

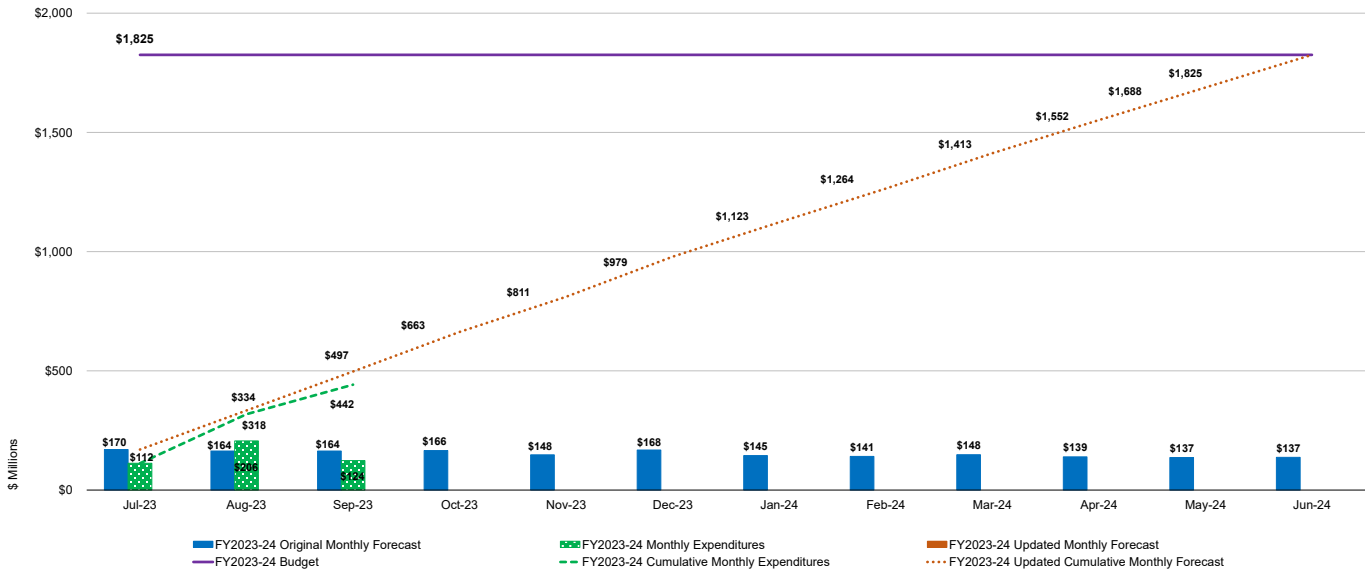
Data through September 30, 2023

Percentage of Fiscal Year completed 25.0%

Budget Summary FY2023-24

FY2023-24	Notes	Appropriation	FY2023-24 Budget (A)	September 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	\$9,277,674	\$23,876,545	15%	\$135,692,978	\$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	\$9,277,674	\$23,876,545	14%	\$142,691,435	\$166,567,980
Construction								
Bond Fund (Prop 1A)		\$6,809,076,000	\$1,297,543,098	\$101,908,024	\$397,198,370	31%	\$900,344,728	\$1,297,543,098
Cap and Trade	3	\$10,552,195,832	\$179,703,026	\$12,401,857	\$20,872,240	12%	\$158,830,786	\$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	\$114,309,881	\$418,070,610	28%	\$1,059,175,514	\$1,477,246,124
SUBTOTAL		\$22,266,677,256	\$1,643,814,104	\$123,587,555	\$441,947,155	27%	\$1,201,866,949	\$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	\$123,587,555	\$441,947,155	24%	\$1,383,310,973	\$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.

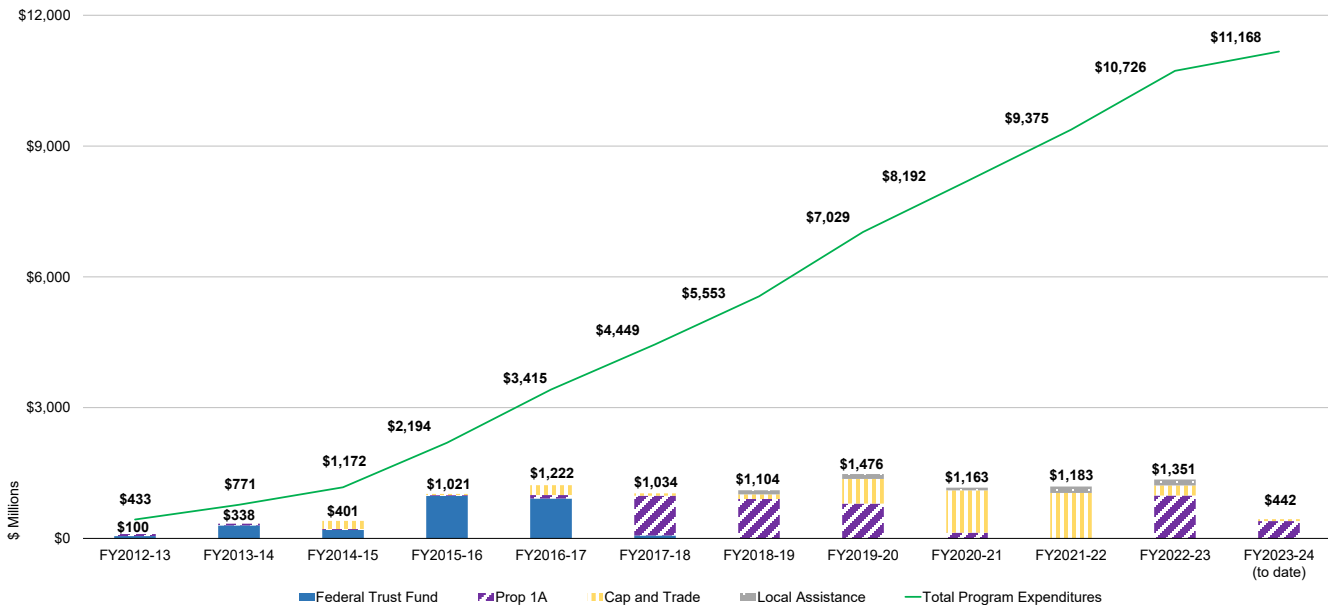
Data through September 30, 2023

Percentage of Fiscal Year completed 25.0%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
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	\$9,277,674	\$387,417,683	49%	\$404,721,056	\$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	\$9,277,674	\$1,460,389,719	77%	\$429,764,457	\$1,890,154,176
Construction								
Bond Fund (Prop 1A)		\$6,809,076,000	\$6,809,076,000	\$101,908,024	\$3,988,875,941	59%	\$2,820,200,059	\$6,809,076,000
Cap and Trade	3, 19	\$10,552,195,832	\$6,979,894,795	\$12,401,857	\$2,894,125,886	41%	\$4,085,768,909	\$6,979,894,795
Federal Trust Fund (ARRA)	19	\$2,086,970,335	\$2,080,088,515	\$0	\$2,080,088,515	100%	\$0	\$2,080,088,515
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	\$114,309,881	\$8,963,090,342	53%	\$7,858,588,968	\$16,821,679,310
SUBTOTAL		\$22,266,677,256	\$18,711,833,486	\$123,587,555	\$10,423,480,061	56%	\$8,288,353,425	\$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	\$123,587,555	\$11,168,093,229	56%	\$8,841,683,658	\$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.
- This line reflects ARRA expenditure refunds processed through Sep 2023 for prior year approved invoices.
- 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 September 30, 2023

Percentage of Fiscal Year completed 25.0%

Project Development - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	September 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	\$114,150	\$114,150	5%	\$2,292,990	\$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	\$586,484	\$1,561,484	34%	\$3,034,425	\$4,595,909
Burbank - Los Angeles	18	\$150,000	\$7,333	\$7,333	5%	\$142,667	\$150,000
Los Angeles - Anaheim	18	\$7,166,162	\$316,027	\$716,027	10%	\$6,450,135	\$7,166,162
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$34,863,185	\$366,978	\$366,978	1%	\$34,496,207	\$34,863,185
Legal		\$4,720,201	\$147,795	\$171,130	4%	\$4,549,071	\$4,720,201
SCI/SAP		\$3,355,597	\$470	\$470	0%	\$3,355,127	\$3,355,597
Merced Extension - Design Advancement	4	\$35,379,354	\$1,500,000	\$3,000,000	8%	\$32,379,354	\$35,379,354
Bakersfield Extension - Design Advancement	4	\$28,849,898	\$1,068,508	\$3,468,508	12%	\$25,381,390	\$28,849,898
Central Valley Stations - Design Advancement		\$17,160,422	\$1,179,527	\$2,723,179	16%	\$14,437,243	\$17,160,422
NorCal Interconnections		\$1,080,000	\$1,981	\$1,981	0%	\$1,078,019	\$1,080,000
Rail Delivery Partner - Program Delivery Support		\$25,000,000	\$3,988,421	\$11,745,305	47%	\$13,254,695	\$25,000,000
Project Management Oversight Continuation		\$0	\$0	\$0	0%	\$0	\$0
TOTAL	1, 2, 9	\$166,567,980	\$9,277,674	\$23,876,545	14%	\$142,691,435	\$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.
- 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.
- Budget from Los Angeles to Anaheim moved to support invoiced work performed in Burbank to Los Angeles.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Phase I							
San Francisco - San Jose		\$51,234,620	\$114,150	\$44,918,348	87%	\$6,316,272	\$51,234,620
San Jose - Merced		\$114,969,297	\$0	\$103,458,610	89%	\$11,510,687	\$114,969,297
Merced - Fresno		\$63,571,884	\$0	\$63,571,884	100%	\$0	\$63,571,884
Fresno - Bakersfield		\$151,326,514	\$0	\$151,326,514	100%	\$0	\$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	\$586,484	\$141,331,437	97%	\$3,399,265	\$144,730,702
Burbank - Los Angeles	18	\$32,898,465	\$7,333	\$32,568,775	99%	\$329,690	\$32,898,465
Los Angeles - Anaheim	18	\$87,588,812	\$316,027	\$75,162,165	85%	\$12,426,647	\$87,588,812
Central Valley Wye		\$58,522,646	\$0	\$58,180,022	99%	\$342,624	\$58,522,646
Resource Agency		\$371,717,367	\$366,978	\$221,815,805	59%	\$149,901,562	\$371,717,367
Legal		\$61,878,115	\$147,795	\$44,250,059	71%	\$17,628,056	\$61,878,115
SCI/SAP		\$29,335,980	\$470	\$13,382,686	45%	\$15,953,294	\$29,335,980
Merced Extension - Design Advancement		\$75,097,229	\$1,500,000	\$14,784,871	19%	\$60,312,358	\$75,097,229
Bakersfield Extension - Design Advancement		\$56,186,747	\$1,068,508	\$12,625,097	22%	\$43,561,650	\$56,186,747
Central Valley Stations - Design Advancement		\$35,351,378	\$1,179,527	\$5,303,832	15%	\$30,047,546	\$35,351,378
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$1,981	\$13,106	0%	\$1,945,894	\$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	\$3,988,421	\$357,209,032	83%	\$72,735,871	\$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	\$9,277,674	\$1,418,007,006	77%	\$429,764,457	\$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	\$9,277,674	\$1,460,389,719	77%	\$429,764,457	\$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.
- 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.
- Budget from Los Angeles to Anaheim moved to support invoiced work performed in Burbank to Los Angeles.

Data through September 30, 2023

Percentage of Fiscal Year completed 25.0%

Construction - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	September 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	\$865,841,967	\$86,784,435	\$358,142,207	41%	\$507,699,760	\$865,841,967
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		\$96,975,211	\$10,942,844	\$29,573,060	30%	\$67,402,151	\$96,975,211
Real Property Acquisition		\$173,636,708	\$142,400	\$435,408	0%	\$173,201,300	\$173,636,708
Environmental Mitigation		\$5,094,791	\$40,388	\$134,181	3%	\$4,960,610	\$5,094,791
Hazardous Waste Provisional Sum		\$811,406	\$0	\$0	0%	\$811,406	\$811,406
Resource Agency	4	\$21,564,577	\$1,180,929	\$1,483,708	7%	\$20,080,869	\$21,564,577
Third Party Contract Work		\$80,477,730	\$10,806,313	\$12,489,982	16%	\$67,987,748	\$80,477,730
Estimated-At-Completion Contingency	10	\$37,143,792	\$0	\$0	0%	\$37,143,792	\$37,143,792
Project Contingency	10	\$40,240,662	\$0	\$0	0%	\$40,240,662	\$40,240,662
Stations		\$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	\$3,323,606	\$13,473,098	15%	\$77,532,030	\$91,005,128
Project Management Oversight Continuation	4	\$16,547,655	\$0	\$0	0%	\$16,547,655	\$16,547,655
Early Train Operator		\$15,140,758	\$663,225	\$1,913,225	13%	\$13,227,533	\$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	\$425,741	\$425,741	3%	\$13,395,398	\$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	\$114,309,881	\$418,070,610	28%	\$1,059,175,514	\$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)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Authorization (E) = (A - C)	Total Authorized Forecast (F)
Design-Build Contract Work	4, 10	\$7,983,800,806	\$86,784,435	\$5,223,626,314	65%	\$2,760,174,492	\$7,983,800,806
SR 99		\$296,093,844	\$0	\$289,894,339	98%	\$6,199,505	\$296,093,844
SR 46		\$95,143,560	\$0	\$7,803,284	8%	\$87,340,276	\$95,143,560
Project Construction Management		\$764,081,287	\$10,942,844	\$519,542,419	68%	\$244,538,868	\$764,081,287
Real Property Acquisition		\$1,713,585,352	\$142,400	\$1,457,330,030	85%	\$256,255,322	\$1,713,585,352
Environmental Mitigation		\$204,895,024	\$40,388	\$122,005,653	60%	\$82,889,371	\$204,895,024
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$152,419,564	\$1,180,929	\$67,916,682	45%	\$84,502,882	\$152,419,564
Third Party Contract Work		\$624,566,980	\$10,806,313	\$335,541,586	54%	\$289,025,394	\$624,566,980
Estimated-At-Completion Contingency	4, 10	\$605,090,122	\$0	\$0	0%	\$605,090,122	\$605,090,122
Project Contingency	10	\$1,302,906,562	\$0	\$0	0%	\$1,302,906,562	\$1,302,906,562
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	\$3,323,606	\$770,896,016	72%	\$295,841,240	\$1,066,737,256
Project Management Oversight Continuation		\$128,580,382	\$0	\$0	0%	\$128,580,382	\$128,580,382
Early Train Operator		\$93,246,308	\$663,225	\$35,948,601	39%	\$57,297,707	\$93,246,308
Legal		\$97,748,853	\$425,741	\$46,814,153	48%	\$50,934,700	\$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	\$114,309,881	\$8,963,090,342	53%	\$7,858,588,968	\$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 September 30, 2023

Percentage of Fiscal Year completed 25.0%

Bookend Projects FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	September 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	0%	\$91,063,908	\$91,063,908
PCJPB - Caltrain Electrification	12	\$0	\$0	\$0	0%	\$0	\$0
San Mateo Grade Separation	12	\$0	\$0	\$0	0%	\$0	\$0
Bookend - North TOTAL		\$91,063,908	\$0	\$0	0%	\$91,063,908	\$91,063,908
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$20,000,000	\$0	\$0	0%	\$20,000,000	\$20,000,000
Los Angeles Union Station	11, 13	\$70,380,116	\$0	\$0	0%	\$70,380,116	\$70,380,116
Bookend - South TOTAL		\$90,380,116	\$0	\$0	0%	\$90,380,116	\$90,380,116
TOTAL		\$181,444,024	\$0	\$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)	September 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	\$508,936,092	84%	\$91,063,908	\$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	\$83,912,358	100%	\$87,642	\$84,000,000
Bookend - North TOTAL		\$797,943,401	\$0	\$706,790,156	89%	\$91,153,245	\$797,943,401
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$0	\$37,823,012	49%	\$38,841,988	\$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	\$37,823,012	8%	\$462,176,988	\$500,000,000
TOTAL		\$1,297,943,401	\$0	\$744,613,168	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 September 30, 2023

Percentage of Fiscal Year completed 25.0%

Construction by Construction Package FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	September 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	\$34,307,882	\$136,835,276	39%	\$215,241,309	\$352,076,585
SR 99		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$47,768,946	\$3,456,571	\$9,948,106	21%	\$37,820,840	\$47,768,946
Real Property Acquisition		\$77,884,948	\$112,800	\$180,759	0%	\$77,704,189	\$77,884,948
Environmental Mitigation		\$2,446,524	\$0	\$0	0%	\$2,446,524	\$2,446,524
Resource Agency	4	\$5,888,254	\$2,346	\$2,346	0%	\$5,885,908	\$5,888,254
Third Party Contract Work		\$44,267,037	\$7,817,945	\$9,501,614	21%	\$34,765,423	\$44,267,037
Estimated-At-Completion Contingency		\$4,847,000	\$0	\$0	0%	\$4,847,000	\$4,847,000
Project Contingency		\$24,133,783	\$0	\$0	0%	\$24,133,783	\$24,133,783
CP1 TOTAL		\$559,313,077	\$45,697,544	\$156,468,101	28%	\$402,844,976	\$559,313,077
CP2-3							
Design-Build Contract Work		\$423,720,894	\$31,000,000	\$154,247,332	36%	\$269,473,562	\$423,720,894
Project Construction Management		\$27,331,700	\$3,581,193	\$10,581,193	39%	\$16,750,507	\$27,331,700
Real Property Acquisition		\$76,685,657	\$27,053	\$184,768	0%	\$76,500,889	\$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		\$28,515,219	\$2,802,814	\$2,802,814	10%	\$25,712,405	\$28,515,219
Estimated-At-Completion Contingency		\$14,061,920	\$0	\$0	0%	\$14,061,920	\$14,061,920
Project Contingency		\$14,635,178	\$0	\$0	0%	\$14,635,178	\$14,635,178
CP2-3 TOTAL		\$585,349,536	\$37,411,060	\$167,816,107	29%	\$417,533,429	\$585,349,536
CP4							
Design-Build Contract Work	10	\$90,044,488	\$21,476,553	\$67,059,599	74%	\$22,984,889	\$90,044,488
Project Construction Management		\$21,774,565	\$3,905,080	\$9,043,761	41%	\$12,730,804	\$21,774,565
Real Property Acquisition		\$19,066,103	\$2,547	\$69,881	0%	\$18,996,222	\$19,066,103
Environmental Mitigation		\$1,618,267	\$0	\$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	\$185,554	\$185,554	2%	\$7,509,920	\$7,695,474
SR 46		\$12,900,000	\$0	\$0	0%	\$12,900,000	\$12,900,000
Estimated-At-Completion Contingency	10	\$18,234,872	\$0	\$0	0%	\$18,234,872	\$18,234,872
Project Contingency	10	\$1,471,701	\$0	\$0	0%	\$1,471,701	\$1,471,701
CP4 TOTAL		\$173,630,418	\$25,569,734	\$76,452,588	44%	\$97,177,830	\$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	\$40,388	\$40,388	4%	\$959,612	\$1,000,000
Project Contingency		\$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	\$40,388	\$40,388	\$0	\$1,059,612	\$1,100,000
Stations							
Stations (Primarily Fresno Historic Depot)		\$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	\$3,323,606	\$13,473,098	15%	\$77,532,030	\$91,005,128
Project Management Oversight Continuation	4	\$16,547,655	\$0	\$0	0%	\$16,547,655	\$16,547,655
Early Train Operator		\$15,140,758	\$663,225	\$1,913,225	13%	\$13,227,533	\$15,140,758
Legal		\$13,821,139	\$425,741	\$425,741	3%	\$13,395,398	\$13,821,139
Resource Agency		\$15,293,813	\$1,178,583	\$1,481,362	10%	\$13,812,451	\$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		\$156,353,093	\$5,591,155	\$17,293,426	11%	\$139,059,667	\$156,353,093
TOTAL	1, 2, 9	\$1,477,246,124	\$114,309,881	\$418,070,610	28%	\$1,059,175,514	\$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 September 30, 2023

Percentage of Fiscal Year completed 25.0%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
CP1							
Design-Build Contract Work	10	\$3,386,539,838	\$34,307,882	\$2,262,692,504	67%	\$1,123,847,334	\$3,386,539,838
SR 99		\$296,093,844	\$0	\$289,894,339	98%	\$6,199,505	\$296,093,844
Project Construction Management		\$222,542,112	\$3,456,571	\$184,285,516	83%	\$38,256,596	\$222,542,112
Real Property Acquisition		\$893,858,864	\$112,800	\$778,858,836	87%	\$115,000,028	\$893,858,864
Environmental Mitigation		\$40,647,064	\$0	\$34,346,177	84%	\$6,300,887	\$40,647,064
Resource Agency		\$62,883,980	\$2,346	\$45,731,274	73%	\$17,152,706	\$62,883,980
Third Party Contract Work		\$327,128,953	\$7,817,945	\$216,108,025	66%	\$111,020,928	\$327,128,953
Estimated-At-Completion Contingency	10	\$215,482,396	\$0	\$0	0%	\$215,482,396	\$215,482,396
Project Contingency	10	\$536,912,969	\$0	\$0	0%	\$536,912,969	\$536,912,969
CP1 TOTAL		\$5,982,090,020	\$45,697,544	\$3,811,916,671	64%	\$2,170,173,349	\$5,982,090,020
CP2-3							
Design-Build Contract Work	4, 10	\$3,151,503,450	\$31,000,000	\$2,209,294,758	70%	\$942,208,692	\$3,151,503,450
Project Construction Management		\$229,878,055	\$3,581,193	\$212,728,061	93%	\$17,149,994	\$229,878,055
Real Property Acquisition		\$591,342,457	\$27,053	\$494,084,420	84%	\$97,258,037	\$591,342,457
Environmental Mitigation		\$72,088,701	\$0	\$56,063,988	78%	\$16,024,713	\$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		\$142,028,866	\$2,802,814	\$87,424,411	62%	\$54,604,455	\$142,028,866
Estimated-At-Completion Contingency	4, 10	\$364,780,490	\$0	\$0	0%	\$364,780,490	\$364,780,490
Project Contingency	10	\$427,969,172	\$0	\$0	0%	\$427,969,172	\$427,969,172
CP2-3 TOTAL		\$4,980,875,025	\$37,411,060	\$3,060,392,942	61%	\$1,920,482,083	\$4,980,875,025
CP4							
Design-Build Contract Work	10	\$778,442,511	\$21,476,553	\$751,639,052	97%	\$26,803,459	\$778,442,511
Project Construction Management		\$137,235,273	\$3,905,080	\$122,528,842	89%	\$14,706,431	\$137,235,273
Real Property Acquisition		\$228,384,031	\$2,547	\$184,386,774	81%	\$43,997,257	\$228,384,031
Environmental Mitigation		\$41,400,923	\$0	\$31,452,587	76%	\$9,948,336	\$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	\$185,554	\$32,009,150	74%	\$10,983,344	\$42,992,494
SR 46		\$95,143,560	\$0	\$7,803,284	8%	\$87,340,276	\$95,143,560
Estimated-At-Completion Contingency	10	\$24,827,236	\$0	\$0	0%	\$24,827,236	\$24,827,236
Project Contingency	10	\$42,288,934	\$0	\$0	0%	\$42,288,934	\$42,288,934
CP4 TOTAL		\$1,397,591,422	\$25,569,734	\$1,130,141,799	81%	\$267,449,623	\$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	\$40,388	\$142,901	0%	\$50,615,435	\$50,758,336
Project Contingency		\$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	\$40,388	\$142,901	\$0	\$2,249,071,699	\$2,249,214,600
Stations							
Stations (Primarily Fresno Historic Depot)		\$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	\$3,323,606	\$770,896,016	72%	\$295,841,240	\$1,066,737,256
Project Management Oversight Continuation		\$128,580,382	\$0	\$0	0%	\$128,580,382	\$128,580,382
Early Train Operator		\$93,246,308	\$663,225	\$35,948,601	39%	\$57,297,707	\$93,246,308
Legal		\$97,748,853	\$425,741	\$46,814,153	48%	\$50,934,700	\$97,748,853
Resource Agency		\$87,605,290	\$1,178,583	\$21,065,994	24%	\$66,539,296	\$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	\$5,591,155	\$959,850,934	44%	\$1,235,832,608	\$2,195,683,542
TOTAL	1, 2, 9	\$16,821,679,310	\$114,309,881	\$8,963,090,342	53%	\$7,858,588,968	\$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 September 30, 2023

Percentage of Fiscal Year completed 25.0%

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

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	10	\$3,386,539,838	\$34,307,882	\$2,262,692,504	\$1,123,847,334
SR 99		\$296,093,844	\$0	\$289,894,339	\$6,199,505
Project Construction Management		\$222,542,112	\$3,456,571	\$184,285,516	\$38,256,596
Real Property Acquisition		\$893,858,864	\$112,800	\$778,858,836	\$115,000,028
Environmental Mitigation		\$40,647,064	\$0	\$34,346,177	\$6,300,887
Resource Agency		\$62,883,980	\$2,346	\$45,731,274	\$17,152,706
Third Party Contract Work		\$327,128,953	\$7,817,945	\$216,108,025	\$111,020,928
Estimated-At-Completion Contingency	10	\$215,482,396	\$0	\$0	\$215,482,396
Project Contingency	10	\$536,912,969	\$0	\$0	\$536,912,969
CP1 TOTAL		\$5,982,090,020	\$45,697,544	\$3,811,916,671	\$2,170,173,349
CP2-3					
Design-Build Contract Work	4, 10	\$3,151,503,450	\$31,000,000	\$2,209,294,758	\$942,208,692
Project Construction Management		\$229,878,055	\$3,581,193	\$212,728,061	\$17,149,994
Real Property Acquisition		\$591,342,457	\$27,053	\$494,084,420	\$97,258,037
Environmental Mitigation		\$72,088,701	\$0	\$56,063,988	\$16,024,713
Hazardous Waste Provisional Sum		\$0	\$0	\$0	\$0
Resource Agency		\$1,283,834	\$0	\$797,304	\$486,530
Third Party Contract Work		\$142,028,866	\$2,802,814	\$87,424,411	\$54,604,455
Estimated-At-Completion Contingency	4, 10	\$364,780,490	\$0	\$0	\$364,780,490
Project Contingency	10	\$427,969,172	\$0	\$0	\$427,969,172
CP2-3 TOTAL		\$4,980,875,025	\$37,411,060	\$3,060,392,942	\$1,920,482,083
CP4					
Design-Build Contract Work	10	\$778,442,511	\$21,476,553	\$751,639,052	\$26,803,459
Project Construction Management		\$137,235,273	\$3,905,080	\$122,528,842	\$14,706,431
Real Property Acquisition		\$228,384,031	\$2,547	\$184,386,774	\$43,997,257
Environmental Mitigation		\$41,400,923	\$0	\$31,452,587	\$9,948,336
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	\$185,554	\$32,009,150	\$10,983,344
SR 46		\$95,143,560	\$0	\$7,803,284	\$87,340,276
Estimated-At-Completion Contingency	10	\$24,827,236	\$0	\$0	\$24,827,236
Project Contingency	10	\$42,288,934	\$0	\$0	\$42,288,934
CP4 TOTAL		\$1,397,591,422	\$25,569,734	\$1,130,141,799	\$267,449,623
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	\$40,388	\$142,901	\$50,615,435
Project Contingency		\$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	\$40,388	\$142,901	\$2,249,071,699
Stations					
Stations (Primarily Fresno Historic Depot)		\$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	21	\$681,924,732	(\$236,713)	\$627,439,614	\$54,485,118
Early Train Operator		\$94,818,000	\$663,225	\$37,520,293	\$57,297,707
Legal		\$115,987,206	\$58,754	\$48,878,043	\$67,109,163
Resource Agency		\$154,820,370	\$0	\$128,825,891	\$25,994,479
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Project Wide TOTAL		\$1,315,163,742	\$485,266	\$1,044,257,575	\$270,906,167
TOTAL	1, 2, 9	\$15,943,263,843	\$109,203,992	\$9,049,391,794	\$6,893,872,049

Footnotes:

- 1 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.
- 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.
- 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.
- 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.
- 21 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through September 30, 2023

Percentage of Fiscal Year completed 25.0%

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	\$878,675,941	\$0	\$215,482,396	20%
CP1 Project Contingency		\$1,697,406,636	\$1,160,493,667	\$0	\$536,912,969	32%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP2-3 EAC Contingency		\$1,041,828,422	\$628,796,463	\$48,251,469	\$364,780,490	35%
CP2-3 Project Contingency		\$1,620,461,652	\$1,192,492,480	\$0	\$427,969,172	26%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$89,596,714	\$64,769,478	\$0	\$24,827,236	28%
CP4 Project Contingency		\$422,643,108	\$380,354,174	\$0	\$42,288,934	10%
Track & Systems Project Contingency		\$322,447,724	\$26,712,237	\$0	\$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	\$47,117,937	\$0	\$44,229,001	48%
Project Development Contingency		\$83,106,632	\$55,288,710	\$220,000	\$27,597,922	33%
TOTAL	14, 15, 16	\$7,232,782,299	\$4,610,866,060	\$48,471,469	\$2,573,444,770	36%
Offsetting Categories						
CP1 Design-Build Contract Work			\$1,834,486,041	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$152,833,223	\$0		
CP1 Real Property Acquisition			\$56,925,733	\$0		
CP1 Resource Agency			\$2,015,691	\$0		
CP1 Third Party Contract Work			\$22,892,243	\$0		
CP2-3 Design-Build Contract Work			\$1,654,374,536	\$48,251,469		
CP2-3 Project Construction Management			\$151,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,743,688	\$0		
CP2-3 Resource Agency			\$92,747	\$0		
CP2-3 Third Party Contract Work			\$47,508,517	\$0		
CP4 Design-Build Contract Work			\$321,803,064	\$0		
CP4 Project Construction Management			\$90,291,257	\$0		
CP4 Real Property Acquisition			\$42,288,954	\$0		
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	\$100,000		
Bakersfield Extension - Design Advancement			\$4,349,021	\$120,000		
Central Valley Stations - Design Advancement			\$8,966,224	\$0		
Resource Agency - Project Development			\$5,738,842	\$0		
Rail Delivery Partner - Program Delivery Support			\$47,332,454	\$0		
System Wide - Legal			\$9,592,941	\$0		
Offsetting Categories TOTAL			\$4,610,866,060	\$48,471,469		

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.

