

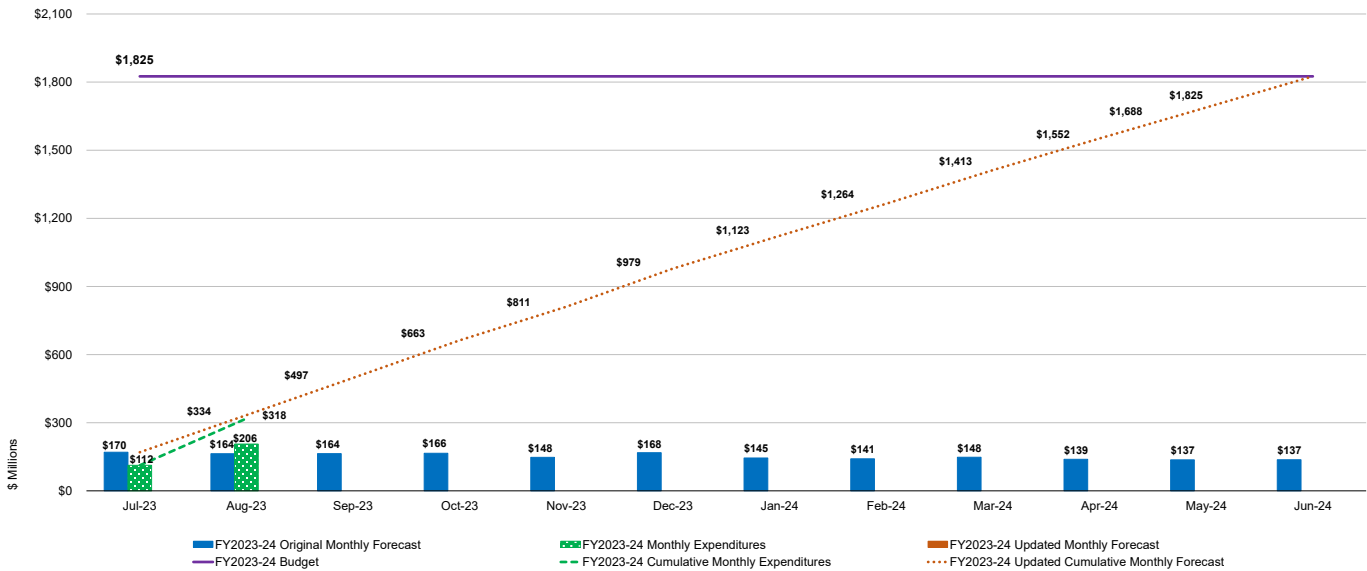
Data through August 31, 2023

Percentage of Fiscal Year completed 16.7%

Budget Summary FY2023-24

FY2023-24	Notes	Appropriation	FY2023-24 Budget (A)	August Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 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	\$767,791,814	\$159,569,523	\$9,463,904	\$14,598,871	9%	\$144,970,652	\$159,569,523
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (RAISE)	35	\$25,000,000	\$6,998,457	\$0	\$0	0%	\$6,998,457	\$6,998,457
Project Development TOTAL		\$1,865,815,089	\$166,567,980	\$9,463,904	\$14,598,871	9%	\$151,969,109	\$166,567,980
Construction								
Bond Fund (Prop 1A)		\$6,809,076,000	\$1,297,543,098	\$195,265,078	\$295,290,345	23%	\$1,002,252,753	\$1,297,543,098
Cap and Trade	3	\$10,552,195,832	\$179,703,026	\$1,336,196	\$8,470,383	5%	\$171,232,643	\$179,703,026
Federal Trust Fund (ARRA)		\$2,086,970,335	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (FY10)		\$928,620,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (RAISE)	35	\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
Construction TOTAL	8	\$20,400,862,167	\$1,477,246,124	\$196,601,274	\$303,760,728	21%	\$1,173,485,396	\$1,477,246,124
SUBTOTAL		\$22,266,677,256	\$1,643,814,104	\$206,065,178	\$318,359,599	19%	\$1,325,454,505	\$1,643,814,104
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$181,444,024	\$0	\$0	0%	\$181,444,024	\$181,444,024
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
Bookend Projects TOTAL	8	\$1,297,943,401	\$181,444,024	\$0	\$0	0%	\$181,444,024	\$181,444,024
TOTAL	1, 2, 9	\$23,564,620,657	\$1,825,258,128	\$206,065,178	\$318,359,599	17%	\$1,506,898,529	\$1,825,258,128

FY2023-24 Forecast and Expenditures



Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 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 August 2023, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec 2030), which are estimated at \$750M annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- FY23/24 funding allocations shifted compared to the July Board presentation due to FY22/23 year end activity. Most notably there was a shift between Local Assistance and Construction of \$18M. All adjustments resulted in a net zero change to the FY23/24 Total Budget \$1.825B.
- The FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.
- 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.

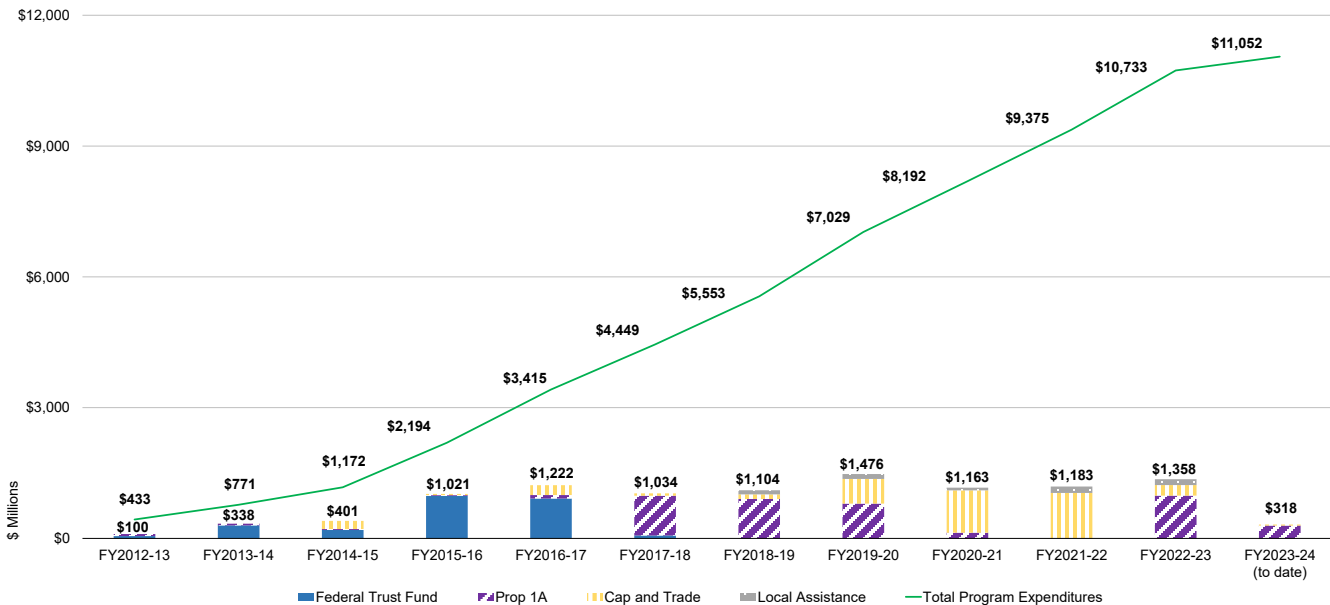
Data through August 31, 2023

Percentage of Fiscal Year completed 16.7%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	August 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		\$767,791,814	\$792,138,739	\$9,463,904	\$381,056,437	48%	\$411,082,302	\$792,138,739
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	\$556,599	93%	\$43,401	\$600,000
Federal Trust Grant (RAISE)	35	\$25,000,000	\$25,000,000	\$0	\$0	0%	\$25,000,000	\$25,000,000
Project Development TOTAL		\$1,865,815,089	\$1,890,154,176	\$9,463,904	\$1,454,028,473	77%	\$436,125,703	\$1,890,154,176
Construction								
Bond Fund (Prop 1A)		\$6,809,076,000	\$6,809,076,000	\$195,265,078	\$3,885,590,680	57%	\$2,923,485,320	\$6,809,076,000
Cap and Trade	3	\$10,552,195,832	\$6,979,888,877	\$1,336,196	\$2,887,351,534	41%	\$4,092,537,343	\$6,979,888,877
Federal Trust Fund (ARRA)		\$2,086,970,335	\$2,080,094,433	\$0	\$2,080,094,433	100%	\$0	\$2,080,094,433
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Grant (RAISE)	35	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Construction TOTAL		\$20,400,862,167	\$16,821,679,310	\$196,601,274	\$8,853,036,647	53%	\$7,968,642,663	\$16,821,679,310
SUBTOTAL		\$22,266,677,256	\$18,711,833,486	\$206,065,178	\$10,307,065,120	55%	\$8,404,768,366	\$18,711,833,486
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$0	\$546,759,104	50%	\$553,240,896	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,854,064	100%	\$89,337	\$197,943,401
Bookend Projects TOTAL	8	\$1,297,943,401	\$1,297,943,401	\$0	\$744,613,168	57%	\$553,330,233	\$1,297,943,401
TOTAL	1, 2, 9	\$23,564,620,657	\$20,009,776,887	\$206,065,178	\$11,051,678,288	55%	\$8,958,098,599	\$20,009,776,887

Total Program Expenditures to Date



Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 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 August 2023, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec 2030), which are estimated at \$750M annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- FY23/24 funding allocations shifted compared to the July Board presentation due to FY22/23 year end activity. Most notably there was a shift between Local Assistance and Construction of \$18M. All adjustments resulted in a net zero change to the FY23/24 Total Budget \$1.825B.
- The FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.
- 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 August 31, 2023

Percentage of Fiscal Year completed 16.7%

Project Development - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	August Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast (F)
San Francisco - San Jose		\$2,407,140	\$0	\$0	0%	\$2,407,140	\$2,407,140
San Jose - Merced		\$506,266	\$0	\$0	0%	\$506,266	\$506,266
Bakersfield - Palmdale		\$1,333,846	\$0	\$0	0%	\$1,333,846	\$1,333,846
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$4,595,909	\$450,000	\$975,000	21%	\$3,620,909	\$4,595,909
Burbank - Los Angeles		\$0	\$0	\$0	0%	\$0	\$0
Los Angeles - Anaheim		\$7,316,162	\$200,000	\$400,000	5%	\$6,916,162	\$7,316,162
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4	\$34,863,185	\$0	\$0	0%	\$34,863,185	\$34,863,185
Legal		\$4,720,201	\$23,335	\$23,335	0%	\$4,696,866	\$4,720,201
SCI/SAP	4	\$3,355,597	\$0	\$0	0%	\$3,355,597	\$3,355,597
Merced Extension - Design Advancement		\$35,243,354	\$0	\$1,500,000	4%	\$33,743,354	\$35,243,354
Bakersfield Extension - Design Advancement		\$28,985,898	\$1,200,000	\$2,400,000	8%	\$26,585,898	\$28,985,898
Central Valley Stations - Design Advancement		\$17,160,422	\$1,543,652	\$1,543,652	9%	\$15,616,770	\$17,160,422
NorCal Interconnections		\$1,080,000	\$0	\$0	0%	\$1,080,000	\$1,080,000
Rail Delivery Partner - Program Delivery Support		\$25,000,000	\$6,046,917	\$7,756,884	31%	\$17,243,116	\$25,000,000
Project Management Oversight Continuation		\$0	\$0	\$0	0%	\$0	\$0
TOTAL	1, 2, 9	\$166,567,980	\$9,463,904	\$14,598,871	9%	\$151,969,109	\$166,567,980

Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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- 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 FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August 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		\$51,234,620	\$0	\$44,886,870	87%	\$6,347,750	\$51,234,620
San Jose - Merced		\$114,969,297	\$0	\$103,425,938	89%	\$11,543,359	\$114,969,297
Merced - Fresno		\$63,571,884	\$0	\$63,571,884	100%	\$0	\$63,571,884
Fresno - Bakersfield		\$151,326,514	\$0	\$151,326,513	100%	\$1	\$151,326,514
Bakersfield - Palmdale		\$59,361,818	\$0	\$57,927,751	97%	\$1,434,067	\$59,361,818
Locally Generated Alternative (LGA)		\$17,937,974	\$0	\$17,927,450	99%	\$10,524	\$17,937,974
Palmdale - Burbank		\$144,730,702	\$450,000	\$140,963,695	97%	\$3,767,007	\$144,730,702
Burbank - Los Angeles		\$32,748,465	\$0	\$32,561,442	99%	\$187,023	\$32,748,465
Los Angeles - Anaheim		\$87,738,812	\$200,000	\$75,021,138	85%	\$12,717,674	\$87,738,812
Central Valley Wye		\$58,522,646	\$0	\$58,180,022	99%	\$342,624	\$58,522,646
Resource Agency	4	\$371,717,367	\$0	\$222,835,071	59%	\$148,882,296	\$371,717,367
Legal		\$61,878,115	\$23,335	\$46,015,116	74%	\$15,862,999	\$61,878,115
SCI/SAP	4	\$29,335,980	\$0	\$13,382,216	45%	\$15,953,764	\$29,335,980
Merced Extension - Design Advancement		\$75,097,229	\$0	\$12,642,809	16%	\$62,454,420	\$75,097,229
Bakersfield Extension - Design Advancement		\$56,186,747	\$1,200,000	\$11,556,589	20%	\$44,630,158	\$56,186,747
Central Valley Stations - Design Advancement		\$35,351,378	\$1,543,652	\$4,113,652	11%	\$31,237,726	\$35,351,378
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$0	\$13,300	0%	\$1,945,700	\$1,959,000
Early Train Operator		\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
Rail Delivery Partner - Program Delivery Support		\$429,944,903	\$6,046,917	\$353,044,741	82%	\$76,900,162	\$429,944,903
Project Management Oversight Continuation		\$1,908,449	\$0	\$0	0%	\$1,908,449	\$1,908,449
Phase I TOTAL		\$1,847,771,463	\$9,463,904	\$1,411,645,760	76%	\$436,125,703	\$1,847,771,463
Phase II							
Sacramento - Merced		\$5,968,898	\$0	\$5,968,898	100%	\$0	\$5,968,898
Altamont Pass		\$26,392,193	\$0	\$26,392,193	100%	\$0	\$26,392,193
Los Angeles - San Diego		\$10,020,755	\$0	\$10,020,755	100%	\$0	\$10,020,755
Rail Delivery Partner - Program Delivery Support - Phase II		\$867	\$0	\$867	100%	\$0	\$867
Phase II TOTAL		\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
TOTAL	1, 2, 9	\$1,890,154,176	\$9,463,904	\$1,454,028,473	77%	\$436,125,703	\$1,890,154,176

Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 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 FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.

Data through August 31, 2023

Percentage of Fiscal Year completed 16.7%

Construction - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	August Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast (F)
Design-Build Contract Work	10	\$856,784,039	\$183,660,784	\$271,357,772	32%	\$585,426,267	\$856,784,039
SR 99		\$0	\$0	\$0	0%	\$0	\$0
SR 46		\$12,900,000	\$0	\$0	0%	\$12,900,000	\$12,900,000
Project Construction Management	4	\$96,975,211	\$8,760,400	\$18,630,215	19%	\$78,344,996	\$96,975,211
Real Property Acquisition	4	\$173,636,708	\$113,800	\$293,007	0%	\$173,343,701	\$173,636,708
Environmental Mitigation		\$5,094,791	\$18,759	\$93,793	2%	\$5,000,998	\$5,094,791
Hazardous Waste Provisional Sum		\$811,406	\$0	\$0	0%	\$811,406	\$811,406
Resource Agency	4	\$20,564,577	\$236,699	\$302,779	1%	\$20,261,798	\$20,564,577
Third Party Contract Work	4	\$80,477,730	\$808,669	\$1,683,669	2%	\$78,794,061	\$80,477,730
Estimated-At-Completion Contingency	10	\$42,869,378	\$0	\$0	0%	\$42,869,378	\$42,869,378
Project Contingency	4, 10	\$43,573,004	\$0	\$0	0%	\$43,573,004	\$43,573,004
Stations	4	\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Merced Extension - Design Advancement		\$14,000	\$0	\$0	0%	\$14,000	\$14,000
Communication and Signaling		\$0	\$0	\$0	0%	\$0	\$0
Electric Traction		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Program Delivery Support		\$91,005,128	\$2,377,163	\$10,149,493	11%	\$80,855,635	\$91,005,128
Project Management Oversight Continuation	4	\$17,547,655	\$0	\$0	0%	\$17,547,655	\$17,547,655
Early Train Operator		\$15,140,758	\$625,000	\$1,250,000	8%	\$13,890,758	\$15,140,758
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Testing and Certification		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Legal		\$13,821,139	\$0	\$0	0%	\$13,821,139	\$13,821,139
Pre-Construction Activities	7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$4,530,600
TOTAL	1, 2, 9	\$1,477,246,124	\$196,601,274	\$303,760,728	21%	\$1,173,485,396	\$1,477,246,124

Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 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.
- The FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.
- 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)	August 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	\$7,916,417,315	\$183,660,784	\$5,136,841,879	65%	\$2,779,575,436	\$7,916,417,315
SR 99		\$296,093,844	\$0	\$289,856,690	98%	\$6,237,154	\$296,093,844
SR 46		\$95,143,560	\$0	\$7,803,284	8%	\$87,340,276	\$95,143,560
Project Construction Management	4, 10	\$764,081,287	\$8,760,400	\$510,729,987	67%	\$253,351,300	\$764,081,287
Real Property Acquisition	4	\$1,713,585,352	\$113,800	\$1,453,461,843	85%	\$260,123,509	\$1,713,585,352
Environmental Mitigation		\$204,895,024	\$18,759	\$122,288,307	60%	\$82,606,717	\$204,895,024
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency	4	\$152,419,564	\$236,699	\$67,627,980	44%	\$84,791,584	\$152,419,564
Third Party Contract Work	4	\$624,566,980	\$808,669	\$326,447,919	52%	\$298,119,061	\$624,566,980
Estimated-At-Completion Contingency	10	\$667,153,707	\$0	\$0	0%	\$667,153,707	\$667,153,707
Project Contingency	4, 10	\$1,308,226,468	\$0	\$0	0%	\$1,308,226,468	\$1,308,226,468
Stations		\$16,224,701	\$0	\$645,095	4%	\$15,579,606	\$16,224,701
Merced Extension - Design Advancement		\$14,000	\$0	\$0	0%	\$14,000	\$14,000
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	0%	\$429,807,473	\$429,807,473
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner - Program Delivery Support		\$1,066,737,256	\$2,377,163	\$770,276,368	72%	\$296,460,888	\$1,066,737,256
Project Management Oversight Continuation	4	\$128,580,382	\$0	\$0	0%	\$128,580,382	\$128,580,382
Early Train Operator		\$93,246,308	\$625,000	\$35,300,455	38%	\$57,945,853	\$93,246,308
Legal		\$97,748,853	\$0	\$46,630,670	48%	\$51,118,183	\$97,748,853
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		\$410,229,222	\$0	\$0	0%	\$410,229,222	\$410,229,222
Pre-Construction Activities	7	\$6,386,000	\$0	\$300,000	5%	\$6,086,000	\$6,386,000
TOTAL	1, 2, 9	\$16,821,679,310	\$196,601,274	\$8,853,036,647	53%	\$7,968,642,663	\$16,821,679,310

Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 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.
- The FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.
- 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 August 31, 2023

Percentage of Fiscal Year completed 16.7%

Bookend Projects FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	August Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast (F)
Bookend - North							
	PCJPB - Caltrain Electrification	11	\$91,063,908	\$0	0%	\$91,063,908	\$91,063,908
	PCJPB - Caltrain Electrification	12	\$0	\$0	0%	\$0	\$0
	San Mateo Grade Separation	12	\$0	\$0	0%	\$0	\$0
	Bookend - North TOTAL		\$91,063,908	\$0	0%	\$91,063,908	\$91,063,908
Bookend - South							
	Rosecrans/Marquardt Grade Separation	11	\$20,000,000	\$0	0%	\$20,000,000	\$20,000,000
	Los Angeles Union Station	11, 13	\$70,380,116	\$0	0%	\$70,380,116	\$70,380,116
	Bookend - South TOTAL		\$90,380,116	\$0	0%	\$90,380,116	\$90,380,116
TOTAL	2, 9		\$181,444,024	\$0	0%	\$181,444,024	\$181,444,024

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.
- 9 The FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.
- 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)	August 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	84%	\$91,063,908	\$600,000,000
	PCJPB - Caltrain Electrification	12	\$113,943,401	\$0	100%	\$1,695	\$113,943,401
	San Mateo Grade Separation	12	\$84,000,000	\$0	100%	\$87,642	\$84,000,000
	Bookend - North TOTAL		\$797,943,401	\$0	89%	\$91,153,245	\$797,943,401
Bookend - South							
	Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$0	49%	\$38,841,988	\$76,665,000
	Los Angeles Union Station	11, 13	\$423,335,000	\$0	0%	\$423,335,000	\$423,335,000
	Bookend - South TOTAL		\$500,000,000	\$0	8%	\$462,176,988	\$500,000,000
TOTAL	2, 9		\$1,297,943,401	\$0	57%	\$553,330,233	\$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.
- 9 The FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.
- 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 August 31, 2023

Percentage of Fiscal Year completed 16.7%

Construction by Construction Package FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	August Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast (F)
CP1							
Design-Build Contract Work		\$352,076,585	\$67,098,380	\$102,527,394	29%	\$249,549,191	\$352,076,585
SR 99		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$47,768,946	\$3,295,287	\$6,491,535	14%	\$41,277,411	\$47,768,946
Real Property Acquisition	4	\$77,884,948	\$15,300	\$67,959	0%	\$77,816,989	\$77,884,948
Environmental Mitigation		\$2,446,524	\$0	\$0	0%	\$2,446,524	\$2,446,524
Resource Agency		\$4,888,254	\$0	\$0	0%	\$4,888,254	\$4,888,254
Third Party Contract Work		\$44,267,037	\$808,669	\$1,683,669	4%	\$42,583,368	\$44,267,037
Estimated-At-Completion Contingency		\$4,847,000	\$0	\$0	0%	\$4,847,000	\$4,847,000
Project Contingency	4	\$24,133,783	\$0	\$0	0%	\$24,133,783	\$24,133,783
CP1 TOTAL		\$558,313,077	\$71,217,636	\$110,770,557	20%	\$447,542,520	\$558,313,077
CP2-3							
Design-Build Contract Work	10	\$423,720,894	\$94,247,332	\$123,247,332	29%	\$300,473,562	\$423,720,894
Project Construction Management		\$27,331,700	\$3,600,000	\$7,000,000	26%	\$20,331,700	\$27,331,700
Real Property Acquisition	4	\$76,685,657	\$98,500	\$157,714	0%	\$76,527,943	\$76,685,657
Environmental Mitigation		\$30,000	\$0	\$0	0%	\$30,000	\$30,000
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$368,968	\$0	\$0	0%	\$368,968	\$368,968
Third Party Contract Work	4	\$28,515,219	\$0	\$0	0%	\$28,515,219	\$28,515,219
Estimated-At-Completion Contingency	10	\$14,061,920	\$0	\$0	0%	\$14,061,920	\$14,061,920
Project Contingency	4, 10	\$14,635,178	\$0	\$0	0%	\$14,635,178	\$14,635,178
CP2-3 TOTAL		\$585,349,536	\$97,945,832	\$130,405,046	22%	\$454,944,490	\$585,349,536
CP4							
Design-Build Contract Work	10	\$80,986,560	\$22,315,072	\$45,583,046	56%	\$35,403,514	\$80,986,560
Project Construction Management	4	\$21,774,565	\$1,865,113	\$5,138,680	23%	\$16,635,885	\$21,774,565
Real Property Acquisition	4	\$19,066,103	\$0	\$67,334	0%	\$18,998,769	\$19,066,103
Environmental Mitigation		\$1,618,267	\$18,759	\$93,793	6%	\$1,524,474	\$1,618,267
Hazardous Waste Provisional Sum		\$811,406	\$0	\$0	0%	\$811,406	\$811,406
Resource Agency		\$13,542	\$0	\$0	0%	\$13,542	\$13,542
Third Party Contract Work		\$7,695,474	\$0	\$0	0%	\$7,695,474	\$7,695,474
SR 46		\$12,900,000	\$0	\$0	0%	\$12,900,000	\$12,900,000
Estimated-At-Completion Contingency		\$23,960,458	\$0	\$0	0%	\$23,960,458	\$23,960,458
Project Contingency	4, 10	\$4,804,043	\$0	\$0	0%	\$4,804,043	\$4,804,043
CP4 TOTAL		\$173,630,418	\$24,198,944	\$50,882,853	29%	\$122,747,565	\$173,630,418
Track & Systems							
Design-Build Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$100,000	\$0	\$0	0%	\$100,000	\$100,000
Environmental Mitigation		\$1,000,000	\$0	\$0	0%	\$1,000,000	\$1,000,000
Project Contingency	4	\$0	\$0	\$0	0%	\$0	\$0
Communication and Signaling		\$0	\$0	\$0	0%	\$0	\$0
Electric Traction		\$0	\$0	\$0	0%	\$0	\$0
Testing and Certification		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Track & Systems TOTAL		\$1,100,000	\$0	\$0	\$0	\$1,100,000	\$1,100,000
Stations							
Stations (Primarily Fresno Historic Depot)	4	\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Stations TOTAL		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
System Wide / Extensions / Unallocated							
Rail Delivery Partner - Program Delivery Support		\$91,005,128	\$2,377,163	\$10,149,493	11%	\$80,855,635	\$91,005,128
Project Management Oversight Continuation	4	\$17,547,655	\$0	\$0	0%	\$17,547,655	\$17,547,655
Early Train Operator		\$15,140,758	\$625,000	\$1,250,000	8%	\$13,890,758	\$15,140,758
Legal		\$13,821,139	\$0	\$0	0%	\$13,821,139	\$13,821,139
Resource Agency	4	\$15,293,813	\$236,699	\$302,779	2%	\$14,991,034	\$15,293,813
Trainset Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Project Reserve		\$0	\$0	\$0	0%	\$0	\$0
Interim Use		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Merced Extension - Design Advancement		\$14,000	\$0	\$0	0%	\$14,000	\$14,000
Pre-Construction Activities	7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$4,530,600
System Wide / Unallocated TOTAL		\$157,353,093	\$3,238,862	\$11,702,272	7%	\$145,650,821	\$157,353,093
TOTAL	1, 2, 9	\$1,477,246,124	\$196,601,274	\$303,760,728	21%	\$1,173,485,396	\$1,477,246,124

Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 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.
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- 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 August 31, 2023

Percentage of Fiscal Year completed 16.7%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
CP1							
Design-Build Contract Work	10	\$3,386,192,517	\$67,098,380	\$2,228,384,622	66%	\$1,157,807,895	\$3,386,192,517
SR 99		\$296,093,844	\$0	\$289,856,690	98%	\$6,237,154	\$296,093,844
Project Construction Management	10	\$222,542,112	\$3,295,287	\$180,614,688	81%	\$41,927,424	\$222,542,112
Real Property Acquisition	4	\$893,858,864	\$15,300	\$779,044,971	87%	\$114,813,893	\$893,858,864
Environmental Mitigation		\$40,647,064	\$0	\$34,346,177	84%	\$6,300,887	\$40,647,064
Resource Agency		\$62,883,980	\$0	\$45,886,464	73%	\$16,997,516	\$62,883,980
Third Party Contract Work		\$327,128,953	\$808,669	\$209,466,546	64%	\$117,662,407	\$327,128,953
Estimated-At-Completion Contingency	10	\$215,769,876	\$0	\$0	0%	\$215,769,876	\$215,769,876
Project Contingency	4, 10	\$536,972,810	\$0	\$0	0%	\$536,972,810	\$536,972,810
CP1 TOTAL		\$5,982,090,020	\$71,217,636	\$3,767,600,158	63%	\$2,214,489,862	\$5,982,090,020
CP2-3							
Design-Build Contract Work	4, 10	\$3,093,525,208	\$94,247,332	\$2,178,294,758	70%	\$915,230,450	\$3,093,525,208
Project Construction Management		\$229,878,055	\$3,600,000	\$209,546,355	91%	\$20,331,700	\$229,878,055
Real Property Acquisition	4	\$591,342,457	\$98,500	\$490,035,321	83%	\$101,307,136	\$591,342,457
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		\$1,283,834	\$0	\$797,304	62%	\$486,530	\$1,283,834
Third Party Contract Work	4	\$142,028,866	\$0	\$85,389,784	60%	\$56,639,082	\$142,028,866
Estimated-At-Completion Contingency	10	\$420,831,009	\$0	\$0	0%	\$420,831,009	\$420,831,009
Project Contingency	4, 10	\$429,896,895	\$0	\$0	0%	\$429,896,895	\$429,896,895
CP2-3 TOTAL		\$4,980,875,025	\$97,945,832	\$3,019,937,924	61%	\$1,960,937,101	\$4,980,875,025
CP4							
Design-Build Contract Work	10	\$769,384,583	\$22,315,072	\$730,162,499	95%	\$39,222,084	\$769,384,583
Project Construction Management	4	\$137,235,273	\$1,865,113	\$120,568,944	88%	\$16,666,329	\$137,235,273
Real Property Acquisition	4	\$228,384,031	\$0	\$184,381,551	81%	\$44,002,480	\$228,384,031
Environmental Mitigation		\$41,400,923	\$18,759	\$31,865,215	77%	\$9,535,708	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$646,460	\$0	\$322,110	50%	\$324,350	\$646,460
Third Party Contract Work		\$42,992,494	\$0	\$31,591,589	73%	\$11,400,905	\$42,992,494
SR 46		\$95,143,560	\$0	\$7,803,284	8%	\$87,340,276	\$95,143,560
Estimated-At-Completion Contingency		\$30,552,822	\$0	\$0	0%	\$30,552,822	\$30,552,822
Project Contingency	10	\$45,621,276	\$0	\$0	0%	\$45,621,276	\$45,621,276
CP4 TOTAL		\$1,397,591,422	\$24,198,944	\$1,106,695,192	79%	\$290,896,230	\$1,397,591,422
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	\$202,513	0%	\$50,555,823	\$50,758,336
Project Contingency	4	\$295,735,487	\$0	\$0	0%	\$295,735,487	\$295,735,487
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	0%	\$429,807,473	\$429,807,473
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Third Party Contract Work		\$112,416,667	\$0	\$0	0%	\$112,416,667	\$112,416,667
Track & Systems TOTAL		\$2,249,214,600	\$0	\$202,513	\$0	\$2,249,012,087	\$2,249,214,600
Stations							
Stations (Primarily Fresno Historic Depot)	4	\$16,224,701	\$0	\$645,095	4%	\$15,579,606	\$16,224,701
Stations TOTAL		\$16,224,701	\$0	\$645,095	4%	\$15,579,606	\$16,224,701
System Wide / Extensions / Unallocated							
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner - Program Delivery Support		\$1,066,737,256	\$2,377,163	\$770,276,368	72%	\$296,460,888	\$1,066,737,256
Project Management Oversight Continuation	4	\$128,580,382	\$0	\$0	0%	\$128,580,382	\$128,580,382
Early Train Operator		\$93,246,308	\$625,000	\$35,300,455	38%	\$57,945,853	\$93,246,308
Legal		\$97,748,853	\$0	\$46,630,670	48%	\$51,118,183	\$97,748,853
Resource Agency	4	\$87,605,290	\$236,699	\$20,622,102	24%	\$66,983,188	\$87,605,290
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		\$410,229,222	\$0	\$0	0%	\$410,229,222	\$410,229,222
Merced Extension - Design Advancement		\$14,000	\$0	\$0	0%	\$14,000	\$14,000
Pre-Construction Activities	7	\$6,386,000	\$0	\$300,000	5%	\$6,086,000	\$6,386,000
System Wide / Unallocated TOTAL		\$2,195,683,542	\$3,238,862	\$957,955,765	44%	\$1,237,727,777	\$2,195,683,542
TOTAL	1, 2, 9	\$16,821,679,310	\$196,601,274	\$8,853,036,647	53%	\$7,968,642,663	\$16,821,679,310

Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 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.
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- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- The FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.
- 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 August 31, 2023

Percentage of Fiscal Year completed 16.7%

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

Program to Date	Notes	Total Expenditure Authorization (A)	August Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	10	\$3,386,192,517	\$67,098,380	\$2,228,384,622	\$1,157,807,895
SR 99		\$296,093,844	\$0	\$289,856,690	\$6,237,154
Project Construction Management	10	\$222,542,112	\$3,295,287	\$180,614,688	\$41,927,424
Real Property Acquisition	4	\$893,858,864	\$15,300	\$779,044,971	\$114,813,893
Environmental Mitigation		\$40,647,064	\$0	\$34,346,177	\$6,300,887
Resource Agency		\$62,883,980	\$0	\$45,886,464	\$16,997,516
Third Party Contract Work		\$327,128,953	\$808,669	\$209,466,546	\$117,662,407
Estimated-At-Completion Contingency	10	\$215,769,876	\$0	\$0	\$215,769,876
Project Contingency	4, 10	\$536,972,810	\$0	\$0	\$536,972,810
CP1 TOTAL		\$5,982,090,020	\$71,217,636	\$3,767,600,158	\$2,214,489,862
CP2-3					
Design-Build Contract Work	4, 10	\$3,093,525,208	\$94,247,332	\$2,178,294,758	\$915,230,450
Project Construction Management		\$229,878,055	\$3,600,000	\$209,546,355	\$20,331,700
Real Property Acquisition	4	\$591,342,457	\$98,500	\$490,035,321	\$101,307,136
Environmental Mitigation		\$72,088,701	\$0	\$55,874,402	\$16,214,299
Hazardous Waste Provisional Sum		\$0	\$0	\$0	\$0
Resource Agency		\$1,283,834	\$0	\$797,304	\$486,530
Third Party Contract Work	4	\$142,028,866	\$0	\$85,389,784	\$56,639,082
Estimated-At-Completion Contingency	10	\$420,831,009	\$0	\$0	\$420,831,009
Project Contingency	4, 10	\$429,896,895	\$0	\$0	\$429,896,895
CP2-3 TOTAL		\$4,980,875,025	\$97,945,832	\$3,019,937,924	\$1,960,937,101
CP4					
Design-Build Contract Work	10	\$769,384,583	\$22,315,072	\$730,162,499	\$39,222,084
Project Construction Management	4	\$137,235,273	\$1,865,113	\$120,568,944	\$16,666,329
Real Property Acquisition	4	\$228,384,031	\$0	\$184,381,551	\$44,002,480
Environmental Mitigation		\$41,400,923	\$18,759	\$31,865,215	\$9,535,708
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$646,460	\$0	\$322,110	\$324,350
Third Party Contract Work		\$42,992,494	\$0	\$31,591,589	\$11,400,905
SR 46		\$95,143,560	\$0	\$7,803,284	\$87,340,276
Estimated-At-Completion Contingency		\$30,552,822	\$0	\$0	\$30,552,822
Project Contingency	10	\$45,621,276	\$0	\$0	\$45,621,276
CP4 TOTAL		\$1,397,591,422	\$24,198,944	\$1,106,695,192	\$290,896,230
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	\$202,513	\$50,555,823
Project Contingency	4	\$295,735,487	\$0	\$0	\$295,735,487
Communication and Signaling		\$344,414,297	\$0	\$0	\$344,414,297
Electric Traction		\$429,807,473	\$0	\$0	\$429,807,473
Testing and Certification		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$112,416,667	\$0	\$0	\$112,416,667
Track & Systems TOTAL		\$2,249,214,600	\$0	\$202,513	\$2,249,012,087
Stations					
Stations (Primarily Fresno Historic Depot)	4	\$16,224,701	\$0	\$645,095	\$15,579,606
Station Area Planning		\$2,104,333	\$0	\$1,894,811	\$209,522
Stations TOTAL		\$18,329,034	\$0	\$2,539,906	\$15,789,128
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)		\$167,369,487	\$0	\$167,369,487	\$0
Rail Delivery Partner - Program Delivery Support		\$681,924,732	\$1,464,080	\$628,761,223	\$53,163,509
Early Train Operator		\$94,818,000	\$625,000	\$36,872,146	\$57,945,854
Legal		\$115,987,206	\$0	\$48,947,738	\$67,039,468
Resource Agency	4	\$154,820,370	\$0	\$128,876,076	\$25,944,294
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Project Wide TOTAL		\$1,315,163,742	\$2,089,080	\$1,045,050,917	\$270,112,825
TOTAL	1, 2, 9	\$15,943,263,843	\$195,451,492	\$8,942,026,610	\$7,001,237,233

Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 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 FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in July 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.
- 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 August 31, 2023

Percentage of Fiscal Year completed 16.7%

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		\$1,094,158,337	\$878,388,461	\$0	\$215,769,876	20%
CP1 Project Contingency		\$1,697,406,636	\$1,160,200,399	\$233,427	\$536,972,810	32%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP2-3 EAC Contingency		\$1,041,828,422	\$620,997,413	\$0	\$420,831,009	40%
CP2-3 Project Contingency		\$1,620,461,652	\$1,074,952,813	\$115,611,944	\$429,896,895	27%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$89,596,714	\$59,043,892	\$0	\$30,552,822	34%
CP4 Project Contingency		\$422,643,108	\$362,871,405	\$14,150,427	\$45,621,276	11%
Track & Systems Project Contingency		\$322,447,724	\$24,122,997	\$2,589,240	\$295,735,487	92%
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		\$492,301,474	\$82,072,252	\$0	\$410,229,222	83%
System Wide Contingency		\$33,875,908	\$11,004,328	\$0	\$22,871,580	68%
Program Management Contingency		\$91,346,938	\$46,867,937	\$250,000	\$44,229,001	48%
Project Development Contingency		\$83,106,632	\$55,288,710	\$0	\$27,817,922	33%
TOTAL	14, 15, 16	\$7,232,782,299	\$4,458,899,001	\$132,835,037	\$2,641,048,261	37%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,834,138,721	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$152,833,223	\$0		
CP1 Real Property Acquisition			\$56,692,306	\$233,427		
CP1 Resource Agency			\$2,015,691	\$0		
CP1 Third Party Contract Work			\$22,892,243	\$0		
CP2-3 Design-Build Contract Work			\$1,572,647,763	\$72,000,000		
CP2-3 Project Construction Management			\$151,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,510,261	\$233,427		
CP2-3 Resource Agency			\$92,747	\$0		
CP2-3 Third Party Contract Work			\$4,130,000	\$43,378,517		
CP4 Design-Build Contract Work			\$312,745,136	\$0		
CP4 Project Construction Management			\$76,374,257	\$13,917,000		
CP4 Real Property Acquisition			\$42,055,527	\$233,427		
CP4 SR46			\$16,911,386	\$0		
CP4 Third Party Contract Work			\$669,631	\$0		
Track & Systems DB			\$1,801,789	\$0		
Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Resource Agency - Construction			\$785,000	\$0		
Interim Use			\$53,856,392	\$0		
San Francisco - San Jose			\$3,010,387	\$0		
San Jose - Merced			\$0	\$0		
Bakersfield - Palmdale			\$3,900,522	\$0		
Palmdale - Burbank			\$16,478,271	\$0		
Los Angeles - Anaheim			\$11,216,524	\$0		
Merced Extension - Design Advancement			\$4,349,021	\$0		
Bakersfield Extension - Design Advancement			\$4,349,021	\$0		
Central Valley Stations - Design Advancement			\$6,376,984	\$2,589,240		
Resource Agency - Project Development			\$5,738,842	\$0		
Rail Delivery Partner - Program Delivery Support			\$47,082,454	\$250,000		
System Wide - Legal			\$9,592,941	\$0		
Offsetting Categories TOTAL			\$4,458,899,001	\$132,835,037		

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.

