

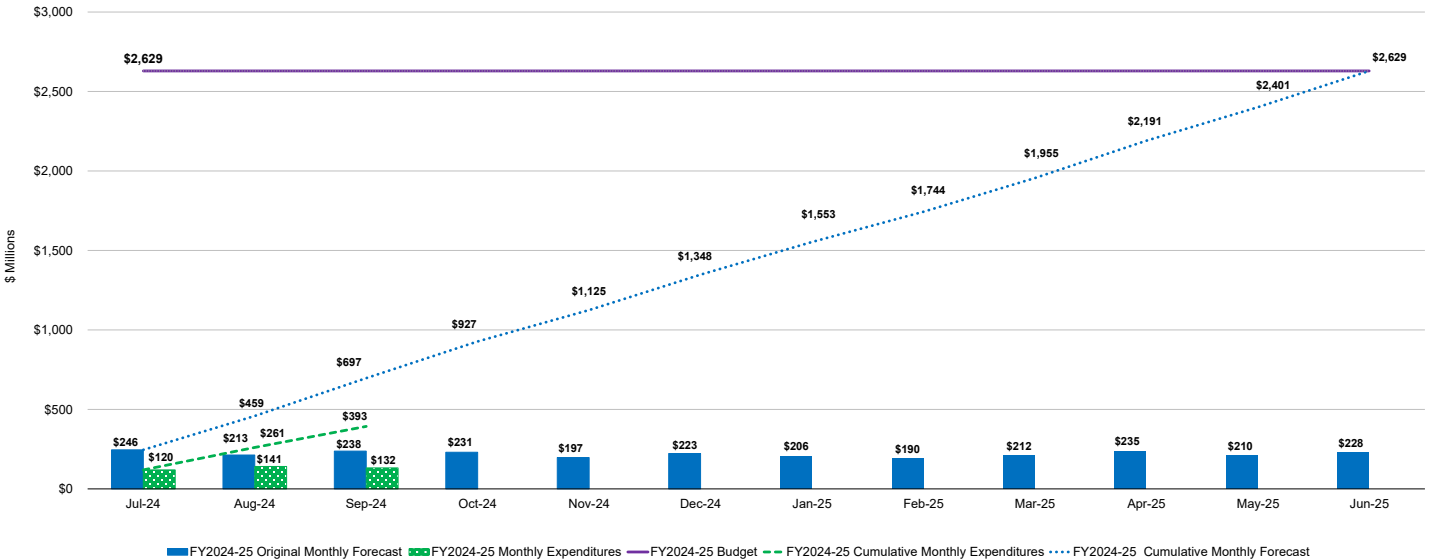
Data through September 30, 2024

Percentage of Fiscal Year completed 25.0%

## Budget Summary FY2024-25

FY2024-25		Notes	Appropriation	FY2024-25 Budget (A)	September Expenditures (B)	FY2024-25 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2024-25 Remaining Budget Balance (E) = (A - C)	FY2024-25 Forecast (F)
<b>Project Development</b>									
			\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
			\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
		3	\$865,835,931	\$138,552,117	\$8,369,309	\$35,940,151	26%	\$102,611,966	\$138,552,117
			\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
			\$600,000	\$0	\$0	\$0	0%	\$0	\$0
			\$25,000,000	\$10,955,112	\$0	\$0	0%	\$10,955,112	\$10,955,112
			<b>Project Development TOTAL</b>	<b>\$1,963,859,206</b>	<b>\$149,507,229</b>	<b>\$35,940,151</b>	<b>24%</b>	<b>\$113,567,078</b>	<b>\$149,507,229</b>
<b>Construction</b>									
			\$6,624,441,959	\$1,542,456,749	\$91,661,147	\$296,061,501	19%	\$1,246,395,248	\$1,542,456,749
		3, 4	\$11,828,083,483	\$539,124,434	\$19,520,269	\$42,163,522	8%	\$496,960,912	\$539,124,434
			\$2,086,970,335	\$0	\$0	\$0	0%	\$0	\$0
			\$928,620,000	\$0	\$0	\$0	0%	\$0	\$0
			\$24,000,000	\$1,962,064	\$0	\$0	0%	\$1,962,064	\$1,962,064
			\$3,073,600,000	\$285,712,486	\$0	\$0	0%	\$285,712,486	\$285,712,486
			\$201,946,942	\$18,386,756	\$0	\$0	0%	\$18,386,756	\$18,386,756
			\$20,000,000	\$1,073,131	\$0	\$0	0%	\$1,073,131	\$1,073,131
			\$500,000	\$500,000	\$0	\$0	0%	\$500,000	\$500,000
			<b>Construction TOTAL</b>	<b>\$24,788,162,719</b>	<b>\$2,389,215,620</b>	<b>\$111,181,416</b>	<b>14%</b>	<b>\$2,050,990,597</b>	<b>\$2,389,215,620</b>
			<b>SUBTOTAL</b>	<b>\$26,752,021,925</b>	<b>\$2,538,722,849</b>	<b>\$119,550,725</b>	<b>15%</b>	<b>\$2,164,557,675</b>	<b>\$2,538,722,849</b>
<b>Bookend Projects (Local Assistance)</b>									
			\$1,100,000,000	\$90,714,917	\$12,661,435	\$18,979,210	21%	\$71,735,707	\$90,714,917
			\$197,943,401	\$1,695	\$0	\$0	0%	\$1,695	\$1,695
			<b>Bookend Projects TOTAL</b>	<b>\$1,297,943,401</b>	<b>\$90,716,612</b>	<b>\$12,661,435</b>	<b>21%</b>	<b>\$71,737,402</b>	<b>\$90,716,612</b>
		1, 2, 3	<b>TOTAL</b>	<b>\$28,049,965,326</b>	<b>\$2,629,439,461</b>	<b>\$132,212,160</b>	<b>15%</b>	<b>\$2,236,295,077</b>	<b>\$2,629,439,461</b>

### FY2024-25 Forecast and Expenditures



**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through August 2024, actual and forecasted adjustments 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.

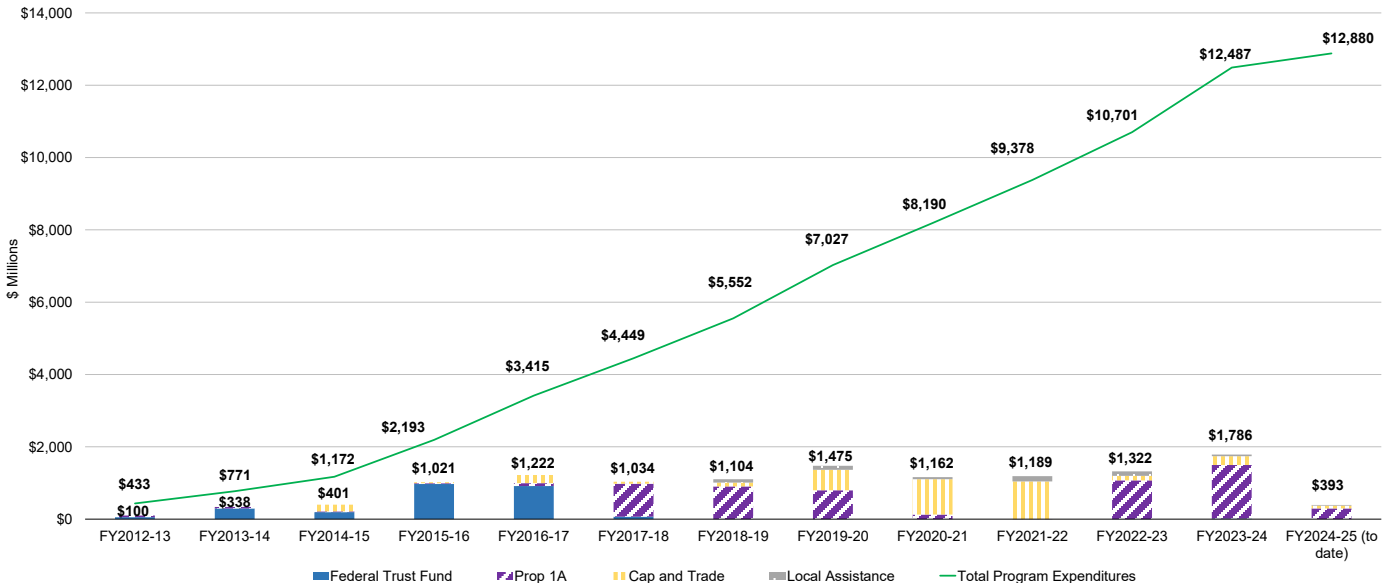
Data through September 30, 2024

Percentage of Fiscal Year completed 25.0%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<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	\$865,835,931	\$865,835,931	\$8,369,309	\$505,698,089	58%	\$360,137,842	\$865,835,931
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	\$556,600	93%	\$43,400	\$600,000
Federal Trust Fund (RAISE Merced Extension)		\$25,000,000	\$25,000,000	\$0	\$14,044,888	56%	\$10,955,112	\$25,000,000
<b>Project Development TOTAL</b>		<b>\$1,963,859,206</b>	<b>\$1,963,851,368</b>	<b>\$8,369,309</b>	<b>\$1,592,715,014</b>	<b>81%</b>	<b>\$371,136,354</b>	<b>\$1,963,851,368</b>
<b>Construction</b>								
Bond Fund (Prop 1A)		\$6,624,441,959	\$6,624,441,959	\$91,661,147	\$5,470,042,529	83%	\$1,154,399,430	\$6,624,441,959
Cap and Trade	3, 4	\$11,828,083,483	\$9,879,239,064	\$19,520,269	\$2,938,566,375	30%	\$6,940,672,689	\$9,879,239,064
Federal Trust Fund (ARRA)	8	\$2,086,970,335	\$2,079,469,078	\$0	\$2,079,469,078	100%	\$0	\$2,079,469,078
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>\$24,788,162,719</b>	<b>\$22,831,817,043</b>	<b>\$111,181,416</b>	<b>\$10,488,077,982</b>	<b>46%</b>	<b>\$12,343,739,061</b>	<b>\$22,831,817,043</b>
<b>SUBTOTAL</b>		<b>\$26,752,021,925</b>	<b>\$24,795,668,411</b>	<b>\$119,550,725</b>	<b>\$12,080,792,996</b>	<b>49%</b>	<b>\$12,714,875,415</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	\$12,661,435	\$601,103,151	55%	\$498,896,849	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,854,063	100%	\$89,338	\$197,943,401
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$1,297,943,401</b>	<b>\$12,661,435</b>	<b>\$798,957,214</b>	<b>62%</b>	<b>\$498,986,187</b>	<b>\$1,297,943,401</b>
<b>TOTAL</b>	1, 2, 3	<b>\$28,049,965,326</b>	<b>\$26,093,611,812</b>	<b>\$132,212,160</b>	<b>\$12,879,750,210</b>	<b>49%</b>	<b>\$13,213,861,602</b>	<b>\$26,093,611,812</b>

### Total Program Expenditures to Date



**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through August 2024, actual and forecasted adjustments 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 June 2024 for prior year approved invoices.

Data through September 30, 2024

Percentage of Fiscal Year completed 25.0%

## Project Development - State and Federal Funds FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	September Expenditures (B)	FY2024-25 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2024-25 Remaining Budget Balance (E) = (A - C)	FY2024-25 Forecast (F)
San Francisco - San Jose		\$482,700	\$34,818	\$34,818	7%	\$447,882	\$482,700
San Jose - Merced		\$445,050	\$131,902	\$191,902	43%	\$253,148	\$445,050
Bakersfield - Palmdale		\$196,303	\$0	\$0	0%	\$196,303	\$196,303
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$2,900,832	\$227,713	\$1,472,820	51%	\$1,428,012	\$2,900,832
Burbank - Los Angeles		\$40,000	\$0	\$0	0%	\$40,000	\$40,000
Los Angeles - Anaheim		\$9,246,694	\$729,825	\$1,357,707	15%	\$7,888,987	\$9,246,694
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4	\$30,351,428	\$1,024,122	\$1,940,464	6%	\$28,410,964	\$30,351,428
Legal		\$8,076,536	\$131,004	\$131,004	2%	\$7,945,532	\$8,076,536
SCI/SAP	4	\$6,023,383	\$278,347	\$278,347	5%	\$5,745,036	\$6,023,383
Merced Extension - Design Advancement		\$18,986,446	\$1,233,364	\$10,619,699	56%	\$8,366,747	\$18,986,446
Bakersfield Extension - Design Advancement		\$14,291,550	\$64,016	\$1,705,475	12%	\$12,586,075	\$14,291,550
Central Valley Stations - Design Advancement		\$26,482,972	\$3,139,023	\$11,227,252	42%	\$15,255,720	\$26,482,972
NorCal Interconnections		\$1,366,304	\$0	\$0	0%	\$1,366,304	\$1,366,304
Rail Delivery Partner - Program Delivery Support		\$30,617,031	\$1,375,175	\$6,980,663	23%	\$23,636,368	\$30,617,031
<b>TOTAL</b>	1, 2	\$149,507,229	\$8,369,309	\$35,940,151	24%	\$113,567,078	\$149,507,229

**Footnotes:**

- 1 Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 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.
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## Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Phase I</b>							
San Francisco - San Jose		\$46,678,567	\$34,818	\$45,429,088	97%	\$1,249,479	\$46,678,567
San Jose - Merced		\$105,542,027	\$131,902	\$103,970,589	99%	\$1,571,438	\$105,542,027
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		\$58,346,388	\$0	\$58,106,346	100%	\$240,042	\$58,346,388
Locally Generated Alternative (LGA)		\$17,927,451	\$0	\$17,927,450	100%	\$1	\$17,927,451
Palmdale - Burbank		\$152,472,937	\$227,713	\$148,043,164	97%	\$4,429,773	\$152,472,937
Burbank - Los Angeles		\$32,621,565	\$0	\$32,582,683	100%	\$38,882	\$32,621,565
Los Angeles - Anaheim		\$106,500,098	\$729,825	\$81,494,684	77%	\$25,005,414	\$106,500,098
Central Valley Wye		\$58,222,648	\$0	\$58,180,022	100%	\$42,626	\$58,222,648
Resource Agency	4	\$402,346,187	\$1,024,122	\$231,875,976	58%	\$170,470,211	\$402,346,187
Legal		\$65,123,236	\$131,004	\$46,412,316	71%	\$18,710,920	\$65,123,236
SCI/SAP	4	\$28,286,080	\$278,347	\$16,728,842	59%	\$11,557,238	\$28,286,080
Merced Extension - Design Advancement		\$62,990,426	\$1,233,364	\$50,685,908	80%	\$12,304,518	\$62,990,426
Bakersfield Extension - Design Advancement		\$56,395,056	\$64,016	\$36,728,683	65%	\$19,666,373	\$56,395,056
Central Valley Stations - Design Advancement		\$51,622,972	\$3,139,023	\$31,106,503	60%	\$20,516,469	\$51,622,972
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$0	\$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		\$457,286,057	\$1,375,175	\$373,572,431	82%	\$83,713,626	\$457,286,057
<b>Phase I TOTAL</b>		\$1,921,468,655	\$8,369,309	\$1,550,332,301	81%	\$371,136,354	\$1,921,468,655
<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	\$1,963,851,368	\$8,369,309	\$1,592,715,014	81%	\$371,136,354	\$1,963,851,368

**Footnotes:**

- 1 Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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- 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.

Data through September 30, 2024

Percentage of Fiscal Year completed 25.0%

## Construction - State and Federal Funds FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	September Expenditures (B)	FY2024-25 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2024-25 Remaining Budget Balance (E) = (A - C)	FY2024-25 Forecast (F)
Design-Build Contract Work	4	\$1,136,302,286	\$80,532,624	\$256,081,234	23%	\$880,221,052	\$1,136,302,286
SR 99		\$2,000,000	\$1,681,608	\$1,681,608	84%	\$318,392	\$2,000,000
SR 46	9	\$7,681,579	(\$400,000)	\$1,581,660	21%	\$6,099,919	\$7,681,579
Project Construction Management		\$115,542,380	\$13,203,668	\$33,106,956	29%	\$82,435,424	\$115,542,380
Real Property Acquisition		\$127,829,652	\$352,767	\$1,535,220	1%	\$126,294,432	\$127,829,652
Environmental Mitigation		\$14,067,011	\$185,534	\$186,460	1%	\$13,880,551	\$14,067,011
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$38,009,425	\$905,479	\$1,753,614	5%	\$36,255,811	\$38,009,425
Third Party Contract Work		\$103,993,653	\$4,378,609	\$12,147,162	12%	\$91,846,491	\$103,993,653
Stations (Fresno Station and Fresno Historic Depot)		\$7,680,000	\$120,421	\$163,557	2%	\$7,516,443	\$7,680,000
Trainsets & Facilities		\$13,000,000	\$0	\$0	0%	\$13,000,000	\$13,000,000
Merced Extension (Final Design & ROW)		\$168,040,804	\$1,954,488	\$2,424,488	1%	\$165,616,316	\$168,040,804
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$204,687,002	\$24,916	\$24,916	0%	\$204,662,086	\$204,687,002
CVS Track Construction		\$128,398,106	\$49,412	\$49,412	0%	\$128,348,694	\$128,398,106
Rail Delivery Partner - Program Delivery Support		\$102,950,957	\$7,098,875	\$24,664,496	24%	\$78,286,461	\$102,950,957
Project Management Oversight Continuation		\$2,402,815	\$0	\$0	0%	\$2,402,815	\$2,402,815
Early Train Operator		\$16,169,456	\$1,035,843	\$2,735,490	17%	\$13,433,966	\$16,169,456
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Legal		\$12,618,758	\$57,172	\$88,750	1%	\$12,530,008	\$12,618,758
Pre-Construction Activities	7	\$2,436,000	\$0	\$0	0%	\$2,436,000	\$2,436,000
Other	4	\$185,405,736	\$0	\$0	0%	\$185,405,736	\$185,405,736
<b>TOTAL</b>	1, 2	\$2,389,215,620	\$111,181,416	\$338,225,023	14%	\$2,050,990,597	\$2,389,215,620

**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

## Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Design-Build Contract Work	4, 5	\$8,219,506,822	\$80,532,624	\$6,372,501,059	78%	\$1,847,005,763	\$8,219,506,822
SR 99		\$296,100,000	\$1,681,608	\$291,582,228	98%	\$4,517,772	\$296,100,000
SR 46	9	\$100,497,997	(\$400,000)	\$20,308,052	20%	\$80,189,945	\$100,497,997
Project Construction Management		\$759,227,062	\$13,203,668	\$645,315,261	85%	\$113,911,801	\$759,227,062
Real Property Acquisition		\$1,712,671,872	\$352,767	\$1,514,669,155	88%	\$198,002,717	\$1,712,671,872
Environmental Mitigation		\$152,191,629	\$185,534	\$122,310,366	80%	\$29,881,263	\$152,191,629
Hazardous Waste Provisional Sum		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Resource Agency		\$351,913,156	\$905,479	\$77,993,512	22%	\$273,919,644	\$351,913,156
Third Party Contract Work		\$563,725,321	\$4,378,609	\$385,708,397	68%	\$178,016,924	\$563,725,321
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$120,421	\$1,222,065	1%	\$202,977,935	\$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)		\$697,498,085	\$1,954,488	\$2,447,196	0%	\$695,050,889	\$697,498,085
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,305,579,876	\$24,916	\$62,382	0%	\$2,305,517,494	\$2,305,579,876
CVS Track Construction		\$3,665,244,396	\$49,412	\$1,151,925	0%	\$3,664,092,471	\$3,665,244,396
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		\$1,136,825,417	\$7,098,875	\$866,738,243	76%	\$270,087,174	\$1,136,825,417
Project Management Oversight Continuation		\$122,776,407	\$0	\$0	0%	\$122,776,407	\$122,776,407
Early Train Operator		\$114,767,315	\$1,035,843	\$47,620,571	41%	\$67,146,744	\$114,767,315
Legal		\$106,598,610	\$57,172	\$53,621,400	50%	\$52,977,210	\$106,598,610
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Central Valley Future Construction		\$0	\$0	\$0	0%	\$0	\$0
Pre-Construction Activities	7	\$6,386,000	\$0	\$0	0%	\$6,386,000	\$6,386,000
Other	4	\$1,226,991,548	\$0	\$53,856,392	4%	\$1,173,135,156	\$1,226,991,548
<b>TOTAL</b>	1, 2	\$22,831,817,043	\$111,181,416	\$10,488,077,982	46%	\$12,343,739,061	\$22,831,817,043

**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 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 Central Valley Status Report (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.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through September 30, 2024

Percentage of Fiscal Year completed 25.0%

## Bookend Projects FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	September Expenditures (B)	FY2024-25 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2024-25 Remaining Budget Balance (E) = (A - C)	FY2024-25 Forecast (F)
<b>Bookend - North</b>							
	PCJPB - Caltrain Electrification 11	\$39,401,672	\$12,661,435	\$18,979,210	48%	\$20,422,462	\$39,401,672
	PCJPB - Caltrain Electrification 12	\$1,695	\$0	\$0	0%	\$1,695	\$1,695
	San Mateo Grade Separation 12	\$0	\$0	\$0	0%	\$0	\$0
	<b>Bookend - North TOTAL</b>	<b>\$39,403,367</b>	<b>\$12,661,435</b>	<b>\$18,979,210</b>	<b>48%</b>	<b>\$20,424,157</b>	<b>\$39,403,367</b>
<b>Bookend - South</b>							
	Rosecrans/Marquardt Grade Separation 11	\$21,313,245	\$0	\$0	0%	\$21,313,245	\$21,313,245
	Los Angeles Union Station 11	\$30,000,000	\$0	\$0	0%	\$30,000,000	\$30,000,000
	<b>Bookend - South TOTAL</b>	<b>\$51,313,245</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$51,313,245</b>	<b>\$51,313,245</b>
<b>TOTAL</b>	<b>2</b>	<b>\$90,716,612</b>	<b>\$12,661,435</b>	<b>\$18,979,210</b>	<b>21%</b>	<b>\$71,737,402</b>	<b>\$90,716,612</b>

**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.

## Bookend Projects Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Bookend - North</b>							
	PCJPB - Caltrain Electrification 11	\$600,000,000	\$12,661,435	\$558,136,275	93%	\$41,863,725	\$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	\$83,912,357	100%	\$87,643	\$84,000,000
	<b>Bookend - North TOTAL</b>	<b>\$797,943,401</b>	<b>\$12,661,435</b>	<b>\$755,990,338</b>	<b>95%</b>	<b>\$41,953,063</b>	<b>\$797,943,401</b>
<b>Bookend - South</b>							
	Rosecrans/Marquardt Grade Separation 11	\$76,665,000	\$0	\$42,966,876	56%	\$33,698,124	\$76,665,000
	Los Angeles Union Station 11	\$423,335,000	\$0	\$0	0%	\$423,335,000	\$423,335,000
	<b>Bookend - South TOTAL</b>	<b>\$500,000,000</b>	<b>\$0</b>	<b>\$42,966,876</b>	<b>9%</b>	<b>\$457,033,124</b>	<b>\$500,000,000</b>
<b>TOTAL</b>	<b>2</b>	<b>\$1,297,943,401</b>	<b>\$12,661,435</b>	<b>\$798,957,214</b>	<b>62%</b>	<b>\$498,986,187</b>	<b>\$1,297,943,401</b>

**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.

Data through September 30, 2024

Percentage of Fiscal Year completed 25.0%

## Construction by Construction Package FY2024-25

FY2024-25			FY2024-25	September	FY2024-25	% Budget	FY2024-25	FY2024-25
Notes		Budget	Expenditures	Expenditures	to Date	Expended	Remaining	Forecast
		(A)	(B)	(C)	(D) = (C / A)	(E) = (A - C)	(F)	(F)
<b>CP1</b>								
Design-Build Contract Work	4	\$488,702,720	\$38,119,233	\$124,368,598	25%	\$364,334,122	\$488,702,720	
SR 99		\$2,000,000	\$1,681,608	\$1,681,608	84%	\$318,392	\$2,000,000	
Project Construction Management		\$60,292,389	\$7,320,996	\$17,891,363	30%	\$42,401,026	\$60,292,389	
Real Property Acquisition		\$71,928,993	\$36,798	\$61,176	0%	\$71,867,817	\$71,928,993	
Environmental Mitigation		\$832,794	\$0	\$0	0%	\$832,794	\$832,794	
Resource Agency		\$6,568,205	\$139,905	\$139,905	2%	\$6,428,300	\$6,568,205	
Third Party Contract Work		\$68,322,917	\$1,243,857	\$3,746,795	5%	\$64,576,122	\$68,322,917	
<b>CP1 TOTAL</b>		<b>\$698,648,018</b>	<b>\$48,542,397</b>	<b>\$147,889,445</b>	<b>21%</b>	<b>\$550,758,573</b>	<b>\$698,648,018</b>	
<b>CP2-3</b>								
Design-Build Contract Work	4	\$616,664,696	\$42,357,385	\$117,239,401	19%	\$499,425,295	\$616,664,696	
Project Construction Management		\$51,449,964	\$4,840,928	\$12,958,928	25%	\$38,491,036	\$51,449,964	
Real Property Acquisition		\$19,422,068	\$292,335	\$1,439,174	7%	\$17,982,894	\$19,422,068	
Environmental Mitigation		\$9,328,100	\$0	\$0	0%	\$9,328,100	\$9,328,100	
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0	
Resource Agency		\$384,101	\$0	\$0	0%	\$384,101	\$384,101	
Third Party Contract Work		\$24,947,410	\$3,006,057	\$7,045,871	28%	\$17,901,539	\$24,947,410	
<b>CP2-3 TOTAL</b>		<b>\$722,196,339</b>	<b>\$50,496,705</b>	<b>\$138,683,374</b>	<b>19%</b>	<b>\$583,512,965</b>	<b>\$722,196,339</b>	
<b>CP4</b>								
Design-Build Contract Work	4	\$30,934,870	\$56,006	\$14,473,235	47%	\$16,461,635	\$30,934,870	
Project Construction Management		\$3,800,027	\$1,041,744	\$2,256,665	59%	\$1,543,362	\$3,800,027	
Real Property Acquisition		\$36,478,591	\$23,634	\$34,870	0%	\$36,443,721	\$36,478,591	
Environmental Mitigation		\$3,906,117	\$185,534	\$186,460	5%	\$3,719,657	\$3,906,117	
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0	
Resource Agency		\$148,011	\$0	\$0	0%	\$148,011	\$148,011	
Third Party Contract Work		\$10,723,326	\$128,695	\$1,354,496	13%	\$9,368,830	\$10,723,326	
SR 46	9	\$7,681,579	(\$400,000)	\$1,581,660	21%	\$6,099,919	\$7,681,579	
<b>CP4 TOTAL</b>		<b>\$93,672,521</b>	<b>\$1,035,613</b>	<b>\$19,887,386</b>	<b>21%</b>	<b>\$73,785,135</b>	<b>\$93,672,521</b>	
<b>Track &amp; Systems</b>								
CVS Track Construction		\$128,398,106	\$49,412	\$49,412	0%	\$128,348,694	\$128,398,106	
Trainsets & Facilities		\$13,000,000	\$0	\$0	0%	\$13,000,000	\$13,000,000	
<b>Track &amp; Systems TOTAL</b>		<b>\$141,398,106</b>	<b>\$49,412</b>	<b>\$49,412</b>	<b>0%</b>	<b>\$141,348,694</b>	<b>\$141,398,106</b>	
<b>Stations</b>								
Stations (Fresno Station and Fresno Historic Depot)		\$7,680,000	\$120,421	\$163,557	2%	\$7,516,443	\$7,680,000	
<b>Stations TOTAL</b>		<b>\$7,680,000</b>	<b>\$120,421</b>	<b>\$163,557</b>	<b>2%</b>	<b>\$7,516,443</b>	<b>\$7,680,000</b>	
<b>Extensions</b>								
Merced Extension (Final Design & ROW)		\$168,040,804	\$1,954,488	\$2,424,488	1%	\$165,616,316	\$168,040,804	
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$204,687,002	\$24,916	\$24,916	0%	\$204,662,086	\$204,687,002	
<b>Extensions TOTAL</b>		<b>\$372,727,806</b>	<b>\$1,979,404</b>	<b>\$2,449,404</b>	<b>1%</b>	<b>\$370,278,402</b>	<b>\$372,727,806</b>	
<b>System Wide / Unallocated</b>								
Rail Delivery Partner - Program Delivery Support		\$102,950,957	\$7,098,875	\$24,664,496	24%	\$78,286,461	\$102,950,957	
Project Management Oversight Continuation		\$2,402,815	\$0	\$0	0%	\$2,402,815	\$2,402,815	
Early Train Operator		\$16,169,456	\$1,035,843	\$2,735,490	17%	\$13,433,966	\$16,169,456	
Legal		\$12,618,758	\$57,172	\$88,750	1%	\$12,530,008	\$12,618,758	
Resource Agency		\$30,909,108	\$765,574	\$1,613,709	5%	\$29,295,399	\$30,909,108	
Pre-Construction Activities	7	\$2,436,000	\$0	\$0	0%	\$2,436,000	\$2,436,000	
Other	4	\$185,405,736	\$0	\$0	0%	\$185,405,736	\$185,405,736	
<b>System Wide / Unallocated TOTAL</b>		<b>\$352,892,830</b>	<b>\$8,957,464</b>	<b>\$29,102,445</b>	<b>8%</b>	<b>\$323,790,385</b>	<b>\$352,892,830</b>	
<b>TOTAL</b>	1, 2	<b>\$2,389,215,620</b>	<b>\$111,181,416</b>	<b>\$338,225,023</b>	<b>14%</b>	<b>\$2,050,990,597</b>	<b>\$2,389,215,620</b>	

**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through September 30, 2024

Percentage of Fiscal Year completed 25.0%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>CP1</b>							
Design-Build Contract Work	4, 5	\$3,777,038,056	\$38,119,233	\$2,715,838,379	72%	\$1,061,199,677	\$3,777,038,056
SR 99		\$296,100,000	\$1,681,608	\$291,582,228	98%	\$4,517,772	\$296,100,000
Project Construction Management		\$314,413,734	\$7,320,996	\$245,656,267	78%	\$68,757,467	\$314,413,734
Real Property Acquisition		\$886,281,143	\$36,798	\$796,903,640	90%	\$89,377,503	\$886,281,143
Environmental Mitigation		\$38,702,003	\$0	\$34,269,407	89%	\$4,432,596	\$38,702,003
Resource Agency		\$67,374,737	\$139,905	\$46,203,201	69%	\$21,171,536	\$67,374,737
Third Party Contract Work		\$348,545,230	\$1,243,857	\$238,990,870	69%	\$109,554,360	\$348,545,230
<b>CP1 TOTAL</b>		<b>\$5,728,454,903</b>	<b>\$48,542,397</b>	<b>\$4,369,443,992</b>	<b>76%</b>	<b>\$1,359,010,911</b>	<b>\$5,728,454,903</b>
<b>CP2-3</b>							
Design-Build Contract Work	4, 5	\$3,594,206,627	\$42,357,385	\$2,823,187,058	79%	\$771,019,569	\$3,594,206,627
Project Construction Management		\$304,878,055	\$4,840,928	\$261,267,083	86%	\$43,610,972	\$304,878,055
Real Property Acquisition		\$584,894,631	\$292,335	\$532,058,252	91%	\$52,836,379	\$584,894,631
Environmental Mitigation		\$72,278,288	\$0	\$56,063,987	78%	\$16,214,301	\$72,278,288
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$1,403,134	\$0	\$821,464	59%	\$581,670	\$1,403,134
Third Party Contract Work		\$149,191,528	\$3,006,057	\$107,762,415	72%	\$41,429,113	\$149,191,528
<b>CP2-3 TOTAL</b>		<b>\$4,706,852,263</b>	<b>\$50,496,705</b>	<b>\$3,781,160,259</b>	<b>80%</b>	<b>\$925,692,004</b>	<b>\$4,706,852,263</b>
<b>CP4</b>							
Design-Build Contract Work	4, 5	\$848,262,139	\$56,006	\$833,475,622	98%	\$14,786,517	\$848,262,139
Project Construction Management		\$139,935,273	\$1,041,744	\$138,391,911	99%	\$1,543,362	\$139,935,273
Real Property Acquisition		\$241,496,098	\$23,634	\$185,707,263	77%	\$55,788,835	\$241,496,098
Environmental Mitigation		\$41,211,338	\$185,534	\$31,976,972	78%	\$9,234,366	\$41,211,338
Hazardous Waste Provisional Sum		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Resource Agency		\$824,276	\$0	\$398,245	48%	\$426,031	\$824,276
Third Party Contract Work		\$65,988,563	\$128,695	\$38,955,112	59%	\$27,033,451	\$65,988,563
SR 46	9	\$100,497,997	(\$400,000)	\$20,308,052	20%	\$80,189,945	\$100,497,997
<b>CP4 TOTAL</b>		<b>\$1,439,715,684</b>	<b>\$1,035,613</b>	<b>\$1,249,213,177</b>	<b>87%</b>	<b>\$190,502,507</b>	<b>\$1,439,715,684</b>
<b>Track &amp; Systems</b>							
CVS Track Construction		\$3,665,244,396	\$49,412	\$1,151,925	0%	\$3,664,092,471	\$3,665,244,396
Trainsets & Facilities		\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
<b>Track &amp; Systems TOTAL</b>		<b>\$4,721,890,148</b>	<b>\$49,412</b>	<b>\$1,151,925</b>	<b>0%</b>	<b>\$4,720,738,223</b>	<b>\$4,721,890,148</b>
<b>Stations</b>							
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$120,421	\$1,222,065	1%	\$202,977,935	\$204,200,000
<b>Stations TOTAL</b>		<b>\$204,200,000</b>	<b>\$120,421</b>	<b>\$1,222,065</b>	<b>1%</b>	<b>\$202,977,935</b>	<b>\$204,200,000</b>
<b>Extensions</b>							
Merced Extension (Final Design & ROW)		\$697,498,085	\$1,954,488	\$2,447,196	0%	\$695,050,889	\$697,498,085
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,305,579,876	\$24,916	\$62,382	0%	\$2,305,517,494	\$2,305,579,876
<b>Extensions TOTAL</b>		<b>\$3,003,077,961</b>	<b>\$1,979,404</b>	<b>\$2,509,578</b>	<b>0%</b>	<b>\$3,000,568,383</b>	<b>\$3,003,077,961</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		\$1,136,825,417	\$7,098,875	\$866,738,243	76%	\$270,087,174	\$1,136,825,417
Project Management Oversight Continuation		\$122,776,407	\$0	\$0	0%	\$122,776,407	\$122,776,407
Early Train Operator		\$114,767,315	\$1,035,843	\$47,620,571	41%	\$67,146,744	\$114,767,315
Legal		\$106,598,610	\$57,172	\$53,621,400	50%	\$52,977,210	\$106,598,610
Resource Agency		\$282,311,009	\$765,574	\$30,570,602	11%	\$251,740,407	\$282,311,009
Pre-Construction Activities	7	\$6,386,000	\$0	\$0	0%	\$6,386,000	\$6,386,000
Other	4	\$1,226,991,548	\$0	\$53,856,392	4%	\$1,173,135,156	\$1,226,991,548
<b>System Wide / Unallocated TOTAL</b>		<b>\$3,027,626,084</b>	<b>\$8,957,464</b>	<b>\$1,083,376,986</b>	<b>36%</b>	<b>\$1,944,249,098</b>	<b>\$3,027,626,084</b>
<b>TOTAL</b>	1, 2	<b>\$22,831,817,043</b>	<b>\$111,181,416</b>	<b>\$10,488,077,982</b>	<b>46%</b>	<b>\$12,343,739,061</b>	<b>\$22,831,817,043</b>

**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 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 Central Valley Status Report (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.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through September 30, 2024

Percentage of Fiscal Year completed 25.0%

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

Program to Date	Notes	Total Expenditure Authorization (A)	September Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	4, 5	\$3,777,038,056	\$38,119,233	\$2,715,838,379	\$1,061,199,677
SR 99		\$296,100,000	\$1,681,608	\$291,582,228	\$4,517,772
Project Construction Management		\$314,413,734	\$7,320,996	\$245,656,267	\$68,757,467
Real Property Acquisition		\$886,281,143	\$36,798	\$796,903,640	\$89,377,503
Environmental Mitigation		\$38,702,003	\$0	\$34,269,407	\$4,432,596
Resource Agency		\$67,374,737	\$139,905	\$46,203,201	\$21,171,536
Third Party Contract Work		\$348,545,230	\$1,243,857	\$238,990,870	\$109,554,360
<b>CP1 TOTAL</b>		<b>\$5,728,454,903</b>	<b>\$48,542,397</b>	<b>\$4,369,443,992</b>	<b>\$1,359,010,911</b>
<b>CP2-3</b>					
Design-Build Contract Work	4, 5	\$3,594,206,627	\$42,357,385	\$2,823,187,058	\$771,019,569
Project Construction Management		\$304,878,055	\$4,840,928	\$261,267,083	\$43,610,972
Real Property Acquisition		\$584,894,631	\$292,335	\$532,058,252	\$52,836,379
Environmental Mitigation		\$72,278,288	\$0	\$56,063,987	\$16,214,301
Hazardous Waste Provisional Sum		\$0	\$0	\$0	\$0
Resource Agency		\$1,403,134	\$0	\$821,464	\$581,670
Third Party Contract Work		\$149,191,528	\$3,006,057	\$107,762,415	\$41,429,113
<b>CP2-3 TOTAL</b>		<b>\$4,706,852,263</b>	<b>\$50,496,705</b>	<b>\$3,781,160,259</b>	<b>\$925,692,004</b>
<b>CP4</b>					
Design-Build Contract Work	4, 5	\$848,262,139	\$56,006	\$833,475,622	\$14,786,517
Project Construction Management		\$139,935,273	\$1,041,744	\$138,391,911	\$1,543,362
Real Property Acquisition		\$241,496,098	\$23,634	\$185,707,263	\$55,788,835
Environmental Mitigation		\$41,211,338	\$185,534	\$31,976,972	\$9,234,366
Hazardous Waste Provisional Sum		\$1,500,000	\$0	\$0	\$1,500,000
Resource Agency		\$824,276	\$0	\$398,245	\$426,031
Third Party Contract Work		\$65,988,563	\$128,695	\$38,955,112	\$27,033,451
SR 46	9	\$100,497,997	(\$400,000)	\$20,308,052	\$80,189,945
<b>CP4 TOTAL</b>		<b>\$1,439,715,684</b>	<b>\$1,035,613</b>	<b>\$1,249,213,177</b>	<b>\$190,502,507</b>
<b>Track &amp; Systems</b>					
CVS Track Construction		\$3,665,244,396	\$49,412	\$1,151,925	\$3,664,092,471
Facilities (Trainset Certification Facility)		\$77,000,837	\$0	\$0	\$77,000,837
<b>Track &amp; Systems TOTAL</b>		<b>\$3,742,245,233</b>	<b>\$49,412</b>	<b>\$1,151,925</b>	<b>\$3,741,093,308</b>
<b>Stations</b>					
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$120,421	\$1,222,065	\$202,977,935
Station Area Planning		\$2,023,776	\$0	\$1,894,811	\$128,965
<b>Stations TOTAL</b>		<b>\$206,223,776</b>	<b>\$120,421</b>	<b>\$3,116,876</b>	<b>\$203,106,900</b>
<b>Central Valley's Project Wide allocation</b>					
Merced - Fresno (Madera to Fresno Project Dev)		\$34,224,247	\$0	\$33,992,608	\$231,639
Fresno - Bakersfield (Fresno to Poplar Ave Project Dev)		\$167,369,487	\$0	\$167,369,487	\$0
Rail Delivery Partner - Program Delivery Support		\$799,312,776	\$1,616,876	\$629,119,268	\$170,193,508
Early Train Operator		\$116,339,007	\$1,035,843	\$49,192,262	\$67,146,745
Legal		\$138,824,618	\$60,924	\$50,312,554	\$88,512,064
Resource Agency		\$240,562,697	\$173,444	\$130,570,254	\$109,992,443
Other	4	\$608,615,574	\$0	\$0	\$608,615,574
<b>Project Wide TOTAL</b>		<b>\$2,105,248,406</b>	<b>\$2,887,087</b>	<b>\$1,060,556,433</b>	<b>\$1,044,691,973</b>
<b>TOTAL</b>	1, 2	<b>\$17,928,740,265</b>	<b>\$103,131,635</b>	<b>\$10,464,642,662</b>	<b>\$7,464,097,603</b>

**Footnotes:**

- 1 Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 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 Central Valley Status Report (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).
- 9 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.