

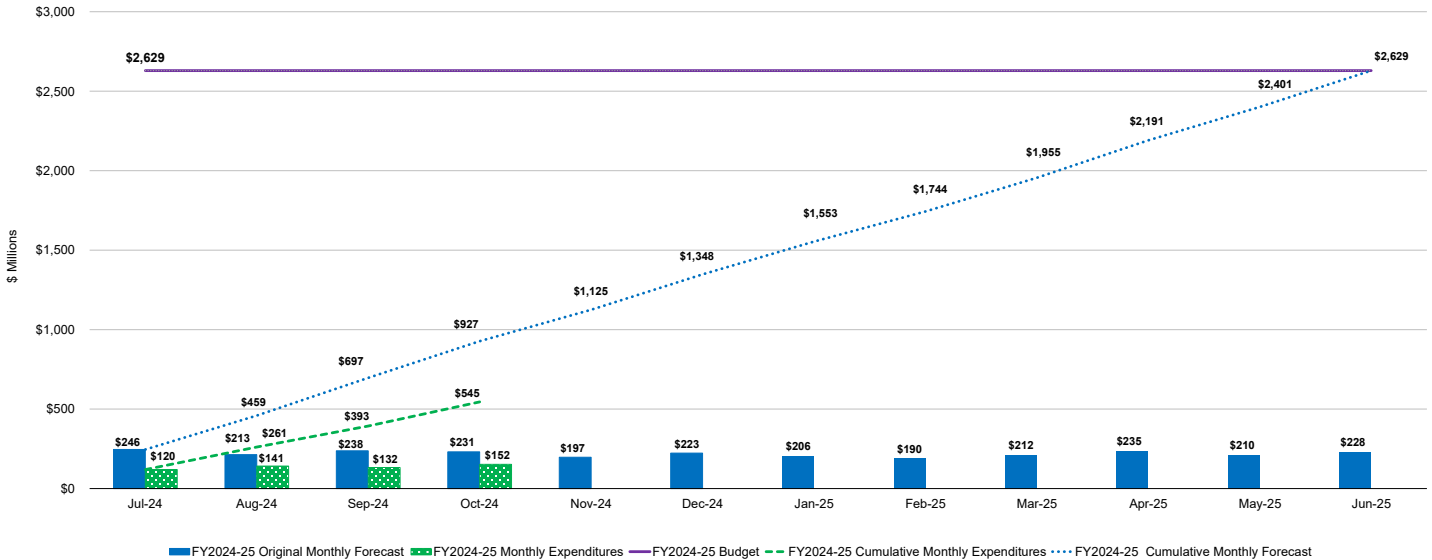
Data through October 31, 2024

Percentage of Fiscal Year completed 33.3%

## Budget Summary FY2024-25

FY2024-25			FY2024-25	October	FY2024-25	% Budget	FY2024-25	FY2024-25
Notes	Appropriation		Budget (A)	Expenditures (B)	Expenditures to Date (C)	Expended (D) = (C / A)	Remaining Budget Balance (E) = (A - C)	Forecast (F)
<b>Project Development</b>								
	\$564,454,666		\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase I								
Bond Fund (Prop 1A) - Phase II	\$42,382,713		\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3 \$865,835,931	\$138,552,117	\$28,206,672	\$64,146,821	46%	\$74,405,296	\$138,552,117	
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)	\$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>\$28,206,672</b>	<b>\$64,146,821</b>	<b>43%</b>	<b>\$85,360,408</b>	<b>\$149,507,229</b>	
<b>Construction</b>								
Bond Fund (Prop 1A)	\$6,624,441,959	\$1,542,456,749	\$69,966,209	\$366,027,709	24%	\$1,176,429,040	\$1,542,456,749	
Cap and Trade	3 \$11,828,083,483	\$539,124,434	\$53,560,262	\$95,723,785	18%	\$443,400,649	\$539,124,434	
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	\$1,962,064	\$0	\$0	0%	\$1,962,064	\$1,962,064	
Federal Trust Fund (Federal State Partnership)	\$3,073,600,000	\$285,712,486	\$0	\$0	0%	\$285,712,486	\$285,712,486	
Federal Trust Fund (CRISI Shafter Grade Separations)	\$201,946,942	\$18,386,756	\$0	\$0	0%	\$18,386,756	\$18,386,756	
Federal Trust Fund (RAISE Fresno Historic Depot)	\$20,000,000	\$1,073,131	\$0	\$0	0%	\$1,073,131	\$1,073,131	
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>\$2,389,215,620</b>	<b>\$123,526,471</b>	<b>\$461,751,494</b>	<b>19%</b>	<b>\$1,927,464,126</b>	<b>\$2,389,215,620</b>	
<b>SUBTOTAL</b>	<b>\$26,752,021,925</b>	<b>\$2,538,722,849</b>	<b>\$151,733,143</b>	<b>\$525,898,315</b>	<b>21%</b>	<b>\$2,012,824,534</b>	<b>\$2,538,722,849</b>	
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I	\$1,100,000,000	\$90,714,917	\$388,599	\$19,367,809	21%	\$71,347,108	\$90,714,917	
Cap and Trade	\$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>\$388,599</b>	<b>\$19,367,809</b>	<b>21%</b>	<b>\$71,348,803</b>	<b>\$90,716,612</b>	
<b>TOTAL</b>	<b>\$28,049,965,326</b>	<b>\$2,629,439,461</b>	<b>\$152,121,742</b>	<b>\$545,266,124</b>	<b>21%</b>	<b>\$2,084,173,337</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).

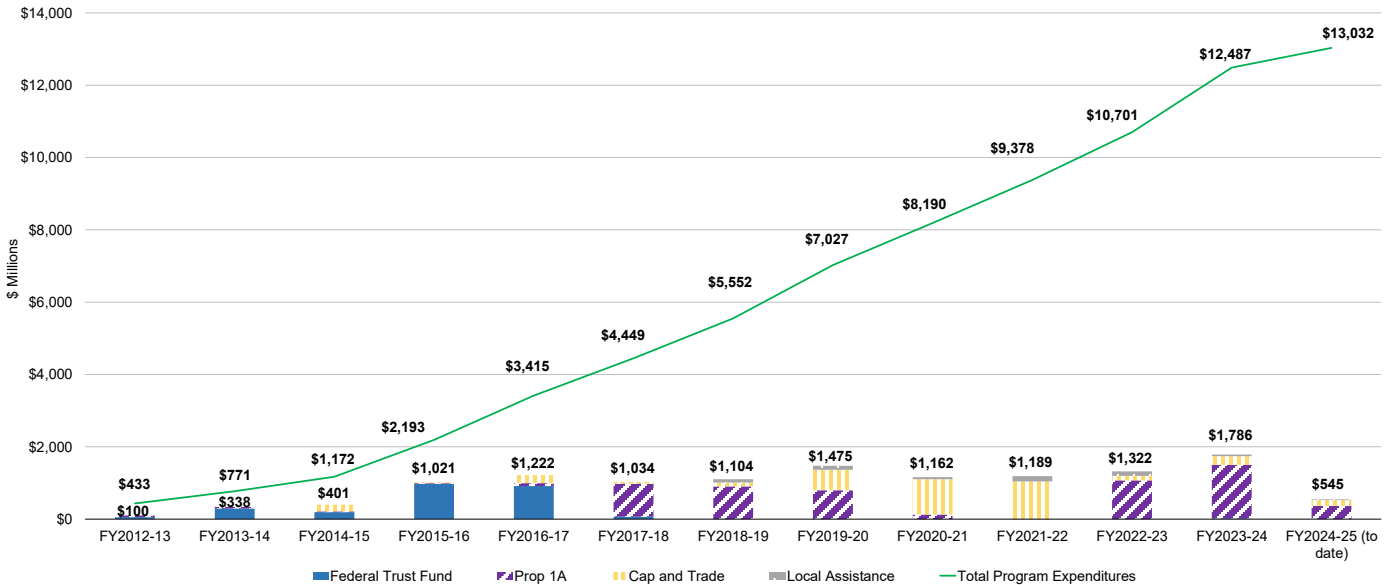
Data through October 31, 2024

Percentage of Fiscal Year completed 33.3%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Project Development</b>								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$564,454,666	\$0	\$564,454,666	100%	\$0	\$564,454,666
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
Cap and Trade	3	\$865,835,931	\$865,835,931	\$28,206,672	\$529,038,461	61%	\$336,797,470	\$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	\$18,990,537	76%	\$6,009,463	\$25,000,000
<b>Project Development TOTAL</b>		<b>\$1,963,859,206</b>	<b>\$1,963,851,368</b>	<b>\$28,206,672</b>	<b>\$1,621,001,035</b>	<b>83%</b>	<b>\$342,850,333</b>	<b>\$1,963,851,368</b>
<b>Construction</b>								
Bond Fund (Prop 1A)		\$6,624,441,959	\$6,624,441,959	\$69,966,209	\$5,540,008,738	84%	\$1,084,433,221	\$6,624,441,959
Cap and Trade	3	\$11,828,083,483	\$9,879,239,064	\$53,560,262	\$2,992,123,859	30%	\$6,887,115,205	\$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>\$123,526,471</b>	<b>\$10,611,601,675</b>	<b>46%</b>	<b>\$12,220,215,368</b>	<b>\$22,831,817,043</b>
<b>SUBTOTAL</b>		<b>\$26,752,021,925</b>	<b>\$24,795,668,411</b>	<b>\$151,733,143</b>	<b>\$12,232,602,710</b>	<b>49%</b>	<b>\$12,563,065,701</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	\$388,599	\$601,491,750	55%	\$498,508,250	\$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>\$388,599</b>	<b>\$799,345,813</b>	<b>62%</b>	<b>\$498,597,588</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>\$152,121,742</b>	<b>\$13,031,948,523</b>	<b>50%</b>	<b>\$13,061,663,289</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 ARRA expenditure refunds processed through June 2024 for prior year approved invoices.

Data through October 31, 2024

Percentage of Fiscal Year completed 33.3%

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

FY2024-25						
Notes	FY2024-25 Budget (A)	October 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	\$49,714	\$84,532	18%	\$398,168	\$482,700
San Jose - Merced	\$445,050	\$50,286	\$242,188	54%	\$202,862	\$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	\$117,959	\$1,590,779	55%	\$1,310,053	\$2,900,832
Burbank - Los Angeles	\$40,000	\$23,383	\$23,383	58%	\$16,617	\$40,000
Los Angeles - Anaheim	\$9,246,694	\$466,030	\$1,823,736	20%	\$7,422,958	\$9,246,694
Central Valley Wye	\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	\$30,351,428	\$1,783,902	\$3,724,366	12%	\$26,627,062	\$30,351,428
Legal	\$8,076,536	\$196,979	\$327,983	4%	\$7,748,553	\$8,076,536
SCI/SAP	\$6,023,383	\$317,645	\$595,991	10%	\$5,427,392	\$6,023,383
Merced Extension - Design Advancement	\$18,986,446	\$6,504,902	\$17,124,602	90%	\$1,861,844	\$18,986,446
Bakersfield Extension - Design Advancement	\$14,291,550	\$10,891,217	\$12,596,691	88%	\$1,694,859	\$14,291,550
Central Valley Stations - Design Advancement	\$26,482,972	\$4,502,422	\$15,729,675	59%	\$10,753,297	\$26,482,972
NorCal Interconnections	\$1,366,304	\$34,984	\$34,984	3%	\$1,331,320	\$1,366,304
Rail Delivery Partner - Program Delivery Support	\$30,617,031	\$3,267,249	\$10,247,911	33%	\$20,369,120	\$30,617,031
<b>TOTAL</b>	<b>\$149,507,229</b>	<b>\$28,206,672</b>	<b>\$64,146,821</b>	<b>43%</b>	<b>\$85,360,408</b>	<b>\$149,507,229</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.

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

Program to Date						
Notes	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Phase I</b>						
San Francisco - San Jose	\$46,678,567	\$49,714	\$45,478,802	97%	\$1,199,765	\$46,678,567
San Jose - Merced	\$105,542,027	\$50,286	\$104,020,875	99%	\$1,521,152	\$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	\$117,959	\$148,161,123	97%	\$4,311,814	\$152,472,937
Burbank - Los Angeles	\$32,621,565	\$23,383	\$32,606,066	100%	\$15,499	\$32,621,565
Los Angeles - Anaheim	\$106,500,098	\$466,030	\$81,960,713	77%	\$24,539,385	\$106,500,098
Central Valley Wye	\$58,222,648	\$0	\$58,180,022	100%	\$42,626	\$58,222,648
Resource Agency	\$402,346,187	\$1,783,902	\$233,659,878	58%	\$168,686,309	\$402,346,187
Legal	\$65,123,236	\$196,979	\$46,609,295	72%	\$18,513,941	\$65,123,236
SCI/SAP	\$28,286,080	\$317,645	\$17,046,486	60%	\$11,239,594	\$28,286,080
Merced Extension - Design Advancement	\$62,990,426	\$6,504,902	\$58,278,208	93%	\$4,712,218	\$62,990,426
Bakersfield Extension - Design Advancement	\$56,395,056	\$10,891,217	\$45,574,891	81%	\$10,820,165	\$56,395,056
Central Valley Stations - Design Advancement	\$51,622,972	\$4,502,422	\$35,608,926	69%	\$16,014,046	\$51,622,972
SWCAP	\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections	\$1,959,000	\$34,984	\$374,640	19%	\$1,584,360	\$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	\$3,267,249	\$377,876,641	83%	\$79,409,416	\$457,286,057
<b>Phase I TOTAL</b>	<b>\$1,921,468,655</b>	<b>\$28,206,672</b>	<b>\$1,578,618,322</b>	<b>82%</b>	<b>\$342,850,333</b>	<b>\$1,921,468,655</b>
<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>	<b>\$42,382,713</b>	<b>\$0</b>	<b>\$42,382,713</b>	<b>100%</b>	<b>\$0</b>	<b>\$42,382,713</b>
<b>TOTAL</b>	<b>\$1,963,851,368</b>	<b>\$28,206,672</b>	<b>\$1,621,001,035</b>	<b>83%</b>	<b>\$342,850,333</b>	<b>\$1,963,851,368</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.

Data through October 31, 2024

Percentage of Fiscal Year completed 33.3%

## Construction - State and Federal Funds FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	October 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	\$1,137,558,689	\$89,837,917	\$345,919,150	30%	\$791,639,539	\$1,137,558,689
SR 99		\$2,000,000	\$0	\$1,681,608	84%	\$318,392	\$2,000,000
SR 46	9	\$7,681,579	(\$373,563)	\$1,208,097	16%	\$6,473,482	\$7,681,579
Project Construction Management		\$115,542,380	\$10,207,921	\$43,314,877	37%	\$72,227,503	\$115,542,380
Real Property Acquisition		\$127,829,652	\$173,918	\$1,709,138	1%	\$126,120,514	\$127,829,652
Environmental Mitigation		\$14,067,011	\$61,790	\$248,250	2%	\$13,818,761	\$14,067,011
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$38,009,425	\$774,883	\$2,528,498	7%	\$35,480,927	\$38,009,425
Third Party Contract Work		\$103,993,653	\$7,569,551	\$19,716,714	19%	\$84,276,939	\$103,993,653
Stations (Fresno Station and Fresno Historic Depot)		\$7,680,000	\$120,373	\$283,929	4%	\$7,396,071	\$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	\$1,434,132	\$3,858,620	2%	\$164,182,184	\$168,040,804
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$204,687,002	\$252,603	\$277,519	0%	\$204,409,483	\$204,687,002
CVS Track Construction		\$128,398,106	\$1,019,196	\$1,068,608	1%	\$127,329,498	\$128,398,106
Rail Delivery Partner - Program Delivery Support		\$102,950,957	\$11,123,614	\$35,788,110	35%	\$67,162,847	\$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	\$1,260,222	\$3,995,712	25%	\$12,173,744	\$16,169,456
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Legal		\$12,618,758	\$63,914	\$152,664	1%	\$12,466,094	\$12,618,758
Pre-Construction Activities	7	\$2,436,000	\$0	\$0	0%	\$2,436,000	\$2,436,000
Other	4	\$184,149,333	\$0	\$0	0%	\$184,149,333	\$184,149,333
<b>TOTAL</b>	1, 2	<b>\$2,389,215,620</b>	<b>\$123,526,471</b>	<b>\$461,751,494</b>	<b>19%</b>	<b>\$1,927,464,126</b>	<b>\$2,389,215,620</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.
- 3 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.
- 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 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 6 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)	October Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Design-Build Contract Work	4, 5	\$8,220,701,303	\$89,837,917	\$6,462,334,277	79%	\$1,758,367,026	\$8,220,701,303
SR 99		\$296,100,000	\$0	\$291,582,228	98%	\$4,517,772	\$296,100,000
SR 46	9	\$100,497,997	(\$373,563)	\$19,934,489	20%	\$80,563,508	\$100,497,997
Project Construction Management		\$759,227,062	\$10,207,921	\$655,523,182	86%	\$103,703,880	\$759,227,062
Real Property Acquisition		\$1,712,671,872	\$173,918	\$1,514,843,074	88%	\$197,828,798	\$1,712,671,872
Environmental Mitigation		\$152,191,629	\$61,790	\$122,369,377	80%	\$29,822,252	\$152,191,629
Hazardous Waste Provisional Sum		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Resource Agency		\$351,913,156	\$774,883	\$78,768,396	22%	\$273,144,760	\$351,913,156
Third Party Contract Work		\$563,725,321	\$7,569,551	\$393,282,647	70%	\$170,442,674	\$563,725,321
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$120,373	\$1,342,437	1%	\$202,857,563	\$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	\$1,434,132	\$3,881,328	1%	\$693,616,757	\$697,498,085
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,305,579,876	\$252,603	\$314,985	0%	\$2,305,264,891	\$2,305,579,876
CVS Track Construction		\$3,665,244,396	\$1,019,196	\$2,171,121	0%	\$3,663,073,275	\$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	\$11,123,614	\$877,861,857	77%	\$258,963,560	\$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	\$1,260,222	\$48,880,793	43%	\$65,886,522	\$114,767,315
Legal		\$106,598,610	\$63,914	\$53,685,314	50%	\$52,913,296	\$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	\$1,225,797,067	\$0	\$53,856,392	4%	\$1,171,940,675	\$1,225,797,067
<b>TOTAL</b>	1, 2	<b>\$22,831,817,043</b>	<b>\$123,526,471</b>	<b>\$10,611,601,675</b>	<b>46%</b>	<b>\$12,220,215,368</b>	<b>\$22,831,817,043</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.
- 3 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.
- 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).
- 6 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 7 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through October 31, 2024

Percentage of Fiscal Year completed 33.3%

## Bookend Projects FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	October 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	\$39,401,672	\$388,599	\$19,367,809	49%	\$20,033,863	\$39,401,672
	PCJPB - Caltrain Electrification	\$1,695	\$0	\$0	0%	\$1,695	\$1,695
	San Mateo Grade Separation	\$0	\$0	\$0	0%	\$0	\$0
	<b>Bookend - North TOTAL</b>	<b>\$39,403,367</b>	<b>\$388,599</b>	<b>\$19,367,809</b>	<b>49%</b>	<b>\$20,035,558</b>	<b>\$39,403,367</b>
<b>Bookend - South</b>							
	Rosecrans/Marquardt Grade Separation	\$21,313,245	\$0	\$0	0%	\$21,313,245	\$21,313,245
	Los Angeles Union Station	\$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>\$388,599</b>	<b>\$19,367,809</b>	<b>21%</b>	<b>\$71,348,803</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)	October Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Bookend - North</b>							
	PCJPB - Caltrain Electrification	\$600,000,000	\$388,599	\$558,524,874	93%	\$41,475,126	\$600,000,000
	PCJPB - Caltrain Electrification	\$113,943,401	\$0	\$113,941,706	100%	\$1,695	\$113,943,401
	San Mateo Grade Separation	\$84,000,000	\$0	\$83,912,357	100%	\$87,643	\$84,000,000
	<b>Bookend - North TOTAL</b>	<b>\$797,943,401</b>	<b>\$388,599</b>	<b>\$756,378,937</b>	<b>95%</b>	<b>\$41,564,464</b>	<b>\$797,943,401</b>
<b>Bookend - South</b>							
	Rosecrans/Marquardt Grade Separation	\$76,665,000	\$0	\$42,966,876	56%	\$33,698,124	\$76,665,000
	Los Angeles Union Station	\$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>\$388,599</b>	<b>\$799,345,813</b>	<b>62%</b>	<b>\$498,597,588</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 October 31, 2024

Percentage of Fiscal Year completed 33.3%

## Construction by Construction Package FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	October 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>CP1</b>							
	Design-Build Contract Work	\$488,702,720	\$33,000,829	\$157,369,427	32%	\$331,333,293	\$488,702,720
	SR 99	\$2,000,000	\$0	\$1,681,608	84%	\$318,392	\$2,000,000
	Project Construction Management	\$60,292,389	\$5,025,582	\$22,916,945	38%	\$37,375,444	\$60,292,389
	Real Property Acquisition	\$71,928,993	\$62,854	\$124,030	0%	\$71,804,963	\$71,928,993
	Environmental Mitigation	\$832,794	\$0	\$0	0%	\$832,794	\$832,794
	Resource Agency	\$6,568,205	\$59,780	\$199,686	3%	\$6,368,519	\$6,568,205
	Third Party Contract Work	\$68,322,917	\$1,138,828	\$4,885,624	7%	\$63,437,293	\$68,322,917
	<b>CP1 TOTAL</b>	<b>\$698,648,018</b>	<b>\$39,287,873</b>	<b>\$187,177,320</b>	<b>27%</b>	<b>\$511,470,698</b>	<b>\$698,648,018</b>
<b>CP2-3</b>							
	Design-Build Contract Work	\$617,921,099	\$42,046,875	\$159,286,276	26%	\$458,634,823	\$617,921,099
	Project Construction Management	\$51,449,964	\$4,550,029	\$17,508,957	34%	\$33,941,007	\$51,449,964
	Real Property Acquisition	\$19,422,068	\$105,065	\$1,544,239	8%	\$17,877,829	\$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	\$5,878,407	\$12,924,278	52%	\$12,023,132	\$24,947,410
	<b>CP2-3 TOTAL</b>	<b>\$723,452,742</b>	<b>\$52,580,376</b>	<b>\$191,263,750</b>	<b>26%</b>	<b>\$532,188,992</b>	<b>\$723,452,742</b>
<b>CP4</b>							
	Design-Build Contract Work	\$30,934,870	\$14,790,213	\$29,263,447	95%	\$1,671,423	\$30,934,870
	Project Construction Management	\$3,800,027	\$632,310	\$2,888,975	76%	\$911,052	\$3,800,027
	Real Property Acquisition	\$36,478,591	\$5,999	\$40,869	0%	\$36,437,722	\$36,478,591
	Environmental Mitigation	\$3,906,117	\$61,790	\$248,250	6%	\$3,657,867	\$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	\$552,316	\$1,906,812	18%	\$8,816,514	\$10,723,326
	SR 46	\$7,681,579	(\$373,563)	\$1,208,097	16%	\$6,473,482	\$7,681,579
	<b>CP4 TOTAL</b>	<b>\$93,672,521</b>	<b>\$15,669,065</b>	<b>\$35,556,450</b>	<b>38%</b>	<b>\$58,116,071</b>	<b>\$93,672,521</b>
<b>Track &amp; Systems</b>							
	CVS Track Construction	\$128,398,106	\$1,019,196	\$1,068,608	1%	\$127,329,498	\$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>\$1,019,196</b>	<b>\$1,068,608</b>	<b>1%</b>	<b>\$140,329,498</b>	<b>\$141,398,106</b>
<b>Stations</b>							
	Stations (Fresno Station and Fresno Historic Depot)	\$7,680,000	\$120,373	\$283,929	4%	\$7,396,071	\$7,680,000
	<b>Stations TOTAL</b>	<b>\$7,680,000</b>	<b>\$120,373</b>	<b>\$283,929</b>	<b>4%</b>	<b>\$7,396,071</b>	<b>\$7,680,000</b>
<b>Extensions</b>							
	Merced Extension (Final Design & ROW)	\$168,040,804	\$1,434,132	\$3,858,620	2%	\$164,182,184	\$168,040,804
	Bakersfield Extension (Final Design, ROW, Civil, & T&S)	\$204,687,002	\$252,603	\$277,519	0%	\$204,409,483	\$204,687,002
	<b>Extensions TOTAL</b>	<b>\$372,727,806</b>	<b>\$1,686,735</b>	<b>\$4,136,139</b>	<b>1%</b>	<b>\$368,591,667</b>	<b>\$372,727,806</b>
<b>System Wide / Unallocated</b>							
	Rail Delivery Partner - Program Delivery Support	\$102,950,957	\$11,123,614	\$35,788,110	35%	\$67,162,847	\$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	\$1,260,222	\$3,995,712	25%	\$12,173,744	\$16,169,456
	Legal	\$12,618,758	\$63,914	\$152,664	1%	\$12,466,094	\$12,618,758
	Resource Agency	\$30,909,108	\$715,103	\$2,328,812	8%	\$28,580,296	\$30,909,108
	Pre-Construction Activities	\$2,436,000	\$0	\$0	0%	\$2,436,000	\$2,436,000
	Other	\$184,149,333	\$0	\$0	0%	\$184,149,333	\$184,149,333
	<b>System Wide / Unallocated TOTAL</b>	<b>\$351,636,427</b>	<b>\$13,162,853</b>	<b>\$42,265,298</b>	<b>12%</b>	<b>\$309,371,129</b>	<b>\$351,636,427</b>
<b>TOTAL</b>	1, 2	<b>\$2,389,215,620</b>	<b>\$123,526,471</b>	<b>\$461,751,494</b>	<b>19%</b>	<b>\$1,927,464,126</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 October 31, 2024

Percentage of Fiscal Year completed 33.3%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>CP1</b>							
Design-Build Contract Work	5	\$3,777,038,056	\$33,000,829	\$2,748,839,208	73%	\$1,028,198,848	\$3,777,038,056
SR 99		\$296,100,000	\$0	\$291,582,228	98%	\$4,517,772	\$296,100,000
Project Construction Management		\$314,413,734	\$5,025,582	\$250,681,849	80%	\$63,731,885	\$314,413,734
Real Property Acquisition		\$886,281,143	\$62,854	\$796,976,105	90%	\$89,305,038	\$886,281,143
Environmental Mitigation		\$38,702,003	\$0	\$34,269,407	89%	\$4,432,596	\$38,702,003
Resource Agency		\$67,374,737	\$59,780	\$46,262,982	69%	\$21,111,755	\$67,374,737
Third Party Contract Work		\$348,545,230	\$1,138,828	\$240,129,699	69%	\$108,415,531	\$348,545,230
<b>CP1 TOTAL</b>		\$5,728,454,903	\$39,287,873	\$4,408,741,478	77%	\$1,319,713,425	\$5,728,454,903
<b>CP2-3</b>							
Design-Build Contract Work	4, 5	\$3,595,401,108	\$42,046,875	\$2,865,233,933	80%	\$730,167,175	\$3,595,401,108
Project Construction Management		\$304,878,055	\$4,550,029	\$265,817,112	87%	\$39,060,943	\$304,878,055
Real Property Acquisition		\$584,894,631	\$105,065	\$532,111,121	91%	\$52,783,510	\$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	\$5,878,407	\$113,640,822	76%	\$35,550,706	\$149,191,528
<b>CP2-3 TOTAL</b>		\$4,708,046,744	\$52,580,376	\$3,833,688,439	81%	\$874,358,305	\$4,708,046,744
<b>CP4</b>							
Design-Build Contract Work	5	\$848,262,139	\$14,790,213	\$848,261,136	100%	\$1,003	\$848,262,139
Project Construction Management		\$139,935,273	\$632,310	\$139,024,221	99%	\$911,052	\$139,935,273
Real Property Acquisition		\$241,496,098	\$5,999	\$185,755,848	77%	\$55,740,250	\$241,496,098
Environmental Mitigation		\$41,211,338	\$61,790	\$32,035,983	78%	\$9,175,355	\$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	\$552,316	\$39,512,126	60%	\$26,476,437	\$65,988,563
SR 46	9	\$100,497,997	(\$373,563)	\$19,934,489	20%	\$80,563,508	\$100,497,997
<b>CP4 TOTAL</b>		\$1,439,715,684	\$15,669,065	\$1,264,922,048	88%	\$174,793,636	\$1,439,715,684
<b>Track &amp; Systems</b>							
CVS Track Construction		\$3,665,244,396	\$1,019,196	\$2,171,121	0%	\$3,663,073,275	\$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>		\$4,721,890,148	\$1,019,196	\$2,171,121	0%	\$4,719,719,027	\$4,721,890,148
<b>Stations</b>							
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$120,373	\$1,342,437	1%	\$202,857,563	\$204,200,000
<b>Stations TOTAL</b>		\$204,200,000	\$120,373	\$1,342,437	1%	\$202,857,563	\$204,200,000
<b>Extensions</b>							
Merced Extension (Final Design & ROW)		\$697,498,085	\$1,434,132	\$3,881,328	1%	\$693,616,757	\$697,498,085
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,305,579,876	\$252,603	\$314,985	0%	\$2,305,264,891	\$2,305,579,876
<b>Extensions TOTAL</b>		\$3,003,077,961	\$1,686,735	\$4,196,313	0%	\$2,998,881,648	\$3,003,077,961
<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	\$11,123,614	\$877,861,857	77%	\$258,963,560	\$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	\$1,260,222	\$48,880,793	43%	\$65,886,522	\$114,767,315
Legal		\$106,598,610	\$63,914	\$53,685,314	50%	\$52,913,296	\$106,598,610
Resource Agency		\$282,311,009	\$715,103	\$31,285,705	11%	\$251,025,304	\$282,311,009
Pre-Construction Activities	7	\$6,386,000	\$0	\$0	0%	\$6,386,000	\$6,386,000
Other	4	\$1,225,797,067	\$0	\$53,856,392	4%	\$1,171,940,675	\$1,225,797,067
<b>System Wide / Unallocated TOTAL</b>		\$3,026,431,603	\$13,162,853	\$1,096,539,839	36%	\$1,929,891,764	\$3,026,431,603
<b>TOTAL</b>	1, 2	\$22,831,817,043	\$123,526,471	\$10,611,601,675	46%	\$12,220,215,368	\$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 October 31, 2024

Percentage of Fiscal Year completed 33.3%

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

Program to Date	Notes	Total Expenditure Authorization (A)	October Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	5	\$3,777,038,056	\$33,000,829	\$2,748,839,208	\$1,028,198,848
SR 99		\$296,100,000	\$0	\$291,582,228	\$4,517,772
Project Construction Management		\$314,413,734	\$5,025,582	\$250,681,849	\$63,731,885
Real Property Acquisition		\$886,281,143	\$62,854	\$796,976,105	\$89,305,038
Environmental Mitigation		\$38,702,003	\$0	\$34,269,407	\$4,432,596
Resource Agency		\$67,374,737	\$59,780	\$46,262,982	\$21,111,755
Third Party Contract Work		\$348,545,230	\$1,138,828	\$240,129,699	\$108,415,531
<b>CP1 TOTAL</b>		<b>\$5,728,454,903</b>	<b>\$39,287,873</b>	<b>\$4,408,741,478</b>	<b>\$1,319,713,425</b>
<b>CP2-3</b>					
Design-Build Contract Work	4, 5	\$3,595,401,108	\$42,046,875	\$2,865,233,933	\$730,167,175
Project Construction Management		\$304,878,055	\$4,550,029	\$265,817,112	\$39,060,943
Real Property Acquisition		\$584,894,631	\$105,065	\$532,111,121	\$52,783,510
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	\$5,878,407	\$113,640,822	\$35,550,706
<b>CP2-3 TOTAL</b>		<b>\$4,708,046,744</b>	<b>\$52,580,376</b>	<b>\$3,833,688,439</b>	<b>\$874,358,305</b>
<b>CP4</b>					
Design-Build Contract Work	5	\$848,262,139	\$14,790,213	\$848,261,136	\$1,003
Project Construction Management		\$139,935,273	\$632,310	\$139,024,221	\$911,052
Real Property Acquisition		\$241,496,098	\$5,999	\$185,755,848	\$55,740,250
Environmental Mitigation		\$41,211,338	\$61,790	\$32,035,983	\$9,175,355
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	\$552,316	\$39,512,126	\$26,476,437
SR 46	9	\$100,497,997	(\$373,563)	\$19,934,489	\$80,563,508
<b>CP4 TOTAL</b>		<b>\$1,439,715,684</b>	<b>\$15,669,065</b>	<b>\$1,264,922,048</b>	<b>\$174,793,636</b>
<b>Track &amp; Systems</b>					
CVS Track Construction		\$3,665,244,396	\$1,019,196	\$2,171,121	\$3,663,073,275
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>\$1,019,196</b>	<b>\$2,171,121</b>	<b>\$3,740,074,112</b>
<b>Stations</b>					
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$120,373	\$1,342,437	\$202,857,563
Station Area Planning		\$2,023,776	\$0	\$1,894,811	\$128,965
<b>Stations TOTAL</b>		<b>\$206,223,776</b>	<b>\$120,373</b>	<b>\$3,237,248</b>	<b>\$202,986,528</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	\$1,861,579	\$630,980,847	\$168,331,929
Early Train Operator		\$116,339,007	\$1,260,222	\$50,452,484	\$65,886,523
Legal		\$138,824,618	\$70,927	\$50,383,481	\$88,441,137
Resource Agency		\$240,562,697	\$83,758	\$130,654,013	\$109,908,684
Other	4	\$607,421,093	\$0	\$0	\$607,421,093
<b>Project Wide TOTAL</b>		<b>\$2,104,053,925</b>	<b>\$3,276,486</b>	<b>\$1,063,832,920</b>	<b>\$1,040,221,005</b>
<b>TOTAL</b>	1, 2	<b>\$17,928,740,265</b>	<b>\$111,953,369</b>	<b>\$10,576,593,254</b>	<b>\$7,352,147,011</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.