

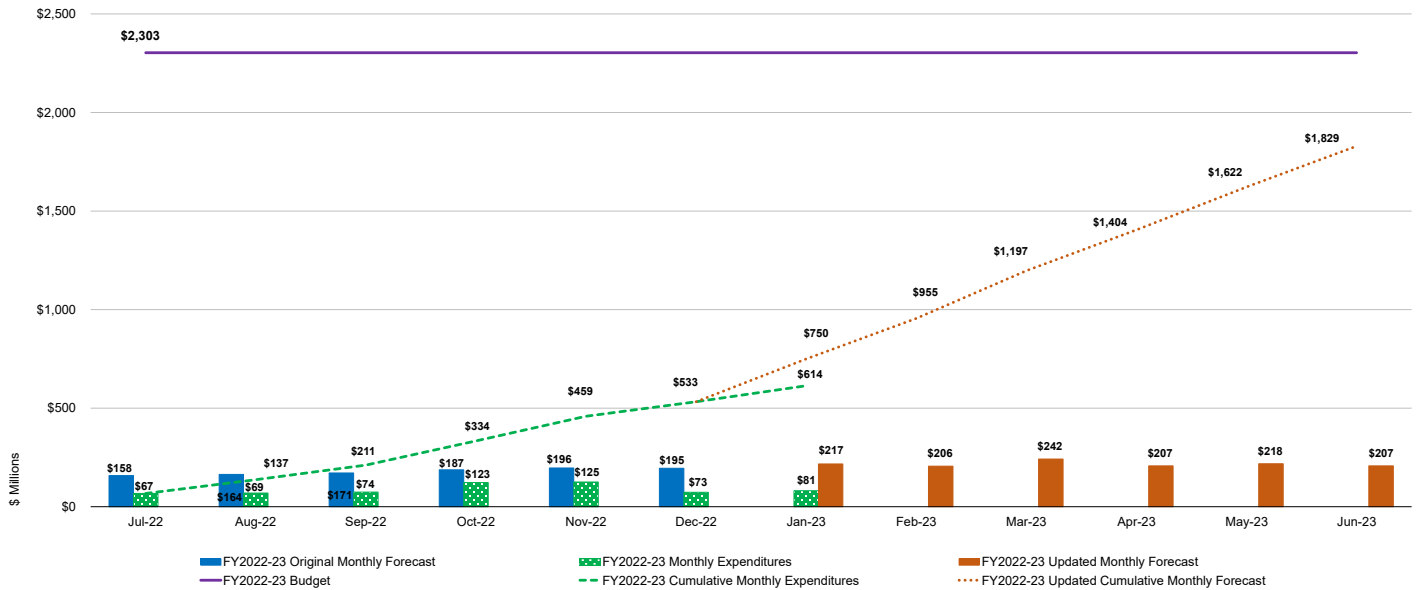
Data through January 31, 2023

Percentage of Fiscal Year completed 58%

Budget Summary FY2022-23

FY2022-23	Notes	Appropriation	FY2022-23 Budget (A)	January 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	\$4,543,461	\$24,129,714	14%	\$153,356,538	\$172,765,051
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$101,065	\$0	\$12,284	12%	\$88,781	\$101,065
Project Development TOTAL		\$1,865,815,089	\$177,587,317	\$4,543,461	\$24,141,998	14%	\$153,445,319	\$172,866,116
Construction								
Bond Fund (Prop 1A)	34	\$6,809,076,000	\$1,875,230,140	\$60,968,892	\$60,968,892	3%	\$1,814,261,248	\$1,410,066,551
Cap and Trade	3, 22, 33	\$10,443,183,622	\$7,164,710	\$8,045,487	\$508,605,038	7099%	(\$501,440,328)	\$7,164,710
Federal Trust Fund (ARRA)		\$2,086,970,335	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (FY10)		\$928,620,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (RAISE)	35	\$49,000,000	\$0	\$0	\$0	0%	\$0	\$0
Construction TOTAL		\$20,316,849,957	\$1,882,394,850	\$69,014,379	\$569,573,930	30%	\$1,312,820,920	\$1,417,231,261
SUBTOTAL		\$22,182,665,046	\$2,059,982,167	\$73,557,840	\$593,715,928	29%	\$1,466,266,239	\$1,590,097,377
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$243,351,881	\$7,650,941	\$20,031,142	8%	\$223,320,739	\$239,351,881
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
Bookend Projects TOTAL		\$1,297,943,401	\$243,351,881	\$7,650,941	\$20,031,142	8%	\$223,320,739	\$239,351,881
TOTAL	1, 2	\$23,480,608,447	\$2,303,334,048	\$81,208,781	\$613,747,070	27%	\$1,689,586,978	\$1,829,449,258

FY2022-23 Forecast and Expenditures



Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through 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 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.
- The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the California High-Speed Rail Authority in Nov 2021. The Authority was awarded a second RAISE Grant of \$25M in Feb 2023.

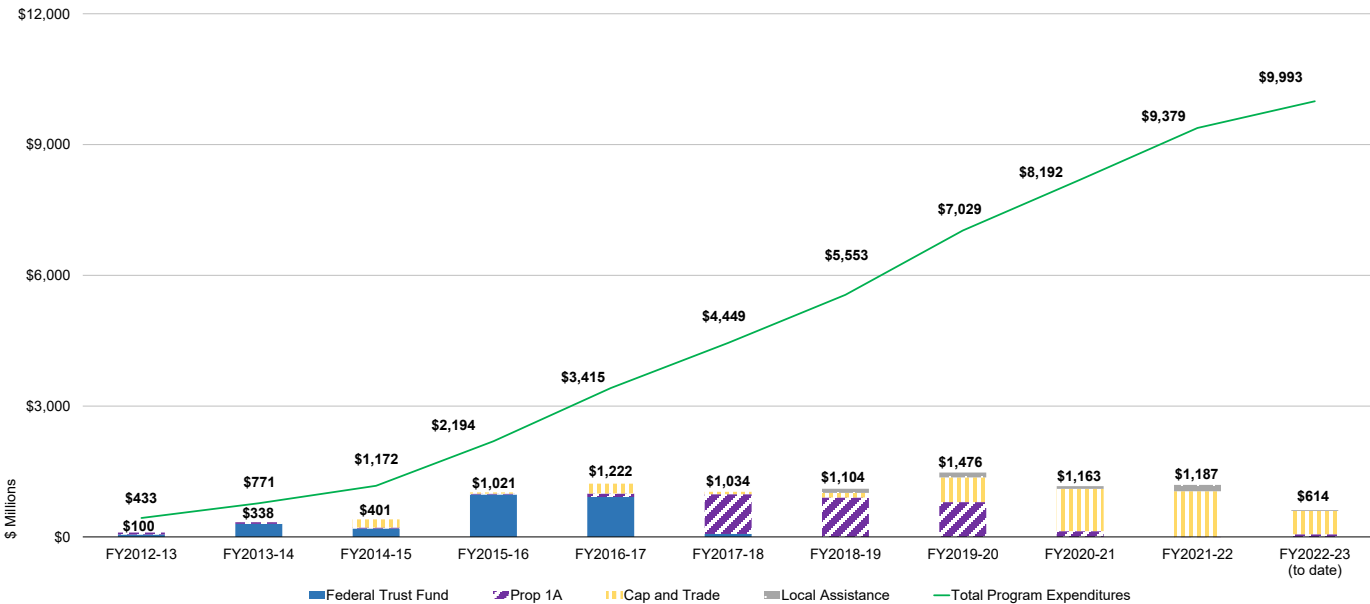
Data through January 31, 2023

Percentage of Fiscal Year completed 58%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	January 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	\$4,543,461	\$305,806,944	39%	\$486,984,870	\$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	\$463,525	77%	\$136,475	\$600,000
Project Development TOTAL		\$1,865,815,089	\$1,865,807,251	\$4,543,461	\$1,378,685,906	74%	\$487,121,345	\$1,865,807,251
Construction								
Bond Fund (Prop 1A)	34	\$6,809,076,000	\$6,809,076,000	\$60,968,892	\$2,670,044,894	39%	\$4,139,031,106	\$6,809,076,000
Cap and Trade	3, 22, 29, 33	\$10,443,183,622	\$4,905,737,270	\$8,045,487	\$3,234,300,052	66%	\$1,671,437,218	\$4,905,737,270
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)	35	\$49,000,000	\$49,000,000	\$0	\$0	0%	\$49,000,000	\$49,000,000
Construction TOTAL		\$20,316,849,957	\$14,772,924,464	\$69,014,379	\$7,984,836,140	54%	\$6,788,088,324	\$14,772,924,464
SUBTOTAL		\$22,182,665,046	\$16,638,731,715	\$73,557,840	\$9,363,522,046	56%	\$7,275,209,669	\$16,638,731,715
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$7,650,941	\$431,870,001	39%	\$668,129,999	\$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	\$7,650,941	\$629,646,000	49%	\$668,297,401	\$1,297,943,401
TOTAL	1, 2	\$23,480,608,447	\$17,936,675,116	\$81,208,781	\$9,993,168,046	56%	\$7,943,507,070	\$17,936,675,116

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 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).
- 22 Cap and Trade appropriations have been reallocated from Construction to Project Development to match new FY2022-23 Budget.
- 29 The Project Management Oversight is facilitating the development of the Capital Program Baseline, which will entail all the scope, schedules, costs, and risks for inclusion into the Project Update Report 2023.
- 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.
- 35 The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the California High-Speed Rail Authority in Nov 2021. The Authority was awarded a second RAISE Grant of \$25M in Feb 2023.

Data through January 31, 2023

Percentage of Fiscal Year completed 58%

Project Development - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	January 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	\$59,000	\$740,975	16%	\$3,811,429	\$4,552,404
San Jose - Merced		\$4,161,600	\$41,000	\$495,397	12%	\$3,666,203	\$4,161,600
Bakersfield - Palmdale		\$3,871,117	\$0	\$39,060	1%	\$3,832,057	\$3,871,117
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$6,410,606	\$342,161	\$2,557,912	40%	\$3,852,694	\$6,410,606
Burbank - Los Angeles		\$104,724	\$0	\$73,995	71%	\$30,729	\$104,724
Los Angeles - Anaheim		\$3,162,891	\$300,000	\$2,053,333	65%	\$1,109,558	\$3,162,891
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4	\$56,805,164	\$1,213,718	\$3,913,043	7%	\$52,892,121	\$56,805,164
Legal		\$9,149,343	\$189,909	\$1,394,197	15%	\$7,755,146	\$9,149,343
SCI/SAP		\$3,498,821	\$0	\$0	0%	\$3,498,821	\$3,498,821
Merced Extension - Design Advancement	4	\$17,363,188	\$0	\$0	0%	\$17,363,188	\$15,300,000
Bakersfield Extension - Design Advancement		\$18,000,000	\$0	\$1,308,345	7%	\$16,691,655	\$15,999,987
Central Valley Stations - Design Advancement		\$13,058,000	\$0	\$0	0%	\$13,058,000	\$12,400,000
NorCal Interconnections		\$1,596,523	\$0	\$0	0%	\$1,596,523	\$1,596,523
Rail Delivery Partner		\$19,852,936	\$2,397,673	\$11,565,741	58%	\$8,287,195	\$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	\$4,543,461	\$24,141,998	14%	\$153,445,319	\$172,866,116

Footnotes:

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

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	January Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Authorization (E) = (A - C)	Total Authorized Forecast (F)
Phase I							
San Francisco - San Jose		\$50,283,601	\$59,000	\$44,703,964	88%	\$5,579,637	\$50,283,601
San Jose - Merced		\$112,161,713	\$41,000	\$103,586,547	92%	\$8,575,166	\$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	\$0	\$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	\$342,161	\$137,341,406	96%	\$4,914,635	\$142,256,041
Burbank - Los Angeles		\$37,785,537	\$0	\$32,519,267	86%	\$5,266,270	\$37,785,537
Los Angeles - Anaheim		\$82,310,741	\$300,000	\$73,390,084	89%	\$8,920,657	\$82,310,741
Central Valley Wye		\$58,222,647	\$0	\$58,180,022	99%	\$42,625	\$58,222,647
Resource Agency		\$372,674,565	\$1,213,718	\$213,858,559	57%	\$158,816,006	\$372,674,565
Legal		\$59,601,436	\$189,909	\$42,249,536	70%	\$17,351,900	\$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	\$1,308,345	2%	\$55,000,872	\$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	\$2,397,673	\$322,856,346	97%	\$8,921,633	\$331,777,979
Project Management Oversight Continuation	29	\$79,077,208	\$0	\$0	0%	\$79,077,208	\$79,077,208
Phase I TOTAL		\$1,823,424,538	\$4,543,461	\$1,336,303,193	73%	\$487,121,345	\$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	\$4,543,461	\$1,378,685,906	74%	\$487,121,345	\$1,865,807,251

Footnotes:

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

Data through January 31, 2023

Percentage of Fiscal Year completed 58%

Construction - State and Federal Funds FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	January Expenditures (B)	FY2022-23 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2022-23 Remaining Budget Balance (E) = (A - C)	FY2022-23 Forecast (F)
Design-Build Contract Work	10	\$1,062,143,519	\$50,487,414	\$426,086,479	40%	\$636,057,040	\$798,478,595
SR 99		\$6,000,000	\$0	\$4,180,153	70%	\$1,819,847	\$6,000,000
SR 46		\$26,100,000	\$0	\$0	0%	\$26,100,000	\$5,200,000
Project Construction Management		\$145,553,185	\$7,234,397	\$55,011,291	38%	\$90,541,894	\$92,861,130
Real Property Acquisition		\$149,494,441	\$1,141,517	\$10,941,094	7%	\$138,553,347	\$92,621,374
Environmental Mitigation		\$13,707,865	\$250,290	\$1,080,516	8%	\$12,627,349	\$14,194,117
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$16,505,408
Resource Agency	4	\$28,521,211	\$964,583	\$8,820,704	31%	\$19,700,507	\$26,619,669
Third Party Contract Work	4	\$107,584,478	\$4,383,137	\$24,493,765	23%	\$83,090,713	\$107,359,848
Estimated-At-Completion Contingency	4, 10	\$15,046,632	\$0	\$0	0%	\$15,046,632	\$48,197,099
Project Contingency	10	\$60,330,346	\$0	\$0	0%	\$60,330,346	\$127,471,830
Stations		\$1,347,277	\$34,246	\$404,454	30%	\$942,823	\$1,347,277
Merced Extension - Design Advancement		\$0	\$0	\$0	0%	\$0	\$0
Communication and Signaling		\$19,247,280	\$0	\$0	0%	\$19,247,280	\$0
Electric Traction		\$1,681,200	\$0	\$0	0%	\$1,681,200	\$1,681,200
Rail Delivery Partner		\$41,206,844	\$3,194,193	\$33,491,838	81%	\$7,715,006	\$41,206,844
Project Management Oversight Continuation		\$90,858,950	\$215,166	\$617,713	1%	\$90,241,237	\$15,300,000
Early Train Operator	44	\$10,166,509	\$500,000	\$2,605,962	26%	\$7,560,547	\$7,012,038
Support Facilities		\$1,127,054	\$0	\$0	0%	\$1,127,054	\$1,127,054
Testing and Certification		\$24,707,948	\$0	\$0	0%	\$24,707,948	\$0
Unallocated Contingency		\$57,292,334	\$0	\$0	0%	\$57,292,334	\$0
Legal		\$13,047,778	\$609,436	\$1,839,961	14%	\$11,207,817	\$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	\$69,014,379	\$569,573,930	30%	\$1,312,820,920	\$1,417,231,261

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 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.
- This line reflects a forecast adjustment based off of the average expenditures expected for FY2022-23.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	January 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	\$7,399,451,629	\$50,487,414	\$4,453,967,954	60%	\$2,945,483,675	\$7,399,451,629
SR 99		\$296,093,844	\$0	\$286,048,668	97%	\$10,045,176	\$296,093,844
SR 46		\$92,554,946	\$0	\$0	0%	\$92,554,946	\$92,554,946
Project Construction Management		\$741,673,613	\$7,234,397	\$448,620,262	60%	\$293,053,351	\$741,673,613
Real Property Acquisition		\$1,715,963,421	\$1,141,517	\$1,434,812,826	84%	\$281,150,595	\$1,715,963,421
Environmental Mitigation		\$204,285,024	\$250,290	\$118,888,069	58%	\$85,396,955	\$204,285,024
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency	4	\$147,505,409	\$964,583	\$59,164,737	40%	\$88,340,672	\$147,505,409
Third Party Contract Work	4	\$578,295,710	\$4,383,137	\$294,713,910	51%	\$283,581,800	\$578,295,710
Estimated-At-Completion Contingency	10	\$184,749,553	\$0	\$0	0%	\$184,749,553	\$184,749,553
Project Contingency	4, 10	\$378,584,473	\$0	\$0	0%	\$378,584,473	\$378,584,473
Stations		\$13,635,461	\$34,246	\$618,319	5%	\$13,017,142	\$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	4, 27	\$749,704,179	\$3,194,193	\$729,864,539	97%	\$19,839,640	\$749,704,179
Project Management Oversight Continuation	4, 27, 29	\$466,861,623	\$215,166	\$617,713	0%	\$466,243,910	\$466,861,623
Early Train Operator		\$93,246,308	\$500,000	\$31,023,839	33%	\$62,222,469	\$93,246,308
Legal		\$99,913,858	\$609,436	\$41,369,134	41%	\$58,544,724	\$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		\$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	\$69,014,379	\$7,984,836,140	54%	\$6,788,088,324	\$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 January 31, 2023

Percentage of Fiscal Year completed 58%

Bookend Projects FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	January 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	\$195,839,881	\$7,650,941	\$20,031,142	10%	\$175,808,739	\$195,839,881
	PCJPB - Caltrain Electrification	\$0	\$0	\$0	0%	\$0	\$0
	San Mateo Grade Separation	\$0	\$0	\$0	0%	\$0	\$0
	Bookend - North TOTAL	\$195,839,881	\$7,650,941	\$20,031,142	10%	\$175,808,739	\$195,839,881
Bookend - South							
	Rosecrans/Marquardt Grade Separation	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$20,000,000
	Los Angeles Union Station	\$23,512,000	\$0	\$0	0%	\$23,512,000	\$23,512,000
	Bookend - South TOTAL	\$47,512,000	\$0	\$0	0%	\$47,512,000	\$43,512,000
TOTAL	2	\$243,351,881	\$7,650,941	\$20,031,142	8%	\$223,320,739	\$239,351,881

Footnotes:

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 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)	January 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	\$600,000,000	\$7,650,941	\$402,210,577	67%	\$197,789,423	\$600,000,000
	PCJPB - Caltrain Electrification	\$113,943,401	\$0	\$113,941,706	100%	\$1,695	\$113,943,401
	San Mateo Grade Separation	\$84,000,000	\$0	\$83,834,293	100%	\$165,707	\$84,000,000
	Bookend - North TOTAL	\$797,943,401	\$7,650,941	\$599,986,576	75%	\$197,956,825	\$797,943,401
Bookend - South							
	Rosecrans/Marquardt Grade Separation	\$76,665,000	\$0	\$29,659,424	39%	\$47,005,576	\$76,665,000
	Los Angeles Union Station	\$423,335,000	\$0	\$0	0%	\$423,335,000	\$423,335,000
	Bookend - South TOTAL	\$500,000,000	\$0	\$29,659,424	6%	\$470,340,576	\$500,000,000
TOTAL	2	\$1,297,943,401	\$7,650,941	\$629,646,000	49%	\$668,297,401	\$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 January 31, 2023

Percentage of Fiscal Year completed 58%

Construction by Construction Package FY2022-23

FY2022-23	Notes	FY2022-23 Budget (A)	January 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		\$336,840,242	\$14,309,238	\$106,453,942	32%	\$230,386,300	\$211,144,704
SR 99		\$6,000,000	\$0	\$4,180,153	70%	\$1,819,847	\$6,000,000
Project Construction Management		\$44,033,136	\$2,513,917	\$19,776,385	45%	\$24,256,751	\$33,600,932
Real Property Acquisition		\$76,699,585	\$319,285	\$3,025,487	4%	\$73,674,098	\$31,841,181
Environmental Mitigation		\$3,638,504	\$0	\$578,550	16%	\$3,059,954	\$3,832,000
Resource Agency	4	\$10,702,497	\$239,233	\$5,235,618	49%	\$5,466,879	\$10,116,245
Third Party Contract Work	4	\$70,312,765	\$1,087,437	\$12,006,437	17%	\$58,306,328	\$73,448,674
Estimated-At-Completion Contingency		\$0	\$0	\$0	0%	\$0	\$1,657,179
Project Contingency		\$38,567,405	\$0	\$0	0%	\$38,567,405	\$0
CP1 TOTAL		\$586,794,134	\$18,469,110	\$151,256,572	26%	\$435,537,562	\$371,640,915
CP2-3							
Design-Build Contract Work	10	\$535,155,854	\$31,924,947	\$255,785,056	48%	\$279,370,798	\$448,006,056
Project Construction Management		\$40,351,600	\$3,290,274	\$21,908,755	54%	\$18,442,845	\$37,398,908
Real Property Acquisition		\$51,490,595	\$238,039	\$6,619,078	13%	\$44,871,517	\$51,490,595
Environmental Mitigation		\$8,068,762	\$0	\$0	0%	\$8,068,762	\$8,068,762
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$10,275,408
Resource Agency		\$1,140,677	\$94,257	\$214,104	19%	\$926,573	\$1,140,677
Third Party Contract Work		\$20,722,628	\$2,023,781	\$8,667,714	42%	\$12,054,914	\$20,722,628
Estimated-At-Completion Contingency	10	\$3,227,904	\$0	\$0	0%	\$3,227,904	\$34,451,562
Project Contingency		\$7,227,786	\$0	\$0	0%	\$7,227,786	\$72,094,622
CP2-3 TOTAL		\$667,385,806	\$37,571,298	\$293,194,707	44%	\$374,191,099	\$683,649,218
CP4							
Design-Build Contract Work	10	\$150,177,423	\$4,253,229	\$63,847,481	43%	\$86,329,941	\$139,327,835
Project Construction Management		\$21,861,290	\$1,430,206	\$13,326,151	60%	\$8,535,139	\$21,861,290
Real Property Acquisition		\$21,304,261	\$584,193	\$1,296,529	6%	\$20,007,732	\$9,289,598
Environmental Mitigation		\$1,500,599	\$250,290	\$501,966	33%	\$998,633	\$1,307,103
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$142,444	\$0	\$100,074	70%	\$42,370	\$142,444
Third Party Contract Work	4	\$16,549,085	\$1,271,919	\$3,819,614	23%	\$12,729,471	\$13,188,546
SR 46		\$26,100,000	\$0	\$0	0%	\$26,100,000	\$5,200,000
Estimated-At-Completion Contingency	4	\$11,818,728	\$0	\$0	0%	\$11,818,728	\$12,088,358
Project Contingency	10	\$14,535,155	\$0	\$0	0%	\$14,535,155	\$54,829,129
CP4 TOTAL		\$270,218,984	\$7,789,837	\$82,891,815	31%	\$187,327,169	\$263,464,303
Track & Systems							
Design-Build Contract Work		\$39,970,000	\$0	\$0	0%	\$39,970,000	\$0
Project Construction Management		\$39,307,159	\$0	\$0	0%	\$39,307,159	\$0
Environmental Mitigation		\$500,000	\$0	\$0	0%	\$500,000	\$986,252
Project Contingency	10	\$0	\$0	\$0	0%	\$0	\$548,079
Communication and Signaling		\$19,247,280	\$0	\$0	0%	\$19,247,280	\$0
Electric Traction		\$1,681,200	\$0	\$0	0%	\$1,681,200	\$1,681,200
Testing and Certification		\$24,707,948	\$0	\$0	0%	\$24,707,948	\$0
Third Party Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Track & Systems TOTAL		\$125,413,587	\$0	\$0	\$0	\$125,413,587	\$3,215,531
Stations							
Stations (Primarily Fresno Historic Depot)		\$1,347,277	\$34,246	\$404,454	30%	\$942,823	\$1,347,277
Stations TOTAL		\$1,347,277	\$34,246	\$404,454	30%	\$942,823	\$1,347,277
System Wide / Extensions / Unallocated							
Rail Delivery Partner		\$41,206,844	\$3,194,193	\$33,491,838	81%	\$7,715,006	\$41,206,844
Project Management Oversight Continuation		\$90,858,950	\$215,166	\$617,713	1%	\$90,241,237	\$15,300,000
Early Train Operator	44	\$10,166,509	\$500,000	\$2,605,962	26%	\$7,560,547	\$7,012,038
Legal		\$13,047,778	\$609,436	\$1,839,961	14%	\$11,207,817	\$13,047,778
Resource Agency		\$16,535,593	\$631,093	\$3,270,908	20%	\$13,264,685	\$15,220,303
Trainset Support Facilities		\$1,127,054	\$0	\$0	0%	\$1,127,054	\$1,127,054
Project Reserve		\$0	\$0	\$0	0%	\$0	\$0
Interim Use		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$57,292,334	\$0	\$0	0%	\$57,292,334	\$0
Pre-Construction Activities	7	\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
System Wide / Unallocated TOTAL		\$231,235,062	\$5,149,888	\$41,826,382	18%	\$189,408,680	\$93,914,017
TOTAL	1, 2	\$1,882,394,850	\$69,014,379	\$569,573,930	30%	\$1,312,820,920	\$1,417,231,261

Footnotes:

- Total Program and FY2022-23 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2022-23 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 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.
- This line reflects a forecast adjustment based off of the average expenditures expected for FY2022-23.

Data through January 31, 2023

Percentage of Fiscal Year completed 58%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	January 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	4, 10	\$3,124,131,855	\$14,309,238	\$1,935,149,659	62%	\$1,188,982,196	\$3,124,131,855
SR 99		\$296,093,844	\$0	\$286,048,668	97%	\$10,045,176	\$296,093,844
Project Construction Management		\$222,542,112	\$2,513,917	\$158,508,205	71%	\$64,033,907	\$222,542,112
Real Property Acquisition		\$902,029,080	\$319,285	\$775,000,197	86%	\$127,028,883	\$902,029,080
Environmental Mitigation		\$40,037,064	\$0	\$32,307,727	81%	\$7,729,337	\$40,037,064
Resource Agency	4	\$62,955,538	\$239,233	\$44,235,438	70%	\$18,720,100	\$62,955,538
Third Party Contract Work	4	\$321,136,200	\$1,087,437	\$188,511,069	59%	\$132,625,131	\$321,136,200
Estimated-At-Completion Contingency	4, 10	\$118,470,050	\$0	\$0	0%	\$118,470,050	\$118,470,050
Project Contingency	4, 10	\$51,878,988	\$0	\$0	0%	\$51,878,988	\$51,878,988
CP1 TOTAL		\$5,139,274,731	\$18,469,110	\$3,419,760,963	67%	\$1,719,513,768	\$5,139,274,731
CP2-3							
Design-Build Contract Work	10	\$2,878,505,285	\$31,924,947	\$1,879,299,240	65%	\$999,206,045	\$2,878,505,285
Project Construction Management		\$229,878,055	\$3,290,274	\$185,698,110	81%	\$44,179,945	\$229,878,055
Real Property Acquisition		\$591,672,381	\$238,039	\$478,142,781	81%	\$113,529,600	\$591,672,381
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	78%	\$16,214,299	\$72,088,701
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$2,202,471	\$94,257	\$620,033	28%	\$1,582,438	\$2,202,471
Third Party Contract Work		\$98,650,349	\$2,023,781	\$81,125,935	82%	\$17,524,414	\$98,650,349
Estimated-At-Completion Contingency	10	\$48,854,968	\$0	\$0	0%	\$48,854,968	\$48,854,968
Project Contingency		\$7,408,780	\$0	\$0	0%	\$7,408,780	\$7,408,780
CP2-3 TOTAL		\$3,929,260,990	\$37,571,298	\$2,680,760,501	68%	\$1,248,500,489	\$3,929,260,990
CP4							
Design-Build Contract Work	10	\$729,499,482	\$4,253,229	\$639,519,055	88%	\$89,980,426	\$729,499,482
Project Construction Management		\$114,827,599	\$1,430,206	\$104,413,947	91%	\$10,413,652	\$114,827,599
Real Property Acquisition		\$222,261,960	\$584,193	\$181,669,848	82%	\$40,592,112	\$222,261,960
Environmental Mitigation		\$41,400,923	\$250,290	\$30,705,940	74%	\$10,694,983	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$453,704	\$0	\$230,278	51%	\$223,426	\$453,704
Third Party Contract Work	4	\$42,592,494	\$1,271,919	\$25,076,906	59%	\$17,515,588	\$42,592,494
SR 46		\$92,554,946	\$0	\$0	0%	\$92,554,946	\$92,554,946
Estimated-At-Completion Contingency	4	\$17,424,535	\$0	\$0	0%	\$17,424,535	\$17,424,535
Project Contingency	10	\$20,971,978	\$0	\$0	0%	\$20,971,978	\$20,971,978
CP4 TOTAL		\$1,288,217,620	\$7,789,837	\$981,615,974	76%	\$306,601,646	\$1,288,217,620
Track & Systems							
Design-Build Contract Work		\$667,315,007	\$0	\$0	0%	\$667,315,007	\$667,315,007
Project Construction Management		\$174,425,847	\$0	\$0	0%	\$174,425,847	\$174,425,847
Environmental Mitigation		\$50,758,336	\$0	\$0	0%	\$50,758,336	\$50,758,336
Project Contingency		\$298,324,727	\$0	\$0	0%	\$298,324,727	\$298,324,727
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	0%	\$429,807,473	\$429,807,473
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Third Party Contract Work		\$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	\$34,246	\$618,319	5%	\$13,017,142	\$13,635,461
Stations TOTAL		\$13,635,461	\$34,246	\$618,319	5%	\$13,017,142	\$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	4	\$749,704,179	\$3,194,193	\$729,864,539	97%	\$19,839,640	\$749,704,179
Project Management Oversight Continuation	4, 29	\$466,861,623	\$215,166	\$617,713	0%	\$466,243,910	\$466,861,623
Early Train Operator		\$93,246,308	\$500,000	\$31,023,839	33%	\$62,222,469	\$93,246,308
Legal		\$99,913,858	\$609,436	\$41,369,134	41%	\$58,544,724	\$99,913,858
Resource Agency		\$81,893,696	\$631,093	\$14,078,988	17%	\$67,814,708	\$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		\$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	\$5,149,888	\$902,080,383	42%	\$1,245,151,439	\$2,147,231,822
TOTAL	1, 2	\$14,772,924,464	\$69,014,379	\$7,984,836,140	54%	\$6,788,088,324	\$14,772,924,464

Footnotes:

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

Data through January 31, 2023

Percentage of Fiscal Year completed 58%

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

Program to Date	Notes	Total Expenditure Authorization (A)	January Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	4, 10	\$3,124,131,855	\$14,309,238	\$1,935,149,659	\$1,188,982,196
SR 99		\$296,093,844	\$0	\$286,048,668	\$10,045,176
Project Construction Management		\$222,542,112	\$2,513,917	\$158,508,205	\$64,033,907
Real Property Acquisition		\$902,029,080	\$319,285	\$775,000,197	\$127,028,883
Environmental Mitigation		\$40,037,064	\$0	\$32,307,727	\$7,729,337
Resource Agency	4	\$62,955,538	\$239,233	\$44,235,438	\$18,720,100
Third Party Contract Work	4	\$321,136,200	\$1,087,437	\$188,511,069	\$132,625,131
Estimated-At-Completion Contingency	4, 10	\$118,470,050	\$0	\$118,470,050	\$118,470,050
Project Contingency	4, 10	\$51,878,988	\$0	\$0	\$51,878,988
CP1 TOTAL		\$5,139,274,731	\$18,469,110	\$3,419,760,963	\$1,719,513,768
CP2-3					
Design-Build Contract Work	10	\$2,878,505,285	\$31,924,947	\$1,879,299,240	\$999,206,045
Project Construction Management		\$229,878,055	\$3,290,274	\$185,698,110	\$44,179,945
Real Property Acquisition		\$591,672,381	\$238,039	\$478,142,781	\$113,529,600
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	\$16,214,299
Hazardous Waste Provisional Sum		\$0	\$0	\$0	\$0
Resource Agency		\$2,202,471	\$94,257	\$620,033	\$1,582,438
Third Party Contract Work		\$98,650,349	\$2,023,781	\$81,125,935	\$17,524,414
Estimated-At-Completion Contingency	10	\$48,854,968	\$0	\$0	\$48,854,968
Project Contingency		\$7,408,780	\$0	\$0	\$7,408,780
CP2-3 TOTAL		\$3,929,260,990	\$37,571,298	\$2,680,760,501	\$1,248,500,489
CP4					
Design-Build Contract Work	10	\$729,499,482	\$4,253,229	\$639,519,055	\$89,980,426
Project Construction Management		\$114,827,599	\$1,430,206	\$104,413,947	\$10,413,652
Real Property Acquisition		\$222,261,960	\$584,193	\$181,669,848	\$40,592,112
Environmental Mitigation		\$41,400,923	\$250,290	\$30,705,940	\$10,694,983
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$453,704	\$0	\$230,278	\$223,426
Third Party Contract Work	4	\$42,592,494	\$1,271,919	\$25,076,906	\$17,515,588
SR 46		\$92,554,946	\$0	\$0	\$92,554,946
Estimated-At-Completion Contingency	4	\$17,424,535	\$0	\$0	\$17,424,535
Project Contingency	10	\$20,971,978	\$0	\$0	\$20,971,978
CP4 TOTAL		\$1,288,217,620	\$7,789,837	\$981,615,974	\$306,601,646
Track & Systems					
Design-Build Contract Work		\$667,315,007	\$0	\$0	\$667,315,007
Project Construction Management		\$174,425,847	\$0	\$0	\$174,425,847
Environmental Mitigation		\$50,758,336	\$0	\$0	\$50,758,336
Project Contingency		\$298,324,727	\$0	\$0	\$298,324,727
Communication and Signaling		\$344,414,297	\$0	\$0	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	\$429,807,473
Testing and Certification		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$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	\$34,246	\$618,319	\$13,017,142
Station Area Planning		\$2,184,333	\$0	\$1,894,811	\$289,522
Stations TOTAL		\$15,819,794	\$34,246	\$2,513,130	\$13,306,664
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	4, 19	\$663,620,449	(\$399,255)	\$612,023,576	\$51,596,873
Early Train Operator		\$94,817,999	\$500,000	\$32,595,531	\$62,222,468
Legal		\$108,457,035	\$56,699	\$48,249,915	\$60,207,120
Resource Agency		\$186,656,865	\$337,317	\$126,478,559	\$60,178,306
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Project Wide TOTAL		\$1,323,327,167	\$494,761	\$1,020,941,315	\$302,385,852
TOTAL	1, 2	\$13,951,204,142	\$64,359,252	\$8,105,591,883	\$5,845,612,259

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, 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.
- 19 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through January 31, 2023

Percentage of Fiscal Year completed 58%

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	\$597,298,649	\$54,841,721	\$118,470,050	15%
CP1 Project Contingency		\$1,173,894,062	\$1,102,652,938	\$19,362,136	\$51,878,988	4%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP2-3 EAC Contingency		\$557,375,177	\$508,520,209	\$0	\$48,854,968	9%
CP2-3 Project Contingency		\$1,051,818,874	\$1,044,410,094	\$0	\$7,408,780	1%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$54,845,400	\$37,151,234	\$269,631	\$17,424,535	32%
CP4 Project Contingency		\$356,690,634	\$335,718,656	\$0	\$20,971,978	6%
Track & Systems Project Contingency		\$322,447,724	\$24,122,997	\$0	\$298,324,727	93%
Route-Wide Work Project Contingency		\$0	\$0	\$0	\$0	0%
Project Reserve		\$46,267,108	\$0	\$0	\$46,267,108	100%
Interim Use		\$161,879,645	\$53,856,392	\$0	\$108,023,253	67%
Unallocated Contingency		\$425,862,179	\$82,072,252	\$0	\$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	\$35,575,358	\$6,698,042	\$40,833,232	49%
TOTAL	14, 15, 16	\$5,159,680,527	\$3,898,290,041	\$81,171,530	\$1,180,218,957	23%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,497,874,197	\$74,203,857		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$152,833,223	\$0		
CP1 Real Property Acquisition			\$56,692,306	\$0		
CP1 Resource Agency			\$2,015,691	\$0		
CP1 Third Party Contract Work			\$20,519,490	\$0		
CP2-3 Design-Build Contract Work			\$1,429,627,870	\$0		
CP2-3 Project Construction Management			\$151,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,510,261	\$0		
CP2-3 Resource Agency			\$92,747	\$0		
CP2-3 Third Party Contract Work			\$4,130,000	\$0		
CP4 Design-Build Contract Work			\$272,860,007	\$0		
CP4 Project Construction Management			\$67,883,582	\$0		
CP4 Real Property Acquisition			\$42,055,527	\$0		
CP4 SR46			\$16,911,386	\$0		
CP4 Third Party Contract Work			\$0	\$269,631		
Track & Systems DB			\$1,801,789	\$0		
Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Resource Agency - Construction			\$785,000	\$0		
Interim Use			\$53,856,392	\$0		
San Francisco - San Jose			\$2,020,297	\$0		
San Jose - Merced			\$0	\$0		
Bakersfield - Palmdale			\$3,900,522	\$0		
Palmdale - Burbank			\$12,920,875	\$0		
Los Angeles - Anaheim			\$2,748,701	\$0		
Merced Extension - Design Advancement			\$1,000,000	\$3,349,021		
Bakersfield Extension - Design Advancement			\$1,000,000	\$3,349,021		
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			\$3,898,290,041	\$81,171,530		

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.

