

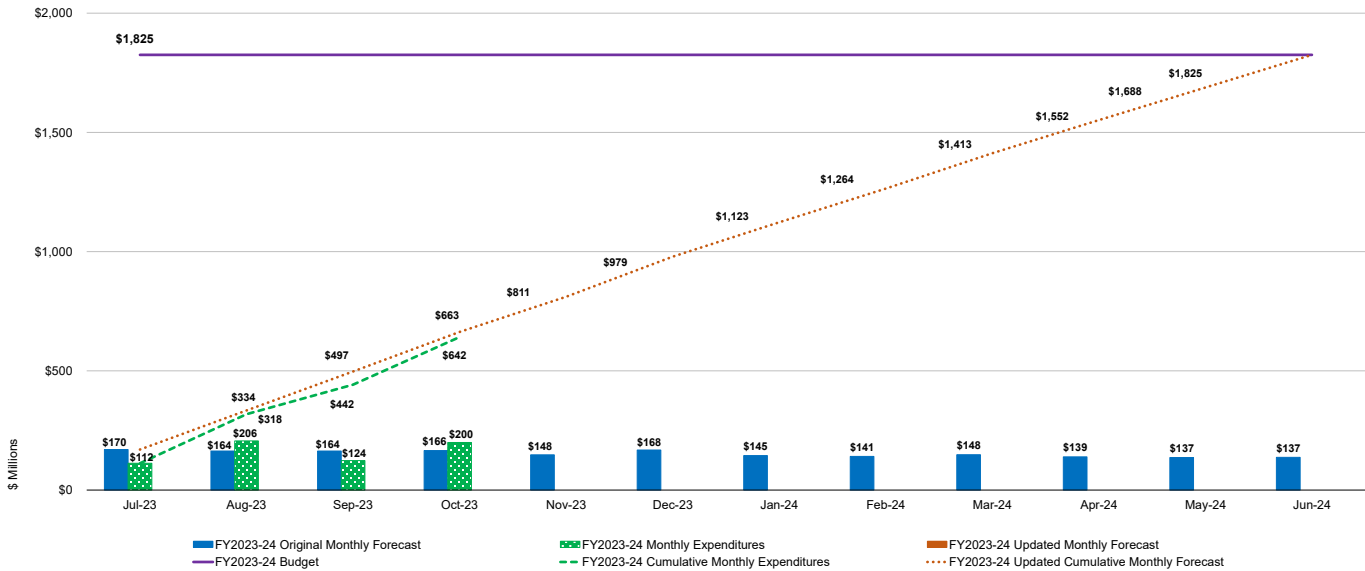
Data through October 31, 2023

Percentage of Fiscal Year completed 33.3%

## Budget Summary FY2023-24

FY2023-24	Notes	Appropriation	FY2023-24 Budget (A)	October 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)
<b>Project Development</b>								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3, 4	\$767,791,814	\$161,494,637	\$12,826,859	\$36,703,405	23%	\$124,791,232	\$161,494,637
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
<b>Project Development TOTAL</b>		<b>\$1,865,815,089</b>	<b>\$168,493,094</b>	<b>\$12,826,859</b>	<b>\$36,703,405</b>	<b>22%</b>	<b>\$131,789,689</b>	<b>\$168,493,094</b>
<b>Construction</b>								
Bond Fund (Prop 1A)		\$6,809,076,000	\$1,297,543,098	\$178,620,226	\$575,818,598	44%	\$721,724,500	\$1,297,543,098
Cap and Trade	3, 4	\$10,720,324,530	\$177,777,912	\$8,230,105	\$29,102,344	16%	\$148,675,568	\$177,777,912
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
<b>Construction TOTAL</b>	<b>8</b>	<b>\$20,568,990,865</b>	<b>\$1,475,321,010</b>	<b>\$186,850,331</b>	<b>\$604,920,942</b>	<b>41%</b>	<b>\$870,400,068</b>	<b>\$1,475,321,010</b>
<b>SUBTOTAL</b>		<b>\$22,434,805,954</b>	<b>\$1,643,814,104</b>	<b>\$199,677,190</b>	<b>\$641,624,347</b>	<b>39%</b>	<b>\$1,002,189,757</b>	<b>\$1,643,814,104</b>
<b>Bookend Projects (Local Assistance)</b>								
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
<b>Bookend Projects TOTAL</b>	<b>8</b>	<b>\$1,297,943,401</b>	<b>\$181,444,024</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$181,444,024</b>	<b>\$181,444,024</b>
<b>TOTAL</b>	<b>1, 2, 9</b>	<b>\$23,732,749,355</b>	<b>\$1,825,258,128</b>	<b>\$199,677,190</b>	<b>\$641,624,347</b>	<b>35%</b>	<b>\$1,183,633,781</b>	<b>\$1,825,258,128</b>

### 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 November 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).
- 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.
- 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.

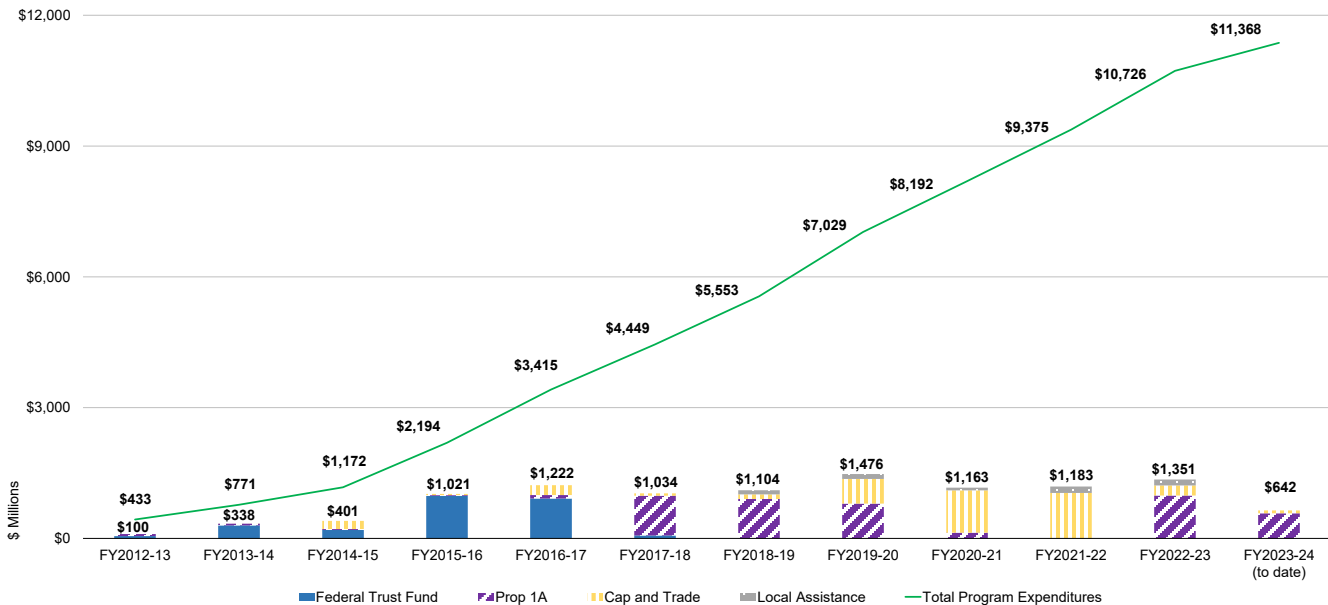
Data through October 31, 2023

Percentage of Fiscal Year completed 33.3%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Project Development</b>								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$564,454,666	\$0	\$564,454,666	100%	\$0	\$564,454,666
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
Cap and Trade	4	\$767,791,814	\$794,063,853	\$12,826,859	\$399,428,271	50%	\$394,635,582	\$794,063,853
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
<b>Project Development TOTAL</b>		<b>\$1,865,815,089</b>	<b>\$1,892,079,290</b>	<b>\$12,826,859</b>	<b>\$1,472,400,307</b>	<b>78%</b>	<b>\$419,678,983</b>	<b>\$1,892,079,290</b>
<b>Construction</b>								
Bond Fund (Prop 1A)		\$6,809,076,000	\$6,809,076,000	\$178,620,226	\$4,168,863,052	61%	\$2,640,212,948	\$6,809,076,000
Cap and Trade	3, 4, 19	\$10,720,324,530	\$6,977,969,681	\$8,230,105	\$2,901,698,032	42%	\$4,076,271,649	\$6,977,969,681
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
<b>Construction TOTAL</b>		<b>\$20,568,990,865</b>	<b>\$16,819,754,196</b>	<b>\$186,850,331</b>	<b>\$9,150,649,599</b>	<b>54%</b>	<b>\$7,669,104,597</b>	<b>\$16,819,754,196</b>
<b>SUBTOTAL</b>		<b>\$22,434,805,954</b>	<b>\$18,711,833,486</b>	<b>\$199,677,190</b>	<b>\$10,623,049,906</b>	<b>57%</b>	<b>\$8,088,783,580</b>	<b>\$18,711,833,486</b>
<b>Bookend Projects (Local Assistance)</b>								
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
<b>Bookend Projects TOTAL</b>	8	<b>\$1,297,943,401</b>	<b>\$1,297,943,401</b>	<b>\$0</b>	<b>\$744,613,168</b>	<b>57%</b>	<b>\$553,330,233</b>	<b>\$1,297,943,401</b>
<b>TOTAL</b>	1, 2	<b>\$23,732,749,355</b>	<b>\$20,009,776,887</b>	<b>\$199,677,190</b>	<b>\$11,367,663,074</b>	<b>57%</b>	<b>\$8,642,113,813</b>	<b>\$20,009,776,887</b>

### 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 November 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).
- 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.
- 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.
- 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 October 31, 2023

Percentage of Fiscal Year completed 33.3%

## Project Development - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	October 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	\$39,648	\$153,798	6%	\$2,253,342	\$2,407,140
San Jose - Merced		\$506,266	\$0	\$0	0%	\$506,266	\$506,266
Bakersfield - Palmdale		\$1,333,846	\$18,557	\$18,557	1%	\$1,315,289	\$1,333,846
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$4,595,909	\$680,954	\$2,242,438	49%	\$2,353,471	\$4,595,909
Burbank - Los Angeles		\$150,000	\$0	\$7,333	5%	\$142,667	\$150,000
Los Angeles - Anaheim		\$7,166,162	\$353,146	\$1,069,174	15%	\$6,096,988	\$7,166,162
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$34,863,185	\$458,868	\$825,845	2%	\$34,037,340	\$34,863,185
Legal		\$4,720,201	\$283,572	\$454,702	10%	\$4,265,499	\$4,720,201
SCI/SAP		\$3,355,597	\$221,062	\$221,532	7%	\$3,134,065	\$3,355,597
Merced Extension - Design Advancement		\$35,379,354	\$2,889,579	\$5,889,579	17%	\$29,489,775	\$35,379,354
Bakersfield Extension - Design Advancement		\$28,849,898	\$1,229,312	\$4,697,820	16%	\$24,152,078	\$28,849,898
Central Valley Stations - Design Advancement		\$17,160,422	\$2,606,876	\$5,330,056	31%	\$11,830,366	\$17,160,422
NorCal Interconnections		\$1,080,000	\$250	\$2,231	0%	\$1,077,769	\$1,080,000
Rail Delivery Partner - Program Delivery Support	4	\$26,925,114	\$4,045,035	\$15,790,340	59%	\$11,134,774	\$26,925,114
Project Management Oversight Continuation		\$0	\$0	\$0	0%	\$0	\$0
<b>TOTAL</b>	1, 2	\$168,493,094	\$12,826,859	\$36,703,405	22%	\$131,789,689	\$168,493,094

**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.

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

Program to Date	Notes	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Phase I</b>							
San Francisco - San Jose		\$51,234,620	\$39,648	\$44,957,996	87%	\$6,276,624	\$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	\$151,326,513	100%	\$1	\$151,326,514
Bakersfield - Palmdale		\$59,361,818	\$18,557	\$57,946,308	97%	\$1,415,510	\$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	\$680,954	\$142,012,391	98%	\$2,718,311	\$144,730,702
Burbank - Los Angeles		\$32,898,465	\$0	\$32,568,775	99%	\$329,690	\$32,898,465
Los Angeles - Anaheim		\$87,588,812	\$353,146	\$75,517,213	86%	\$12,071,599	\$87,588,812
Central Valley Wye		\$58,522,646	\$0	\$58,180,022	99%	\$342,624	\$58,522,646
Resource Agency		\$371,717,367	\$458,868	\$222,274,672	59%	\$149,442,695	\$371,717,367
Legal		\$61,878,115	\$283,572	\$44,319,638	71%	\$17,558,477	\$61,878,115
SCI/SAP		\$29,335,980	\$221,062	\$13,605,049	46%	\$15,730,931	\$29,335,980
Merced Extension - Design Advancement		\$75,097,229	\$2,889,579	\$17,851,602	23%	\$57,245,627	\$75,097,229
Bakersfield Extension - Design Advancement		\$56,186,747	\$1,229,312	\$13,854,409	24%	\$42,332,338	\$56,186,747
Central Valley Stations - Design Advancement		\$35,351,378	\$2,606,876	\$7,128,076	20%	\$28,223,302	\$35,351,378
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$250	\$13,356	0%	\$1,945,644	\$1,959,000
Early Train Operator		\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
Rail Delivery Partner - Program Delivery Support	4	\$433,778,466	\$4,045,035	\$361,254,067	83%	\$72,524,399	\$433,778,466
Project Management Oversight Continuation	4	\$0	\$0	\$0	0%	\$0	\$0
<b>Phase I TOTAL</b>		\$1,849,696,577	\$12,826,859	\$1,430,017,594	77%	\$419,678,983	\$1,849,696,577
<b>Phase II</b>							
Sacramento - Merced		\$5,968,898	\$0	\$5,968,898	100%	\$0	\$5,968,898
Altamont Pass		\$26,392,193	\$0	\$26,392,193	100%	\$0	\$26,392,193
Los Angeles - San Diego		\$10,020,755	\$0	\$10,020,755	100%	\$0	\$10,020,755
Rail Delivery Partner - Program Delivery Support - Phase II		\$867	\$0	\$867	100%	\$0	\$867
<b>Phase II TOTAL</b>		\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
<b>TOTAL</b>	1, 2	\$1,892,079,290	\$12,826,859	\$1,472,400,307	78%	\$419,678,983	\$1,892,079,290

**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.

Data through October 31, 2023

Percentage of Fiscal Year completed 33.3%

## Construction - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	October 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	\$878,564,342	\$166,280,443	\$524,422,651	60%	\$354,141,691	\$878,564,342
SR 99		\$0	\$0	\$0	0%	\$0	\$0
SR 46		\$12,900,000	\$6,828	\$6,828	0%	\$12,893,172	\$12,900,000
Project Construction Management		\$96,975,211	\$9,899,238	\$39,472,299	41%	\$57,502,912	\$96,975,211
Real Property Acquisition		\$173,636,708	\$1,246,576	\$1,681,983	1%	\$171,954,725	\$173,636,708
Environmental Mitigation	4	\$4,299,755	\$83,847	\$218,027	5%	\$4,081,728	\$4,299,755
Hazardous Waste Provisional Sum		\$811,406	\$0	\$0	0%	\$811,406	\$811,406
Resource Agency	4	\$22,359,614	\$1,107,260	\$2,590,968	12%	\$19,768,646	\$22,359,614
Third Party Contract Work		\$80,477,730	\$2,555,293	\$15,045,275	19%	\$65,432,455	\$80,477,730
Estimated-At-Completion Contingency	10	\$24,686,753	\$0	\$0	0%	\$24,686,753	\$24,686,753
Project Contingency	10	\$39,975,325	\$0	\$0	0%	\$39,975,325	\$39,975,325
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	4	\$92,080,014	\$4,212,972	\$17,686,071	19%	\$74,393,943	\$92,080,014
Project Management Oversight Continuation	4	\$13,547,655	\$0	\$0	0%	\$13,547,655	\$13,547,655
Early Train Operator		\$15,140,758	\$1,102,932	\$3,016,157	20%	\$12,124,601	\$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	\$354,942	\$780,683	6%	\$13,040,456	\$13,821,139
Pre-Construction Activities	7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$4,530,600
<b>TOTAL</b>	<b>1, 2</b>	<b>\$1,475,321,010</b>	<b>\$186,850,331</b>	<b>\$604,920,942</b>	<b>41%</b>	<b>\$870,400,068</b>	<b>\$1,475,321,010</b>

**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.
- 7 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 10 Design-Build Contract Work, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

## Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	October 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	\$8,352,005,114	\$166,280,443	\$5,389,906,758	65%	\$2,962,098,356	\$8,352,005,114
SR 99		\$296,093,844	\$0	\$289,894,464	98%	\$6,199,380	\$296,093,844
SR 46		\$95,143,560	\$6,828	\$7,810,112	8%	\$87,333,448	\$95,143,560
Project Construction Management		\$764,081,287	\$9,899,238	\$529,441,658	69%	\$234,639,629	\$764,081,287
Real Property Acquisition		\$1,713,585,352	\$1,246,576	\$1,458,579,631	85%	\$255,005,721	\$1,713,585,352
Environmental Mitigation	4	\$203,569,963	\$83,847	\$122,089,499	60%	\$81,480,464	\$203,569,963
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency	4	\$153,744,624	\$1,107,260	\$69,023,941	45%	\$84,720,683	\$153,744,624
Third Party Contract Work	4	\$625,016,980	\$2,555,293	\$338,588,662	54%	\$286,428,318	\$625,016,980
Estimated-At-Completion Contingency	4, 10	\$569,820,144	\$0	\$0	0%	\$569,820,144	\$569,820,144
Project Contingency	4, 10	\$1,014,466,707	\$0	\$0	0%	\$1,014,466,707	\$1,014,466,707
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	4	\$384,862,999	\$0	\$0	0%	\$384,862,999	\$384,862,999
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	4	\$1,087,703,693	\$4,212,972	\$775,108,989	71%	\$312,594,704	\$1,087,703,693
Project Management Oversight Continuation	4	\$105,688,831	\$0	\$0	0%	\$105,688,831	\$105,688,831
Early Train Operator		\$93,246,308	\$1,102,932	\$37,051,533	40%	\$56,194,775	\$93,246,308
Legal		\$97,748,853	\$354,942	\$47,383,087	48%	\$50,365,766	\$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
<b>TOTAL</b>	<b>1, 2</b>	<b>\$16,819,754,196</b>	<b>\$186,850,331</b>	<b>\$9,150,649,599</b>	<b>54%</b>	<b>\$7,669,104,597</b>	<b>\$16,819,754,196</b>

**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.
- 7 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 10 Design-Build Contract Work, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.

Data through October 31, 2023

Percentage of Fiscal Year completed 33.3%

## Bookend Projects FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	October 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)
<b>Bookend - North</b>							
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
<b>Bookend - North TOTAL</b>		\$91,063,908	\$0	\$0	0%	\$91,063,908	\$91,063,908
<b>Bookend - South</b>							
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
<b>Bookend - South TOTAL</b>		\$90,380,116	\$0	\$0	0%	\$90,380,116	\$90,380,116
<b>TOTAL</b>	2	\$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.
- 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)	October Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Bookend - North</b>							
PCJPB - Caltrain Electrification	11	\$600,000,000	\$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
<b>Bookend - North TOTAL</b>		\$797,943,401	\$0	\$706,790,156	89%	\$91,153,245	\$797,943,401
<b>Bookend - South</b>							
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
<b>Bookend - South TOTAL</b>		\$500,000,000	\$0	\$37,823,012	8%	\$462,176,988	\$500,000,000
<b>TOTAL</b>	2, 9	\$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 October 31, 2023

Percentage of Fiscal Year completed 33.3%

## Construction by Construction Package FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	October 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)
<b>CP1</b>							
Design-Build Contract Work	10	\$352,198,749	\$112,320,236	\$249,155,512	71%	\$103,043,237	\$352,198,749
SR 99		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$47,768,946	\$3,989,223	\$13,937,329	29%	\$33,831,617	\$47,768,946
Real Property Acquisition		\$77,884,948	\$752,905	\$933,664	1%	\$76,951,284	\$77,884,948
Environmental Mitigation	4	\$1,651,488	\$0	\$0	0%	\$1,651,488	\$1,651,488
Resource Agency	4	\$6,683,291	\$141,398	\$143,744	2%	\$6,539,547	\$6,683,291
Third Party Contract Work		\$44,267,037	\$1,793,780	\$11,295,394	26%	\$32,971,643	\$44,267,037
Estimated-At-Completion Contingency	10	\$4,720,537	\$0	\$0	0%	\$4,720,537	\$4,720,537
Project Contingency	10	\$24,138,081	\$0	\$0	0%	\$24,138,081	\$24,138,081
<b>CP1 TOTAL</b>		<b>\$559,313,077</b>	<b>\$118,997,542</b>	<b>\$275,465,643</b>	<b>49%</b>	<b>\$283,847,434</b>	<b>\$559,313,077</b>
<b>CP2-3</b>							
Design-Build Contract Work	10	\$423,990,529	\$46,362,955	\$200,610,287	47%	\$223,380,242	\$423,990,529
Project Construction Management		\$27,331,700	\$4,024,308	\$14,605,502	53%	\$12,726,198	\$27,331,700
Real Property Acquisition		\$76,685,657	\$474,017	\$658,784	1%	\$76,026,873	\$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	\$518,040	\$3,320,854	12%	\$25,194,365	\$28,515,219
Estimated-At-Completion Contingency		\$14,061,920	\$0	\$0	0%	\$14,061,920	\$14,061,920
Project Contingency	10	\$14,365,543	\$0	\$0	0%	\$14,365,543	\$14,365,543
<b>CP2-3 TOTAL</b>		<b>\$585,349,536</b>	<b>\$51,379,320</b>	<b>\$219,195,427</b>	<b>37%</b>	<b>\$366,154,109</b>	<b>\$585,349,536</b>
<b>CP4</b>							
Design-Build Contract Work	10	\$102,375,064	\$7,597,252	\$74,656,852	73%	\$27,718,212	\$102,375,064
Project Construction Management		\$21,774,565	\$1,885,707	\$10,929,468	50%	\$10,845,097	\$21,774,565
Real Property Acquisition		\$19,066,103	\$19,654	\$89,535	0%	\$18,976,568	\$19,066,103
Environmental Mitigation		\$1,618,267	\$31,516	\$125,308	8%	\$1,492,959	\$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	\$243,473	\$429,027	6%	\$7,266,447	\$7,695,474
SR 46		\$12,900,000	\$6,828	\$6,828	0%	\$12,893,172	\$12,900,000
Estimated-At-Completion Contingency	10	\$5,904,296	\$0	\$0	0%	\$5,904,296	\$5,904,296
Project Contingency		\$1,471,701	\$0	\$0	0%	\$1,471,701	\$1,471,701
<b>CP4 TOTAL</b>		<b>\$173,630,418</b>	<b>\$9,784,430</b>	<b>\$86,237,018</b>	<b>50%</b>	<b>\$87,393,400</b>	<b>\$173,630,418</b>
<b>Track &amp; Systems</b>							
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	\$52,331	\$92,719	9%	\$907,281	\$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
<b>Track &amp; Systems TOTAL</b>		<b>\$1,100,000</b>	<b>\$52,331</b>	<b>\$92,719</b>	<b>\$0</b>	<b>\$1,007,281</b>	<b>\$1,100,000</b>
<b>Stations</b>							
Stations (Primarily Fresno Historic Depot)		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
<b>Stations TOTAL</b>		<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>
<b>System Wide / Extensions / Unallocated</b>							
Rail Delivery Partner - Program Delivery Support	4	\$92,080,014	\$4,212,972	\$17,686,071	19%	\$74,393,943	\$92,080,014
Project Management Oversight Continuation	4	\$13,547,655	\$0	\$0	0%	\$13,547,655	\$13,547,655
Early Train Operator		\$15,140,758	\$1,102,932	\$3,016,157	20%	\$12,124,601	\$15,140,758
Legal		\$13,821,139	\$354,942	\$780,683	6%	\$13,040,456	\$13,821,139
Resource Agency		\$15,293,813	\$965,862	\$2,447,224	16%	\$12,846,589	\$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
<b>System Wide / Unallocated TOTAL</b>		<b>\$154,427,979</b>	<b>\$6,636,708</b>	<b>\$23,930,135</b>	<b>15%</b>	<b>\$130,497,844</b>	<b>\$154,427,979</b>
<b>TOTAL</b>	1, 2	<b>\$1,475,321,010</b>	<b>\$186,850,331</b>	<b>\$604,920,942</b>	<b>41%</b>	<b>\$870,400,068</b>	<b>\$1,475,321,010</b>

**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.
- 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 October 31, 2023

Percentage of Fiscal Year completed 33.3%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>CP1</b>							
Design-Build Contract Work	10	\$3,621,788,622	\$112,320,236	\$2,375,012,740	66%	\$1,246,775,882	\$3,621,788,622
SR 99		\$296,093,844	\$0	\$289,894,464	98%	\$6,199,380	\$296,093,844
Project Construction Management		\$222,542,112	\$3,989,223	\$188,274,739	85%	\$34,267,373	\$222,542,112
Real Property Acquisition		\$893,858,864	\$752,905	\$779,612,385	87%	\$114,246,479	\$893,858,864
Environmental Mitigation	4	\$39,322,003	\$0	\$34,346,177	87%	\$4,975,826	\$39,322,003
Resource Agency	4	\$64,209,040	\$141,398	\$45,872,671	71%	\$18,336,369	\$64,209,040
Third Party Contract Work	4	\$327,578,953	\$1,793,780	\$218,393,588	67%	\$109,185,365	\$327,578,953
Estimated-At-Completion Contingency	10	\$215,323,346	\$0	\$0	0%	\$215,323,346	\$215,323,346
Project Contingency	10	\$301,823,236	\$0	\$0	0%	\$301,823,236	\$301,823,236
<b>CP1 TOTAL</b>		<b>\$5,982,540,020</b>	<b>\$118,997,542</b>	<b>\$3,931,406,764</b>	<b>66%</b>	<b>\$2,051,133,256</b>	<b>\$5,982,540,020</b>
<b>CP2-3</b>							
Design-Build Contract Work	4, 10	\$3,227,253,572	\$46,362,955	\$2,255,657,713	70%	\$971,595,859	\$3,227,253,572
Project Construction Management		\$229,878,055	\$4,024,308	\$216,752,370	94%	\$13,125,685	\$229,878,055
Real Property Acquisition		\$591,342,457	\$474,017	\$494,560,818	84%	\$96,781,639	\$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	\$518,040	\$87,942,451	62%	\$54,086,415	\$142,028,866
Estimated-At-Completion Contingency	4, 10	\$342,380,490	\$0	\$0	0%	\$342,380,490	\$342,380,490
Project Contingency	4, 10	\$374,619,050	\$0	\$0	0%	\$374,619,050	\$374,619,050
<b>CP2-3 TOTAL</b>		<b>\$4,980,875,025</b>	<b>\$51,379,320</b>	<b>\$3,111,774,644</b>	<b>62%</b>	<b>\$1,869,100,381</b>	<b>\$4,980,875,025</b>
<b>CP4</b>							
Design-Build Contract Work	10	\$791,153,439	\$7,597,252	\$759,236,305	96%	\$31,917,134	\$791,153,439
Project Construction Management		\$137,235,273	\$1,885,707	\$124,414,549	91%	\$12,820,724	\$137,235,273
Real Property Acquisition		\$228,384,031	\$19,654	\$184,406,428	81%	\$43,977,603	\$228,384,031
Environmental Mitigation		\$41,400,923	\$31,516	\$31,484,102	76%	\$9,916,821	\$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	\$243,473	\$32,252,623	75%	\$10,739,871	\$42,992,494
SR 46		\$95,143,560	\$6,828	\$7,810,112	8%	\$87,333,448	\$95,143,560
Estimated-At-Completion Contingency	10	\$12,116,308	\$0	\$0	0%	\$12,116,308	\$12,116,308
Project Contingency		\$42,288,934	\$0	\$0	0%	\$42,288,934	\$42,288,934
<b>CP4 TOTAL</b>		<b>\$1,397,591,422</b>	<b>\$9,784,430</b>	<b>\$1,139,926,229</b>	<b>82%</b>	<b>\$257,665,193</b>	<b>\$1,397,591,422</b>
<b>Track &amp; Systems</b>							
Design-Build Contract Work	4	\$711,809,481	\$0	\$0	0%	\$711,809,481	\$711,809,481
Project Construction Management		\$174,425,847	\$0	\$0	0%	\$174,425,847	\$174,425,847
Environmental Mitigation		\$50,758,336	\$52,331	\$195,232	0%	\$50,563,104	\$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	4	\$384,862,999	\$0	\$0	0%	\$384,862,999	\$384,862,999
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
<b>Track &amp; Systems TOTAL</b>		<b>\$2,248,764,600</b>	<b>\$52,331</b>	<b>\$195,232</b>	<b>\$0</b>	<b>\$2,248,569,368</b>	<b>\$2,248,764,600</b>
<b>Stations</b>							
Stations (Primarily Fresno Historic Depot)		\$16,224,701	\$0	\$645,095	4%	\$15,579,606	\$16,224,701
<b>Stations TOTAL</b>		<b>\$16,224,701</b>	<b>\$0</b>	<b>\$645,095</b>	<b>4%</b>	<b>\$15,579,606</b>	<b>\$16,224,701</b>
<b>System Wide / Extensions / Unallocated</b>							
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner - Program Delivery Support	4	\$1,087,703,693	\$4,212,972	\$775,108,989	71%	\$312,594,704	\$1,087,703,693
Project Management Oversight Continuation	4	\$105,688,831	\$0	\$0	0%	\$105,688,831	\$105,688,831
Early Train Operator		\$93,246,308	\$1,102,932	\$37,051,533	40%	\$56,194,775	\$93,246,308
Legal		\$97,748,853	\$354,942	\$47,383,087	48%	\$50,365,766	\$97,748,853
Resource Agency		\$87,605,290	\$965,862	\$22,031,856	25%	\$65,573,434	\$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
<b>System Wide / Unallocated TOTAL</b>		<b>\$2,193,758,428</b>	<b>\$6,636,708</b>	<b>\$966,701,635</b>	<b>44%</b>	<b>\$1,227,056,793</b>	<b>\$2,193,758,428</b>
<b>TOTAL</b>	1, 2	<b>\$16,819,754,196</b>	<b>\$186,850,331</b>	<b>\$9,150,649,599</b>	<b>54%</b>	<b>\$7,669,104,597</b>	<b>\$16,819,754,196</b>

**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.
- 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 October 31, 2023

Percentage of Fiscal Year completed 33.3%

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

Program to Date	Notes	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	10	\$3,621,788,622	\$112,320,236	\$2,375,012,740	\$1,246,775,882
SR 99		\$296,093,844	\$0	\$289,894,464	\$6,199,380
Project Construction Management		\$222,542,112	\$3,989,223	\$188,274,739	\$34,267,373
Real Property Acquisition		\$893,858,864	\$752,905	\$779,612,385	\$114,246,479
Environmental Mitigation	4	\$39,322,003	\$0	\$34,346,177	\$4,975,826
Resource Agency	4	\$64,209,040	\$141,398	\$45,872,671	\$18,336,369
Third Party Contract Work	4	\$327,578,953	\$1,793,780	\$218,393,588	\$109,185,365
Estimated-At-Completion Contingency	10	\$215,323,346	\$0	\$0	\$215,323,346
Project Contingency	10	\$301,823,236	\$0	\$0	\$301,823,236
<b>CP1 TOTAL</b>		<b>\$5,982,540,020</b>	<b>\$118,997,542</b>	<b>\$3,931,406,764</b>	<b>\$2,051,133,256</b>
<b>CP2-3</b>					
Design-Build Contract Work	4, 10	\$3,227,253,572	\$46,362,955	\$2,255,657,713	\$971,595,859
Project Construction Management		\$229,878,055	\$4,024,308	\$216,752,370	\$13,125,685
Real Property Acquisition		\$591,342,457	\$474,017	\$494,560,818	\$96,781,639
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	\$518,040	\$87,942,451	\$54,086,415
Estimated-At-Completion Contingency	4, 10	\$342,380,490	\$0	\$0	\$342,380,490
Project Contingency	4, 10	\$374,619,050	\$0	\$0	\$374,619,050
<b>CP2-3 TOTAL</b>		<b>\$4,980,875,025</b>	<b>\$51,379,320</b>	<b>\$3,111,774,644</b>	<b>\$1,869,100,381</b>
<b>CP4</b>					
Design-Build Contract Work	10	\$791,153,439	\$7,597,252	\$759,236,305	\$31,917,134
Project Construction Management		\$137,235,273	\$1,885,707	\$124,414,549	\$12,820,724
Real Property Acquisition		\$228,384,031	\$19,654	\$184,406,428	\$43,977,603
Environmental Mitigation		\$41,400,923	\$31,516	\$31,484,102	\$9,916,821
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	\$243,473	\$32,252,623	\$10,739,871
SR 46		\$95,143,560	\$6,828	\$7,810,112	\$87,333,448
Estimated-At-Completion Contingency	10	\$12,116,308	\$0	\$0	\$12,116,308
Project Contingency		\$42,288,934	\$0	\$0	\$42,288,934
<b>CP4 TOTAL</b>		<b>\$1,397,591,422</b>	<b>\$9,784,430</b>	<b>\$1,139,926,229</b>	<b>\$257,665,193</b>
<b>Track &amp; Systems</b>					
Design-Build Contract Work	4	\$711,809,481	\$0	\$0	\$711,809,481
Project Construction Management		\$174,425,847	\$0	\$0	\$174,425,847
Environmental Mitigation		\$50,758,336	\$52,331	\$195,232	\$50,563,104
Project Contingency		\$295,735,487	\$0	\$0	\$295,735,487
Communication and Signaling		\$344,414,297	\$0	\$0	\$344,414,297
Electric Traction	4	\$384,862,999	\$0	\$0	\$384,862,999
Testing and Certification		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$112,416,667	\$0	\$0	\$112,416,667
<b>Track &amp; Systems TOTAL</b>		<b>\$2,248,764,600</b>	<b>\$52,331</b>	<b>\$195,232</b>	<b>\$2,248,569,368</b>
<b>Stations</b>					
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
<b>Stations TOTAL</b>		<b>\$18,329,034</b>	<b>\$0</b>	<b>\$2,539,906</b>	<b>\$15,789,128</b>
<b>Central Valley's Project Wide allocation</b>					
Merced - Fresno (Madera to Fresno Project Dev)		\$34,224,247	\$0	\$34,224,247	\$0
Fresno - Bakersfield (Fresno to Poplar Ave Project Dev)		\$167,369,487	\$0	\$167,369,487	\$0
Rail Delivery Partner - Program Delivery Support	4	\$694,951,970	\$761,656	\$628,201,270	\$66,750,700
Early Train Operator		\$94,818,000	\$1,102,932	\$38,623,225	\$56,194,775
Legal	4	\$116,091,325	\$132,988	\$49,011,031	\$67,080,294
Resource Agency	21	\$154,820,370	(\$1,725)	\$128,824,165	\$25,996,205
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
<b>Project Wide TOTAL</b>		<b>\$1,328,295,099</b>	<b>\$1,995,851</b>	<b>\$1,046,253,425</b>	<b>\$282,041,674</b>
<b>TOTAL</b>	1, 2	<b>\$15,956,395,200</b>	<b>\$182,209,474</b>	<b>\$9,232,096,200</b>	<b>\$6,724,299,000</b>

**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.
- 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 October 31, 2023

Percentage of Fiscal Year completed 33.3%

## 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	\$878,834,991	\$0	\$215,323,346	20%
CP1 Project Contingency		\$1,697,406,636	\$1,161,146,411	\$234,436,989	\$301,823,236	18%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP2-3 EAC Contingency		\$1,041,828,422	\$677,447,932	\$22,000,000	\$342,380,490	33%
CP2-3 Project Contingency		\$1,620,461,652	\$1,194,552,519	\$51,290,083	\$374,619,050	23%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$89,596,714	\$77,480,406	\$0	\$12,116,308	14%
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	\$22,891,551	\$21,337,450	23%
Project Development Contingency		\$83,106,632	\$55,508,710	\$180,000	\$27,417,922	33%
<b>TOTAL</b>	14, 15, 16	<b>\$7,232,762,299</b>	<b>\$4,675,320,290</b>	<b>\$330,798,623</b>	<b>\$2,226,663,386</b>	<b>31%</b>
<b>Offsetting Categories</b>						
CP1 Design-Build Contract Work			\$1,835,297,835	\$234,436,989		
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			\$1,705,086,044	\$73,290,083		
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			\$334,513,993	\$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			\$4,449,021	\$150,000		
Bakersfield Extension - Design Advancement			\$4,469,021	\$30,000		
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	\$22,891,551		
System Wide - Legal			\$9,592,941	\$0		
<b>Offsetting Categories TOTAL</b>			<b>\$4,675,320,290</b>	<b>\$330,798,623</b>		

**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.

