	\$1,459	\$17,928,909
	Palmdale - Burbank	\$142,256,041	\$778,230	\$136,629,245	96%	\$5,626,796	\$142,256,041
	Burbank - Los Angeles	\$37,785,537	\$23,919	\$32,676,469	86%	\$5,109,068	\$37,785,537
	Los Angeles - Anaheim	\$82,310,741	\$788,722	\$73,156,942	88%	\$9,153,799	\$82,310,741
	Central Valley Wye	\$58,222,647	\$0	\$58,190,344	99%	\$32,303	\$58,222,647
	Resource Agency	\$372,674,565	\$1,092,401	\$212,850,499	57%	\$159,824,066	\$372,674,565
	Legal	\$59,601,436	\$710,746	\$41,970,448	70%	\$17,630,988	\$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	\$735,213	\$735,213	1%	\$55,574,004	\$56,309,217
	Central Valley Stations - Design Advancement	\$35,351,378	\$0	\$0	0%	\$35,351,378	\$35,351,378
	SWCAP	\$677,872	\$0	\$677,872	100%	\$0	\$677,872
	NorCal Interconnections	\$1,959,000	\$0	\$7,477	0%	\$1,951,523	\$1,959,000
	Early Train Operator	\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
	Rail Delivery Partner	\$331,777,979	\$2,011,172	\$318,129,810	95%	\$13,648,169	\$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	\$6,360,261	\$1,328,507,498	73%	\$494,917,040	\$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	\$6,360,261	\$1,370,890,211	73%	\$494,917,040	\$1,865,807,251

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.
- 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.

Data through November 30, 2022

Percentage of Fiscal Year completed 42%

Construction - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	November Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 Forecast (F)
Design-Build Contract Work	4, 10	\$1,064,442,827	\$87,116,426	\$327,141,014	31%	\$737,301,813	\$865,321,756
SR 99		\$6,000,000	\$2,917,651	\$4,180,153	70%	\$1,819,847	\$6,000,000
SR 46	4	\$26,100,000	\$0	\$0	0%	\$26,100,000	\$23,100,000
Project Construction Management		\$101,809,143	\$9,327,938	\$40,455,740	40%	\$61,353,403	\$93,771,147
Real Property Acquisition		\$149,494,441	\$6,258,390	\$8,707,076	6%	\$140,787,365	\$149,494,441
Environmental Mitigation	5	\$13,707,865	\$10,140	\$617,381	5%	\$13,090,484	\$14,194,117
Hazardous Waste Provisional Sum	5, 10	\$6,230,000	\$0	\$0	0%	\$6,230,000	\$16,505,408
Resource Agency	4	\$28,476,211	\$774,846	\$7,356,405	26%	\$21,119,806	\$26,619,669
Third Party Contract Work		\$107,359,848	\$6,926,591	\$15,712,687	15%	\$91,647,161	\$101,166,762
Estimated-At-Completion Contingency	4, 5, 10	\$31,893,729	\$0	\$0	0%	\$31,893,729	\$60,541,081
Project Contingency	4, 5, 10	\$85,197,613	\$0	\$0	0%	\$85,197,613	\$214,543,593
Stations		\$1,347,277	\$138,515	\$323,112	24%	\$1,024,165	\$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	\$4,581,598	\$26,876,345	65%	\$14,330,499	\$41,206,844
Project Management Oversight Continuation		\$92,372,900	\$224,562	\$402,547	0%	\$91,970,353	\$94,602,900
Early Train Operator	5	\$1,712,038	\$509,210	\$1,712,038	100%	\$0	\$1,712,038
Support Facilities		\$1,127,054	\$0	\$0	0%	\$1,127,054	\$1,127,054
Testing and Certification		\$31,648,469	\$0	\$0	0%	\$31,648,469	\$34,648,469
Unallocated Contingency		\$57,292,334	\$0	\$0	0%	\$57,292,334	\$101,516,036
Legal		\$13,047,778	\$277,712	\$712,175	5%	\$12,335,603	\$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	\$119,063,579	\$434,196,673	23%	\$1,448,198,177	\$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, 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)	November 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	\$7,292,126,610	\$87,116,426	\$4,355,022,489	60%	\$2,937,104,121	\$7,292,126,610
SR 99		\$296,093,844	\$2,917,651	\$286,048,668	97%	\$10,045,176	\$296,093,844
SR 46	4	\$92,554,946	\$0	\$0	0%	\$92,554,946	\$92,554,946
Project Construction Management		\$632,645,270	\$9,327,938	\$434,064,711	69%	\$198,580,559	\$632,645,270
Real Property Acquisition		\$1,715,963,421	\$6,258,390	\$1,432,578,808	83%	\$283,384,613	\$1,715,963,421
Environmental Mitigation		\$204,285,024	\$10,140	\$118,424,934	58%	\$85,860,090	\$204,285,024
Hazardous Waste Provisional Sum	10	\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency	4	\$147,460,409	\$774,846	\$57,891,131	39%	\$89,569,278	\$147,460,409
Third Party Contract Work		\$578,071,079	\$6,926,591	\$295,833,978	51%	\$282,237,101	\$578,071,079
Estimated-At-Completion Contingency	4, 10	\$296,329,148	\$0	\$0	0%	\$296,329,148	\$296,329,148
Project Contingency	4, 10	\$483,627,871	\$0	\$0	0%	\$483,627,871	\$483,627,871
Stations		\$13,635,461	\$138,515	\$536,977	4%	\$13,098,484	\$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	\$4,581,598	\$723,249,046	97%	\$25,955,133	\$749,204,179
Project Management Oversight Continuation	4, 27, 29	\$467,361,623	\$224,562	\$402,547	0%	\$466,959,076	\$467,361,623
Early Train Operator		\$93,246,308	\$509,210	\$30,129,915	32%	\$63,116,393	\$93,246,308
Legal		\$99,913,858	\$277,712	\$40,513,927	41%	\$59,399,931	\$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	10	\$343,789,927	\$0	\$0	0%	\$343,789,927	\$343,789,927
Pre-Construction Activities	7	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
TOTAL	1, 2	\$14,772,924,464	\$119,063,579	\$7,859,823,301	53%	\$6,913,101,163	\$14,772,924,464

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- New contracts for Station Area Planning and Sustainability.
- The Project Management Oversight is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.

Data through November 30, 2022

Percentage of Fiscal Year completed 42%

Bookend Projects FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	November 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	\$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
Bookend - North TOTAL		\$195,839,881	\$0	\$10,056,070	5%	\$185,783,811	\$195,839,881
Bookend - South							
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
Bookend - South TOTAL		\$47,512,000	\$0	\$0	0%	\$47,512,000	\$47,512,000
TOTAL		\$243,351,881	\$0	\$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)	November 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	\$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
Bookend - North TOTAL		\$797,943,401	\$0	\$590,011,504	74%	\$207,931,897	\$797,943,401
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$0	\$30,198,360	39%	\$46,466,640	\$76,665,000
Los Angeles Union Station	11, 13	\$423,335,000	\$0	\$0	0%	\$423,335,000	\$423,335,000
Bookend - South TOTAL		\$500,000,000	\$0	\$30,198,360	6%	\$469,801,640	\$500,000,000
TOTAL		\$1,297,943,401	\$0	\$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 November 30, 2022

Percentage of Fiscal Year completed 42%

Construction by Construction Package FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	November 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		\$353,131,046	\$15,026,187	\$72,486,654	21%	\$280,644,392	\$317,767,224
SR 99		\$6,000,000	\$2,917,651	\$4,180,153	70%	\$1,819,847	\$6,000,000
Project Construction Management		\$17,551,994	\$3,100,825	\$14,330,887	82%	\$3,221,107	\$17,551,994
Real Property Acquisition		\$76,699,585	\$835,946	\$2,097,651	3%	\$74,601,934	\$76,699,585
Environmental Mitigation	5	\$3,638,504	\$0	\$578,550	16%	\$3,059,954	\$3,832,000
Resource Agency	4	\$10,657,497	\$209,065	\$4,780,892	45%	\$5,876,605	\$10,116,245
Third Party Contract Work		\$73,448,674	\$2,605,437	\$8,437,849	11%	\$65,010,825	\$69,396,298
Estimated-At-Completion Contingency	5	\$1,657,179	\$0	\$0	0%	\$1,657,179	\$1,657,179
Project Contingency	4, 5	\$47,100,564	\$0	\$0	0%	\$47,100,564	\$87,071,763
CP1 TOTAL	5	\$589,885,043	\$24,695,111	\$106,892,636	18%	\$482,992,407	\$590,092,288
CP2-3							
Design-Build Contract Work	4, 5, 10	\$532,013,918	\$67,357,417	\$200,360,109	38%	\$331,653,809	\$401,281,070
Project Construction Management		\$23,088,700	\$3,652,721	\$15,628,908	68%	\$7,459,792	\$23,088,700
Real Property Acquisition		\$51,490,595	\$5,123,758	\$5,942,690	12%	\$45,547,905	\$51,490,595
Environmental Mitigation		\$8,068,762	\$0	\$0	0%	\$8,068,762	\$8,068,762
Hazardous Waste Provisional Sum	5, 10	\$0	\$0	\$0	0%	\$0	\$10,275,408
Resource Agency		\$1,140,677	\$93,048	\$118,498	10%	\$1,022,179	\$1,140,677
Third Party Contract Work	5	\$20,722,628	\$3,109,241	\$5,442,710	26%	\$15,279,918	\$22,207,918
Estimated-At-Completion Contingency	5, 10	\$13,842,206	\$0	\$0	0%	\$13,842,206	\$34,451,562
Project Contingency	4, 5, 10	\$17,018,320	\$0	\$0	0%	\$17,018,320	\$72,094,622
CP2-3 TOTAL		\$667,385,806	\$79,336,185	\$227,492,915	34%	\$439,892,891	\$624,099,314
CP4							
Design-Build Contract Work	10	\$139,327,863	\$4,732,822	\$54,294,251	39%	\$85,033,611	\$106,303,462
Project Construction Management		\$21,861,290	\$2,574,392	\$10,495,945	48%	\$11,365,345	\$13,823,294
Real Property Acquisition		\$21,304,261	\$298,686	\$666,735	3%	\$20,637,526	\$21,304,261
Environmental Mitigation		\$1,500,599	\$10,140	\$38,831	3%	\$1,461,768	\$1,307,103
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$142,444	\$93,048	\$100,074	70%	\$42,370	\$142,444
Third Party Contract Work		\$13,188,546	\$1,211,913	\$1,832,128	14%	\$11,356,418	\$9,562,546
SR 46	4	\$26,100,000	\$0	\$0	0%	\$26,100,000	\$23,100,000
Estimated-At-Completion Contingency	5	\$16,394,344	\$0	\$0	0%	\$16,394,344	\$24,432,340
Project Contingency	5, 10	\$21,078,729	\$0	\$0	0%	\$21,078,729	\$54,829,129
CP4 TOTAL		\$267,128,075	\$8,921,001	\$67,427,964	25%	\$199,700,111	\$261,034,579
Track & Systems							
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	5	\$500,000	\$0	\$0	0%	\$500,000	\$986,252
Project Contingency	5, 10	\$0	\$0	\$0	0%	\$0	\$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		\$31,648,469	\$0	\$0	0%	\$31,648,469	\$34,648,469
Third Party Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Track & Systems TOTAL	5	\$132,354,108	\$0	\$0	\$0	\$132,354,108	\$136,388,439
Stations							
Stations (Primarily Fresno Historic Depot)		\$1,347,277	\$138,515	\$323,112	24%	\$1,024,165	\$1,347,277
Stations TOTAL		\$1,347,277	\$138,515	\$323,112	24%	\$1,024,165	\$1,347,277
System Wide / Extensions / Unallocated							
Rail Delivery Partner		\$41,206,844	\$4,581,598	\$26,876,345	65%	\$14,330,499	\$41,206,844
Project Management Oversight Continuation	5	\$92,372,900	\$224,562	\$402,547	0%	\$91,970,353	\$94,602,900
Early Train Operator		\$1,712,038	\$509,210	\$1,712,038	100%	\$0	\$1,712,038
Legal		\$13,047,778	\$277,712	\$712,175	5%	\$12,335,603	\$13,047,778
Resource Agency	4, 5	\$16,535,593	\$379,685	\$2,356,941	14%	\$14,178,652	\$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	4, 5, 10	\$57,292,334	\$0	\$0	0%	\$57,292,334	\$101,516,036
Pre-Construction Activities	7	\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
System Wide / Unallocated TOTAL	5	\$224,294,541	\$5,972,767	\$32,060,046	14%	\$192,234,495	\$269,432,953
TOTAL	1, 2	\$1,882,394,850	\$119,063,579	\$434,196,673	23%	\$1,448,198,177	\$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, 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 November 30, 2022

Percentage of Fiscal Year completed 42%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	November 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		\$3,041,568,443	\$15,026,187	\$1,901,182,371	63%	\$1,140,386,072	\$3,041,568,443
SR 99		\$296,093,844	\$2,917,651	\$286,048,668	97%	\$10,045,176	\$296,093,844
Project Construction Management		\$156,513,769	\$3,100,825	\$153,062,707	98%	\$3,451,062	\$156,513,769
Real Property Acquisition		\$902,029,080	\$835,946	\$774,072,361	86%	\$127,956,719	\$902,029,080
Environmental Mitigation		\$40,037,064	\$0	\$32,307,727	81%	\$7,729,337	\$40,037,064
Resource Agency	4	\$62,910,538	\$209,065	\$43,903,818	70%	\$19,006,720	\$62,910,538
Third Party Contract Work		\$324,272,109	\$2,605,437	\$190,193,968	59%	\$134,078,141	\$324,272,109
Estimated-At-Completion Contingency		\$182,703,896	\$0	\$0	0%	\$182,703,896	\$182,703,896
Project Contingency	4	\$136,236,897	\$0	\$0	0%	\$136,236,897	\$136,236,897
CP1 TOTAL		\$5,142,365,640	\$24,695,111	\$3,380,771,620	66%	\$1,761,594,020	\$5,142,365,640
CP2-3							
Design-Build Contract Work	4, 10	\$2,864,593,238	\$67,357,417	\$1,823,874,293	64%	\$1,040,718,945	\$2,864,593,238
Project Construction Management		\$186,878,055	\$3,652,721	\$179,418,263	96%	\$7,459,792	\$186,878,055
Real Property Acquisition		\$591,672,381	\$5,123,758	\$477,466,393	81%	\$114,205,988	\$591,672,381
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	78%	\$16,214,299	\$72,088,701
Hazardous Waste Provisional Sum	10	\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4	\$2,202,471	\$93,048	\$590,375	27%	\$1,612,096	\$2,202,471
Third Party Contract Work		\$98,650,349	\$3,109,241	\$77,941,468	79%	\$20,708,881	\$98,650,349
Estimated-At-Completion Contingency	10	\$91,625,100	\$0	\$0	0%	\$91,625,100	\$91,625,100
Project Contingency	4, 10	\$21,550,695	\$0	\$0	0%	\$21,550,695	\$21,550,695
CP2-3 TOTAL		\$3,929,260,990	\$79,336,185	\$2,615,165,194	67%	\$1,314,095,796	\$3,929,260,990
CP4							
Design-Build Contract Work	10	\$718,649,922	\$4,732,822	\$629,965,825	88%	\$88,684,096	\$718,649,922
Project Construction Management		\$114,827,599	\$2,574,392	\$101,583,741	88%	\$13,243,858	\$114,827,599
Real Property Acquisition		\$222,261,960	\$298,686	\$181,040,054	81%	\$41,221,906	\$222,261,960
Environmental Mitigation		\$41,400,923	\$10,140	\$30,242,805	73%	\$11,158,118	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$453,704	\$93,048	\$231,917	51%	\$221,787	\$453,704
Third Party Contract Work		\$39,231,954	\$1,211,913	\$27,698,542	71%	\$11,533,412	\$39,231,954
SR 46	4	\$92,554,946	\$0	\$0	0%	\$92,554,946	\$92,554,946
Estimated-At-Completion Contingency		\$22,000,152	\$0	\$0	0%	\$22,000,152	\$22,000,152
Project Contingency	4, 10	\$27,515,552	\$0	\$0	0%	\$27,515,552	\$27,515,552
CP4 TOTAL		\$1,285,126,711	\$8,921,001	\$970,762,884	76%	\$314,363,827	\$1,285,126,711
Track & Systems							
Design-Build Contract Work		\$667,315,007	\$0	\$0	0%	\$667,315,007	\$667,315,007
Project Construction Management		\$174,425,847	\$0	\$0	0%	\$174,425,847	\$174,425,847
Environmental Mitigation		\$50,758,336	\$0	\$0	0%	\$50,758,336	\$50,758,336
Project Contingency	4, 10	\$298,324,727	\$0	\$0	0%	\$298,324,727	\$298,324,727
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	0%	\$429,807,473	\$429,807,473
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Third Party Contract Work		\$115,916,667	\$0	\$0	0%	\$115,916,667	\$115,916,667
Track & Systems TOTAL		\$2,255,303,840	\$0	\$0	0%	\$2,255,303,840	\$2,255,303,840
Stations							
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$138,515	\$536,977	4%	\$13,098,484	\$13,635,461
Stations TOTAL		\$13,635,461	\$138,515	\$536,977	4%	\$13,098,484	\$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	\$4,581,598	\$723,249,046	97%	\$25,955,133	\$749,204,179
Project Management Oversight Continuation	4, 29	\$467,361,623	\$224,562	\$402,547	0%	\$466,959,076	\$467,361,623
Early Train Operator		\$93,246,308	\$509,210	\$30,129,915	32%	\$63,116,393	\$93,246,308
Legal		\$99,913,858	\$277,712	\$40,513,927	41%	\$59,399,931	\$99,913,858
Resource Agency	4	\$81,893,696	\$379,685	\$13,165,021	16%	\$68,728,675	\$81,893,696
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Project Reserve		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency	4, 10	\$343,789,927	\$0	\$0	0%	\$343,789,927	\$343,789,927
Pre-Construction Activities	7	\$6,686,000	\$0	\$300,000	4%	\$6,386,000	\$6,686,000
System Wide / Unallocated TOTAL		\$2,147,231,822	\$5,972,767	\$892,586,626	42%	\$1,254,645,196	\$2,147,231,822
TOTAL	1, 2	\$14,772,924,464	\$119,063,579	\$7,859,823,301	53%	\$6,913,101,163	\$14,772,924,464

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- 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 November 30, 2022

Percentage of Fiscal Year completed 42%

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

Program to Date	Notes	Total Expenditure Authorization (A)	November Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work		\$3,041,568,443	\$15,026,187	\$1,901,182,371	\$1,140,386,072
SR 99		\$296,093,844	\$2,917,651	\$286,048,668	\$10,045,176
Project Construction Management		\$156,513,769	\$3,100,825	\$153,062,707	\$3,451,062
Real Property Acquisition		\$902,029,080	\$835,946	\$774,072,361	\$127,956,719
Environmental Mitigation		\$40,037,064	\$0	\$32,307,727	\$7,729,337
Resource Agency	4	\$62,910,538	\$209,065	\$43,903,818	\$19,006,720
Third Party Contract Work		\$324,272,109	\$2,605,437	\$190,193,968	\$134,078,141
Estimated-At-Completion Contingency		\$182,703,896	\$0	\$0	\$182,703,896
Project Contingency	4	\$136,236,897	\$0	\$0	\$136,236,897
CP1 TOTAL		\$5,142,365,640	\$24,695,111	\$3,380,771,620	\$1,761,594,020
CP2-3					
Design-Build Contract Work	10	\$2,864,593,238	\$67,357,417	\$1,823,874,293	\$1,040,718,945
Project Construction Management		\$186,878,055	\$3,652,721	\$179,418,263	\$7,459,792
Real Property Acquisition		\$591,672,381	\$5,123,758	\$477,466,393	\$114,205,988
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	\$16,214,299
Hazardous Waste Provisional Sum	10	\$0	\$0	\$0	\$0
Resource Agency	4	\$2,202,471	\$93,048	\$590,375	\$1,612,096
Third Party Contract Work		\$98,650,349	\$3,109,241	\$77,941,468	\$20,708,881
Estimated-At-Completion Contingency	10	\$91,625,100	\$0	\$0	\$91,625,100
Project Contingency	4, 10	\$21,550,695	\$0	\$0	\$21,550,695
CP2-3 TOTAL		\$3,929,260,990	\$79,336,185	\$2,615,165,194	\$1,314,095,796
CP4					
Design-Build Contract Work	10	\$718,649,922	\$4,732,822	\$629,965,825	\$88,684,096
Project Construction Management		\$114,827,599	\$2,574,392	\$101,583,741	\$13,243,858
Real Property Acquisition		\$222,261,960	\$298,686	\$181,040,054	\$41,221,906
Environmental Mitigation		\$41,400,923	\$10,140	\$30,242,805	\$11,158,118
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$453,704	\$93,048	\$231,917	\$221,787
Third Party Contract Work		\$39,231,954	\$1,211,913	\$27,698,542	\$11,533,412
SR 46	4	\$92,554,946	\$0	\$0	\$92,554,946
Estimated-At-Completion Contingency		\$22,000,152	\$0	\$0	\$22,000,152
Project Contingency	4, 10	\$27,515,552	\$0	\$0	\$27,515,552
CP4 TOTAL		\$1,285,126,711	\$8,921,001	\$970,762,884	\$314,363,827
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	4, 10	\$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		\$115,916,667	\$0	\$0	\$115,916,667
Track & Systems TOTAL		\$2,255,303,840	\$0	\$0	\$2,255,303,840
Stations					
Stations (Primarily Fresno Historic Depot)		\$13,635,461	\$138,515	\$536,977	\$13,098,484
Station Area Planning		\$2,184,333	\$0	\$1,894,811	\$289,522
Stations TOTAL		\$15,819,794	\$138,515	\$2,431,788	\$13,388,006
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	\$530,108	\$611,762,475	\$51,538,038
Early Train Operator		\$94,817,999	\$509,210	\$31,701,606	\$63,116,393
Legal		\$108,457,035	\$82,736	\$48,174,915	\$60,282,120
Resource Agency	4	\$184,961,204	\$488,230	\$126,469,316	\$58,491,888
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Project Wide TOTAL		\$1,321,311,570	\$1,610,284	\$1,019,702,046	\$301,609,524
TOTAL	1, 2	\$13,949,188,545	\$114,701,096	\$7,988,833,532	\$5,960,355,013

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Design-Build Contract Work, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

Data through November 30, 2022

Percentage of Fiscal Year completed 42%

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	\$587,906,524		\$182,703,896	24%
CP1 Project Contingency		\$1,173,894,062	\$1,037,102,165	\$555,000	\$136,236,897	12%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$0	\$29,232,000	\$1	0%
CP2-3 EAC Contingency		\$557,375,177	\$427,216,261	\$38,533,816	\$91,625,100	16%
CP2-3 Project Contingency		\$1,051,818,874	\$990,918,396	\$39,349,783	\$21,550,695	2%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$6,230,000	\$0	100%
CP4 EAC Contingency		\$54,845,400	\$32,845,248	\$0	\$22,000,152	40%
CP4 Project Contingency		\$356,690,634	\$320,175,082	\$9,000,000	\$27,515,552	8%
Track & Systems Project Contingency		\$322,447,724	\$1,886,789	\$22,236,208	\$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		\$425,862,179	\$6,131,312	\$75,940,940	\$343,789,927	81%
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	\$33,575,358	\$0	\$49,531,274	60%
TOTAL	14, 15, 16	\$5,159,680,527	\$3,539,292,787	\$214,847,747	\$1,405,539,993	27%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,489,514,638	\$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	\$55,000		
CP1 Third Party Contract Work			\$20,519,490	\$0		
CP2-3 Design-Build Contract Work			\$1,210,715,823	\$205,000,000		
CP2-3 Project Construction Management			\$108,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,510,261	\$0		
CP2-3 Resource Agency			\$0	\$92,747		
CP2-3 Third Party Contract Work			\$4,130,000	\$0		
CP4 Design-Build Contract Work			\$262,010,447	\$0		
CP4 Project Construction Management			\$67,883,582	\$0		
CP4 Real Property Acquisition			\$42,055,527	\$0		
CP4 SR46			\$7,911,386	\$9,000,000		
Track & Systems DB			\$1,801,789	\$0		
Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Resource Agency - Construction			\$85,000	\$700,000		
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		
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			\$3,539,292,787	\$214,847,747		

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.

