

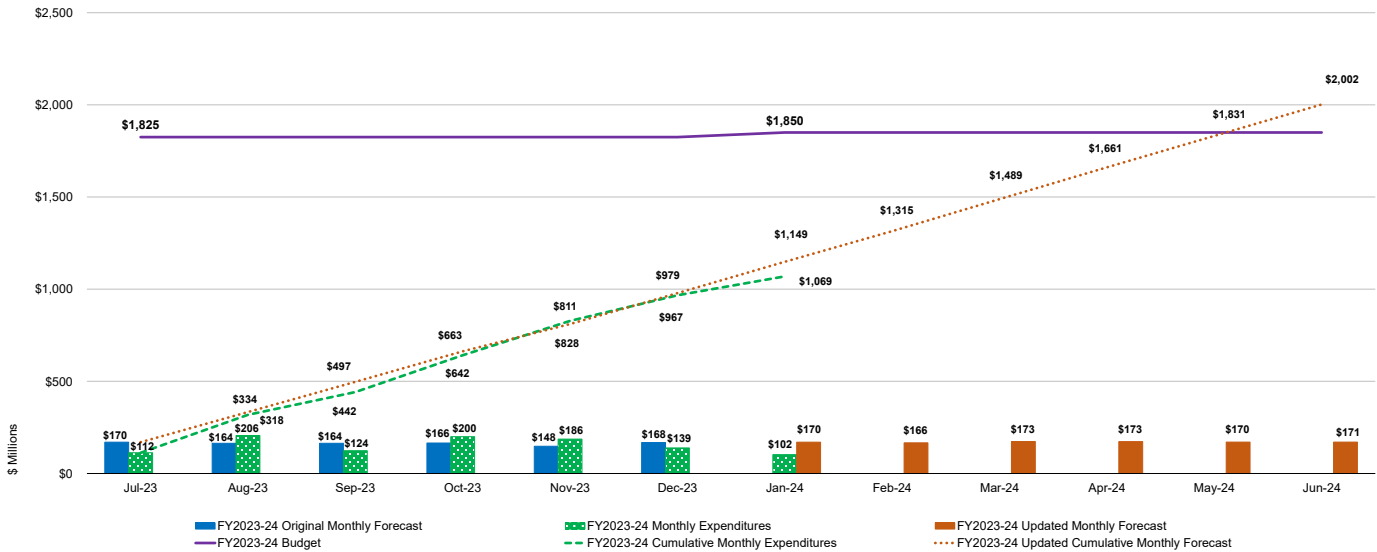
Data through January 31, 2024

Percentage of Fiscal Year completed 58.3%

Budget Summary FY2023-24

FY2023-24	Notes	Appropriation	FY2023-24 Budget (A)	January Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3, 27	\$844,066,206	\$162,646,637	\$13,449,552	\$68,753,686	42%	\$93,892,951	\$158,157,401
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (RAISE Merced Extension)	26	\$25,000,000	\$6,998,457	\$0	\$0	0%	\$6,998,457	\$13,385,319
Project Development TOTAL		\$1,942,089,481	\$169,645,094	\$13,449,552	\$68,753,686	41%	\$100,891,408	\$171,542,720
Construction								
Bond Fund (Prop 1A)	22	\$6,809,076,000	\$1,296,209,598	\$61,428,985	\$798,947,696	62%	\$497,261,902	\$1,576,906,749
Cap and Trade	3, 22, 27	\$12,469,537,868	\$177,959,412	\$9,393,183	\$183,542,467	103%	(\$5,583,055)	\$117,623,246
Federal Trust Fund (ARRA)		\$2,086,970,335	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (FY10)		\$928,620,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (RAISE SR-46)	26	\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (Federal State Partnership)	27, 28	\$3,073,600,000	\$19,020,640	\$0	\$0	0%	\$19,020,640	\$19,020,640
Federal Trust Grant (CRISI Shafter Grade Separations)	27, 28	\$201,946,942	\$6,000,000	\$0	\$0	0%	\$6,000,000	\$6,000,000
Federal Trust Grant (RAISE Fresno Historic Depot)	27	\$20,000,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (Corridor ID)	27	\$500,000	\$0	\$0	\$0	0%	\$0	\$0
Construction TOTAL		\$25,614,251,145	\$1,499,189,650	\$70,822,168	\$982,490,163	66%	\$516,699,487	\$1,719,550,635
SUBTOTAL		\$27,556,340,626	\$1,668,834,744	\$84,271,720	\$1,051,243,849	63%	\$617,590,895	\$1,891,093,355
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$181,444,024	\$18,223,763	\$18,223,763	10%	\$163,220,261	\$111,063,908
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
Bookend Projects TOTAL		\$1,297,943,401	\$181,444,024	\$18,223,763	\$18,223,763	10%	\$163,220,261	\$111,063,908
TOTAL	1, 2, 27	\$28,854,284,027	\$1,850,278,768	\$102,495,483	\$1,069,467,612	58%	\$780,811,156	\$2,002,157,263

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 February 2024, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through December 2030), which are estimated at \$1B annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- Current month expenditures are a result of an invoice paid out of Cap and Trade funding that was planned and accrued under Prop 1A funding. An expenditure correction will be processed to fund the invoice from Prop 1A. This adjustment will be a net-zero impact to expenditures to date.
- The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the Authority in Nov 2021. The Authority was awarded a second RAISE Grant of \$25M in February 2023.
- The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.
- FY2023-24 scope and budget augmented due to 2023 federal grant awards.

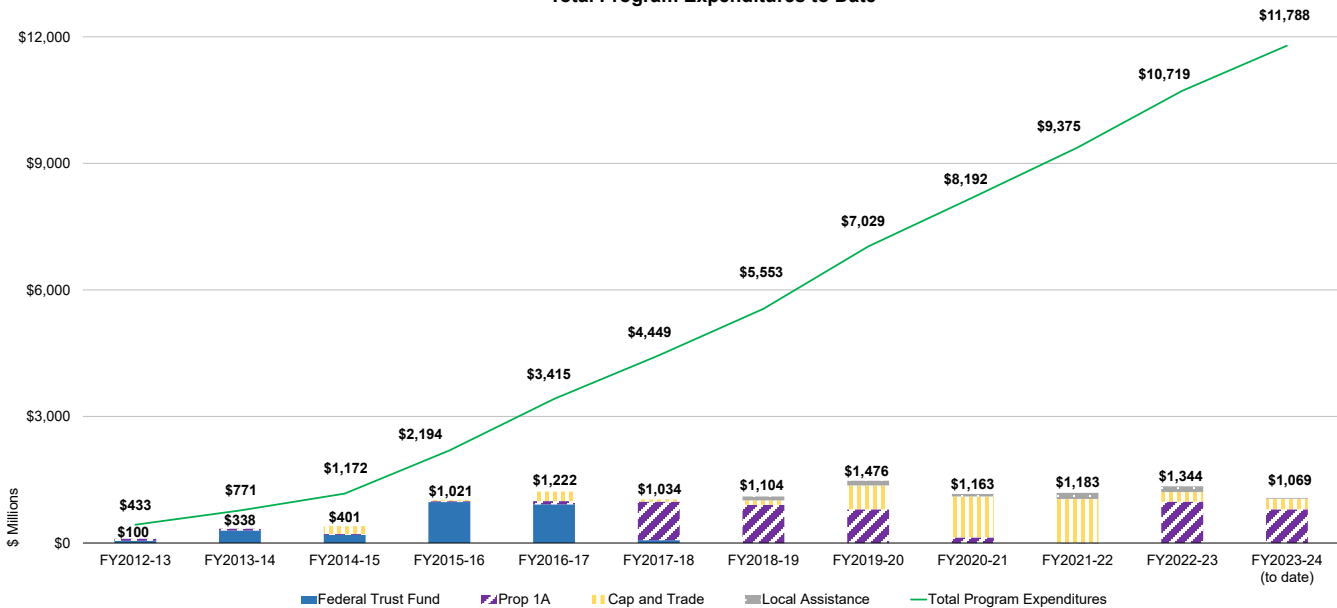
Data through January 31, 2024

Percentage of Fiscal Year completed 58.3%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	January Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$564,454,666	\$0	\$564,454,666	100%	\$0	\$564,454,666
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
Cap and Trade	27	\$844,066,206	\$844,066,206	\$13,449,552	\$429,132,003	51%	\$414,934,203	\$844,066,206
Federal Trust Fund (ARRA)		\$465,585,896	\$465,578,058	\$0	\$465,578,058	100%	\$0	\$465,578,058
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$600,000	\$0	\$556,599	93%	\$43,401	\$600,000
Federal Trust Grant (RAISE Merced Extension)	26	\$25,000,000	\$25,000,000	\$0	\$0	0%	\$25,000,000	\$25,000,000
Project Development TOTAL		\$1,942,089,481	\$1,942,081,643	\$13,449,552	\$1,502,104,039	77%	\$439,977,604	\$1,942,081,643
Construction								
Bond Fund (Prop 1A)	22	\$6,809,076,000	\$6,809,076,000	\$61,428,985	\$4,388,893,899	64%	\$2,420,182,101	\$6,809,076,000
Cap and Trade	3, 22, 27	\$12,469,537,868	\$9,715,755,310	\$9,393,183	\$3,054,574,268	31%	\$6,661,181,042	\$9,715,755,310
Federal Trust Fund (ARRA)		\$2,086,970,335	\$2,080,088,515	\$0	\$2,080,088,515	100%	\$0	\$2,080,088,515
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Grant (RAISE SR-46)	26	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Federal Trust Grant (Federal State Partnership)	27	\$3,073,600,000	\$3,073,600,000	\$0	\$0	0%	\$3,073,600,000	\$3,073,600,000
Federal Trust Grant (CRISI Shafter Grade Separati	27	\$201,946,942	\$201,946,942	\$0	\$0	0%	\$201,946,942	\$201,946,942
Federal Trust Grant (RAISE Fresno Historic Depot)	27	\$20,000,000	\$20,000,000	\$0	\$0	0%	\$20,000,000	\$20,000,000
Federal Trust Grant (Corridor ID)	27	\$500,000	\$500,000	\$0	\$0	0%	\$500,000	\$500,000
Construction TOTAL		\$25,614,251,145	\$22,853,586,767	\$70,822,168	\$9,523,556,682	42%	\$13,330,030,085	\$22,853,586,767
SUBTOTAL		\$27,556,340,626	\$24,795,668,410	\$84,271,720	\$11,025,660,721	44%	\$13,770,007,689	\$24,795,668,410
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$18,223,763	\$564,982,867	51%	\$535,017,133	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,854,064	100%	\$89,337	\$197,943,401
Bookend Projects TOTAL		\$1,297,943,401	\$1,297,943,401	\$18,223,763	\$762,836,931	59%	\$535,106,470	\$1,297,943,401
TOTAL	1, 2, 27	\$28,854,284,027	\$26,093,611,811	\$102,495,483	\$11,788,497,652	45%	\$14,305,114,159	\$26,093,611,811

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 February 2024, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through December 2030), which are estimated at \$1B annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- Current month expenditures are a result of an invoice paid out of Cap and Trade funding that was planned and accrued under Prop 1A funding. An expenditure correction will be processed to fund the invoice from Prop 1A. This adjustment will be a net-zero impact to expenditures to date.
- The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the Authority in Nov 2021. The Authority was awarded a second RAISE Grant of \$25M in February 2023.
- The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

Data through January 31, 2024

Percentage of Fiscal Year completed 58.3%

Project Development - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	January 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	\$103,825	\$303,845	13%	\$2,103,295	\$2,407,140
San Jose - Merced		\$506,266	\$18,105	\$45,271	9%	\$460,995	\$506,266
Bakersfield - Palmdale	6	\$703,158	\$0	\$38,643	5%	\$664,515	\$1,333,846
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank	6	\$6,366,338	\$455,635	\$3,549,428	56%	\$2,816,910	\$4,644,909
Burbank - Los Angeles		\$150,000	\$0	\$7,333	5%	\$142,667	\$150,000
Los Angeles - Anaheim	6	\$8,290,008	\$669,961	\$3,351,129	40%	\$4,938,879	\$5,257,162
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	6	\$32,599,598	\$888,256	\$2,466,969	8%	\$30,132,629	\$23,175,768
Legal	6	\$4,720,201	\$194,688	\$1,110,256	24%	\$3,609,945	\$4,654,073
SCI/SAP	6	\$3,355,597	\$309,627	\$677,307	20%	\$2,678,290	\$1,497,302
Merced Extension - Design Advancement	6	\$35,991,354	\$2,663,006	\$14,031,102	39%	\$21,960,252	\$39,920,115
Bakersfield Extension - Design Advancement	6	\$29,389,898	\$2,436,699	\$7,145,800	24%	\$22,244,098	\$21,454,100
Central Valley Stations - Design Advancement	6	\$17,160,422	\$1,005,000	\$10,459,055	61%	\$6,701,367	\$19,909,604
NorCal Interconnections		\$1,080,000	\$11,524	\$42,887	4%	\$1,037,113	\$1,080,000
Rail Delivery Partner - Program Delivery Support	6	\$26,925,114	\$4,693,226	\$25,524,661	95%	\$1,400,453	\$45,552,435
TOTAL	1, 2	\$169,645,094	\$13,449,552	\$68,753,686	41%	\$100,891,408	\$171,542,720

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

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	January Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Phase I							
San Francisco - San Jose	27	\$47,683,109	\$103,825	\$45,108,043	94%	\$2,575,066	\$47,683,109
San Jose - Merced	27	\$108,915,527	\$18,105	\$103,503,881	95%	\$5,411,646	\$108,915,527
Merced - Fresno		\$63,571,884	\$0	\$63,571,884	100%	\$0	\$63,571,884
Fresno - Bakersfield		\$151,326,513	\$0	\$151,326,513	100%	\$0	\$151,326,513
Bakersfield - Palmdale	27	\$58,781,129	\$0	\$57,936,875	98%	\$844,254	\$58,781,129
Locally Generated Alternative (LGA)		\$17,937,974	\$0	\$17,927,450	99%	\$10,524	\$17,937,974
Palmdale - Burbank	27	\$151,278,051	\$455,635	\$143,364,799	94%	\$7,913,252	\$151,278,051
Burbank - Los Angeles		\$32,898,465	\$0	\$32,568,775	99%	\$329,690	\$32,898,465
Los Angeles - Anaheim	27	\$106,223,193	\$669,961	\$77,799,168	73%	\$28,424,025	\$106,223,193
Central Valley Wye		\$58,522,646	\$0	\$58,180,022	99%	\$342,624	\$58,522,646
Resource Agency	27	\$398,743,026	\$888,256	\$223,915,796	56%	\$174,827,230	\$398,743,026
Legal	27	\$66,135,123	\$194,688	\$44,932,255	67%	\$21,202,868	\$66,135,123
SCI/SAP	27	\$28,665,980	\$309,627	\$14,060,824	49%	\$14,605,156	\$28,665,980
Merced Extension - Design Advancement	27	\$64,079,561	\$2,663,006	\$25,993,125	40%	\$38,086,436	\$64,079,561
Bakersfield Extension - Design Advancement		\$56,726,747	\$2,436,699	\$16,302,389	28%	\$40,424,358	\$56,726,747
Central Valley Stations - Design Advancement	27	\$50,222,973	\$1,005,000	\$12,257,075	24%	\$37,965,898	\$50,222,973
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$11,524	\$54,012	2%	\$1,904,988	\$1,959,000
Early Train Operator		\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
Rail Delivery Partner - Program Delivery Support		\$433,778,466	\$4,693,226	\$368,668,877	85%	\$65,109,589	\$433,778,466
Phase I TOTAL	27	\$1,899,698,930	\$13,449,552	\$1,459,721,326	77%	\$439,977,604	\$1,899,698,930
Phase II							
Sacramento - Merced		\$5,968,898	\$0	\$5,968,898	100%	\$0	\$5,968,898
Altamont Pass		\$26,392,193	\$0	\$26,392,193	100%	\$0	\$26,392,193
Los Angeles - San Diego		\$10,020,755	\$0	\$10,020,755	100%	\$0	\$10,020,755
Rail Delivery Partner - Program Delivery Support - Phase II		\$867	\$0	\$867	100%	\$0	\$867
Phase II TOTAL		\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
TOTAL	1, 2, 27	\$1,942,081,643	\$13,449,552	\$1,502,104,039	77%	\$439,977,604	\$1,942,081,643

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

Data through January 31, 2024

Percentage of Fiscal Year completed 58.3%

Construction - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	January 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, 27	\$878,158,132	\$41,690,421	\$810,457,430	92%	\$67,700,702	\$1,275,034,279
SR 99		\$0	\$0	\$0	0%	\$0	\$0
SR 46	6	\$12,900,000	\$1,650,877	\$3,794,703	29%	\$9,105,297	\$7,350,000
Project Construction Management	4, 6, 27	\$106,688,511	\$9,281,578	\$67,841,067	64%	\$38,847,444	\$127,592,392
Real Property Acquisition	4, 6	\$172,134,709	\$1,581,497	\$19,967,326	12%	\$152,167,383	\$117,010,559
Environmental Mitigation	6, 27	\$3,299,755	\$250,616	\$383,462	12%	\$2,916,293	\$793,213
Hazardous Waste Provisional Sum	4, 6	\$810,521	\$0	\$0	0%	\$810,521	\$0
Resource Agency	4, 6	\$22,768,065	\$676,325	\$4,352,309	19%	\$18,415,756	\$16,623,614
Third Party Contract Work	4, 6	\$87,347,709	\$4,952,756	\$26,217,272	30%	\$61,130,437	\$52,358,346
Estimated-At-Completion Contingency	4, 6, 10, 27	\$15,420,053	\$0	\$0	0%	\$15,420,053	\$7,004
Project Contingency	4, 6, 10, 27	\$32,739,889	\$0	\$0	0%	\$32,739,889	\$0
Stations (Fresno Station and Fresno Historic Depot)		\$1,500,000	\$23,398	\$23,398	2%	\$1,476,602	\$1,500,000
Trainsets & Facilities		\$0	\$0	\$0	0%	\$0	\$0
Merced Extension (Final Design & ROW)	27	\$10,010,320	\$0	\$0	0%	\$10,010,320	\$10,010,320
Bakersfield Ext. (Final Design, ROW, Civil, & T&S)	27	\$15,010,320	\$0	\$0	0%	\$15,010,320	\$15,010,320
CVS Track Construction	27	\$1,100,000	\$59,269	\$345,426	31%	\$754,574	\$1,100,000
Rail Delivery Partner - Program Delivery Support	6	\$92,080,014	\$8,166,950	\$39,191,618	43%	\$52,888,396	\$60,849,277
Project Management Oversight Continuation	6	\$13,547,655	\$0	\$0	0%	\$13,547,655	\$6,375,532
Early Train Operator	6	\$15,140,758	\$2,003,415	\$6,807,430	45%	\$8,333,328	\$13,465,201
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Legal	6	\$14,002,639	\$485,066	\$3,108,722	22%	\$10,893,917	\$12,439,978
Pre-Construction Activities	6, 7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$2,030,600
TOTAL	1, 2, 27	\$1,499,189,650	\$70,822,168	\$982,490,163	66%	\$516,699,487	\$1,719,550,635

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.
- Design-Build Contract Work, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	January 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, 27	\$7,859,537,741	\$41,690,421	\$5,675,543,617	72%	\$2,183,994,124	\$7,859,537,741
SR 99	4, 4	\$296,100,000	\$0	\$289,900,620	98%	\$6,199,380	\$296,100,000
SR 46	27	\$100,497,997	\$1,650,877	\$11,319,115	11%	\$89,178,882	\$100,497,997
Project Construction Management	4, 27	\$681,527,063	\$9,281,578	\$557,810,426	82%	\$123,716,637	\$681,527,063
Real Property Acquisition	4	\$1,712,083,351	\$1,581,497	\$1,476,895,156	86%	\$235,188,195	\$1,712,083,351
Environmental Mitigation	27	\$152,811,627	\$250,616	\$122,150,319	80%	\$30,661,308	\$152,811,627
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency	4, 27	\$343,800,970	\$676,325	\$70,779,010	21%	\$273,021,960	\$343,800,970
Third Party Contract Work	4, 27	\$531,090,391	\$4,952,756	\$349,169,220	66%	\$181,921,171	\$531,090,391
Estimated-At-Completion Contingency	4, 10, 27	\$438,267,364	\$0	\$0	0%	\$438,267,364	\$438,267,364
Project Contingency	4, 10, 27	\$625,713,007	\$0	\$0	0%	\$625,713,007	\$625,713,007
Stations (Fresno Station and Fresno Historic Depot)	27	\$204,200,000	\$23,398	\$668,493	0%	\$203,531,507	\$204,200,000
Trainsets & Facilities	27	\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
Merced Extension (Final Design & ROW)	27	\$694,323,878	\$0	\$0	0%	\$694,323,878	\$694,323,878
Bakersfield Extension (Final Design, ROW, Civil, & T&S)	27	\$2,304,746,322	\$0	\$0	0%	\$2,304,746,322	\$2,304,746,322
CVS Track Construction	27	\$3,691,750,906	\$59,269	\$447,939	0%	\$3,691,302,967	\$3,691,750,906
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner - Program Delivery Support	27	\$1,095,571,266	\$8,166,950	\$793,544,202	72%	\$302,027,064	\$1,095,571,266
Project Management Oversight Continuation	27	\$182,729,868	\$0	\$0	0%	\$182,729,868	\$182,729,868
Early Train Operator	27	\$114,767,315	\$2,003,415	\$40,842,806	36%	\$73,924,509	\$114,767,315
Legal	4, 27	\$105,460,196	\$485,066	\$49,359,589	47%	\$56,100,607	\$105,460,196
Project Reserve		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency		\$410,229,222	\$0	\$0	0%	\$410,229,222	\$410,229,222
Pre-Construction Activities	7	\$6,386,000	\$0	\$300,000	5%	\$6,086,000	\$6,386,000
TOTAL	1, 2, 27	\$22,853,586,767	\$70,822,168	\$9,523,556,682	42%	\$13,330,030,085	\$22,853,586,767

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, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

Data through January 31, 2024

Percentage of Fiscal Year completed 58.3%

Bookend Projects FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	January Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast (F)
Bookend - North							
PCJPB - Caltrain Electrification	11	\$91,063,908	\$18,223,763	\$18,223,763	20%	\$72,840,145	\$91,063,908
PCJPB - Caltrain Electrification	12	\$0	\$0	\$0	0%	\$0	\$0
San Mateo Grade Separation	12	\$0	\$0	\$0	0%	\$0	\$0
Bookend - North TOTAL		\$91,063,908	\$18,223,763	\$18,223,763	20%	\$72,840,145	\$91,063,908
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$20,000,000	\$0	\$0	0%	\$20,000,000	\$20,000,000
Los Angeles Union Station	6, 11, 13	\$70,380,116	\$0	\$0	0%	\$70,380,116	\$0
Bookend - South TOTAL		\$90,380,116	\$0	\$0	0%	\$90,380,116	\$20,000,000
TOTAL	2	\$181,444,024	\$18,223,763	\$18,223,763	10%	\$163,220,261	\$111,063,908

Footnotes:

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 6 This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- 11 This line is funded with Prop 1A Bookend Bond Funds.
- 12 This line is funded with Cap and Trade Funds.
- 13 The Authority is currently working with LA Metro on finalizing the Project Management and Funding Agreement (PMFA).

Bookend Projects Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	January Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Bookend - North							
PCJPB - Caltrain Electrification	11	\$600,000,000	\$18,223,763	\$527,159,855	87%	\$72,840,145	\$600,000,000
PCJPB - Caltrain Electrification	12	\$113,943,401	\$0	\$113,941,706	100%	\$1,695	\$113,943,401
San Mateo Grade Separation	12	\$84,000,000	\$0	\$83,912,358	100%	\$87,642	\$84,000,000
Bookend - North TOTAL		\$797,943,401	\$18,223,763	\$725,013,919	91%	\$72,929,482	\$797,943,401
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$0	\$37,823,012	49%	\$38,841,988	\$76,665,000
Los Angeles Union Station	11, 13	\$423,335,000	\$0	\$0	0%	\$423,335,000	\$423,335,000
Bookend - South TOTAL		\$500,000,000	\$0	\$37,823,012	8%	\$462,176,988	\$500,000,000
TOTAL	2, 9	\$1,297,943,401	\$18,223,763	\$762,836,931	59%	\$535,106,470	\$1,297,943,401

Footnotes:

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 9 The FY2023-24 budget and forecast has been updated to \$1.825 billion with Board approval in Jul 2023. The Expenditure Authorization amount for each line may differ from prior month's amounts based on the budget changes.
- 11 This line is funded with Prop 1A Bookend Bond Funds.
- 12 This line is funded with Cap and Trade Funds.
- 13 The Authority is currently working with LA Metro on finalizing the Project Management and Funding Agreement (PMFA).

Data through January 31, 2024

Percentage of Fiscal Year completed 58.3%

Construction by Construction Package FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	January 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)
CP1							
Design-Build Contract Work	4, 6, 10	\$346,155,973	\$14,807,871	\$320,189,617	92%	\$25,966,356	\$500,211,961
SR 99		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management	4, 6	\$57,582,246	\$3,867,718	\$26,132,136	45%	\$31,450,110	\$55,213,665
Real Property Acquisition	4, 6	\$71,574,884	\$234,329	\$17,396,897	24%	\$54,177,987	\$40,523,055
Environmental Mitigation	6	\$1,651,488	\$0	\$0	0%	\$1,651,488	\$133,620
Resource Agency	4, 6	\$6,727,742	\$130,713	\$305,183	5%	\$6,422,559	\$4,933,291
Third Party Contract Work	4, 6	\$47,117,498	\$4,462,218	\$17,192,747	36%	\$29,924,751	\$21,047,849
Estimated-At-Completion Contingency	4, 6, 10	\$0	\$0	\$0	0%	\$0	\$0
Project Contingency	4, 6, 10	\$16,274,548	\$0	\$0	0%	\$16,274,548	\$0
CP1 TOTAL		\$547,084,379	\$23,502,849	\$381,216,580	70%	\$165,867,799	\$622,063,441
CP2-3							
Design-Build Contract Work	6	\$423,936,917	\$19,587,269	\$393,425,201	93%	\$30,511,716	\$612,062,569
Project Construction Management	6	\$27,331,700	\$4,100,000	\$26,044,160	95%	\$1,287,540	\$48,633,814
Real Property Acquisition	6	\$80,674,117	\$1,129,742	\$2,207,441	3%	\$78,466,676	\$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	\$0	\$0	0%	\$368,968	\$368,968
Third Party Contract Work	6	\$26,615,219	\$426,389	\$6,306,293	24%	\$20,308,926	\$23,604,844
Estimated-At-Completion Contingency	6	\$14,061,920	\$0	\$0	0%	\$14,061,920	\$0
Project Contingency	6	\$16,137,655	\$0	\$0	0%	\$16,137,655	\$0
CP2-3 TOTAL		\$589,156,496	\$25,243,400	\$427,983,095	73%	\$161,173,401	\$756,485,699
CP4							
Design-Build Contract Work	6, 10	\$108,065,242	\$7,295,281	\$96,842,612	90%	\$11,222,630	\$162,759,749
Project Construction Management	6	\$21,774,565	\$1,313,860	\$15,664,771	71%	\$6,109,794	\$23,744,913
Real Property Acquisition	6	\$19,885,708	\$217,426	\$362,988	2%	\$19,522,720	\$4,702,000
Environmental Mitigation	6	\$1,618,267	\$250,616	\$383,462	24%	\$1,234,805	\$629,593
Hazardous Waste Provisional Sum	4, 6	\$810,521	\$0	\$0	0%	\$810,521	\$0
Resource Agency		\$13,542	\$3,264	\$3,264	24%	\$10,278	\$13,542
Third Party Contract Work	4, 6	\$13,614,992	\$64,149	\$2,718,232	20%	\$10,896,760	\$7,705,653
SR 46	6	\$12,900,000	\$1,650,877	\$3,794,703	29%	\$9,105,297	\$7,350,000
Estimated-At-Completion Contingency	6, 10	\$1,358,133	\$0	\$0	0%	\$1,358,133	\$7,004
Project Contingency	6, 10	\$327,686	\$0	\$0	0%	\$327,686	\$0
CP4 TOTAL		\$180,368,656	\$10,795,473	\$119,770,032	66%	\$60,598,624	\$206,912,454
Track & Systems							
CVS Track Construction		\$1,100,000	\$59,269	\$345,426	31%	\$754,574	\$1,100,000
Trainsets & Facilities		\$0	\$0	\$0	0%	\$0	\$0
Track & Systems TOTAL		\$1,100,000	\$59,269	\$345,426	31%	\$754,574	\$1,100,000
Stations							
Stations (Fresno Station and Fresno Historic Depot)		\$1,500,000	\$23,398	\$23,398	2%	\$1,476,602	\$1,500,000
Stations TOTAL		\$1,500,000	\$23,398	\$23,398	2%	\$1,476,602	\$1,500,000
Extensions							
Merced Extension (Final Design & ROW)	27, 28	\$10,010,320	\$0	\$0	0%	\$10,010,320	\$10,010,320
Bakersfield Ext. (Final Design, ROW, Civil, & T&S)	27, 28	\$15,010,320	\$0	\$0	0%	\$15,010,320	\$15,010,320
Extensions TOTAL		\$25,020,640	\$0	\$0	0%	\$25,020,640	\$25,020,640
System Wide / Unallocated							
Rail Delivery Partner - Program Delivery Support	6	\$92,080,014	\$8,166,950	\$39,191,618	43%	\$52,888,396	\$60,849,277
Project Management Oversight Continuation	6	\$13,547,655	\$0	\$0	0%	\$13,547,655	\$6,375,532
Early Train Operator	6	\$15,140,758	\$2,003,415	\$6,807,430	45%	\$8,333,328	\$13,465,201
Legal	6	\$14,002,639	\$485,066	\$3,108,722	22%	\$10,893,917	\$12,439,978
Resource Agency	4, 6, 27	\$15,657,813	\$542,348	\$4,043,862	26%	\$11,613,951	\$11,307,813
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	6, 7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$2,030,600
System Wide / Unallocated TOTAL		\$154,959,479	\$11,197,779	\$53,151,632	34%	\$101,807,847	\$106,468,401
TOTAL	1, 2, 27	\$1,499,189,650	\$70,822,168	\$982,490,163	66%	\$516,699,487	\$1,719,550,635

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.
- Design-Build Contract Work, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.
- FY2023-24 scope and budget augmented due to 2023 federal grant awards.

Data through January 31, 2024

Percentage of Fiscal Year completed 58.3%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	January Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
CP1							
Design-Build Contract Work	4, 5, 10, 27	\$3,689,008,088	\$14,807,871	\$2,445,185,271	66%	\$1,243,822,817	\$3,689,008,088
SR 99	4	\$296,100,000	\$0	\$289,900,620	98%	\$6,199,380	\$296,100,000
Project Construction Management	4, 27	\$314,413,735	\$3,867,718	\$200,469,546	64%	\$113,944,189	\$314,413,735
Real Property Acquisition	4	\$893,046,917	\$234,329	\$796,047,360	89%	\$96,999,557	\$893,046,917
Environmental Mitigation		\$39,322,003	\$0	\$34,346,177	87%	\$4,975,826	\$39,322,003
Resource Agency	4, 27	\$64,338,293	\$130,713	\$46,031,102	72%	\$18,307,191	\$64,338,293
Third Party Contract Work	4, 27	\$342,969,030	\$4,462,218	\$224,022,349	65%	\$118,946,681	\$342,969,030
Estimated-At-Completion Contingency	4, 10, 27	\$127,606,989	\$0	\$0	0%	\$127,606,989	\$127,606,989
Project Contingency	4, 10, 27	\$276,324,470	\$0	\$0	0%	\$276,324,470	\$276,324,470
CP1 TOTAL		\$6,043,129,525	\$23,502,849	\$4,036,002,425	67%	\$2,007,127,100	\$6,043,129,525
CP2-3							
Design-Build Contract Work	5, 10, 27	\$3,366,849,125	\$19,587,269	\$2,448,936,281	73%	\$917,912,844	\$3,366,849,125
Project Construction Management		\$229,878,055	\$4,100,000	\$228,191,028	99%	\$1,687,027	\$229,878,055
Real Property Acquisition		\$590,770,002	\$1,129,742	\$496,179,780	84%	\$94,590,222	\$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		\$1,283,834	\$0	\$797,304	62%	\$486,530	\$1,283,834
Third Party Contract Work		\$142,128,867	\$426,389	\$90,605,043	64%	\$51,523,824	\$142,128,867
Estimated-At-Completion Contingency	10	\$308,307,515	\$0	\$0	0%	\$308,307,515	\$308,307,515
Project Contingency	10, 27	\$290,352,436	\$0	\$0	0%	\$290,352,436	\$290,352,436
CP2-3 TOTAL		\$5,001,658,535	\$25,243,400	\$3,320,773,424	66%	\$1,680,885,111	\$5,001,658,535
CP4							
Design-Build Contract Work	5, 10	\$803,680,528	\$7,295,281	\$781,422,065	97%	\$22,258,463	\$803,680,528
Project Construction Management		\$137,235,273	\$1,313,860	\$129,149,852	94%	\$8,085,421	\$137,235,273
Real Property Acquisition		\$228,266,432	\$217,426	\$184,668,016	81%	\$43,598,416	\$228,266,432
Environmental Mitigation		\$41,400,923	\$250,616	\$31,740,154	77%	\$9,660,769	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$646,460	\$3,264	\$322,110	50%	\$324,350	\$646,460
Third Party Contract Work		\$45,992,494	\$64,149	\$34,541,828	75%	\$11,450,666	\$45,992,494
SR 46	27	\$100,497,997	\$1,650,877	\$11,319,115	11%	\$89,178,882	\$100,497,997
Estimated-At-Completion Contingency	10	\$2,352,860	\$0	\$0	0%	\$2,352,860	\$2,352,860
Project Contingency	10, 27	\$59,036,101	\$0	\$0	0%	\$59,036,101	\$59,036,101
CP4 TOTAL		\$1,425,339,068	\$10,795,473	\$1,173,163,140	82%	\$252,175,928	\$1,425,339,068
Track & Systems							
CVS Track Construction	27	\$3,691,750,906	\$59,269	\$447,939	0%	\$3,691,302,967	\$3,691,750,906
Trainsets & Facilities	27	\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
Track & Systems TOTAL		\$4,748,396,658	\$59,269	\$447,939	0%	\$4,747,948,719	\$4,748,396,658
Stations							
Stations (Fresno Station and Fresno Historic Depot)	27	\$204,200,000	\$23,398	\$668,493	0%	\$203,531,507	\$204,200,000
Stations TOTAL		\$204,200,000	\$23,398	\$668,493	0%	\$203,531,507	\$204,200,000
Extensions							
Merced Extension (Final Design & ROW)	27	\$694,323,878	\$0	\$0	0%	\$694,323,878	\$694,323,878
Bakersfield Ext. (Final Design, ROW, Civil, & T&S)	27	\$2,304,746,322	\$0	\$0	0%	\$2,304,746,322	\$2,304,746,322
Extensions TOTAL		\$2,999,070,200	\$0	\$0	0%	\$2,999,070,200	\$2,999,070,200
System Wide / Extensions / Unallocated							
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	27	\$1,095,571,266	\$8,166,950	\$793,544,202	72%	\$302,027,064	\$1,095,571,266
Project Management Oversight Continuation	27	\$182,729,868	\$0	\$0	0%	\$182,729,868	\$182,729,868
Early Train Operator	27	\$114,767,315	\$2,003,415	\$40,842,806	36%	\$73,924,509	\$114,767,315
Legal	27	\$105,460,196	\$485,066	\$49,359,589	47%	\$56,100,607	\$105,460,196
Resource Agency	4, 27	\$277,532,383	\$542,348	\$23,628,494	9%	\$253,903,889	\$277,532,383
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
System Wide / Unallocated TOTAL		\$2,431,792,781	\$11,197,779	\$992,501,261	41%	\$1,439,291,520	\$2,431,792,781
TOTAL	1, 2, 27	\$22,853,586,767	\$70,822,168	\$9,523,556,682	42%	\$13,330,030,085	\$22,853,586,767

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 of 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, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

Data through January 31, 2024

Percentage of Fiscal Year completed 58.3%

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

Program to Date	Notes	Total Expenditure Authorization (A)	January Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	4, 5, 10, 27	\$3,689,008,088	\$14,807,871	\$2,445,185,271	\$1,243,822,817
SR 99	4	\$296,100,000	\$0	\$289,900,620	\$6,199,380
Project Construction Management	4, 27	\$314,413,735	\$3,867,718	\$200,469,546	\$113,944,189
Real Property Acquisition	4	\$893,046,917	\$234,329	\$796,047,360	\$96,999,557
Environmental Mitigation		\$39,322,003	\$0	\$34,346,177	\$4,975,826
Resource Agency	4, 27	\$64,338,293	\$130,713	\$46,031,102	\$18,307,191
Third Party Contract Work	4, 27	\$342,969,030	\$4,462,218	\$224,022,349	\$118,946,681
Estimated-At-Completion Contingency	4, 10, 27	\$127,606,989	\$0	\$0	\$127,606,989
Project Contingency	4, 10, 27	\$276,324,470	\$0	\$0	\$276,324,470
CP1 TOTAL		\$6,043,129,525	\$23,502,849	\$4,036,002,425	\$2,007,127,100
CP2-3					
Design-Build Contract Work	5, 10, 27	\$3,366,849,125	\$19,587,269	\$2,448,936,281	\$917,912,844
Project Construction Management		\$229,878,055	\$4,100,000	\$228,191,028	\$1,687,027
Real Property Acquisition		\$590,770,002	\$1,129,742	\$496,179,780	\$94,590,222
Environmental Mitigation		\$72,088,701	\$0	\$56,063,988	\$16,024,713
Hazardous Waste Provisional Sum		\$0	\$0	\$0	\$0
Resource Agency		\$1,283,834	\$0	\$797,304	\$486,530
Third Party Contract Work		\$142,128,867	\$426,389	\$90,605,043	\$51,523,824
Estimated-At-Completion Contingency	10	\$308,307,515	\$0	\$0	\$308,307,515
Project Contingency	10, 27	\$290,352,436	\$0	\$0	\$290,352,436
CP2-3 TOTAL		\$5,001,658,535	\$25,243,400	\$3,320,773,424	\$1,680,885,111
CP4					
Design-Build Contract Work	5, 10	\$803,680,528	\$7,295,281	\$781,422,065	\$22,258,463
Project Construction Management		\$137,235,273	\$1,313,860	\$129,149,852	\$8,085,421
Real Property Acquisition		\$228,266,432	\$217,426	\$184,668,016	\$43,598,416
Environmental Mitigation		\$41,400,923	\$250,616	\$31,740,154	\$9,660,769
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$646,460	\$3,264	\$322,110	\$324,350
Third Party Contract Work		\$45,992,494	\$64,149	\$34,541,828	\$11,450,666
SR 46	27	\$100,497,997	\$1,650,877	\$11,319,115	\$89,178,882
Estimated-At-Completion Contingency	10	\$2,352,860	\$0	\$0	\$2,352,860
Project Contingency	10, 27	\$59,036,101	\$0	\$0	\$59,036,101
CP4 TOTAL		\$1,425,339,068	\$10,795,473	\$1,173,163,140	\$252,175,928
Track & Systems					
Construction	27	\$3,691,750,906	\$59,269	\$447,939	\$3,691,302,967
Facilities (Trainset Certification Facility)	27	\$77,645,752	\$0	\$0	\$77,645,752
Track & Systems TOTAL		\$3,769,396,658	\$59,269	\$447,939	\$3,768,948,719
Stations					
Stations (Fresno Station and Fresno Historic Depot)	27	\$204,200,000	\$23,398	\$668,493	\$203,531,507
Station Area Planning		\$2,104,333	\$0	\$1,894,811	\$209,522
Stations TOTAL		\$206,304,333	\$23,398	\$2,563,304	\$203,741,029
Central Valley's Project Wide allocation					
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	27	\$694,951,970	\$1,205,069	\$628,881,757	\$66,070,213
Early Train Operator	27	\$116,339,006	\$2,003,415	\$42,414,498	\$73,924,508
Legal	27	\$137,275,016	\$126,779	\$49,755,950	\$87,519,066
Resource Agency	4, 27	\$238,877,819	\$337,756	\$129,385,637	\$109,492,182
Project Wide TOTAL		\$1,389,037,545	\$3,673,019	\$1,052,031,576	\$337,005,969
TOTAL	1, 2, 27	\$17,834,865,664	\$63,297,408	\$9,584,981,808	\$8,249,883,856

Footnotes:

- 1 Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 4 This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- 5 DB expenditures include procurement contract stipends and as a result produce a difference with the CVSR (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).
- 10 Design-Build Contract Work, Project Contingency, Estimated-At-Completion Contingency, and Hazardous Waste Provisional Sum budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- 27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.

Data through January 31, 2024

Percentage of Fiscal Year completed 58.3%

Contingency Summary Program to Date

Program to Date	Notes	Contingency Budget (A)	Cumulative Authorized Contingency (B)	HSR Governance Actions (C)	Remaining Contingency Balance (D) = (A - B - C)	% Remaining Contingency (E) = (D / A)
CP1 EAC Contingency		\$1,094,158,337	\$883,258,133	\$83,293,215	\$127,606,989	12%
CP1 Project Contingency	27	\$1,759,271,740	\$1,396,739,610	\$86,207,661	\$276,324,470	16%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP2-3 EAC Contingency		\$1,041,828,422	\$733,520,907	\$0	\$308,307,515	30%
CP2-3 Project Contingency	27	\$1,641,435,462	\$1,351,083,026	\$0	\$290,352,436	18%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$89,596,714	\$87,243,854	\$0	\$2,352,860	3%
CP4 Project Contingency	27	\$442,153,915	\$383,117,814	\$0	\$59,036,101	13%
Track & Systems Project Contingency	27	\$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	27	\$107,025,385	\$17,906,501	\$0	\$89,118,884	83%
Program Management Contingency	27	\$112,905,790	\$70,009,488	\$0	\$42,896,302	38%
Project Development Contingency	27	\$106,567,217	\$55,948,710	\$1,346,000	\$49,272,507	46%
TOTAL	14, 15, 16, 27, 29	\$7,451,216,432	\$5,166,898,752	\$170,846,876	\$2,113,470,804	28%
Offsetting Categories						
CP1 Design-Build Contract Work			\$2,075,314,173	\$62,500,000		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$152,833,223	\$91,871,623		
CP1 Real Property Acquisition			\$56,925,733	\$0		
CP1 Resource Agency			\$2,015,691	\$129,253		
CP1 Third Party Contract Work			\$22,892,243	\$15,000,000		
CP2-3 Design-Build Contract Work			\$1,917,508,028	\$0		
CP2-3 Project Construction Management			\$151,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,743,688	\$0		
CP2-3 Resource Agency			\$92,747	\$0		
CP2-3 Third Party Contract Work			\$47,508,517	\$0		
CP4 Design-Build Contract Work			\$347,041,081	\$0		
CP4 Project Construction Management			\$90,291,257	\$0		
CP4 Real Property Acquisition			\$42,288,954	\$0		
CP4 SR46			\$18,011,386	\$0		
CP4 Third Party Contract Work			\$669,631	\$0		
Track & Systems DB			\$1,801,789	\$0		
Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Resource Agency - Construction			\$2,785,000	\$0		
Interim Use			\$53,856,392	\$0		
San Francisco - San Jose			\$3,010,387	\$0		
Bakersfield - Palmdale			\$3,900,522	\$0		
Palmdale - Burbank			\$16,478,271	\$0		
Los Angeles - Anaheim			\$11,216,524	\$0		
Merced Extension - Design Advancement			\$4,859,021	\$300,000		
Bakersfield Extension - Design Advancement			\$4,499,021	\$1,046,000		
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		
Offsetting Categories TOTAL			\$5,166,898,752	\$170,846,876		

Footnotes:

- 14 Allocated Contingency Budget is the total contingency since the May 2019 approval of the Program Baseline Budget.
- 15 Cumulative Authorized Contingency is the total amount of contingency transfers that have been executed, excluding current month HSR Governance Actions.
- 16 HSR Governance Actions - Governance approvals which have been authorized during the current month.
- 27 The Board approved a new Expenditure Authorization of \$26.094B at the January 18, 2024 meeting.
- 29 Contingency associated with 2023 federal grant awards is not included above, and will be added after grant agreements are in place.

