

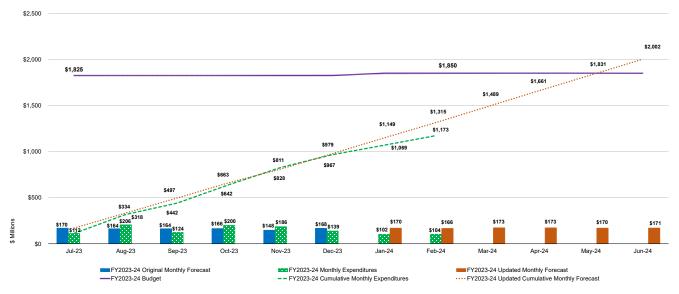
Percentage of Fiscal Year completed 66.7%

Data through February 29, 2024

Budget Summary FY2023-24

FY2023-24								
	Notes	Appropriation	FY2023-24 Budget (A)	February 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, 4, 27	\$844,071,559	\$162,646,637	\$13,024,462	\$81,778,148	50%	\$80,868,489	\$158,157,401
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 Merced Extension)	26	\$25,000,000	\$6,998,457	\$0	\$0	0%	\$6,998,457	\$13,385,319
Project Development TOTAL		\$1,942,094,834	\$169,645,094	\$13,024,462	\$81,778,148	48%	\$87,866,946	\$171,542,720
Construction								
Bond Fund (Prop 1A)	22	\$6,809,076,000	\$1,290,209,598	\$37,181,722	\$836,129,418	65%	\$454,080,180	\$1,576,906,749
Cap and Trade	3, 4, 22, 27	\$12,469,532,515	\$183,959,412	\$53,625,081	\$237,167,549	129%	(\$53,208,137)	\$117,623,246
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 SR-46)	26	\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (Federal State Partnership)	27, 28	\$3,073,600,000	\$19,020,640	\$0	\$0	0%	\$19,020,640	\$19,020,640
Federal Trust Grant (CRISI Shafter Grade Separations)	27, 28	\$201,946,942	\$6,000,000	\$0	\$0	0%	\$6,000,000	\$6,000,000
Federal Trust Grant (RAISE Fresno Historic Depot)	27	\$20,000,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (Corridor ID)	27	\$500,000	\$0	\$0	\$0	0%	\$0	\$0
Construction TOTAL		\$25,614,245,792	\$1,499,189,650	\$90,806,803	\$1,073,296,967	72%	\$425,892,683	\$1,719,550,635
SUBTOTAL		\$27,556,340,626	\$1,668,834,744	\$103,831,265	\$1,155,075,115	69%	\$513,759,629	\$1,891,093,355
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$181,444,024	\$0	\$18,223,763	10%	\$163,220,261	\$111,063,908
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
Bookend Projects TOTAL		\$1,297,943,401	\$181,444,024	\$0	\$18,223,763	10%	\$163,220,261	\$111,063,908
TOTAL	1, 2, 27	\$28,854,284,027	\$1,850,278,768	\$103,831,265	\$1,173,298,878	63%	\$676,979,890	\$2,002,157,263

FY2023-24 Forecast and Expenditures



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.

3 The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through February 2024, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through December 2030), which are estimated at \$1B annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).

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

22 Current month expenditures are a result of an invoice paid out of Cap and Trade funding that was planned and accrued under Prop 1A funding. An expenditure correction will be processed to fund the invoice from Prop 1A. This adjustment will be a net-zero impact to expenditures to date.

26 The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the Authority in Nov 2021. The Authority was awarded a second RAISE Grant of \$25M in February 2023.

27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

28 FY2023-24 scope and budget augmented due to 2023 federal grant awards.

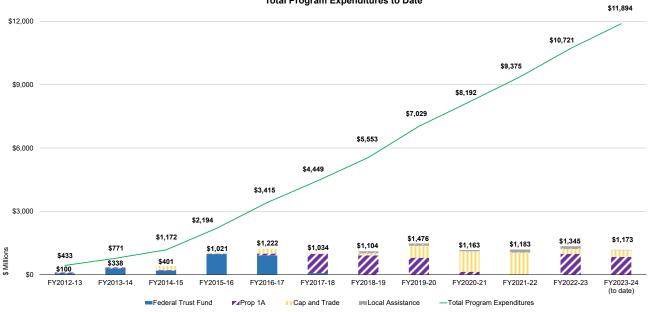


Percentage of Fiscal Year completed 66.7%

Data through February 29, 2024

Expenditure Authorization Summary Program to Date

Program to Date			Total		Total		Total Remaining	Total
			Expenditure	February	Expenditures	% Budget	Expenditure	Authorized
	Notes	Appropriation	Authorization (A)	Expenditures (B)	to Date (C)	Expended (D) = (C / A)	Authorization (E) = (A - C)	Forecast (F)
Project Development			(~)	(8)	(0)	(B) - (C / R)	(L) - (R - 0)	\• /
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	27	\$844,071,559	\$844,071,559	\$13,024,462	\$442,162,607	52%	\$401,908,952	\$844,071,559
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 Merced Extension)	26	\$25,000,000	\$25,000,000	\$0	\$0	0%	\$25,000,000	\$25,000,000
Project Development TOTAL		\$1,942,094,834	\$1,942,086,996	\$13,024,462	\$1,515,134,643	78%	\$426,952,353	\$1,942,086,996
Construction								
Bond Fund (Prop 1A)	22	\$6,809,076,000	\$6,809,076,000	\$37,181,722	\$4,427,932,341	65%	\$2,381,143,659	\$6,809,076,000
Cap and Trade	3, 22, 27	\$12,469,532,515	\$9,715,749,958	\$53,625,081	\$3,108,196,287	32%	\$6,607,553,671	\$9,715,749,958
Federal Trust Fund (ARRA)		\$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 SR-46)	26	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Federal Trust Grant (Federal State Partnership)	27	\$3,073,600,000	\$3,073,600,000	\$0	\$0	0%	\$3,073,600,000	\$3,073,600,000
Federal Trust Grant (CRISI Shafter Grade Separatic	27	\$201,946,942	\$201,946,942	\$0	\$0	0%	\$201,946,942	\$201,946,942
Federal Trust Grant (RAISE Fresno Historic Depot)	27	\$20,000,000	\$20,000,000	\$0	\$0	0%	\$20,000,000	\$20,000,000
Federal Trust Grant (Corridor ID)	27	\$500,000	\$500,000	\$0	\$0	0%	\$500,000	\$500,000
Construction TOTAL		\$25,614,245,792	\$22,853,581,415	\$90,806,803	\$9,616,217,143	42%	\$13,237,364,272	\$22,853,581,415
SUBTOTAL		\$27,556,340,626	\$24,795,668,411	\$103,831,265	\$11,131,351,786	45%	\$13,664,316,625	\$24,795,668,411
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$0	\$564,982,867	51%	\$535,017,133	\$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		\$1,297,943,401	\$1,297,943,401	\$0	\$762,836,931	59%	\$535,106,470	\$1,297,943,401
TOTAL	1, 2, 27	\$28,854,284,027	\$26,093,611,812	\$103,831,265	\$11,894,188,717	46%	\$14,199,423,095	\$26,093,611,812



Total Program Expenditures to Date

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.

3 The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through February 2024, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through December 2030), which are estimated at \$1B annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).

22 Current month expenditures are a result of an invoice paid out of Cap and Trade funding that was planned and accrued under Prop 1A funding. An expenditure correction will be processed to fund the invoice from Prop 1A. This adjustment will be a net-zero impact to expenditures to date.

26 The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the Authority in Nov 2021. The Authority was awarded a second RAISE Grant of \$25M in February 2023.

27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.



Project Development - State and Federal Funds FY2023-24

¥2023-24	Notes	FY2023-24 Budget (A)	February Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast
San Francisco - San Jose		\$2,407,140	\$98,948	\$402,793	17%	\$2,004,347	\$2,407,140
San Jose - Merced		\$506,266	\$104,010	\$149,281	29%	\$356,985	\$506,266
Bakersfield - Palmdale	6	\$703,158	\$15,351	\$53,995	7%	\$649,163	\$1,333,846
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank	6	\$6,366,338	\$602,663	\$4,152,091	65%	\$2,214,247	\$4,644,909
Burbank - Los Angeles		\$150,000	\$0	\$7,333	5%	\$142,667	\$150,000
Los Angeles - Anaheim	6	\$8,290,008	\$784,354	\$4,135,483	50%	\$4,154,525	\$5,257,162
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	6	\$32,599,598	\$448,323	\$2,915,292	9%	\$29,684,306	\$23,175,768
Legal	6	\$4,720,201	\$98,161	\$1,208,417	26%	\$3,511,784	\$4,654,073
SCI/SAP	6	\$3,355,597	\$263,557	\$940,863	28%	\$2,414,734	\$1,497,302
Merced Extension - Design Advancement	6	\$35,991,354	\$3,361,003	\$17,392,105	48%	\$18,599,249	\$39,920,115
Bakersfield Extension - Design Advancement	6	\$29,389,898	\$4,040,520	\$11,186,320	38%	\$18,203,578	\$21,454,100
Central Valley Stations - Design Advancement	6	\$17,160,422	\$0	\$10,459,055	61%	\$6,701,367	\$19,909,604
NorCal Interconnections		\$1,080,000	\$38,684	\$81,571	8%	\$998,429	\$1,080,000
Rail Delivery Partner - Program Delivery Support	6, 30	\$26,925,114	\$3,168,888	\$28,693,549	107%	(\$1,768,435)	\$45,552,435
OTAL	1, 2	\$169,645,094	\$13,024,462	\$81,778,148	48%	\$87,866,946	\$171,542,720

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.

6 This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.

30 Current month negative remaining budget balances are a result of an accrual for anticipated invoices to be submitted. Budget for this line is expected to increase once internal governance approvals are finalized.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	February Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Tota Authorized Forecast (F
Phase I		()	(=/	(-/	(=) (=::)	(_) (** _)	
San Francisco - San Jose	27	\$47,683,109	\$98,948	\$45,206,991	94%	\$2,476,118	\$47,683,109
San Jose - Merced	27	\$108,915,527	\$104,010	\$103,607,891	95%	\$5,307,636	\$108,915,527
Merced - Fresno		\$63,571,884	\$0	\$63,571,884	100%	\$0	\$63,571,884
Fresno - Bakersfield		\$151,326,513	\$0	\$151,326,513	100%	\$0	\$151,326,513
Bakersfield - Palmdale	27	\$58,781,129	\$15,351	\$57,952,227	98%	\$828,902	\$58,781,129
Locally Generated Alternative (LGA)		\$17,937,974	\$0	\$17,927,450	99%	\$10,524	\$17,937,974
Palmdale - Burbank	27	\$151,278,051	\$602,663	\$143,967,462	95%	\$7,310,589	\$151,278,051
Burbank - Los Angeles		\$32,898,465	\$0	\$32,568,775	99%	\$329,690	\$32,898,465
Los Angeles - Anaheim	27	\$106,223,193	\$784,354	\$78,583,522	73%	\$27,639,671	\$106,223,193
Central Valley Wye		\$58,522,646	\$0	\$58,180,022	99%	\$342,624	\$58,522,646
Resource Agency	4, 27	\$398,748,379	\$448,323	\$224,364,119	56%	\$174,384,260	\$398,748,379
Legal	27	\$66,135,123	\$98,161	\$45,030,416	68%	\$21,104,707	\$66,135,123
SCI/SAP	27	\$28,665,980	\$263,557	\$14,324,380	49%	\$14,341,600	\$28,665,980
Merced Extension - Design Advancement	27	\$64,079,561	\$3,361,003	\$29,354,128	45%	\$34,725,433	\$64,079,561
Bakersfield Extension - Design Advancement		\$56,726,747	\$4,040,520	\$20,342,909	35%	\$36,383,838	\$56,726,747
Central Valley Stations - Design Advancement	27	\$50,222,973	\$0	\$12,257,075	24%	\$37,965,898	\$50,222,973
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$38,684	\$92,696	4%	\$1,866,304	\$1,959,000
Early Train Operator		\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
Rail Delivery Partner - Program Delivery Support		\$433,778,466	\$3,168,888	\$371,843,907	85%	\$61,934,559	\$433,778,466
Phase I TOTAL	27	\$1,899,704,283	\$13,024,462	\$1,472,751,930	78%	\$426,952,353	\$1,899,704,283
hase 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 I		\$867	\$0	\$867	100%	\$0	\$867
Phase II TOTAL		\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
OTAL	1, 2, 27	\$1,942,086,996	\$13,024,462	\$1,515,134,643	78%	\$426,952,353	\$1,942,086,996

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.

27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

CALIFORNIA **High-Speed Rail Authority**

Data through February 29, 2024

Percentage of Fiscal Year completed 66.7%

Construction - State and Federal Funds FY2023-24

23-24	Notes	FY2023-24 Budget (A)	February Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023 Forec
Design-Build Contract Work	6, 10, 27, 30	\$880,418,295	\$71,533,667	\$881,991,097	100%	(\$1,572,802)	\$1,275,034,27
SR 99		\$0	\$0	\$0	0%	\$0	
SR 46	4, 6	\$11,621,980	\$35,268	\$3,829,971	33%	\$7,792,009	\$7,350,0
Project Construction Management	4, 6, 27	\$107,566,531	\$8,981,742	\$76,822,809	71%	\$30,743,722	\$127,592,3
Real Property Acquisition	4, 6	\$172,534,709	\$634,654	\$20,601,981	12%	\$151,932,728	\$117,010,5
Environmental Mitigation	6, 27	\$3,299,755	\$21,000	\$404,462	12%	\$2,895,293	\$793,2
Hazardous Waste Provisional Sum	6, 10	\$574,115	\$0	\$0	0%	\$574,115	
Resource Agency	4, 6	\$22,792,484	\$267,173	\$4,619,482	20%	\$18,173,002	\$16,598,6
Third Party Contract Work	4,6	\$87,298,290	\$1,586,363	\$27,803,635	32%	\$59,494,655	\$52,358,
Estimated-At-Completion Contingency	6, 10, 27	\$14,061,920	\$0	\$0	0%	\$14,061,920	\$7,
Project Contingency	6, 10, 27	\$32,464,967	\$0	\$0	0%	\$32,464,967	
Stations (Fresno Station and Fresno Historic Depot)		\$1,500,000	\$100,549	\$123,947	8%	\$1,376,053	\$1,500,
Trainsets & Facilities		\$0	\$0	\$0	0%	\$0	
Merced Extension (Final Design & ROW)	4, 27	\$10,035,320	\$0	\$0	0%	\$10,035,320	\$10,035,
Bakersfield Ext. (Final Design, ROW, Civil, & T&S)	27	\$15,010,320	\$1,693	\$1,693	0%	\$15,008,627	\$15,010,
CVS Track Construction	27	\$1,100,000	\$117,348	\$462,774	42%	\$637,226	\$1,100,
Rail Delivery Partner - Program Delivery Support	4,6	\$91,580,014	\$5,912,493	\$45,104,111	49%	\$46,475,903	\$60,849,
Project Management Oversight Continuation	4,6	\$14,047,655	\$0	\$0	0%	\$14,047,655	\$6,375,
Early Train Operator	6	\$15,140,758	\$1,088,307	\$7,895,737	52%	\$7,245,021	\$13,465,
Support Facilities		\$0	\$0	\$0	0%	\$0	
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	
Legal	6	\$14,002,639	\$526,546	\$3,635,268	26%	\$10,367,371	\$12,439,
Pre-Construction Activities	6, 7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$2,030,
L	1, 2, 27	\$1,499,580,352	\$90,806,803	\$1,073,296,967	72%	\$426,283,385	\$1,719,550,

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 budge

6 This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.

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.

27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

30 Current month negative remaining budget balances are a result of an accrual for anticipated invoices to be submitted. Budget for this line is expected to increase once internal governance approvals are finalized.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization	February Expenditures		% Budget Expended	Total Remaining Expenditure Authorization	Total Authorized Forecast
Design-Build Contract Work	5, 10, 27	(A) \$7.897.493.281	(B) \$71,533,667	(C) \$5,747,077,284	(D) = (C / A) 73%	(E) = (A - C) \$2,150,415,997	(F) \$7.897.493.281
SR 99	5, 10, 27	\$7,897,493,281 \$296,100,000	, ,,	1	98%	\$2,150,415,997 \$6,199,380	\$7,897,493,281 \$296,100.000
SR 99 SR 46	27		\$0 \$35.268	\$289,900,620	98%	1 . 1	1
	4.27	\$100,497,997 \$682.927.063	\$35,266 \$8,981,742	\$11,354,383 \$567.889.775	83%	\$89,143,614	\$100,497,997 \$682,927,063
Project Construction Management	4, 27		1	,,		\$115,037,288	
Real Property Acquisition	07	\$1,712,083,351	\$634,654	\$1,477,528,022	86%	\$234,555,329	\$1,712,083,351
Environmental Mitigation Hazardous Waste Provisional Sum	27 10	\$152,811,627	\$21,000	\$122,171,319	80%	\$30,640,308	\$152,811,627
	4, 27	\$1,500,000	\$0	\$0 \$71.119.316	0% 21%	\$1,500,000	\$1,500,000
Resource Agency	1	\$343,770,617	\$267,173			\$272,651,301	\$343,770,617
Third Party Contract Work	27	\$531,090,391	\$1,586,363	\$351,414,253	66%	\$179,676,138	\$531,090,391
Estimated-At-Completion Contingency	10, 27	\$413,697,047	\$0	\$0	0%	\$413,697,047	\$413,697,047
Project Contingency	4, 10, 27	\$615,657,785	\$0	\$0	0%	\$615,657,785	\$615,657,785
Stations (Fresno Station and Fresno Historic Depot)	27	\$204,200,000	\$100,549	\$769,042	0%	\$203,430,958	\$204,200,000
Trainsets & Facilities	27	\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
Merced Extension (Final Design & ROW)	4, 27	\$694,348,878	\$0	\$0	0%	\$694,348,878	\$694,348,878
Bakersfield Extension (Final Design, ROW, Civil, & T&S)	27	\$2,304,746,322	\$1,693	\$1,693	0%	\$2,304,744,629	\$2,304,746,322
CVS Track Construction	27	\$3,691,750,906	\$117,348	\$565,287	0%	\$3,691,185,619	\$3,691,750,906
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, 27	\$1,096,321,956	\$5,912,493	\$799,482,731	73%	\$296,839,225	\$1,096,321,956
Project Management Oversight Continuation	4, 27	\$181,979,178	\$0	\$0	0%	\$181,979,178	\$181,979,178
Early Train Operator	27	\$114,767,315	\$1,088,307	\$41,931,113	37%	\$72,836,202	\$114,767,315
Legal	27	\$105,460,196	\$526,546	\$49,886,135	47%	\$55,574,061	\$105,460,196
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, 27	\$22,853,581,415	\$90,806,803	\$9,616,217,143	42%	\$13,237,364,272	\$22,853,581,415

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.

5 DB expenditures include procurement contract stipends and as a result produce a difference with the CVSR (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).

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.

27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.



Percentage of Fiscal Year completed 66.7%

Bookend Projects FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	February 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	\$18,223,763	20%	\$72,840,145	\$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	\$18,223,763	20%	\$72,840,145	\$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	6, 11, 13	\$70,380,116	\$0	\$0	0%	\$70,380,116	\$0
Bookend - South TOTAL		\$90,380,116	\$0	\$0	0%	\$90,380,116	\$20,000,000
TOTAL	2	\$181,444,024	\$0	\$18,223,763	10%	\$163,220,261	\$111,063,908

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.

6 This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.

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		Total Expenditure	Februarv	Total Expenditures	% Budaet	Total Remaining Expenditure	Total Authorized
	Notes	Authorization (A)	Expenditures (B)	to Date (C)	Expended	Authorization (E) = (A - C)	Forecast (F)
Bookend - North							
PCJPB - Caltrain Electrification	11	\$600,000,000	\$0	\$527,159,855	87%	\$72,840,145	\$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	\$725,013,919	91%	\$72,929,482	\$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	2, 9	\$1,297,943,401	\$0	\$762,836,931	59%	\$535,106,470	\$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 Jul 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.

This line is funded with Cap and Trade Funds.
 The Authority is currently working with LA Metro on finalizing the Project Management and Funding Agreement (PMFA).



Percentage of Fiscal Year completed 66.7%

Data through February 29, 2024

Construction by Construction Package FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	February Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecas (F
CP1		(~)	(5)	(0)		(=) = (R = 0)	ų.
Design-Build Contract Work	6	\$346,155,973	\$20,353,781	\$340,543,397	98%	\$5,612,576	\$500,211,961
SR 99	-	\$0	\$0	\$0	0%	\$0	\$0000,211,001
Project Construction Management	6	\$57,582,246	\$4,430,238	\$30,562,374	53%	\$27,019,872	\$55,213,665
Real Property Acquisition	6	\$71,574,884	\$43,655	\$17,440,553	24%	\$54,134,331	\$40,523,055
Environmental Mitigation	6	\$1,651,488	\$21.000	\$21.000	1%	\$1,630,488	\$133,620
Resource Agency	4,6	\$6,777,161	\$12,371	\$317,554	5%	\$6,459,607	\$4,933,291
Third Party Contract Work	4, 6, 21	\$47,068,079	(\$707,868)	\$16,484,879	35%	\$30,583,200	\$21,047,849
Estimated-At-Completion Contingency	6	\$0	\$0	\$10,404,075	0%	\$00,000,200 \$0	\$21,047,049
Project Contingency	6	\$16,274,548	\$0 \$0	\$0 \$0	0%	\$16,274,548	\$0 \$0
CP1 TOTAL	0	\$547,084,379	\$24,153,177	\$405,369,757	74%	\$141,714,622	\$622,063,441
CP2-3		\$J47,004,379	φ24,133,177	\$403,30 3 ,737	7470	\$141,714,022	\$022,003,44T
Design-Build Contract Work	6, 30	\$423,936,917	\$38,101,052	\$431,526,254	102%	(\$7,589,337)	\$612,062,569
Project Construction Management	6, 30	\$423,930,917 \$27,331,700	\$4,500,530	\$30,544,690	112%	(\$7,569,557) (\$3,212,990)	\$48,633,814
Real Property Acquisition	6	\$80,674,117	\$303,690	\$2,511,131	3%	\$78,162,986	\$71,785,504
Environmental Mitigation	0	\$30,000	\$303,690 \$0	\$2,511,131 \$0	0%	\$78,162,986	\$71,785,504
Hazardous Waste Provisional Sum		\$30,000 \$0	1 -		0%	\$30,000 \$0	
			\$0 \$0	\$0 \$0	0%		\$0 \$268.068
Resource Agency Third Party Contract Work	6	\$368,968 \$26,615,219	\$0 \$1,745,655	\$0 \$8,051,948	0% 30%	\$368,968 \$18,563,271	\$368,968 \$23,604,844
	6						
Estimated-At-Completion Contingency	6	\$14,061,920	\$0	\$0	0%	\$14,061,920	\$0
Project Contingency CP2-3 TOTAL	0	\$16,137,655	\$0	\$0	0%	\$16,137,655	\$0
		\$589,156,496	\$44,650,927	\$472,634,023	80%	\$116,522,473	\$756,485,699
CP4							
Design-Build Contract Work	6, 10	\$110,325,405	\$13,078,834	\$109,921,446	100%	\$403,959	\$162,759,749
Project Construction Management	4, 6	\$22,652,585	\$50,974	\$15,715,745	69%	\$6,936,840	\$23,744,913
Real Property Acquisition	4, 6	\$20,285,708	\$287,309	\$650,297	3%	\$19,635,411	\$4,702,000
Environmental Mitigation	6	\$1,618,267	\$0	\$383,462	24%	\$1,234,805	\$629,593
Hazardous Waste Provisional Sum	6, 10	\$574,115	\$0	\$0	0%	\$574,115	\$0
Resource Agency		\$13,542	\$0	\$3,264	24%	\$10,278	\$13,542
Third Party Contract Work	6	\$13,614,992	\$548,576	\$3,266,808	24%	\$10,348,184	\$7,705,653
SR 46	4, 6	\$11,621,980	\$35,268	\$3,829,971	33%	\$7,792,009	\$7,350,000
Estimated-At-Completion Contingency	6, 10, 31	(\$390,702)	\$0	\$0	0%	(\$390,702)	\$7,004
Project Contingency	4, 6, 10	\$52,764	\$0	\$0	0%	\$52,764	\$0
CP4 TOTAL		\$180,368,656	\$14,000,961	\$133,770,993	74%	\$46,597,663	\$206,912,454
Track & Systems							
CVS Track Construction		\$1,100,000	\$117,348	\$462,774	42%	\$637,226	\$1,100,000
Trainsets & Facilities		\$0	\$0	\$0	0%	\$0	\$0
Track & Systems TOTAL		\$1,100,000	\$117,348	\$462,774	42%	\$637,226	\$1,100,000
Stations							
Stations (Fresno Station and Fresno Historic Depot)		\$1,500,000	\$100,549	\$123,947	8%	\$1,376,053	\$1,500,000
Stations TOTAL		\$1,500,000	\$100,549	\$123,947	8%	\$1,376,053	\$1,500,000
Extensions							
Merced Extension (Final Design & ROW)	27, 28	\$10,035,320	\$0	\$0	0%	\$10,035,320	\$10,035,320
Bakersfield Ext. (Final Design, ROW, Civil, & T&S)	27, 28	\$15,010,320	\$1,693	\$1,693	0%	\$15,008,627	\$15,010,320
Extensions TOTAL		\$25,045,640	\$1,693	\$1,693	0%	\$25,043,947	\$25,045,640
System Wide / Unallocated							
Rail Delivery Partner - Program Delivery Support	4, 6	\$91,580,014	\$5,912,493	\$45,104,111	49%	\$46,475,903	\$60,849,277
Project Management Oversight Continuation	4, 6	\$14,047,655	\$0	\$0	0%	\$14,047,655	\$6,375,532
Early Train Operator	6	\$15,140,758	\$1,088,307	\$7,895,737	52%	\$7,245,021	\$13,465,201
Legal	6	\$14,002,639	\$526,546	\$3,635,268	26%	\$10,367,371	\$12,439,978
Resource Agency	4, 6, 27	\$15,632,813	\$254,802	\$4,298,664	27%	\$11,334,149	\$11,282,813
Project Reserve		\$0	\$0	\$0	0%	\$0	\$C
Interim Use		\$0	\$0 \$0	\$0 \$0	0%	\$0	\$C
Unallocated Contingency		\$0	\$0 \$0	\$0 \$0	0%	\$0 \$0	\$0
Pre-Construction Activities	6, 7	\$4,530,600	\$0 \$0	\$0 \$0	0%	\$4,530,600	\$2,030,600
System Wide / Unallocated TOTAL	v, i	\$154,934,479	\$7,782,148	\$60,933,780	39%	\$94,000,699	\$106,443,401
TOTAL	1, 2, 27	\$1,499,189,650	\$90,806,803	\$1,073,296,967	72%	\$425,892,683	\$1,719,550,635

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.

6 This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval. 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. 21 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

28 FY2023-24 scope and budget augmented due to 2023 federal grant awards.

30 Current month negative remaining budget balances are a result of an accrual for anticipated invoices to be submitted. Budget for this line is expected to increase once internal governance approvals are finalized.

31 Current fiscal year negative budget is a result of executed change orders. Budget for this line is expected to increase once internal governance approvals are finalized.

Data through February 29, 2024



Percentage of Fiscal Year completed 66.7%

Construction by Construction Package Program to Date

Program to Date		Total		Total		Total Remaining	Total
		Expenditure	February	Expenditures	% Budget	Expenditure	Authorized
	Notes	Authorization (A)	Expenditures (B)	to Date (C)	Expended	Authorization	Forecast
CP1		(A)	(B)	(U)	(D) = (C / A)	(E) = (A - C)	(F)
Design-Build Contract Work	5, 10, 27	\$3.695.327.548	\$20.353.781	\$2,465,539,051	67%	\$1,229,788,497	\$3.695.327.548
SR 99	5, 10, 27	\$296,100,000	\$20,555,781	\$289,900,620	98%	\$6,199,380	\$296,100,000
Project Construction Management	27	\$314,413,735	\$4,430,238	\$204,899,784	65%	\$109,513,951	\$314,413,735
Real Property Acquisition	21	\$893,046,917	\$43,655	\$796,091,016	89%	\$96,955,901	\$893,046,917
Environmental Mitigation		\$39,322,003	\$21,000	\$34,367,177	87%	\$4,954,826	\$39,322,003
Resource Agency	27	\$64,338,293	\$12,371	\$46,043,916	72%	\$18,294,377	\$64,338,293
Third Party Contract Work	21, 27	\$342,969,030	(\$707,868)	\$223,973,151	65%	\$118,995,879	\$342,969,030
Estimated-At-Completion Contingency	10, 27	\$121,910,192	\$0	\$0	0%	\$121,910,192	\$121,910,192
Project Contingency	10, 27	\$275,701,808	\$0	\$0	0%	\$275,701,808	\$275,701,808
CP1 TOTAL		\$6,043,129,526	\$24,153,177	\$4,060,814,715	67%	\$1,982,314,811	\$6,043,129,526
CP2-3		1010.01.001000	4 - (j · 2 2 j · · · ·	Ţ.,]===]=,		¢ .,	
Design-Build Contract Work	5, 10, 27	\$3,384,384,310	\$38,101,052	\$2,487,037,334	73%	\$897,346,976	\$3,384,384,310
Project Construction Management	30	\$229,878,055	\$4,500,530	\$232,691,558	101%	(\$2,813,503)	\$229,878,055
Real Property Acquisition		\$590,770,002	\$303,690	\$496,481,681	84%	\$94,288,321	\$590,770,002
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	4	\$1,278,481	\$0	\$797,304	62%	\$481,177	\$1,278,481
Third Party Contract Work		\$142,128,867	\$1,745,655	\$92,350,698	65%	\$49,778,169	\$142,128,867
Estimated-At-Completion Contingency	10	\$291,786,855	\$0	\$0	0%	\$291,786,855	\$291,786,855
Project Contingency	10, 27	\$289,337,911	\$0	\$0	0%	\$289,337,911	\$289,337,911
CP2-3 TOTAL		\$5,001,653,182	\$44,650,927	\$3,365,422,563	67%	\$1,636,230,619	\$5,001,653,182
CP4							
Design-Build Contract Work	5, 10	\$817,781,423	\$13,078,834	\$794,500,899	97%	\$23,280,524	\$817,781,423
Project Construction Management	4	\$138,635,273	\$50,974	\$130,298,433	94%	\$8,336,840	\$138,635,273
Real Property Acquisition		\$228,266,432	\$287,309	\$184,955,325	81%	\$43,311,107	\$228,266,432
Environmental Mitigation		\$41,400,923	\$0	\$31,740,154	77%	\$9,660,769	\$41,400,923
Hazardous Waste Provisional Sum	10	\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Resource Agency		\$646,460	\$0	\$322,110	50%	\$324,350	\$646,460
Third Party Contract Work		\$45,992,494	\$548,576	\$35,090,404	76%	\$10,902,090	\$45,992,494
SR 46	27	\$100,497,997	\$35,268	\$11,354,383	11%	\$89,143,614	\$100,497,997
Estimated-At-Completion Contingency	10	\$0	\$0	\$0	0%	\$0	\$0
Project Contingency	4, 10, 27	\$50,618,066	\$0	\$0	0%	\$50,618,066	\$50,618,066
CP4 TOTAL		\$1,425,339,068	\$14,000,961	\$1,188,261,708	83%	\$237,077,360	\$1,425,339,068
Track & Systems							
CVS Track Construction	27	\$3,691,750,906	\$117,348	\$565,287	0%	\$3,691,185,619	\$3,691,750,906
Trainsets & Facilities	27	\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
Track & Systems TOTAL		\$4,748,396,658	\$117,348	\$565,287	0%	\$4,747,831,371	\$4,748,396,658
Stations							
Stations (Fresno Station and Fresno Historic Depot)	27	\$204,200,000	\$100,549	\$769,042	0%	\$203,430,958	\$204,200,000
Stations TOTAL		\$204,200,000	\$100,549	\$769,042	0%	\$203,430,958	\$204,200,000
Extensions							
Merced Extension (Final Design & ROW)	27	\$694,348,878	\$0	\$0	0%	\$694,348,878	\$694,348,878
Bakersfield Ext. (Final Design, ROW, Civil, & T&S)	27	\$2,304,746,322	\$1,693	\$1,693	0%	\$2,304,744,629	\$2,304,746,322
Extensions TOTAL		\$2,999,095,200	\$1,693	\$1,693	0%	\$2,999,093,507	\$2,999,095,200
System Wide / Extensions / Unallocated		AD 705 100	•••	60 705 100	4000		#0 70F 100
Merced - Fresno (Preliminary ROW) Fresno - Bakersfield (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW) Rail Delivery Partner - Program Delivery Support	4 07	\$6,131,312	\$0 \$5 012 403	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner - Program Delivery Support Project Management Oversight Continuation	4, 27	\$1,096,321,956	\$5,912,493	\$799,482,731	73%	\$296,839,225	\$1,096,321,956
Early Train Operator	4, 27 27	\$181,979,178	\$0 \$1,088,307	\$0 \$11 031 113	0% 37%	\$181,979,178	\$181,979,178 \$114,767,315
Legal	27 27	\$114,767,315		\$41,931,113	37% 47%	\$72,836,202	
Resource Agency	4, 27	\$105,460,196	\$526,546 \$254,802	\$49,886,135 \$23,955,986	47% 9%	\$55,574,061 \$252,551,207	\$105,460,196
0,	4, ∠/	\$277,507,383				\$253,551,397	\$277,507,383 \$46,267,108
Project Reserve Interim Use		\$46,267,108	\$0 \$0	\$0 \$53 856 303	0%	\$46,267,108	
Unallocated Contingency		\$161,879,645	\$0 \$0	\$53,856,392	33% 0%	\$108,023,253	\$161,879,645
		\$410,229,222		\$0	0% 5%	\$410,229,222 \$6,086,000	\$410,229,222
o ,	7						
Pre-Construction Activities System Wide / Unallocated TOTAL	7	\$6,386,000 \$2,431,767,781	\$0 \$7,782,148	\$300,000 \$1,000,382,135	41%	\$6,086,000	\$6,386,000 \$2,431,767,781

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.

5 DB expenditures include procurement contract stipends and as a result produce a difference with the CVSR (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).

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-Completed, Examples include plenimum engineering, ingited way inapping, and design advancement.
 10 Design-Build Contract Work, Project Contingency, Estimated-At-Completed, Examples include plenimum 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 expenditure Authorization of \$26.094B at the January 18, 2024 meeting.
 30 Current month negative remaining budget balances are a result of an accrual for anticipated invoices to be submitted. Budget for this line is expected to increase once internal governance approvals are fixed.

finalized.

Data through February 29, 2024



Percentage of Fiscal Year completed 66.7%

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

Program to Date		Total		Total	Total Remaining
		Expenditure	February	Expenditures	Expenditure
	Notes	Authorization	Expenditures (B)	to Date (C)	Authorization
CP1		(A)	(B)	(C)	(D) = (A - C)
Design-Build Contract Work	5, 10, 27	\$3,695,327,548	\$20,353,781	\$2,465,539,051	\$1,229,788,497
SR 99	5, 10, 27	\$296,100,000	\$20,333,781	\$289,900,620	\$6,199,380
Project Construction Management	27	\$290,100,000	\$4,430,238	\$204,899,784	\$109,513,951
Real Property Acquisition	21	\$893,046,917	\$43,655	\$796,091,016	\$96,955,901
Environmental Mitigation		\$39,322,003	\$21,000	\$34,367,177	\$4,954,826
Resource Agency	27	\$64,338,293	\$12,371	\$46,043,916	\$18,294,377
Third Party Contract Work	21, 27	\$342,969,030	(\$707,868)	\$223,973,151	\$118,995,879
Estimated-At-Completion Contingency	10, 27	\$121,910,192	(\$707,888) \$0	\$223,973,151	\$121,910,192
Project Contingency	10, 27		\$0 \$0	\$0 \$0	\$275,701,808
CP1 TOTAL	10, 27	\$275,701,808 \$6,043,129,526	\$24,153,177	\$0	\$1,982,314,811
CP2-3		\$6,043,129,526	\$24,155,177	\$4,000,014,715	\$1,902,314,011
Design-Build Contract Work	5, 10, 27	\$3,384,384,310	\$38,101,052	\$2,487,037,334	\$897,346,976
Project Construction Management	5, 10, <i>21</i> 30	\$3,364,364,310 \$229,878,055	\$30,101,052 \$4,500,530	\$232,691,558	\$697,346,976 (\$2,813,503)
Real Property Acquisition	30				ALC: A CONTRACT OF A
		\$590,770,002	\$303,690	\$496,481,681	\$94,288,321
Environmental Mitigation Hazardous Waste Provisional Sum		\$72,088,701	\$0 \$0	\$56,063,988	\$16,024,713
Resource Agency		\$0		\$0	\$0
Third Party Contract Work	4	\$1,278,481	\$0	\$797,304 \$92,350,698	\$481,177
Estimated-At-Completion Contingency	10	\$142,128,867	\$1,745,655	\$92,350,698 \$0	\$49,778,169
· · · · · ·	10.27	\$291,786,855	\$0	1.1	\$291,786,855
Project Contingency	10, 27	\$289,337,911	\$0	\$0	\$289,337,911
CP2-3 TOTAL CP4		\$5,001,653,182	\$44,650,927	\$3,365,422,563	\$1,636,230,619
Design-Build Contract Work	5, 10	\$817,781,423	\$13,078,834	\$794,500,899	\$23,280,524
Project Construction Management	5, 10	\$138,635,273	\$13,078,834 \$50,974	\$130,298,433	\$23,260,524 \$8,336,840
Real Property Acquisition	4	\$138,835,273	\$287,309		
Environmental Mitigation				\$184,955,325	\$43,311,107
Hazardous Waste Provisional Sum	10	\$41,400,923	\$0 \$0	\$31,740,154	\$9,660,769
Resource Agency	10	\$1,500,000	\$0 \$0	\$0	\$1,500,000
Third Party Contract Work		\$646,460		\$322,110	\$324,350
SR 46	27	\$45,992,494 \$100,497,997	\$548,576 \$35,268	\$35,090,404	\$10,902,090 \$89,143,614
Estimated-At-Completion Contingency				\$11,354,383	
	10	\$0	\$0	\$0	\$0
Project Contingency CP4 TOTAL	4, 10, 27	\$50,618,066	\$0	\$0	\$50,618,066
		\$1,425,339,068	\$14,000,961	\$1,188,261,708	\$237,077,360
Track & Systems CVS Track Construction	27	\$3,691,750,906	\$117,348	* 505.007	\$3,691,185,619
Facilities (Trainset Certification Facility)				\$565,287	
Track & Systems TOTAL	27 27	\$77,645,752	\$0 \$117,348	\$0 \$565,287	\$77,645,752
Stations	21	\$3,769,396,658	\$117,340	\$202,207	\$3,768,831,371
Stations (Fresno Station and Fresno Historic Depot)	27	\$204 000 000	¢400 540	¢700.040	\$000 400 0F0
Station Area Planning	27	\$204,200,000	\$100,549	\$769,042	\$203,430,958
Station Area Planning Stations TOTAL		\$2,104,333 \$206,304,333	\$0 \$100,549	\$1,894,811	\$209,522 \$203,640,480
		\$200,304,333	\$100,549	\$2,663,853	\$203,040,460
Central Valley's Project Wide allocation Merced - Fresno (Madera to Fresno Project Dev)		¢24.004.047	¢0.	¢24.004.047	¢o
Fresho - Bakersfield (Fresho to Poplar Ave Project Dev)		\$34,224,247 \$167,360,487	\$0 \$0	\$34,224,247 \$167,369,487	\$0 \$0
Rail Delivery Partner - Program Delivery Support	27	\$167,369,487	\$0 \$0	\$167,369,487 \$628,881,757	\$0 \$66,550,559
Rail Delivery Partner - Program Delivery Support Early Train Operator	27 27	\$695,432,316		\$628,881,757 \$42,502,805	
Legal		\$116,339,006	\$1,088,307	\$43,502,805	\$72,836,201
	27	\$137,275,016	\$31,696	\$49,787,646	\$87,487,370
Resource Agency Project Wide TOTAL	4, 27	\$238,877,819	\$20,828	\$129,406,464	\$109,471,355
		\$1,389,517,891	\$1,140,831	\$1,053,172,406	\$336,345,485

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. 5 DB expenditures include procurement contract stipends and as a result produce a difference with the CVSR (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).

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.

27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

30 Current month negative remaining budget balances are a result of an accrual for anticipated invoices to be submitted. Budget for this line is expected to increase once internal governance approvals are finalized.

April 11, 2024 Report



Percentage of Fiscal Year completed 66.7%

Contingency Summary Program to Date

Notes Bidget Contingency (b) Actions Billion (c) Contingency (c) Contingenc(c) Contingenc(c) Contingenc(Program to Date		Contingonou	Cumulative Authorized	HSR Governance	Remaining	% Remaining
CP1 CA CP		Notes	Contingency Budget			Contingency Balance	
CP1 Project Confignery 27 \$1799,277,70 \$91,433,669,22 50 \$27,701,80.80 196 CP2-3 EAC Confignery \$10,41,282,422 \$323,2001 \$50 \$50 00 06 CP2-3 EAC Confignery 27 \$15,41,48,452 \$133,20,277,551 \$50 \$229,372,011 196 CP2-3 FrojC Confignery 27 \$15,41,48,452 \$133,20,07,551 \$50 \$50,00.00 24% CP4 A Froject Confignery 27 \$424,153,915 \$51 \$51 \$51,00,000 \$50,610,66 11% Track & System Project Confignery 27 \$542,271,08 \$5 \$51 \$51,00,000 \$50,610,66 11% Track & System Project Confignery 27 \$542,271,08 \$5 \$52,273,01 \$51 \$51,002,00 \$50,610,06 11% \$100,02,23 \$77 \$95 \$51 \$50,02 \$95 \$52,273,02 \$53 \$57,273,273 \$100,02 \$95 Project Memore 361,57,274,70 \$57,294,770 \$57,294,770 \$57,294,770 \$57,294,770 \$57,294,770							
CP2-3 Hiszardous Yuste Provisional Sum 122/232.001 50 100 90 CP2-3 Encode Contingency 27 \$1.041.486.482 \$2.030.001 \$6 \$2.291.706.655 22.84 CP2-3 Encode Contingency 27 \$1.041.486.482 \$2.030.001 \$6 \$2.291.706.655 22.84 CP4 Enc Contingency 27 \$4.421.53.915 \$530.000 \$6 \$5.050.000 22.44 CP4 Face Contingency 27 \$4.241.53.915 \$530.01.55.84 \$51.640.000 \$50.616.066 111% Trak & Spatem Project Contingency 27 \$4.20.71.06 \$52.241.00.8 \$6 \$51.650.000 \$2.041.431.17 13.93 Project Description \$4.20.71.06 \$52.241.00.8 \$6 \$51.650.000 \$52.470.000 \$50.616.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 \$60.610.000 <	CP1 EAC Contingency		\$1,094,158,337	\$972,248,145	\$0	\$121,910,192	11%
CP2-3 FbC Configency 27 \$1.04.128.242 \$75.0.04.657 50 \$2591.768.655 29% CP2-3 FbC Configency 27 \$1.64.14.85.422 \$75.0.000 \$60 \$2590.708.655 \$2690.700	CP1 Project Contingency	27	\$1,759,271,740	\$1,483,569,932	\$0	\$275,701,808	16%
CP2-3 Project Contingency 27 \$1,64,1435,462 \$1,32,07,551 \$10 \$239,337,911 19% CP4 EAC Contingency \$89,596,714 \$89,596,714 \$50 \$50 0% CP4 FAC Contingency 27 \$44,215,315 \$52,010,03 \$51,050,000 \$50,610,66 111% Track & Systems Project Contingency 27 \$42,415,315 \$52,010,83 \$0 \$54,627,108 1000% Interm Use \$16,177,045,45 \$53,350,32 \$0 \$168,022,222 83% System Wide Contingency 27 \$17,025,865 \$17,000,004,88 \$168,022,222 83% Project Nanagement Contingency 27 \$107,025,865 \$17,000,004,88 \$100,006 \$44,017,507 46% Project Overojment Contingency 27 \$100,567,217 \$57,597,170 \$106,000 \$2,073,802,026 28% OPT Meniphical Contract Work 27 \$106,567,217 \$57,597,170 \$106,000 \$2,013,402,026 28% OPT Assign-Build Contract Work 55,457,578,71,41 \$100,000 \$2,013,802,026 28% </td <td>CP2-3 Hazardous Waste Provisional Sum</td> <td></td> <td>\$29,232,001</td> <td>\$29,232,001</td> <td>\$0</td> <td>\$0</td> <td>0%</td>	CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP4 Hazardou Water Provisional Sum 58.220.000 54.700,000 50 51.500,000 24% CP4 Project Contingency 27 54.42,153,915 53.90,84,9 51.400,000 550.81,0,66 11% Traval. 8 Systems Project Contingency 27 532.03,63,219 53.98,88,98 53.00 52.97.45,157 793% Project Reserve 56.61,877.645 553.368,382 50 550.81,0,06 11% Unallocated Contingency 27 517.00,650.71 50 553.986,382 58 58.99.750 484.02,71,74 482.201,74,74 55.75,701.167 51.99.00 58.91.18,84 893% Project Overlogment Contingency 27 517.06,667,247 51.59.00 52.073.920,285 28% TOTAL 14,15,16,27,29 57.451.216,432 55.375,701.167 51.959.00 52.073.920,285 28% Offseting Categorie 52.744,133,83 58 52.073.920,285 28% 28% CP1 Design-Build Contract Work 52.744,134,343 58 51.957.01 51.959.00 52.073.920,285 28% CP1 Real Troperty Acquisition 58 52.444,134,944 58 51.959.00	CP2-3 EAC Contingency		\$1,041,828,422	\$750,041,567	\$0	\$291,786,855	28%
CP4 EAC Contingency S89.866,714 S89.766,714 S99.766,714 S99.766,714 S99.766,714 S99.766,714 S99.766,714 S99.766,714 S99.766,774 S99.766,774 S99.774 S99.766,774 S99.774 S90.774 S99.774 S99.774 S99.774 S99.774 S90.774 S90.774 <th< td=""><td>CP2-3 Project Contingency</td><td>27</td><td>\$1,641,435,462</td><td>\$1,352,097,551</td><td>\$0</td><td>\$289,337,911</td><td>18%</td></th<>	CP2-3 Project Contingency	27	\$1,641,435,462	\$1,352,097,551	\$0	\$289,337,911	18%
CP4 Project Configuency 27 54/42 (53) ris 5330 (53,600) 550.018.000 550.018.000 Track & System Project Contingency 27 532.033.219 532.210.003 50 546.267.108 1000% Interim Use 546.267.108 503 550.052.225 60% 1000% Unallocated Contingency 27 517.005.672.27 50 541.0229.222 83% System Wide Contingency 27 517.005.672.07 575.004.488 50 542.495.302 38% Project Design-Build Contingency 27 517.206.7107 5195.000 54.49.07.507 46% TOTAL 14, 15, 16, 27, 29 57.451.216.432 55.375.701.167 51.05.000 52.073.802.285 28% Offsetting Categories 55.375.701.167 51.05.000 52.073.802.285 28% CP1 Design-Build Contract Work 53.267.713 51.05.000 52.073.802.285 28% CP1 Real Propert Acquisition 53.165.0127 51.05.000 52.073.802.855 52.073.802.855 52.073.802.855 28% <td< td=""><td>CP4 Hazardous Waste Provisional Sum</td><td></td><td>\$6,230,000</td><td>\$4,730,000</td><td>\$0</td><td>\$1,500,000</td><td>24%</td></td<>	CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$4,730,000	\$0	\$1,500,000	24%
Tack & Systems Project Contingency 27 \$320.383.219 92.291.0.083 50 \$227.483.157 93% Project Reserve \$46.267.108 \$50 \$54.267.108 1000% Interim Use \$161.379.645 \$53.865.392 \$0 \$110.023.255 67% Unalicated Contingency 27 \$107.023.855 \$51.7906.501 \$0 \$89.118.844 83% Project Mudangement Contingency 27 \$107.025.385 \$57.294.710 \$51.950.00 \$49.077.507 46% TOTAL 14.15.16.27.29 \$7.451.216.432 \$53.375.011.67 \$1.950.00 \$2.073.920.265 28% OfP1 Design-Build Contract Work \$2.144.133.633 \$0 \$4.000.00 \$0 \$2.073.920.265 28% OP1 Design-Build Contract Work \$2.144.136.432 \$0 \$50.000.000 \$0 \$0 \$2.073.920.265 28% OP1 Seign-Build Contract Work \$2.74.37.038 \$0 \$50.000.000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	CP4 EAC Contingency		\$89,596,714	\$89,596,714	\$0	\$0	0%
Project Reserve \$43,627,108 \$50 \$42,627,108 (00%) Interim Use \$161,879,645 \$53,866,332 \$50 \$410,829,222 83% Unallocated Contingency 27 \$112,080,750 \$57,000,488 \$50 \$42,229,222 83% Program Management Contingency 27 \$112,080,700 \$77,920 \$438,307,000,488 \$50 \$42,286,302 38% Program Management Contingency 27 \$112,080,700 \$77,920,2725 \$28,171,08 \$34,077,507 \$4% TOTAL 14,15,16,27,28 \$7,451,216,432 \$5,376,701,167 \$1,585,000 \$2,073,820,265 28% Off seting Chalgorias 52,144,133,433 \$0 \$0 \$2,073,820,265 28% OF1 Page Public Construction Management \$2,144,133,433 \$0 <	CP4 Project Contingency	27	\$442,153,915	\$390,135,849	\$1,400,000	\$50,618,066	11%
Interim Use \$111 370,445 \$33,865,392 \$0 \$108,022,253 \$77 System Wide Contingency 27 \$107,025,385 \$17,906,501 \$0 \$840,118,884 835 Proget Management Contingency 27 \$112,005,700 \$70,004,80 \$0 \$440,807,507 3455 TOTAL 14,15,16,27,29 \$77,451,216,42 \$57,294,710 \$195,000 \$24,073,920,265 26% Offseting Categoris \$106,567,217 \$57,294,710 \$195,000 \$24,073,920,265 26% Offseting Categoris \$2,144,133,833 \$0 \$2,073,920,265 26% Offseting Categoris \$2,144,133,833 \$0 \$2,073,920,265 26% OP1 Basign-Build Contract Work \$2,144,133,833 \$0 \$0 \$2,144,144 \$0 \$0 \$0 \$0 \$0 \$0 \$1,350,632,13 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	Track & Systems Project Contingency	27	\$320,363,219	\$22,910,063	\$0	\$297,453,157	93%
Unalicated Contingency 5482.201.474 582.072.252 50 5410.223.222 835 System Wide Contingency 27 \$107.025.356 \$17.906.501 50 \$89.118.848 8358 Program Management Contingency 27 \$112.905.700 \$57.204.710 \$105.000 \$49.077.577 4955 TOTAL 14, 15, 16, 27.29 \$7.451.216.432 \$5.375.701.167 \$1.996.000 \$40.077.577 4956 OFT Edigones CPT Design-Build Contract Work \$2.144.133.653 \$0 \$1.996.000 \$60 CPT Real Property Acquisition \$2.44.704.846 \$0 \$2.44.704.846 \$0 CPT Real Property Acquisition \$2.44.704.846 \$0 \$2.44.704.846 \$0 CP2 Real Property Acquisition \$2.84.704.846 \$0 \$2.44.704.846 \$0 CP2 A Drojet Construction Management \$2.84.704.846 \$0 \$2.44.704.846 \$0 CP2 A Straight-Build Contract Work \$2.84.704.846 \$0 \$2.44.943.70.850 \$2.44.943.70.850 CP3 Projet Construction Management \$2.81.20.22.857 \$2.81.20.20.850	Project Reserve		\$46,267,108	\$0	\$0	\$46,267,108	100%
system Wide Contingency 27 \$17,005,501 \$0 \$18,84 83% Proget Development Contingency 27 \$112,057,00 \$70,008,48 \$0 \$42,88,302 34% TOTAL 14, 15, 16, 27, 29 \$77,007,423,85 \$57,577,171,17 \$15,55,000 \$24,073,507 46% Offsetting Categoris \$77,007,423,863 \$53,75,701,167 \$15,55,000 \$22,073,920,265 28% Offsetting Categoris \$21,44,133,853 \$0 \$21,44,133,853 \$0 \$21,44,133,853 \$0 \$1,550,000 \$0 \$21,44,133,853 \$0 \$1,550,000 \$0 \$1,550,000 \$0 \$1,550,000 \$0 \$1,550,000 \$1,550,000 \$1,550,000 \$1,550,000 \$1,550,000 \$1,550,000 \$1,550,000 \$1,550,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000	Interim Use		\$161,879,645	\$53,856,392	\$0	\$108,023,253	67%
Program Management Contingency 27 \$112,205,700 \$70,000,488 \$00 \$42,286,302 38% TOTAL 14,15,16,27,20 \$74,512,84,320 \$53,375,701,167 \$15,850,000 \$2,073,820,265 28% Offsetting Catagories \$14,15,16,27,20 \$74,512,16,432 \$53,375,701,167 \$15,850,000 \$2,073,820,265 28% Offsetting Catagories \$2,144,133,833 \$00 \$2 \$2,144,133,833 \$00 \$2 \$2,144,133,833 \$00 \$24,747,446 \$00	Unallocated Contingency		\$492,301,474	\$82,072,252	\$0	\$410,229,222	83%
Program Management Contingency 27 \$112,005,700 \$70,000,488 \$00 \$42,886,302 38% TOTAL 14,15,16,27,29 \$7,451,216,432 \$53,375,701,167 \$159,500 \$2,073,820,265 28% Offseting Categories CPI S52,397,701,167 \$1,985,000 \$2,073,820,265 28% OFF Is Rig S2,144,133,833 \$00 \$2,073,820,265 28% OFF Is Rig S2,144,133,833 \$00 \$00 \$00 \$00 \$00 CPI Ts Rig S2,447,04,846 \$00	System Wide Contingency	27	\$107.025.385	\$17.906.501	\$0	\$89.118.884	83%
Project Development Contingency 27 \$106,567,217 \$57,294,710 \$195,000 \$49,077,507 46% TOTAL 14, 15, 16, 27, 29 \$7,451,216,432 \$5,375,011,167 \$1,590,000 \$2,073,920,265 28% Offsetting Categories CP1 Design-Build Contract Work \$2,144,133,833 \$0 \$2,073,920,265 28% CP1 Project Construction Management \$2,144,133,833 \$0 \$2,073,920,265 28% CP1 Project Construction Management \$2,144,138,833 \$0 \$0 \$0 CP1 Project Construction Management \$2,144,944 \$0 \$0 \$0 CP2 3 Design-Build Contract Work \$1,935,043,213 \$0 \$0 \$0 CP2 3 Design-Build Contract Work \$1,935,043,213 \$0 \$0 \$0 \$0 CP2 3 Project Construction Management \$32,747 \$0<	Program Management Contingency	27			\$0		38%
TOTAL 14, 15, 16, 27, 29 \$7,451,216,432 \$5,375,701,167 \$1,595,000 \$2,073,820,265 28% Offsetting Categories CP1 Design-Build Contract Work CP1 SR 99 \$2,144,133,633 \$0 \$5 \$6 \$0 \$0 CP1 SR 99 \$2,144,133,633 \$0 \$0 \$0 \$0 \$0 CP1 Regionalid Contract Work CP1 Resource Agency \$2,144,044 \$0 <							
CP1 Design-Build Contract Work \$2,144,133,833 \$0 CP1 SR 99 \$6,000,000 \$00 CP1 Project Construction Management \$2,44,704,846 \$00 CP1 Real Propert Acquisition \$56,92,733 \$00 CP1 Real Propert Acquisition \$56,92,733 \$00 CP1 Third Party Contract Work \$37,892,243 \$00 CP2 3 Design-Build Contract Work \$19,15,200,649 \$00 CP2 3 Resource Agency \$22,144,944 \$00 CP2 3 Real Propert Acquisition \$151,520,649 \$00 CP2 3 Resource Agency \$22,747 \$00 CP2 3 Resource Agency \$32,743,868 \$00 CP2 3 Resource Agency \$32,743,868 \$00 CP4 Project Construction Management \$30,01,1375 \$0 CP4 Project Construction Management \$30,021,257 \$1,400,000 CP4 Project Construction Management \$30,01,313 \$0 CP4 Project Construction Management \$30,01,314 \$0 CP4 Project Construction Management \$31,801,789 \$0 CP4 SR46 \$114,01,000 \$114,01	TOTAL	14, 15, 16, 27, 29					28%
CP1 Design-Build Contract Work \$2,144,133,833 \$0 CP1 SR 99 \$6,000,000 \$00 CP1 Project Construction Management \$2,44,704,846 \$00 CP1 Real Propert Acquisition \$56,92,733 \$00 CP1 Real Propert Acquisition \$56,92,733 \$00 CP1 Third Party Contract Work \$37,892,243 \$00 CP2 3 Design-Build Contract Work \$19,15,200,649 \$00 CP2 3 Resource Agency \$22,144,944 \$00 CP2 3 Real Propert Acquisition \$151,520,649 \$00 CP2 3 Resource Agency \$22,747 \$00 CP2 3 Resource Agency \$32,743,868 \$00 CP2 3 Resource Agency \$32,743,868 \$00 CP4 Project Construction Management \$30,01,1375 \$0 CP4 Project Construction Management \$30,021,257 \$1,400,000 CP4 Project Construction Management \$30,01,313 \$0 CP4 Project Construction Management \$30,01,314 \$0 CP4 Project Construction Management \$31,801,789 \$0 CP4 SR46 \$114,01,000 \$114,01							
CP1 SR 39 T S6 000000 S0 CP1 Project Construction Management \$244,704,846 S0 CP1 Resource Agency \$2,144,944 S0 CP1 Resource Agency \$2,144,944 S0 CP1 Resource Agency \$1,935,043,213 S0 CP2-3 Design-Build Contract Work \$1,935,043,213 S0 CP2-3 Real Property Acquisition \$151,500,649 S0 CP2-3 Real Property Acquisition \$32,743,888 S0 CP2-3 Real Property Acquisition \$32,747 S0 CP4 Pasign-Build Contract Work \$390,291,257 \$1,400,000 CP4 Pasign-Build Contract Work \$360,81,141,975 S0 CP4 Pasign-Build Contract Work \$809,091,257 \$1,400,000 CP4 A Real Property Acquisition \$2,288,954 \$0 CP4 SR 466 \$18,017,89 \$0 \$0							
CP1 Project Construction Management \$244,704,466 \$0 CP1 Real Property Acquisition \$56,925,733 \$0 CP1 Resource Agency \$2,144,944 \$0 CP1 Third Party Contract Work \$37,892,243 \$0 CP2-3 Design-Build Contract Work \$135,604,213 \$0 CP2-3 Real Property Acquisition \$151,520,649 \$0 CP2-3 Real Property Acquisition \$32,743,888 \$0 CP2-3 Third Party Contract Work \$32,743,888 \$0 CP2-3 Third Party Contract Work \$32,743,888 \$0 CP2-3 Third Party Contract Work \$32,743,888 \$0 CP4 Assence Agency \$390,291,257 \$1,400,000 CP4 Assence Agency \$390,291,257 \$1,400,000 CP4 Assence Agency - Construction Management \$390,291,257 \$1,400,000 CP4 Assence Agency - Construction Management \$390,291,257 \$1,400,000 CP4 Assence Agency - Construction \$390,291,257 \$1,400,000 CP4 Assence Agency - Construction \$390,21,372 \$0 Track & Systems DB \$18,101,789 \$0 Bakersf							
CP1 Real Property Acquisition \$\$6,925,733 \$0 CP1 Resource Agency \$2,144,944 \$0 CP1 Third Party Contract Work \$37,892,243 \$0 CP2-3 Design-Build Contract Work \$1,935,043,213 \$0 CP2-3 Real Property Acquisition \$151,520,649 \$0 CP2-3 Read Property Acquisition \$32,743,888 \$0 CP2-3 Resource Agency \$32,743,888 \$0 CP2-3 Resource Agency \$32,747 \$0 CP2-3 Resource Agency \$32,743,888 \$0 CP2-3 Resource Agency \$32,743,888 \$0 CP2-3 Read Property Acquisition \$32,743,888 \$0 CP2-3 Read Property Acquisition \$32,743,888 \$0 CP2-3 Read Property Acquisition Anagement \$361,141,975 \$0 CP4 Project Construction Management \$342,743,884 \$0 CP4 StA6 \$14,00,000 \$14,00,000 CP4 StA6 \$18,011,386 \$0 CP4 Trick Party Contract Work \$666,81 \$0 Resource Agency - Construction \$2,756,000 \$0 Inte				\$6,000,000			
CP1 Resource Agency \$2,144,944 \$0 CP1 Third Party Contract Work \$37,892,243 \$0 CP2-3 Project Construction Management \$151,500,649 \$0 CP2-3 Project Construction Management \$32,743,888 \$0 CP2-3 Resource Agency \$32,743,888 \$0 CP2-3 Third Party Contract Work \$32,743,888 \$0 CP2-3 Third Party Contract Work \$32,747 \$0 CP2-3 Third Party Contract Work \$361,141,975 \$0 CP4 Design-Build Contract Work \$361,141,975 \$0 CP4 Project Construction Management \$90,291,257 \$1,400,000 CP4 Real Property Acquisition \$42,288,964 \$0 CP4 SR46 \$18,011,386 \$0 CP4 Third Party Contract Work \$666,931 \$0 Track & Systems DB \$1,141,075 \$0 Bakersfield - Palmdale (Preliminary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$33,365,392 \$0 \$0 Bakersfield - Palmdale \$3,010,387 \$0	CP1 Project Construction Management			\$244,704,846			
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CP2-3 Design-Build Contract Work \$1,935,043,213 \$0 CP2-3 Project Construction Management \$151,520,049 \$0 CP2-3 Resource Agency \$32,743,688 \$0 CP2-3 Resource Agency \$92,747 \$0 CP2-3 Third Party Contract Work \$31,141,975 \$0 CP4 Design-Build Contract Work \$30,291,257 \$1,400,000 CP4 Real Property Acquisition \$42,288,954 \$0 CP4 Stafe \$181,011,386 \$0 CP4 Third Party Contract Work \$69,831 \$0 CP4 Stafe \$1,801,789 \$0 CP4 Third Party Contract Work \$69,831 \$0 CP4 Stafe \$1,801,789 \$0 Bakersfield - Palmdate (Preliminary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$3,300,827 \$0 San Francisco - San Jose \$3,300,822 \$0 San Francisco - San Jose \$3,900,822 \$0 Bakersfield - Palmdate \$1,216,524 \$0 Merced Extension - Design Advancement	CP1 Resource Agency			\$2,144,944	\$0		
CP2-3 Project Construction Management \$151,520,649 \$0 CP2-3 Real Property Acquisition \$322,743,688 \$0 CP2-3 Real Property Acquisition \$822,747 \$0 CP2-3 Third Party Contract Work \$44,508,517 \$0 CP4 Design-Build Contract Work \$302,21,257 \$1,400,000 CP4 Areal Property Acquisition \$42,288,954 \$0 CP4 SR46 \$18,011,386 \$0 CP4 Third Party Contract Work \$696,631 \$0 CP4 Third Party Contract Work \$68,96,31 \$0 Track & Systems DB \$1,801,789 \$0 Bakersfield - Palmdale (Preliminary ROW) \$63,13,132 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$33,001,327 \$0 San Francisco - San Jose \$33,000,522 \$0 Palmdale - Burbank \$16,478,271 \$0 Merced Extension - Design Advancement \$5,159,021 \$195,000 Bakersfield Extension - Design Advancement \$5,159,021 \$195,000 Bakersfield Extension - Design Advancement \$5,159,021	CP1 Third Party Contract Work			\$37,892,243	\$0		
CP2-3 Real Property Acquisition \$32,743,688 \$0 CP2-3 Resource Agency \$92,747 \$0 CP2-3 Resource Agency \$92,747 \$0 CP2-3 Third Party Contract Work \$44,508,517 \$0 CP4 Design-Build Contract Work \$361,141,975 \$0 CP4 Project Construction Management \$30,221,257 \$1,400,000 CP4 Real Property Acquisition \$42,288,954 \$0 CP4 SR46 \$18,011,386 \$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 \$2,785,000 \$0 Interim Use \$33,000,327 \$0 San Francisco - San Jose \$33,000,327 \$0 Bakersfield - Palmdale \$11,216,524 \$0 Palmdale - Burbank \$11,216,524 \$0 Los Angelies - Anabeim \$11,216,524 \$0 Merced Extension - Design Advancement \$5,545,021 \$0 Bakersfield Extension -	CP2-3 Design-Build Contract Work			\$1,935,043,213	\$0		
CP2-3 Resource Agency \$92,747 \$0 CP2-3 Third Party Contract Work \$47,508,517 \$0 CP4 Design-Build Contract Work \$381,141,975 \$0 CP4 Project Construction Management \$90,291,257 \$1,400,000 CP4 Real Property Acquisition \$42,288,954 \$0 CP4 SR46 \$18,011,306 \$0 CP4 Third Party Contract Work \$669,631 \$0 CP4 Third Party Contract Work \$6,131,312 \$0 Bakersfield - Palmdale (Preliminary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$3,900,522 \$0 San Francisco - San Jose \$3,900,522 \$0 Bakersfield - Palmdale \$1,647,8271 \$0 Palmdale - Burbank \$1,647,8271 \$0 Los Angeles - Anaheim \$1,59,021 \$195,000 Bakersfield Palmonement \$5,545,021 \$0 Resource Agency - Project Development \$5,738,842 \$0 Resource Agency - Project Development \$7,0224,005 \$0	CP2-3 Project Construction Management			\$151,520,649	\$0		
CP2-3 Third Party Contract Work \$47,508,517 \$0 CP4 Design-Build Contract Work \$331,141,975 \$0 CP4 Project Construction Management \$30,221,257 \$1,400,000 CP4 Real Property Acquisition \$42,288,954 \$0 CP4 SR46 \$18,011,386 \$0 CP4 Third Party Contract Work \$69,631 \$0 Track & Systems DB \$1,801,789 \$0 Bakersfield - Palmdale (Preliminary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,278,000 \$0 Interim Use \$33,000,522 \$0 San Francisco - San Jose \$33,000,522 \$0 Bakersfield - Palmdale \$1,12,16,524 \$0 Merced Extension - Design Advancement \$5,159,021 \$195,000 Bakersfield Extension - Design Advancement \$5,159,021 \$0 Bakersfield Extension - Design Advancement <td>CP2-3 Real Property Acquisition</td> <td></td> <td></td> <td>\$32,743,688</td> <td>\$0</td> <td></td> <td></td>	CP2-3 Real Property Acquisition			\$32,743,688	\$0		
CP4 Design-Build Contract Work \$361,141,975 \$0 CP4 Project Construction Management \$30,291,257 \$1,400,000 CP4 Real Property Acquisition \$42,288,954 \$0 CP4 SR46 \$18,011,386 \$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 \$2,785,000 \$0 Interim Use \$33,010,387 \$0 San Francisco - San Jose \$33,000,522 \$0 Bakersfield - Palmdale \$33,000,522 \$0 Palmdale - Burbank \$11,216,524 \$0 Los Angeles - Anaheim \$11,216,524 \$0 Merced Extension - Design Advancement \$5,545,021 \$0 Bakersfield Extension - Design Advancement \$5,545,021 \$0 Central Valley Stations - Design Advancement \$5,545,021 \$0 Resource Agency - Project Development \$5,738,842 \$0 Resource Agency - Program Delivery Support \$70,224,005 <t< td=""><td>CP2-3 Resource Agency</td><td></td><td></td><td>\$92,747</td><td>\$0</td><td></td><td></td></t<>	CP2-3 Resource Agency			\$92,747	\$0		
CP4 Project Construction Management \$90,291,257 \$1,400,000 CP4 Real Property Acquisition \$42,288,954 \$0 CP4 SR46 \$18,011,386 \$0 CP4 Third Party Contract Work \$689,631 \$0 Track & Systems DB \$0 \$1,801,1386 \$0 Bakersfield - Palmdale (Preliminary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$3,301,337 \$0 San Francisco - San Jose \$3,300,522 \$0 Bakersfield - Palmdale \$1,12,16,524 \$0 Palmdale - Burbank \$1,12,16,524 \$0 Los Angeles - Anaheim \$1,12,16,524 \$0 Merced Extension - Design Advancement \$5,545,021 \$0 Bakersfield Extension - Design Advancement \$5,545,021 \$0 Resource Agency - Project Development \$5,738,842 \$0 Resource Agency - Project Development \$7,0224,005 \$0 System Wide - Legal \$9,977,4441 \$0	CP2-3 Third Party Contract Work			\$47,508,517	\$0		
CP4 Real Property Acquisition \$42,288,954 \$0 CP4 SR46 \$18,011,386 \$0 CP4 SR46 \$669,631 \$0 Track & Systems DB \$1,801,789 \$0 Bakersfield - Palmdale (Preliminary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$33,806,392 \$0 San Francisco - San Jose \$33,900,522 \$0 Bakersfield - Palmdale \$33,900,522 \$0 Palmdale - Burbank \$16,478,271 \$0 Los Angeles - Anaheim \$51,59,021 \$195,000 Bakersfield Ztension - Design Advancement \$5,159,021 \$195,000 Bakersfield Tubers - Vroject Development \$5,783,842 \$0 Resource Agency - Project Development \$7,0224,005 \$0	CP4 Design-Build Contract Work			\$361,141,975	\$0		
CP4 SR46 \$18,011,386 \$0 CP4 Third Party Contract Work \$689,631 \$0 Track & Systems DB \$1,801,789 \$0 Bakersfield - Palmdale (Preliminary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$3,301,387 \$0 San Francisco - San Jose \$3,001,527 \$0 Bakersfield - Palmdale \$3,000,522 \$0 Palmdale - Burbank \$11,216,524 \$0 Los Angeles - Anaheim \$11,216,524 \$0 Bakersfield Zension - Design Advancement \$5,545,021 \$0 Bakersfield Stension - Design Advancement \$5,545,021 \$0 Bakersfield Zension - Design Advancement \$5,545,021 \$0 Bakersfield Stension - Design Advancement \$5,545,021 \$0 Bakersfield Zensions - Design Advancement \$5,545,021 \$0 Central Valley Stations - Design Advancement \$5,738,842 \$0 Reail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,977,4441	CP4 Project Construction Management			\$90,291,257	\$1,400,000		
CP4 Third Party Contract Work\$669,631\$0Track & Systems DB\$1,801,789\$0Bakersfield - Palmdale (Preliminary ROW)\$6,181,312\$0Resource Agency - Construction\$2,785,000\$0Interim Use\$53,866,392\$0San Francisco - San Jose\$3,010,337\$0Bakersfield - Palmdale\$3,900,522\$0Palmdale - Burbank\$16,478,271\$0Los Angeles - Anaheim\$11,216,524\$0Merced Extension - Design Advancement\$5,546,021\$0Bakersfield Extension - Design Advancement\$5,545,021\$0Resource Agency - Project Development\$5,738,842\$0Rail Delivery Partner - Program Delivery Support\$70,224,005\$0System Wide - Legal\$9,774,441\$0	CP4 Real Property Acquisition			\$42,288,954	\$0		
Track & Systems DB \$1,801,789 \$0 Bakersfield - Palmdale (Prelimary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$33,806,392 \$0 San Francisco - San Jose \$33,010,387 \$0 Bakersfield - Palmdale \$33,000,522 \$0 Palmdale - Burbank \$16,478,271 \$0 Los Angeles - Anaheim \$11,216,524 \$0 Merced Extension - Design Advancement \$5,159,021 \$195,000 Bakersfield Zhension - Design Advancement \$5,540,21 \$0 Resource Agency - Project Development \$5,738,842 \$0 Resource Agency - Project Development \$70,224,005 \$0 System Wide - Legal \$9,977,4441 \$0	CP4 SR46			\$18,011,386	\$0		
Bakersfield - Palmdale (Preliminary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$3,306,322 \$0 San Francisco - San Jose \$3,000,522 \$0 Bakersfield - Palmdale \$3,900,522 \$0 Palmdale - Burbank \$16,478,271 \$0 Los Angeles - Anaheim \$11,216,524 \$0 Bakersfield Tension - Design Advancement \$5,159,021 \$195,000 Bakersfield Zension - Design Advancement \$5,545,021 \$0 Central Valley Stations - Design Advancement \$5,738,842 \$0 Resource Agency - Project Development \$5,70,224,005 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,977,4441 \$0	CP4 Third Party Contract Work			\$669.631	\$0		
Bakersfield - Palmdale (Preliminary ROW) \$6,131,312 \$0 Resource Agency - Construction \$2,785,000 \$0 Interim Use \$33,865,392 \$0 San Francisco - San Jose \$3,010,387 \$0 Bakersfield - Palmdale \$33,000,522 \$0 Palmdale - Burbank \$16,478,271 \$0 Los Angeles - Anaheim \$11,216,524 \$0 Bakersfield Tension - Design Advancement \$5,159,021 \$195,000 Bakersfield Zension - Design Advancement \$5,545,021 \$0 Central Valley Stations - Design Advancement \$5,738,842 \$0 Resource Agency - Project Development \$5,70,224,005 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,977,4441 \$0	Track & Systems DB			\$1.801.789	\$0		
Resource Agency - Construction \$2,785,000 \$00 Interim Use \$53,865,392 \$00 San Francisco - San Jose \$33,010,387 \$00 Bakersfield - Palmdale \$3,000,522 \$00 Palmdale - Burbank \$16,478,271 \$00 Los Angeles - Anaheim \$11,216,524 \$00 Merced Extension - Design Advancement \$5,159,021 \$195,000 Bakersfield Extension - Design Advancement \$5,545,021 \$00 Central Valley Stations - Design Advancement \$5,545,021 \$00 Resource Agency - Project Development \$5,702,244 \$00 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$00 System Wide - Legal \$9,977,4441 \$0	Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Interim Use \$53,856,392 \$0 San Francisco - San Jose \$3,010,387 \$0 Bakersfield - Palmdale \$3,900,522 \$0 Palmdale - Burbank \$16,478,271 \$0 Los Angeles - Anaheim \$11,216,524 \$0 Merced Extension - Design Advancement \$5,159,021 \$195,000 Bakersfield Extension - Design Advancement \$5,545,021 \$0 Central Valley Stations - Design Advancement \$8,966,224 \$0 Resource Agency - Project Development \$5,70,224,005 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,774,441 \$0	Resource Agency - Construction				\$0		
Bakersfield - Palmdale \$3,900,522 \$0 Palmdale - Burbank \$16,478,271 \$0 Los Angeles - Anaheim \$11,216,524 \$0 Merced Extension - Design Advancement \$5,159,021 \$195,000 Bakersfield Extension - Design Advancement \$5,559,021 \$0 Central Valley Stations - Design Advancement \$8,966,224 \$0 Resource Agency - Project Development \$5,738,842 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,774,441 \$0	Interim Use			\$53,856,392	\$0		
Bakersfield - Palmdale \$3,900,522 \$0 Palmdale - Burbank \$16,478,271 \$0 Los Angeles - Anaheim \$11,216,524 \$0 Merced Extension - Design Advancement \$5,159,021 \$195,000 Bakersfield Extension - Design Advancement \$5,545,021 \$0 Central Valley Stations - Design Advancement \$8,966,224 \$0 Resource Agency - Project Development \$5,738,842 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,777,441 \$0	San Francisco - San Jose			\$3.010.387	\$0		
Palmdale - Burbank \$16,478,271 \$0 Los Angeles - Anaheim \$11,216,524 \$0 Merced Extension - Design Advancement \$5,159,021 \$195,000 Bakersfield Extension - Design Advancement \$5,545,021 \$0 Central Valley Stations - Design Advancement \$8,966,224 \$0 Resource Agency - Project Development \$5,738,842 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,774,441 \$0	Bakersfield - Palmdale						
Los Angeles - Anaheim \$11,216,524 \$0 Merced Extension - Design Advancement \$51,59,021 \$195,000 Bakersfield Extension - Design Advancement \$5,545,020 \$0 Central Valley Stations - Design Advancement \$8,966,224 \$0 Resource Agency - Project Development \$5,738,842 \$0 Rail Delivery Partner - Program Delivery Support \$9,774,2441 \$0	Palmdale - Burbank				\$0		
Merced Extension - Design Advancement \$\$,159,021 \$195,000 Bakersfield Extension - Design Advancement \$\$,545,021 \$0 Central Valley Stations - Design Advancement \$8,966,224 \$0 Resource Agency - Project Development \$5,738,842 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,774,441 \$0	Los Angeles - Anaheim			1			
Bakersfield Extension - Design Advancement \$5,545,021 \$0 Central Valley Stations - Design Advancement \$8,966,224 \$0 Resource Agency - Project Development \$5,738,842 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,774,441 \$0							
Central Valley Stations - Design Advancement \$8,966,224 \$0 Resource Agency - Project Development \$5,738,842 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,774,441 \$0							
Resource Agency - Project Development \$5,738,842 \$0 Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,774,441 \$0							
Rail Delivery Partner - Program Delivery Support \$70,224,005 \$0 System Wide - Legal \$9,774,441 \$0							
System Wide - Legal \$9,774,441 \$0							
	Offsetting Categories TOTAL			\$5,375,701,167	\$1,595,000		

Footnotes:

Data through February 29, 2024

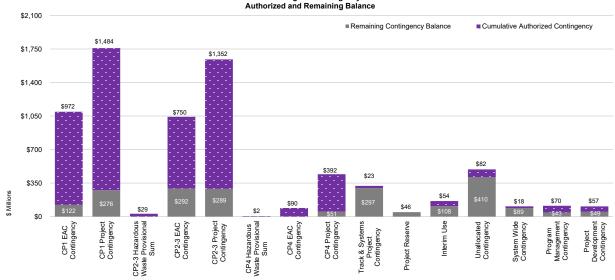
14 Allocated Contingency Budget is the total contingency since the May 2019 approval of the Program Baseline Budget.

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.

27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

29 Contingency associated with 2023 federal grant awards is not included above, and will be added after grant agreements are in place.



Total Program Contingency Authorized and Remaining Balance