

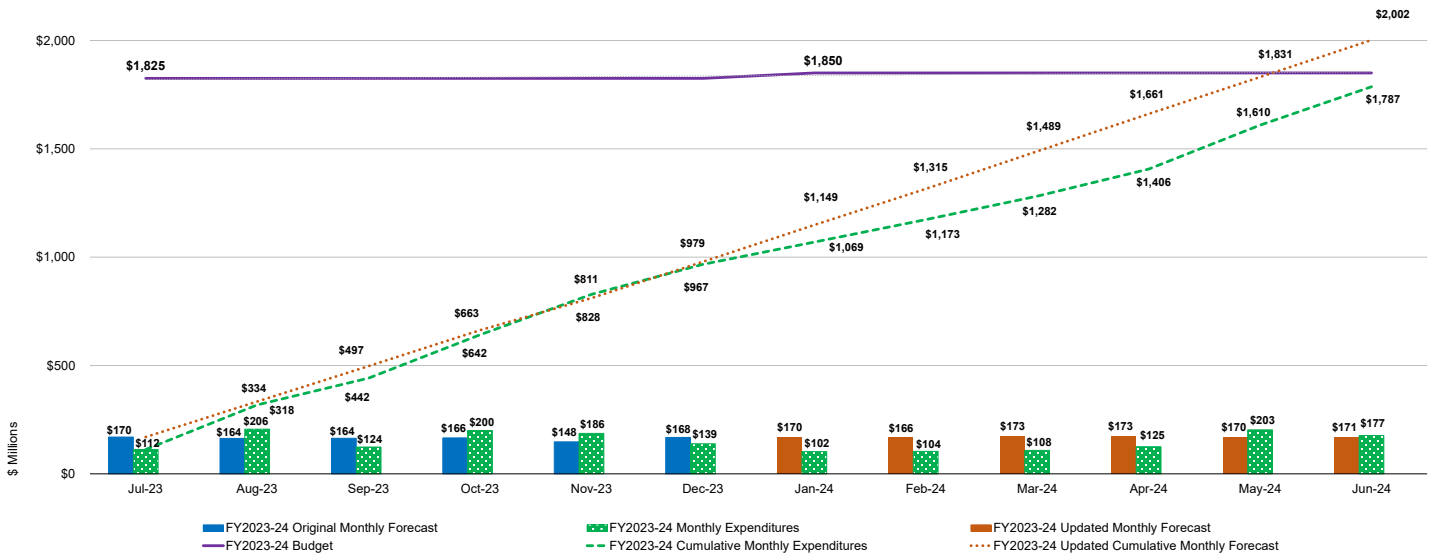
Data through June 30, 2024

Percentage of Fiscal Year completed 100.0%

## Budget Summary FY2023-24

FY2023-24	Notes	Appropriation	FY2023-24 Budget (A)	June 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	\$849,633,828	\$168,163,701	\$21,660,276	\$121,041,315	72%	\$47,122,386	\$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 Fund (RAISE Merced Extension)	4, 6	\$25,000,000	\$7,043,662	\$1,337,108	\$7,043,662	100%	\$0	\$13,385,319
<b>Project Development TOTAL</b>		<b>\$1,947,657,103</b>	<b>\$175,207,363</b>	<b>\$22,997,384</b>	<b>\$128,084,977</b>	<b>73%</b>	<b>\$47,122,386</b>	<b>\$171,542,720</b>
<b>Construction</b>								
Bond Fund (Prop 1A)	4, 6	\$6,809,076,000	\$1,481,682,258	\$26,209,710	\$1,392,911,601	94%	\$88,770,657	\$1,576,906,749
Cap and Trade	3, 4, 22	\$12,440,706,861	\$143,674,956	\$114,514,096	\$221,824,152	154%	(\$78,149,196)	\$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 Fund (RAISE SR-46)		\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Federal State Partnership)	28	\$3,073,600,000	\$0	\$0	\$0	0%	\$0	\$19,020,640
Federal Trust Fund (CRISI Shafter Grade Separations)	28	\$201,946,942	\$6,000,000	\$0	\$0	0%	\$6,000,000	\$6,000,000
Federal Trust Fund (RAISE Fresno Historic Depot)		\$20,000,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Corridor ID)		\$500,000	\$0	\$0	\$0	0%	\$0	\$0
<b>Construction TOTAL</b>		<b>\$25,585,420,138</b>	<b>\$1,631,357,214</b>	<b>\$140,723,806</b>	<b>\$1,614,735,753</b>	<b>99%</b>	<b>\$16,621,461</b>	<b>\$1,719,550,635</b>
<b>SUBTOTAL</b>		<b>\$27,533,077,241</b>	<b>\$1,806,564,577</b>	<b>\$163,721,190</b>	<b>\$1,742,820,730</b>	<b>96%</b>	<b>\$63,743,847</b>	<b>\$1,891,093,355</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I	4, 6	\$1,100,000,000	\$43,714,191	\$13,307,452	\$43,714,191	100%	\$0	\$111,063,908
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$43,714,191</b>	<b>\$13,307,452</b>	<b>\$43,714,191</b>	<b>100%</b>	<b>\$0</b>	<b>\$111,063,908</b>
<b>TOTAL</b>	1, 2, 3	<b>\$28,831,020,642</b>	<b>\$1,850,278,768</b>	<b>\$177,028,642</b>	<b>\$1,786,534,921</b>	<b>97%</b>	<b>\$63,743,847</b>	<b>\$2,002,157,263</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 May 2024, adjustment for Administrative appropriation, 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).
- 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.
- This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Negative Remaining Budget balance is due to an invoice paid out of Cap and Trade funding that was planned and under Prop 1A funding. An adjustment will be processed to fund the invoice from Prop 1A. This adjustment will be a net-zero impact to expenditures to date.
- FY2023-24 scope and budget augmented due to 2023 federal grant awards.

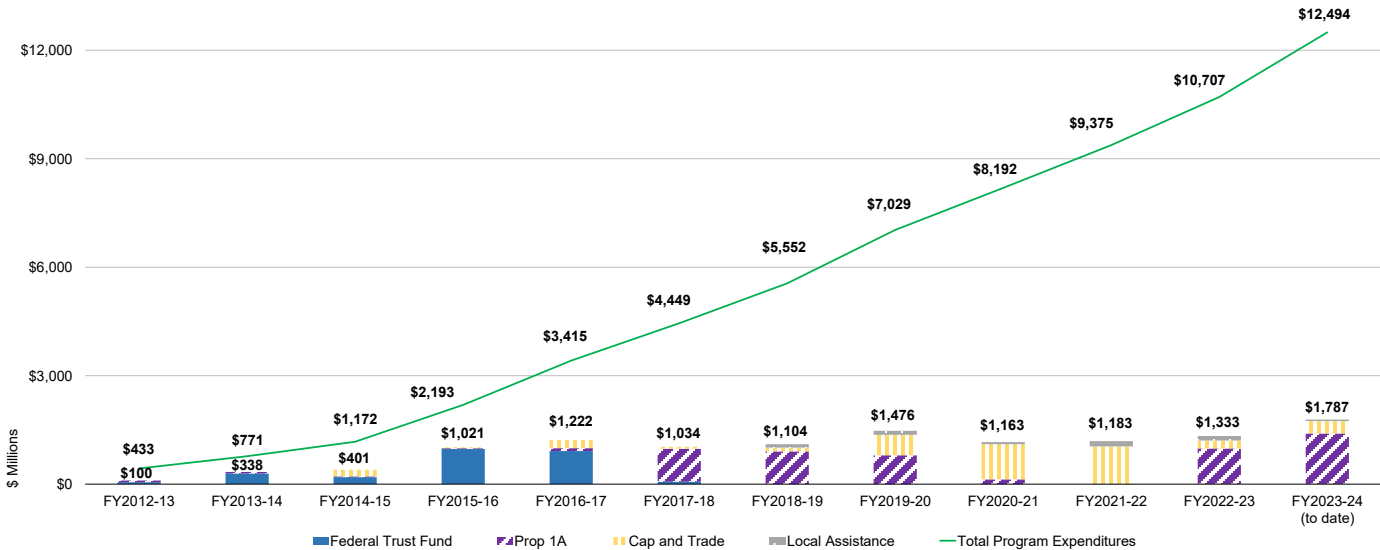
Data through June 30, 2024

Percentage of Fiscal Year completed 100.0%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	June 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	3, 4	\$849,633,828	\$849,633,828	\$21,660,276	\$469,512,448	55%	\$380,121,380	\$849,633,828
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 Fund (RAISE Merced Extension)		\$25,000,000	\$25,000,000	\$1,337,108	\$14,044,888	56%	\$10,955,112	\$25,000,000
<b>Project Development TOTAL</b>		<b>\$1,947,657,103</b>	<b>\$1,947,649,265</b>	<b>\$22,997,384</b>	<b>\$1,556,529,372</b>	<b>80%</b>	<b>\$391,119,893</b>	<b>\$1,947,649,265</b>
<b>Construction</b>								
Bond Fund (Prop 1A)		\$6,809,076,000	\$6,809,076,000	\$26,209,710	\$4,981,043,124	73%	\$1,828,032,876	\$6,809,076,000
Cap and Trade	3, 4	\$12,440,706,861	\$9,710,469,952	\$114,514,096	\$3,096,614,510	32%	\$6,613,855,442	\$9,710,469,952
Federal Trust Fund (ARRA)	19	\$2,086,970,335	\$2,079,806,252	\$0	\$2,079,806,252	100%	\$0	\$2,079,806,252
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Fund (RAISE SR-46)		\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Federal Trust Fund (Federal State Partnership)		\$3,073,600,000	\$3,073,600,000	\$0	\$0	0%	\$3,073,600,000	\$3,073,600,000
Federal Trust Fund (CRISI Shafter Grade Separations)		\$201,946,942	\$201,946,942	\$0	\$0	0%	\$201,946,942	\$201,946,942
Federal Trust Fund (RAISE Fresno Historic Depot)		\$20,000,000	\$20,000,000	\$0	\$0	0%	\$20,000,000	\$20,000,000
Federal Trust Fund (Corridor ID)		\$500,000	\$500,000	\$0	\$0	0%	\$500,000	\$500,000
<b>Construction TOTAL</b>		<b>\$25,585,420,138</b>	<b>\$22,848,019,146</b>	<b>\$140,723,806</b>	<b>\$10,157,463,886</b>	<b>44%</b>	<b>\$12,690,555,260</b>	<b>\$22,848,019,146</b>
<b>SUBTOTAL</b>		<b>\$27,533,077,241</b>	<b>\$24,795,668,411</b>	<b>\$163,721,190</b>	<b>\$11,713,993,258</b>	<b>47%</b>	<b>\$13,081,675,153</b>	<b>\$24,795,668,411</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$13,307,452	\$582,123,941	53%	\$517,876,059	\$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>		<b>\$1,297,943,401</b>	<b>\$1,297,943,401</b>	<b>\$13,307,452</b>	<b>\$779,978,005</b>	<b>60%</b>	<b>\$517,965,396</b>	<b>\$1,297,943,401</b>
<b>TOTAL</b>	1, 2, 3	<b>\$28,831,020,642</b>	<b>\$26,093,611,812</b>	<b>\$177,028,642</b>	<b>\$12,493,971,263</b>	<b>48%</b>	<b>\$13,599,640,549</b>	<b>\$26,093,611,812</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 May 2024, adjustment for Administrative appropriation, 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).
- 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.
- This line reflects ARRA expenditure refunds processed through May 2024 for prior year approved invoices.

Data through June 30, 2024

Percentage of Fiscal Year completed 100.0%

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

FY2023-24	Notes	FY2023-24 Budget (A)	June Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast (F)
San Francisco - San Jose		\$2,407,140	\$0	\$517,053	21%	\$1,890,087	\$2,407,140
San Jose - Merced		\$506,266	\$144,257	\$393,096	78%	\$113,170	\$506,266
Bakersfield - Palmdale	6	\$703,158	\$43,261	\$208,114	30%	\$495,044	\$1,333,846
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank	6	\$6,366,338	\$409,795	\$6,366,338	100%	\$0	\$4,644,909
Burbank - Los Angeles		\$150,000	\$9,441	\$19,489	13%	\$130,511	\$150,000
Los Angeles - Anaheim	6, 21	\$8,384,008	(\$77,416)	\$5,896,019	70%	\$2,487,989	\$5,257,162
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4, 6	\$28,828,881	\$5,919,657	\$11,205,312	39%	\$17,623,569	\$23,175,768
Legal	6	\$4,720,201	\$559,106	\$2,573,489	55%	\$2,146,712	\$4,654,073
SCI/SAP	6	\$3,355,597	\$915,658	\$2,900,809	86%	\$454,788	\$1,497,302
Merced Extension - Design Advancement	6	\$35,991,354	\$5,036,669	\$32,751,370	91%	\$3,239,984	\$39,920,115
Bakersfield Extension - Design Advancement	4, 6	\$26,885,057	\$7,477,093	\$23,855,673	89%	\$3,029,384	\$21,454,100
Central Valley Stations - Design Advancement	4, 6	\$23,341,980	\$5,056,125	\$18,081,231	77%	\$5,260,749	\$19,909,604
NorCal Interconnections		\$1,080,000	\$101,968	\$330,004	31%	\$749,996	\$1,080,000
Rail Delivery Partner - Program Delivery Support	6, 21	\$32,487,383	(\$2,598,230)	\$22,986,980	71%	\$9,500,403	\$45,552,435
<b>TOTAL</b>	1, 2	\$175,207,363	\$22,997,384	\$128,084,977	73%	\$47,122,386	\$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.
- 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.
- 21 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

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

Program to Date	Notes	Total Expenditure Authorization (A)	June 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		\$47,683,109	\$0	\$45,321,251	95%	\$2,361,858	\$47,683,109
San Jose - Merced		\$108,915,527	\$144,257	\$103,851,706	95%	\$5,063,821	\$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		\$58,781,129	\$43,261	\$58,106,346	99%	\$674,783	\$58,781,129
Locally Generated Alternative (LGA)		\$17,937,974	\$0	\$17,927,450	100%	\$10,524	\$17,937,974
Palmdale - Burbank		\$151,969,677	\$409,795	\$146,181,709	96%	\$5,787,968	\$151,969,677
Burbank - Los Angeles		\$32,898,465	\$9,441	\$32,580,931	99%	\$317,534	\$32,898,465
Los Angeles - Anaheim	21	\$106,223,193	(\$77,416)	\$80,344,058	76%	\$25,879,135	\$106,223,193
Central Valley Wye		\$58,522,646	\$0	\$58,180,022	99%	\$342,624	\$58,522,646
Resource Agency		\$398,056,247	\$5,919,657	\$231,785,106	58%	\$166,271,141	\$398,056,247
Legal		\$66,135,123	\$559,106	\$46,258,333	70%	\$19,876,790	\$66,135,123
SCI/SAP		\$28,666,486	\$915,658	\$16,283,660	57%	\$12,382,826	\$28,666,486
Merced Extension - Design Advancement		\$64,079,561	\$5,036,669	\$44,704,560	70%	\$19,375,001	\$64,079,561
Bakersfield Extension - Design Advancement		\$56,726,747	\$7,477,093	\$33,012,262	58%	\$23,714,485	\$56,726,747
Central Valley Stations - Design Advancement		\$50,222,973	\$5,056,125	\$19,879,251	40%	\$30,343,722	\$50,222,973
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$101,968	\$339,656	17%	\$1,619,344	\$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, 21	\$439,340,735	(\$2,598,230)	\$362,242,398	82%	\$77,098,337	\$439,340,735
<b>Phase I TOTAL</b>		\$1,905,266,552	\$22,997,384	\$1,514,146,659	79%	\$391,119,893	\$1,905,266,552
<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	\$1,947,649,265	\$22,997,384	\$1,556,529,372	80%	\$391,119,893	\$1,947,649,265

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

Data through June 30, 2024

Percentage of Fiscal Year completed 100.0%

## Construction - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	June 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	4, 6, 10	\$1,255,275,376	\$90,242,984	\$1,255,070,954	100%	\$204,422	\$1,275,034,279
SR 99		\$0	\$0	\$0	0%	\$0	\$0
SR 46		\$11,621,980	\$3,318,117	\$10,825,963	93%	\$796,017	\$7,350,000
Project Construction Management	4, 6	\$124,289,503	\$12,035,555	\$121,661,921	98%	\$2,627,582	\$127,592,392
Real Property Acquisition	4, 6	\$57,306,088	\$1,878,664	\$55,687,915	97%	\$1,618,173	\$117,010,559
Environmental Mitigation	4, 6	\$1,727,026	\$84,566	\$587,521	34%	\$1,139,505	\$793,213
Hazardous Waste Provisional Sum	10	\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4, 6	\$11,244,017	\$2,269,404	\$10,266,408	91%	\$977,609	\$16,598,614
Third Party Contract Work	4, 6	\$54,045,174	\$14,906,604	\$52,508,720	97%	\$1,536,454	\$52,358,346
Estimated-At-Completion Contingency	6, 10	\$1,288,601	\$0	\$0	0%	\$1,288,601	\$7,004
Project Contingency	4, 6, 10	\$750,000	\$0	\$0	0%	\$750,000	\$0
Stations (Fresno Station and Fresno Historic Depot)		\$1,500,000	\$219,576	\$413,412	28%	\$1,086,588	\$1,500,000
Trainsets & Facilities		\$0	\$0	\$0	0%	\$0	\$0
Merced Extension (Final Design & ROW)	4	\$289,545	\$289,545	\$289,545	100%	\$0	\$10,035,320
Bakersfield Extension (Final Design, ROW, Civil, & T&S)	4	\$36,518	\$1,500	\$36,518	100%	\$0	\$15,010,320
CVS Track Construction		\$1,100,000	\$310,161	\$1,000,000	91%	\$100,000	\$1,100,000
Rail Delivery Partner - Program Delivery Support	4, 6	\$88,577,064	\$12,924,978	\$88,577,064	100%	\$0	\$60,849,277
Project Management Oversight Continuation	4	\$1,478,378	\$0	\$0	0%	\$1,478,378	\$6,375,532
Early Train Operator	4	\$10,859,724	\$775,935	\$10,859,724	100%	\$0	\$13,465,201
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Legal	4, 6	\$9,494,141	\$1,466,217	\$6,950,088	73%	\$2,544,053	\$12,439,978
Pre-Construction Activities	4, 6, 7	\$474,079	\$0	\$0	0%	\$474,079	\$2,030,600
<b>TOTAL</b>	<b>1, 2</b>	<b>\$1,631,357,214</b>	<b>\$140,723,806</b>	<b>\$1,614,735,753</b>	<b>99%</b>	<b>\$16,621,461</b>	<b>\$1,719,550,635</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.
- 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, Hazardous Waste Provisional Sum, Estimated-At-Completion Contingency, and Project Contingency 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)	June 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, 5, 10	\$8,122,908,784	\$90,242,984	\$6,120,157,141	75%	\$2,002,751,643	\$8,122,908,784
SR 99		\$296,100,000	\$0	\$289,900,620	98%	\$6,199,380	\$296,100,000
SR 46		\$100,497,997	\$3,318,117	\$18,726,392	19%	\$81,771,605	\$100,497,997
Project Construction Management		\$757,927,063	\$12,035,555	\$612,469,338	81%	\$145,457,725	\$757,927,063
Real Property Acquisition		\$1,712,083,351	\$1,878,664	\$1,512,370,433	88%	\$199,712,918	\$1,712,083,351
Environmental Mitigation		\$152,811,627	\$84,566	\$122,352,278	80%	\$30,459,349	\$152,811,627
Hazardous Waste Provisional Sum	10	\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Resource Agency	4	\$344,043,628	\$2,269,404	\$76,289,079	22%	\$267,754,549	\$344,043,628
Third Party Contract Work		\$567,149,121	\$14,906,604	\$373,616,662	66%	\$193,532,459	\$567,149,121
Estimated-At-Completion Contingency	4, 10	\$295,370,209	\$0	\$0	0%	\$295,370,209	\$295,370,209
Project Contingency	4, 10	\$414,793,889	\$0	\$0	0%	\$414,793,889	\$414,793,889
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$219,576	\$1,058,507	1%	\$203,141,493	\$204,200,000
Trainsets & Facilities		\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
Merced Extension (Final Design & ROW)		\$694,348,878	\$289,545	\$289,545	0%	\$694,059,333	\$694,348,878
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,304,746,322	\$1,500	\$36,518	0%	\$2,304,709,804	\$2,304,746,322
CVS Track Construction		\$3,674,194,396	\$310,161	\$1,102,513	0%	\$3,673,091,883	\$3,674,194,396
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner - Program Delivery Support		\$1,090,759,688	\$12,924,978	\$845,902,249	78%	\$244,857,439	\$1,090,759,688
Project Management Oversight Continuation		\$181,979,177	\$0	\$0	0%	\$181,979,177	\$181,979,177
Early Train Operator		\$114,767,315	\$775,935	\$44,885,080	39%	\$69,882,235	\$114,767,315
Legal		\$105,460,196	\$1,466,217	\$53,181,361	50%	\$52,278,835	\$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
<b>TOTAL</b>	<b>1, 2</b>	<b>\$22,848,019,146</b>	<b>\$140,723,806</b>	<b>\$10,157,463,886</b>	<b>44%</b>	<b>\$12,690,555,260</b>	<b>\$22,848,019,146</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.
- 5 DB expenditures include procurement contract stipends and as a result produce a difference with the CVS (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, Hazardous Waste Provisional Sum, Estimated-At-Completion Contingency, and Project Contingency 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 June 30, 2024

Percentage of Fiscal Year completed 100.0%

## Bookend Projects FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	June 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	4, 6, 11	\$30,406,739	\$0	\$30,406,739	100%	\$0	\$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>		\$30,406,739	\$0	\$30,406,739	100%	\$0	\$91,063,908
<b>Bookend - South</b>							
Rosecrans/Marquardt Grade Separation	4, 6, 11	\$13,307,452	\$13,307,452	\$13,307,452	100%	\$0	\$20,000,000
Los Angeles Union Station	11, 13	\$0	\$0	\$0	0%	\$0	\$0
<b>Bookend - South TOTAL</b>		\$13,307,452	\$13,307,452	\$13,307,452	100%	\$0	\$20,000,000
<b>TOTAL</b>		\$43,714,191	\$13,307,452	\$43,714,191	100%	\$0	\$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.
- 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.
- 11 This line item is funded with Prop 1A Bookend Bond Funds.
- 12 This line item 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)	June 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	\$539,157,065	90%	\$60,842,935	\$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	\$737,011,129	92%	\$60,932,272	\$797,943,401
<b>Bookend - South</b>							
Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$13,307,452	\$42,966,876	56%	\$33,698,124	\$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	\$13,307,452	\$42,966,876	9%	\$457,033,124	\$500,000,000
<b>TOTAL</b>		\$1,297,943,401	\$13,307,452	\$779,978,005	60%	\$517,965,396	\$1,297,943,401

**Footnotes:**

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 11 This line item is funded with Prop 1A Bookend Bond Funds.
- 12 This line item 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 June 30, 2024

Percentage of Fiscal Year completed 100.0%

## Construction by Construction Package FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	June 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	4, 6	\$466,474,129	\$33,451,102	\$466,474,129	100%	\$0	\$500,211,961
SR 99		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management	4, 6	\$53,641,751	\$6,397,349	\$53,641,751	100%	\$0	\$55,213,665
Real Property Acquisition	4, 6	\$19,846,650	\$328,063	\$18,228,477	92%	\$1,618,173	\$40,523,055
Environmental Mitigation	4, 6	\$1,067,433	\$15,000	\$91,000	9%	\$976,433	\$133,620
Resource Agency	4, 6	\$838,248	\$360,406	\$838,248	100%	\$0	\$4,933,291
Third Party Contract Work	4, 6	\$30,084,295	\$8,622,483	\$30,084,295	100%	\$0	\$21,047,849
Estimated-At-Completion Contingency	6	\$0	\$0	\$0	0%	\$0	\$0
Project Contingency	4, 6	\$0	\$0	\$0	0%	\$0	\$0
<b>CP1 TOTAL</b>		<b>\$571,952,506</b>	<b>\$49,174,403</b>	<b>\$569,357,900</b>	<b>100%</b>	<b>\$2,594,606</b>	<b>\$622,063,441</b>
<b>CP2-3</b>							
Design-Build Contract Work	4, 6	\$654,348,314	\$54,016,862	\$654,143,892	100%	\$204,422	\$612,062,569
Project Construction Management	6	\$47,995,167	\$3,845,737	\$46,467,613	97%	\$1,527,554	\$48,633,814
Real Property Acquisition	4, 6	\$36,125,817	\$1,012,103	\$36,125,817	100%	\$0	\$71,785,504
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	\$29,171	\$71,289	19%	\$297,679	\$368,968
Third Party Contract Work	4, 6	\$16,553,017	\$5,243,731	\$16,553,017	100%	\$0	\$23,604,844
Estimated-At-Completion Contingency	6	\$1,288,601	\$0	\$0	0%	\$1,288,601	\$0
Project Contingency	6	\$750,000	\$0	\$0	0%	\$750,000	\$0
<b>CP2-3 TOTAL</b>		<b>\$757,459,884</b>	<b>\$64,147,604</b>	<b>\$753,361,628</b>	<b>99%</b>	<b>\$4,098,256</b>	<b>\$756,485,699</b>
<b>CP4</b>							
Design-Build Contract Work	4, 6	\$134,452,933	\$2,775,020	\$134,452,933	100%	\$0	\$162,759,749
Project Construction Management	6	\$22,652,585	\$1,792,469	\$21,552,557	95%	\$1,100,028	\$23,744,913
Real Property Acquisition	4, 6	\$1,333,621	\$538,498	\$1,333,621	100%	\$0	\$4,702,000
Environmental Mitigation	6	\$629,593	\$69,566	\$496,521	79%	\$133,072	\$629,593
Hazardous Waste Provisional Sum	6	\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$13,542	\$0	\$3,264	24%	\$10,278	\$13,542
Third Party Contract Work	4, 6	\$7,407,862	\$1,040,390	\$5,871,408	79%	\$1,536,454	\$7,705,653
SR 46	6	\$11,621,980	\$3,318,117	\$10,825,963	93%	\$796,017	\$7,350,000
Estimated-At-Completion Contingency	6	\$0	\$0	\$0	0%	\$0	\$7,004
Project Contingency	4, 6	\$0	\$0	\$0	0%	\$0	\$0
<b>CP4 TOTAL</b>		<b>\$178,112,116</b>	<b>\$9,534,060</b>	<b>\$174,536,267</b>	<b>98%</b>	<b>\$3,575,849</b>	<b>\$206,912,454</b>
<b>Track &amp; Systems</b>							
CVS Track Construction		\$1,100,000	\$310,161	\$1,000,000	91%	\$100,000	\$1,100,000
Trainsets & Facilities		\$0	\$0	\$0	0%	\$0	\$0
<b>Track &amp; Systems TOTAL</b>		<b>\$1,100,000</b>	<b>\$310,161</b>	<b>\$1,000,000</b>	<b>91%</b>	<b>\$100,000</b>	<b>\$1,100,000</b>
<b>Stations</b>							
Stations (Fresno Station and Fresno Historic Depot)		\$1,500,000	\$219,576	\$413,412	28%	\$1,086,588	\$1,500,000
<b>Stations TOTAL</b>		<b>\$1,500,000</b>	<b>\$219,576</b>	<b>\$413,412</b>	<b>28%</b>	<b>\$1,086,588</b>	<b>\$1,500,000</b>
<b>Extensions</b>							
Merced Extension (Final Design & ROW)	4, 28	\$289,545	\$289,545	\$289,545	100%	\$0	\$10,035,320
Bakersfield Extension (Final Design, ROW, Civil, & T&S)	4, 28	\$36,518	\$1,500	\$36,518	100%	\$0	\$15,010,320
<b>Extensions TOTAL</b>		<b>\$326,063</b>	<b>\$291,045</b>	<b>\$326,063</b>	<b>100%</b>	<b>\$0</b>	<b>\$25,045,640</b>
<b>System Wide / Unallocated</b>							
Rail Delivery Partner - Program Delivery Support	4, 6	\$88,577,064	\$12,924,978	\$88,577,064	100%	\$0	\$60,849,277
Project Management Oversight Continuation	4, 6	\$1,478,378	\$0	\$0	0%	\$1,478,378	\$6,375,532
Early Train Operator	4, 6	\$10,859,724	\$775,935	\$10,859,724	100%	\$0	\$13,465,201
Legal	4, 6	\$9,494,141	\$1,466,217	\$6,950,088	73%	\$2,544,053	\$12,439,978
Resource Agency	4, 6	\$10,023,259	\$1,879,827	\$9,353,607	93%	\$669,652	\$11,282,813
Project Reserve		\$0	\$0	\$0	0%	\$0	\$0
Interim Use		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Pre-Construction Activities	4, 6, 7	\$474,079	\$0	\$0	0%	\$474,079	\$2,030,600
<b>System Wide / Unallocated TOTAL</b>		<b>\$120,906,645</b>	<b>\$17,046,957</b>	<b>\$115,740,483</b>	<b>96%</b>	<b>\$5,166,162</b>	<b>\$106,443,401</b>
<b>TOTAL</b>	1, 2	<b>\$1,631,357,214</b>	<b>\$140,723,806</b>	<b>\$1,614,735,753</b>	<b>99%</b>	<b>\$16,621,461</b>	<b>\$1,719,550,635</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.
- This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- FY2023-24 scope and budget augmented due to 2023 federal grant awards.



Data through June 30, 2024

Percentage of Fiscal Year completed 100.0%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	June 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	4, 5, 10	\$3,722,335,331	\$33,451,102	\$2,591,469,783	70%	\$1,130,865,548	\$3,722,335,331
SR 99		\$296,100,000	\$0	\$289,900,620	98%	\$6,199,380	\$296,100,000
Project Construction Management		\$314,413,735	\$6,397,349	\$227,764,904	72%	\$86,648,831	\$314,413,735
Real Property Acquisition		\$893,046,917	\$328,063	\$796,629,575	89%	\$96,417,342	\$893,046,917
Environmental Mitigation		\$39,322,003	\$15,000	\$34,437,177	88%	\$4,884,826	\$39,322,003
Resource Agency		\$64,338,293	\$360,406	\$46,266,134	72%	\$18,072,159	\$64,338,293
Third Party Contract Work		\$351,969,030	\$8,622,483	\$235,205,114	67%	\$116,763,916	\$351,969,030
Estimated-At-Completion Contingency	4, 10	\$115,484,910	\$0	\$0	0%	\$115,484,910	\$115,484,910
Project Contingency	4, 10	\$246,119,307	\$0	\$0	0%	\$246,119,307	\$246,119,307
<b>CP1 TOTAL</b>		<b>\$6,043,129,526</b>	<b>\$49,174,403</b>	<b>\$4,221,673,307</b>	<b>70%</b>	<b>\$1,821,456,219</b>	<b>\$6,043,129,526</b>
<b>CP2-3</b>							
Design-Build Contract Work	4, 5, 10	\$3,564,826,246	\$54,016,862	\$2,709,654,972	76%	\$855,171,274	\$3,564,826,246
Project Construction Management		\$304,878,055	\$3,845,737	\$248,569,189	82%	\$56,308,866	\$304,878,055
Real Property Acquisition		\$590,770,002	\$1,012,103	\$530,101,745	90%	\$60,668,257	\$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	\$1,551,492	\$29,171	\$868,593	56%	\$682,899	\$1,551,492
Third Party Contract Work		\$149,121,087	\$5,243,731	\$100,716,544	68%	\$48,404,543	\$149,121,087
Estimated-At-Completion Contingency	4, 10	\$179,885,299	\$0	\$0	0%	\$179,885,299	\$179,885,299
Project Contingency	4, 10	\$138,532,300	\$0	\$0	0%	\$138,532,300	\$138,532,300
<b>CP2-3 TOTAL</b>		<b>\$5,001,653,182</b>	<b>\$64,147,604</b>	<b>\$3,845,975,031</b>	<b>73%</b>	<b>\$1,355,678,151</b>	<b>\$5,001,653,182</b>
<b>CP4</b>							
Design-Build Contract Work	4, 5, 10	\$835,747,207	\$2,775,020	\$819,032,386	98%	\$16,714,821	\$835,747,207
Project Construction Management		\$138,635,273	\$1,792,469	\$136,135,245	98%	\$2,500,028	\$138,635,273
Real Property Acquisition		\$228,266,432	\$538,498	\$185,639,113	81%	\$42,627,319	\$228,266,432
Environmental Mitigation		\$41,400,923	\$69,566	\$31,851,113	77%	\$9,549,810	\$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	\$351,916	54%	\$294,544	\$646,460
Third Party Contract Work		\$66,059,004	\$1,040,390	\$37,695,004	57%	\$28,364,000	\$66,059,004
SR 46		\$100,497,997	\$3,318,117	\$18,726,392	19%	\$81,771,605	\$100,497,997
Estimated-At-Completion Contingency		\$0	\$0	\$0	0%	\$0	\$0
Project Contingency	4, 10	\$30,142,282	\$0	\$0	0%	\$30,142,282	\$30,142,282
<b>CP4 TOTAL</b>		<b>\$1,442,895,578</b>	<b>\$9,534,060</b>	<b>\$1,229,431,169</b>	<b>85%</b>	<b>\$213,464,409</b>	<b>\$1,442,895,578</b>
<b>Track &amp; Systems</b>							
CVS Track Construction		\$3,674,194,396	\$310,161	\$1,102,513	0%	\$3,673,091,883	\$3,674,194,396
Trainsets & Facilities		\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
<b>Track &amp; Systems TOTAL</b>		<b>\$4,730,840,148</b>	<b>\$310,161</b>	<b>\$1,102,513</b>	<b>0%</b>	<b>\$4,729,737,635</b>	<b>\$4,730,840,148</b>
<b>Stations</b>							
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$219,576	\$1,058,507	1%	\$203,141,493	\$204,200,000
<b>Stations TOTAL</b>		<b>\$204,200,000</b>	<b>\$219,576</b>	<b>\$1,058,507</b>	<b>1%</b>	<b>\$203,141,493</b>	<b>\$204,200,000</b>
<b>Extensions</b>							
Merced Extension (Final Design & ROW)		\$694,348,878	\$289,545	\$289,545	0%	\$694,059,333	\$694,348,878
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,304,746,322	\$1,500	\$36,518	0%	\$2,304,709,804	\$2,304,746,322
<b>Extensions TOTAL</b>		<b>\$2,999,095,200</b>	<b>\$291,045</b>	<b>\$326,063</b>	<b>0%</b>	<b>\$2,998,769,137</b>	<b>\$2,999,095,200</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		\$1,090,759,688	\$12,924,978	\$845,902,249	78%	\$244,857,439	\$1,090,759,688
Project Management Oversight Continuation		\$181,979,177	\$0	\$0	0%	\$181,979,177	\$181,979,177
Early Train Operator		\$114,767,315	\$775,935	\$44,885,080	39%	\$69,882,235	\$114,767,315
Legal		\$105,460,196	\$1,466,217	\$53,181,361	50%	\$52,278,835	\$105,460,196
Resource Agency		\$277,507,383	\$1,879,827	\$28,802,436	10%	\$248,704,947	\$277,507,383
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>System Wide / Unallocated TOTAL</b>		<b>\$2,426,205,512</b>	<b>\$17,046,957</b>	<b>\$1,057,897,296</b>	<b>44%</b>	<b>\$1,368,308,216</b>	<b>\$2,426,205,512</b>
<b>TOTAL</b>	1, 2	<b>\$22,848,019,146</b>	<b>\$140,723,806</b>	<b>\$10,157,463,886</b>	<b>44%</b>	<b>\$12,690,555,260</b>	<b>\$22,848,019,146</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.
- DB expenditures include procurement contract stipends and as a result produce a difference with the CVSR (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).
- 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, Hazardous Waste Provisional Sum, Estimated-At-Completion Contingency, and Project Contingency 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 June 30, 2024

Percentage of Fiscal Year completed 100.0%

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

Program to Date	Notes	Total Expenditure Authorization (A)	June Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	4, 5, 10	\$3,722,335,331	\$33,451,102	\$2,591,469,783	\$1,130,865,548
SR 99		\$296,100,000	\$0	\$289,900,620	\$6,199,380
Project Construction Management		\$314,413,735	\$6,397,349	\$227,764,904	\$86,648,831
Real Property Acquisition		\$893,046,917	\$328,063	\$796,629,575	\$96,417,342
Environmental Mitigation		\$39,322,003	\$15,000	\$34,437,177	\$4,884,826
Resource Agency		\$64,338,293	\$360,406	\$46,266,134	\$18,072,159
Third Party Contract Work		\$351,969,030	\$8,622,483	\$235,205,114	\$116,763,916
Estimated-At-Completion Contingency	4, 10	\$115,484,910	\$0	\$0	\$115,484,910
Project Contingency	4, 10	\$246,119,307	\$0	\$0	\$246,119,307
<b>CP1 TOTAL</b>		<b>\$6,043,129,526</b>	<b>\$49,174,403</b>	<b>\$4,221,673,307</b>	<b>\$1,821,456,219</b>
<b>CP2-3</b>					
Design-Build Contract Work	4, 5, 10	\$3,564,826,246	\$54,016,862	\$2,709,654,972	\$855,171,274
Project Construction Management		\$304,878,055	\$3,845,737	\$248,569,189	\$56,308,866
Real Property Acquisition		\$590,770,002	\$1,012,103	\$530,101,745	\$60,668,257
Environmental Mitigation		\$72,088,701	\$0	\$56,063,988	\$16,024,713
Hazardous Waste Provisional Sum		\$0	\$0	\$0	\$0
Resource Agency	4	\$1,551,492	\$29,171	\$868,593	\$682,899
Third Party Contract Work		\$149,121,087	\$5,243,731	\$100,716,544	\$48,404,543
Estimated-At-Completion Contingency	4, 10	\$179,885,299	\$0	\$0	\$179,885,299
Project Contingency	4, 10	\$138,532,300	\$0	\$0	\$138,532,300
<b>CP2-3 TOTAL</b>		<b>\$5,001,653,182</b>	<b>\$64,147,604</b>	<b>\$3,645,975,031</b>	<b>\$1,355,678,151</b>
<b>CP4</b>					
Design-Build Contract Work	4, 5, 10	\$835,747,207	\$2,775,020	\$819,032,386	\$16,714,821
Project Construction Management		\$138,635,273	\$1,792,469	\$136,135,245	\$2,500,028
Real Property Acquisition		\$228,266,432	\$538,498	\$185,639,113	\$42,627,319
Environmental Mitigation		\$41,400,923	\$69,566	\$31,851,113	\$9,549,810
Hazardous Waste Provisional Sum	10	\$1,500,000	\$0	\$0	\$1,500,000
Resource Agency		\$646,460	\$0	\$351,916	\$294,544
Third Party Contract Work		\$66,059,004	\$1,040,390	\$37,695,004	\$28,364,000
SR 46		\$100,497,997	\$3,318,117	\$18,726,392	\$81,771,605
Estimated-At-Completion Contingency		\$0	\$0	\$0	\$0
Project Contingency	4, 10	\$30,142,282	\$0	\$0	\$30,142,282
<b>CP4 TOTAL</b>		<b>\$1,442,895,578</b>	<b>\$9,534,060</b>	<b>\$1,229,431,169</b>	<b>\$213,464,409</b>
<b>Track &amp; Systems</b>					
CVS Track Construction		\$3,674,194,396	\$310,161	\$1,102,513	\$3,673,091,883
Facilities (Trainset Certification Facility)		\$77,645,752	\$0	\$0	\$77,645,752
<b>Track &amp; Systems TOTAL</b>		<b>\$3,751,840,148</b>	<b>\$310,161</b>	<b>\$1,102,513</b>	<b>\$3,750,737,635</b>
<b>Stations</b>					
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$219,576	\$1,058,507	\$203,141,493
Station Area Planning		\$2,104,333	\$0	\$1,894,811	\$209,522
<b>Stations TOTAL</b>		<b>\$206,304,333</b>	<b>\$219,576</b>	<b>\$2,953,318</b>	<b>\$203,351,015</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		\$695,432,316	\$0	\$627,730,894	\$67,701,422
Early Train Operator		\$116,339,006	\$775,935	\$46,456,772	\$69,882,234
Legal		\$137,275,016	\$241,349	\$50,229,606	\$87,045,410
Resource Agency		\$238,856,933	\$1,533,551	\$131,125,424	\$107,731,509
<b>Project Wide TOTAL</b>		<b>\$1,389,497,005</b>	<b>\$2,550,835</b>	<b>\$1,057,136,430</b>	<b>\$332,360,575</b>
<b>TOTAL</b>	1, 2	<b>\$17,835,319,772</b>	<b>\$125,936,639</b>	<b>\$10,158,271,768</b>	<b>\$7,677,048,004</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.
- 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, Hazardous Waste Provisional Sum, Estimated-At-Completion Contingency, and Project Contingency 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 June 30, 2024

Percentage of Fiscal Year completed 100.0%

## Contingency Summary Program to Date

Program to Date	Notes	Contingency Budget (A)	Cumulative Authorized Contingency (B)	HSR Governance Actions (C)	Remaining Contingency Balance (D) = (A - B - C)	% Remaining Contingency (E) = (D / A)
CP1 EAC Contingency		\$1,094,158,337	\$978,673,427	\$0	\$115,484,910	11%
CP1 Project Contingency		\$1,759,271,740	\$1,513,152,433	\$0	\$246,119,307	14%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP2-3 EAC Contingency		\$1,041,828,422	\$834,821,011	\$27,122,112	\$179,885,299	17%
CP2-3 Project Contingency		\$1,641,435,462	\$1,386,675,442	\$116,227,720	\$138,532,300	8%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$4,730,000	\$0	\$1,500,000	24%
CP4 EAC Contingency		\$89,596,714	\$89,596,714	\$0	\$0	0%
CP4 Project Contingency		\$442,153,915	\$412,011,633	\$0	\$30,142,282	7%
Track & Systems Project Contingency		\$320,363,219	\$22,910,063	\$0	\$297,453,157	93%
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		\$107,025,385	\$17,906,501	\$0	\$89,118,884	83%
Program Management Contingency		\$112,905,790	\$70,009,488	\$0	\$42,896,302	38%
Project Development Contingency		\$106,567,217	\$58,633,710	\$559,000	\$47,374,507	44%
<b>TOTAL</b>	14, 15, 16, 29	<b>\$7,451,216,432</b>	<b>\$5,554,281,068</b>	<b>\$143,908,832</b>	<b>\$1,753,026,531</b>	<b>24%</b>
<b>Offsetting Categories</b>						
CP1 Design-Build Contract Work			\$2,171,141,415	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$244,704,846	\$0		
CP1 Real Property Acquisition			\$56,925,733	\$0		
CP1 Resource Agency			\$2,144,944	\$0		
CP1 Third Party Contract Work			\$46,892,243	\$0		
CP2-3 Design-Build Contract Work			\$1,972,358,328	\$143,126,822		
CP2-3 Project Construction Management			\$226,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,743,688	\$0		
CP2-3 Resource Agency			\$142,747	\$223,010		
CP2-3 Third Party Contract Work			\$54,500,737	\$0		
CP4 Design-Build Contract Work			\$379,107,759	\$0		
CP4 Project Construction Management			\$91,691,257	\$0		
CP4 Real Property Acquisition			\$42,288,954	\$0		
CP4 SR46			\$18,011,386	\$0		
CP4 Third Party Contract Work			\$3,179,631	\$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			\$53,856,392	\$0		
San Francisco - San Jose			\$3,010,387	\$0		
Bakersfield - Palmdale			\$3,900,522	\$0		
Palmdale - Burbank			\$16,728,271	\$0		
Los Angeles - Anaheim			\$11,216,524	\$0		
Merced Extension - Design Advancement			\$5,744,022	\$529,000		
Bakersfield Extension - Design Advancement			\$6,049,021	\$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			\$70,224,005	\$0		
System Wide - Legal			\$9,774,441	\$0		
<b>Offsetting Categories TOTAL</b>			<b>\$5,554,281,068</b>	<b>\$143,908,832</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 Includes HSR governance approvals which have been authorized during the current month.
- 29 Contingency associated with 2023 federal grant awards is not included above, and will be added after grant agreements are in place.

