

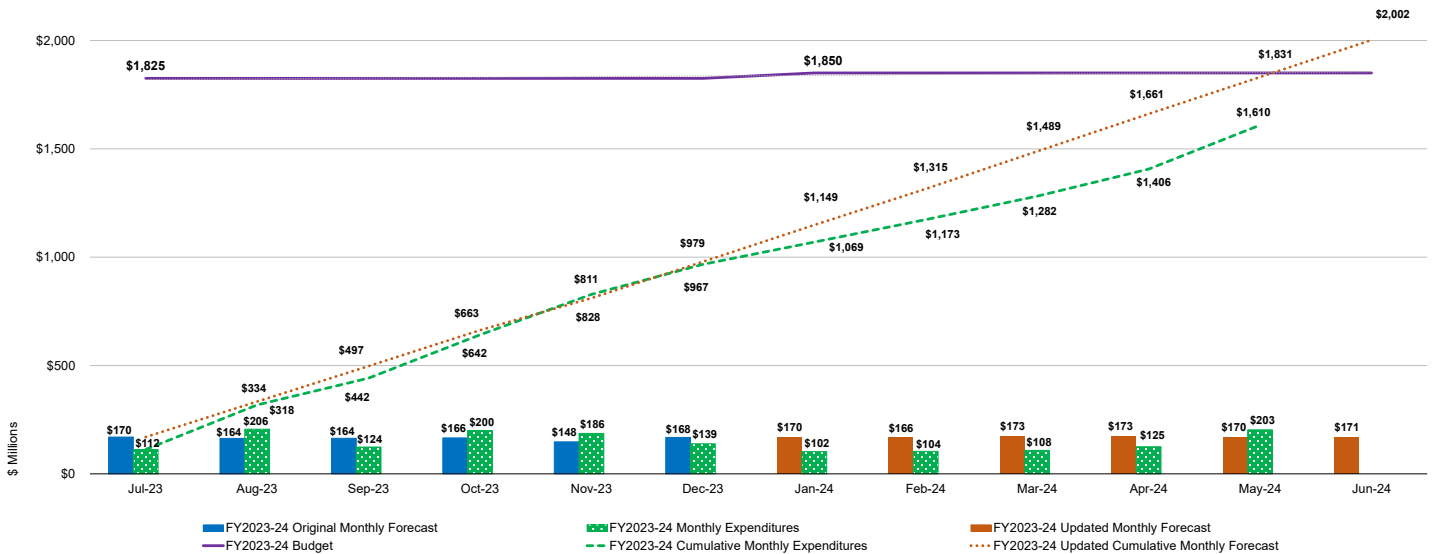
Data through May 31, 2024

Percentage of Fiscal Year completed 91.7%

Budget Summary FY2023-24

FY2023-24	Notes	Appropriation	FY2023-24 Budget (A)	May Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast (F)
Project Development								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3, 4	\$844,071,559	\$168,208,906	\$7,624,734	\$99,381,037	59%	\$68,827,869	\$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)	6	\$25,000,000	\$6,998,457	\$1,191,409	\$5,706,554	82%	\$1,291,903	\$13,385,319
Project Development TOTAL		\$1,942,094,834	\$175,207,363	\$8,816,143	\$105,087,591	60%	\$70,119,772	\$171,542,720
Construction								
Bond Fund (Prop 1A)	4, 6	\$6,809,076,000	\$1,431,508,711	\$175,222,261	\$1,366,701,890	95%	\$64,806,821	\$1,576,906,749
Cap and Trade	3, 4	\$12,469,532,515	\$178,397,143	\$11,299,893	\$107,310,056	60%	\$71,087,087	\$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)		\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (Federal State Partnership)	28	\$3,073,600,000	\$19,020,640	\$0	\$0	0%	\$19,020,640	\$19,020,640
Federal Trust Grant (CRISI Shafter Grade Separations)	28	\$201,946,942	\$6,000,000	\$0	\$0	0%	\$6,000,000	\$6,000,000
Federal Trust Grant (RAISE Fresno Historic Depot)		\$20,000,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Grant (Corridor ID)		\$500,000	\$0	\$0	\$0	0%	\$0	\$0
Construction TOTAL		\$25,614,245,792	\$1,634,926,494	\$186,522,154	\$1,474,011,946	90%	\$160,914,548	\$1,719,550,635
SUBTOTAL		\$27,556,340,626	\$1,810,133,857	\$195,338,297	\$1,579,099,537	87%	\$231,034,320	\$1,891,093,355
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I	4, 6	\$1,100,000,000	\$40,144,911	\$7,680,957	\$30,406,739	76%	\$9,738,172	\$111,063,908
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
Bookend Projects TOTAL		\$1,297,943,401	\$40,144,911	\$7,680,957	\$30,406,739	76%	\$9,738,172	\$111,063,908
TOTAL	1, 2	\$28,854,284,027	\$1,850,278,768	\$203,019,254	\$1,609,506,276	87%	\$240,772,492	\$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).
- 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.
- FY2023-24 scope and budget augmented due to 2023 federal grant awards.

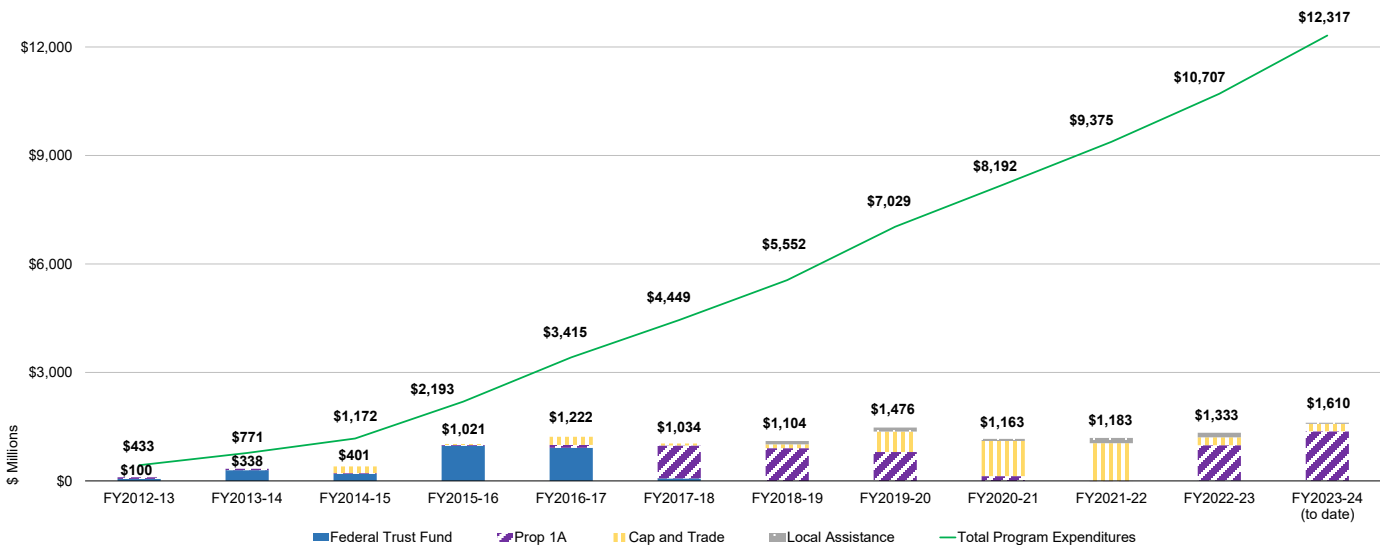
Data through May 31, 2024

Percentage of Fiscal Year completed 91.7%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	May 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	3, 4	\$844,071,559	\$849,633,828	\$7,624,734	\$447,852,170	53%	\$401,781,658	\$849,633,828
Federal Trust Fund (ARRA)		\$465,585,896	\$465,578,058	\$0	\$465,578,058	100%	\$0	\$465,578,058
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$600,000	\$0	\$556,599	93%	\$43,401	\$600,000
Federal Trust Grant (RAISE Merced Extension)		\$25,000,000	\$25,000,000	\$1,191,409	\$12,707,780	51%	\$12,292,220	\$25,000,000
Project Development TOTAL		\$1,942,094,834	\$1,947,649,265	\$8,816,143	\$1,533,531,986	79%	\$414,117,279	\$1,947,649,265
Construction								
Bond Fund (Prop 1A)		\$6,809,076,000	\$6,809,076,000	\$175,222,261	\$4,954,843,433	73%	\$1,854,232,567	\$6,809,076,000
Cap and Trade	3, 4	\$12,469,532,515	\$9,710,469,952	\$11,299,893	\$2,982,115,214	31%	\$6,728,354,738	\$9,710,469,952
Federal Trust Fund (ARRA)	19	\$2,086,970,335	\$2,079,806,252	\$0	\$2,079,806,252	100%	\$0	\$2,079,806,252
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Grant (RAISE SR-46)		\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Federal Trust Grant (Federal State Partnership)		\$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 Separations)		\$201,946,942	\$201,946,942	\$0	\$0	0%	\$201,946,942	\$201,946,942
Federal Trust Grant (RAISE Fresno Historic Depot)		\$20,000,000	\$20,000,000	\$0	\$0	0%	\$20,000,000	\$20,000,000
Federal Trust Grant (Corridor ID)		\$500,000	\$500,000	\$0	\$0	0%	\$500,000	\$500,000
Construction TOTAL		\$25,614,245,792	\$22,848,019,146	\$186,522,154	\$10,016,764,899	44%	\$12,831,254,247	\$22,848,019,146
SUBTOTAL		\$27,556,340,626	\$24,795,668,411	\$195,338,297	\$11,550,296,885	47%	\$13,245,371,526	\$24,795,668,411
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$7,680,957	\$568,816,489	52%	\$531,183,511	\$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	\$7,680,957	\$766,670,553	59%	\$531,272,848	\$1,297,943,401
TOTAL	1, 2	\$28,854,284,027	\$26,093,611,812	\$203,019,254	\$12,316,967,438	47%	\$13,776,644,374	\$26,093,611,812

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).
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- This line reflects ARRA expenditure refunds processed through May 2024 for prior year approved invoices.

Data through May 31, 2024

Percentage of Fiscal Year completed 91.7%

Project Development - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	May 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	\$6,326	\$517,053	21%	\$1,890,087	\$2,407,140
San Jose - Merced		\$506,266	\$55,509	\$248,839	49%	\$257,427	\$506,266
Bakersfield - Palmdale	6	\$703,158	\$0	\$164,853	23%	\$538,305	\$1,333,846
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank	6	\$6,366,338	\$695,868	\$5,956,543	94%	\$409,795	\$4,644,909
Burbank - Los Angeles		\$150,000	\$0	\$10,049	7%	\$139,951	\$150,000
Los Angeles - Anaheim	4, 6	\$8,384,008	\$847,188	\$5,973,436	71%	\$2,410,572	\$5,257,162
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4, 6	\$32,505,598	\$904,235	\$5,285,654	16%	\$27,219,944	\$23,175,768
Legal	6	\$4,720,201	\$301,676	\$2,014,383	43%	\$2,705,818	\$4,654,073
SCI/SAP	6	\$3,355,597	\$262,695	\$1,985,150	59%	\$1,370,447	\$1,497,302
Merced Extension - Design Advancement	6	\$35,991,354	\$3,214,116	\$27,714,701	77%	\$8,276,653	\$39,920,115
Bakersfield Extension - Design Advancement	6	\$29,389,898	\$1,228,248	\$16,378,580	56%	\$13,011,318	\$21,454,100
Central Valley Stations - Design Advancement	6	\$17,160,422	\$700,000	\$13,025,105	76%	\$4,135,317	\$19,909,604
NorCal Interconnections		\$1,080,000	\$34,546	\$228,036	21%	\$851,964	\$1,080,000
Rail Delivery Partner - Program Delivery Support	4, 6	\$32,487,383	\$565,736	\$25,585,209	79%	\$6,902,174	\$45,552,435
TOTAL	1, 2	\$175,207,363	\$8,816,143	\$105,087,591	60%	\$70,119,772	\$171,542,720

Footnotes:

- 1 Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 4 This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- 6 This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.

Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	May 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		\$47,683,109	\$6,326	\$45,321,251	95%	\$2,361,858	\$47,683,109
San Jose - Merced		\$108,915,527	\$55,509	\$103,707,449	95%	\$5,208,078	\$108,915,527
Merced - Fresno		\$63,571,884	\$0	\$63,571,884	100%	\$0	\$63,571,884
Fresno - Bakersfield		\$151,326,513	\$0	\$151,326,513	100%	\$0	\$151,326,513
Bakersfield - Palmdale		\$58,781,129	\$0	\$58,063,085	99%	\$718,044	\$58,781,129
Locally Generated Alternative (LGA)		\$17,937,974	\$0	\$17,927,450	100%	\$10,524	\$17,937,974
Palmdale - Burbank		\$151,969,677	\$695,868	\$145,771,914	96%	\$6,197,763	\$151,969,677
Burbank - Los Angeles		\$32,898,465	\$0	\$32,571,491	99%	\$326,974	\$32,898,465
Los Angeles - Anaheim		\$106,223,193	\$847,188	\$80,421,475	76%	\$25,801,718	\$106,223,193
Central Valley Wye		\$58,522,646	\$0	\$58,180,022	99%	\$342,624	\$58,522,646
Resource Agency		\$398,056,247	\$904,235	\$225,865,448	57%	\$172,190,799	\$398,056,247
Legal		\$66,135,123	\$301,676	\$45,699,227	69%	\$20,435,896	\$66,135,123
SCI/SAP		\$28,666,486	\$262,695	\$15,368,001	54%	\$13,298,485	\$28,666,486
Merced Extension - Design Advancement		\$64,079,561	\$3,214,116	\$39,667,891	62%	\$24,411,670	\$64,079,561
Bakersfield Extension - Design Advancement		\$56,726,747	\$1,228,248	\$25,535,169	45%	\$31,191,578	\$56,726,747
Central Valley Stations - Design Advancement		\$50,222,973	\$700,000	\$14,823,125	30%	\$35,399,848	\$50,222,973
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$34,546	\$237,688	12%	\$1,721,312	\$1,959,000
Early Train Operator		\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
Rail Delivery Partner - Program Delivery Support	4	\$439,340,735	\$565,736	\$364,840,627	83%	\$74,500,108	\$439,340,735
Phase I TOTAL		\$1,905,266,552	\$8,816,143	\$1,491,149,273	78%	\$414,117,279	\$1,905,266,552
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	\$1,947,649,265	\$8,816,143	\$1,533,531,986	79%	\$414,117,279	\$1,947,649,265

Footnotes:

- 1 Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 4 This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.

Data through May 31, 2024

Percentage of Fiscal Year completed 91.7%

Construction - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	May 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, 30	\$1,110,970,337	\$144,429,489	\$1,164,827,970	105%	(\$53,857,633)	\$1,275,034,279
SR 99		\$0	\$0	\$0	0%	\$0	\$0
SR 46		\$11,621,980	\$1,806,730	\$7,507,846	65%	\$4,114,134	\$7,350,000
Project Construction Management	6	\$128,229,998	\$10,932,061	\$109,626,366	85%	\$18,603,632	\$127,592,392
Real Property Acquisition	4, 6	\$116,100,397	\$14,353,544	\$53,809,251	46%	\$62,291,146	\$117,010,559
Environmental Mitigation	4, 6	\$1,955,557	\$10,626	\$502,955	26%	\$1,452,602	\$793,213
Hazardous Waste Provisional Sum	4, 6, 10	\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4, 6	\$21,676,869	\$1,243,701	\$7,997,002	37%	\$13,679,867	\$16,598,614
Third Party Contract Work	4, 6	\$67,983,673	\$4,674,114	\$37,602,116	55%	\$30,381,557	\$52,358,346
Estimated-At-Completion Contingency	4, 6, 10	\$1,288,601	\$0	\$0	0%	\$1,288,601	\$7,004
Project Contingency	4, 6, 10	\$12,598,430	\$0	\$0	0%	\$12,598,430	\$0
Stations (Fresno Station and Fresno Historic Depot)		\$1,500,000	\$30,824	\$193,836	13%	\$1,306,164	\$1,500,000
Trainsets & Facilities		\$0	\$0	\$0	0%	\$0	\$0
Merced Extension (Final Design & ROW)		\$10,035,320	\$0	\$0	0%	\$10,035,320	\$10,035,320
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$15,010,320	\$0	\$35,018	0%	\$14,975,302	\$15,010,320
CVS Track Construction		\$1,100,000	\$92,017	\$689,839	63%	\$410,161	\$1,100,000
Rail Delivery Partner - Program Delivery Support	4, 6	\$87,133,360	\$8,107,854	\$75,652,087	87%	\$11,481,273	\$60,849,277
Project Management Oversight Continuation		\$14,047,655	\$0	\$0	0%	\$14,047,655	\$6,375,532
Early Train Operator	21	\$15,140,758	(\$55,569)	\$10,083,789	67%	\$5,056,969	\$13,465,201
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Legal		\$14,002,639	\$896,763	\$5,483,871	39%	\$8,518,768	\$12,439,978
Pre-Construction Activities	6, 7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$2,030,600
TOTAL	1, 2	\$1,634,926,494	\$186,522,154	\$1,474,011,946	90%	\$160,914,548	\$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, Hazardous Waste Provisional Sum, Estimated-At-Completion Contingency, and Project Contingency budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.
- Current month negative remaining budget balances are a result of an accrual for anticipated invoices to be submitted. Budget for this line is expected to increase once internal governance approvals are finalized.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	May 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	\$7,971,545,718	\$144,429,489	\$6,029,914,157	76%	\$1,941,631,561	\$7,971,545,718
SR 99		\$296,100,000	\$0	\$289,900,620	98%	\$6,199,380	\$296,100,000
SR 46		\$100,497,997	\$1,806,730	\$15,408,275	15%	\$85,089,722	\$100,497,997
Project Construction Management		\$757,927,063	\$10,932,061	\$600,433,783	79%	\$157,493,280	\$757,927,063
Real Property Acquisition		\$1,712,083,351	\$14,353,544	\$1,510,506,569	88%	\$201,576,782	\$1,712,083,351
Environmental Mitigation		\$152,811,627	\$10,626	\$122,267,712	80%	\$30,543,915	\$152,811,627
Hazardous Waste Provisional Sum	10	\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Resource Agency	4	\$343,820,617	\$1,243,701	\$74,019,673	22%	\$269,800,944	\$343,820,617
Third Party Contract Work	4	\$567,149,121	\$4,674,114	\$358,710,058	63%	\$208,439,063	\$567,149,121
Estimated-At-Completion Contingency	4, 10	\$324,574,803	\$0	\$0	0%	\$324,574,803	\$324,574,803
Project Contingency	4, 10	\$537,175,372	\$0	\$0	0%	\$537,175,372	\$537,175,372
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$30,824	\$838,931	0%	\$203,361,069	\$204,200,000
Trainsets & Facilities		\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
Merced Extension (Final Design & ROW)		\$694,348,878	\$0	\$0	0%	\$694,348,878	\$694,348,878
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,304,746,322	\$0	\$35,018	0%	\$2,304,711,304	\$2,304,746,322
CVS Track Construction	4	\$3,674,194,396	\$92,017	\$792,352	0%	\$3,673,402,044	\$3,674,194,396
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner - Program Delivery Support	4	\$1,090,759,688	\$8,107,854	\$832,977,272	76%	\$257,782,416	\$1,090,759,688
Project Management Oversight Continuation		\$181,979,177	\$0	\$0	0%	\$181,979,177	\$181,979,177
Early Train Operator	21	\$114,767,315	(\$55,569)	\$44,119,165	38%	\$70,648,150	\$114,767,315
Legal		\$105,460,196	\$896,763	\$51,715,144	49%	\$53,745,052	\$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	\$22,848,019,146	\$186,522,154	\$10,016,764,899	44%	\$12,831,254,247	\$22,848,019,146

Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- DB expenditures include procurement contract stipends and as a result produce a difference with the CVSR (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Hazardous Waste Provisional Sum, Estimated-At-Completion Contingency, and Project Contingency budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through May 31, 2024

Percentage of Fiscal Year completed 91.7%

Bookend Projects FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	May 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	4, 6, 11, 30	\$20,144,911	\$7,680,957	\$30,406,739	151%	(\$10,261,828)	\$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		\$20,144,911	\$7,680,957	\$30,406,739	151%	(\$10,261,828)	\$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	4, 6, 11, 13	\$0	\$0	\$0	0%	\$0	\$0
Bookend - South TOTAL		\$20,000,000	\$0	\$0	0%	\$20,000,000	\$20,000,000
TOTAL	2	\$40,144,911	\$7,680,957	\$30,406,739	76%	\$9,738,172	\$111,063,908

Footnotes:

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 4 This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- 6 This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- 11 This line 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).
- 30 Current month negative remaining budget balances are a result of an accrual for anticipated invoices to be submitted. Budget for this line is expected to increase once internal governance approvals are finalized.

Bookend Projects Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	May 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	\$7,680,957	\$539,157,065	90%	\$60,842,935	\$600,000,000
PCJPB - Caltrain Electrification	12	\$113,943,401	\$0	\$113,941,706	100%	\$1,695	\$113,943,401
San Mateo Grade Separation	12	\$84,000,000	\$0	\$83,912,358	100%	\$87,642	\$84,000,000
Bookend - North TOTAL		\$797,943,401	\$7,680,957	\$737,011,129	92%	\$60,932,272	\$797,943,401
Bookend - South							
Rosecrans/Marquardt Grade Separation	11	\$76,665,000	\$0	\$29,659,424	39%	\$47,005,576	\$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	\$29,659,424	6%	\$470,340,576	\$500,000,000
TOTAL	2	\$1,297,943,401	\$7,680,957	\$766,670,553	59%	\$531,272,848	\$1,297,943,401

Footnotes:

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 11 This line 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 May 31, 2024

Percentage of Fiscal Year completed 91.7%

Construction by Construction Package FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	May 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	\$444,736,944	\$42,279,132	\$433,023,027	97%	\$11,713,917	\$500,211,961
SR 99		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management	6	\$57,582,246	\$5,463,425	\$47,244,402	82%	\$10,337,844	\$55,213,665
Real Property Acquisition	4, 6	\$29,943,822	\$168,949	\$17,900,414	60%	\$12,043,408	\$40,523,055
Environmental Mitigation	4, 6	\$1,295,964	\$0	\$76,000	6%	\$1,219,964	\$133,620
Resource Agency	6	\$6,777,161	\$0	\$477,840	7%	\$6,299,321	\$4,933,291
Third Party Contract Work	4, 6	\$33,705,419	\$1,920,386	\$21,461,812	64%	\$12,243,607	\$21,047,849
Estimated-At-Completion Contingency	6	\$0	\$0	\$0	0%	\$0	\$0
Project Contingency	4, 6	\$1,939,146	\$0	\$0	0%	\$1,939,146	\$0
CP1 TOTAL		\$575,980,702	\$49,831,892	\$520,183,495	90%	\$55,797,207	\$622,063,441
CP2-3							
Design-Build Contract Work	4, 6, 30	\$531,108,621	\$92,413,035	\$600,127,030	113%	(\$69,018,409)	\$612,062,569
Project Construction Management	6	\$47,995,167	\$3,848,745	\$42,621,876	89%	\$5,373,291	\$48,633,814
Real Property Acquisition	4, 6	\$74,331,993	\$14,146,668	\$35,113,714	47%	\$39,218,279	\$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	\$42,118	11%	\$326,850	\$368,968
Third Party Contract Work	4, 6	\$20,663,262	\$1,919,627	\$11,309,286	55%	\$9,353,976	\$23,604,844
Estimated-At-Completion Contingency	6	\$1,288,601	\$0	\$0	0%	\$1,288,601	\$0
Project Contingency	4, 6	\$750,000	\$0	\$0	0%	\$750,000	\$0
CP2-3 TOTAL		\$676,536,612	\$112,328,075	\$689,214,024	102%	(\$12,677,412)	\$756,485,699
CP4							
Design-Build Contract Work	4, 6	\$135,124,772	\$9,737,322	\$131,677,913	97%	\$3,446,859	\$162,759,749
Project Construction Management	6	\$22,652,585	\$1,619,891	\$19,760,088	87%	\$2,892,497	\$23,744,913
Real Property Acquisition	4, 6	\$11,824,582	\$37,927	\$795,123	7%	\$11,029,459	\$4,702,000
Environmental Mitigation	4, 6	\$629,593	\$10,626	\$426,955	68%	\$202,638	\$629,593
Hazardous Waste Provisional Sum	4, 6	\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$13,542	\$0	\$3,264	24%	\$10,278	\$13,542
Third Party Contract Work	6	\$13,614,992	\$834,101	\$4,831,018	35%	\$8,783,974	\$7,705,653
SR 46	6	\$11,621,980	\$1,806,730	\$7,507,846	65%	\$4,114,134	\$7,350,000
Estimated-At-Completion Contingency	4, 6	\$0	\$0	\$0	0%	\$0	\$7,004
Project Contingency	4, 6	\$9,909,284	\$0	\$0	0%	\$9,909,284	\$0
CP4 TOTAL		\$205,391,330	\$14,046,597	\$165,002,207	80%	\$40,389,123	\$206,912,454
Track & Systems							
CVS Track Construction		\$1,100,000	\$92,017	\$689,839	63%	\$410,161	\$1,100,000
Trainsets & Facilities		\$0	\$0	\$0	0%	\$0	\$0
Track & Systems TOTAL		\$1,100,000	\$92,017	\$689,839	63%	\$410,161	\$1,100,000
Stations							
Stations (Fresno Station and Fresno Historic Depot)		\$1,500,000	\$30,824	\$193,836	13%	\$1,306,164	\$1,500,000
Stations TOTAL		\$1,500,000	\$30,824	\$193,836	13%	\$1,306,164	\$1,500,000
Extensions							
Merced Extension (Final Design & ROW)	28	\$10,035,320	\$0	\$0	0%	\$10,035,320	\$10,035,320
Bakersfield Extension (Final Design, ROW, Civil, & T&S)	28	\$15,010,320	\$0	\$35,018	0%	\$14,975,302	\$15,010,320
Extensions TOTAL		\$25,045,640	\$0	\$35,018	0%	\$25,010,622	\$25,045,640
System Wide / Unallocated							
Rail Delivery Partner - Program Delivery Support	4, 6	\$87,133,360	\$8,107,854	\$75,652,087	87%	\$11,481,273	\$60,849,277
Project Management Oversight Continuation	4, 6	\$14,047,655	\$0	\$0	0%	\$14,047,655	\$6,375,532
Early Train Operator	6, 21	\$15,140,758	(\$55,569)	\$10,083,789	67%	\$5,056,969	\$13,465,201
Legal	6	\$14,002,639	\$896,763	\$5,483,871	39%	\$8,518,768	\$12,439,978
Resource Agency	4, 6	\$14,517,198	\$1,243,701	\$7,473,780	51%	\$7,043,418	\$11,282,813
Project Reserve		\$0	\$0	\$0	0%	\$0	\$0
Interim Use		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Pre-Construction Activities	6, 7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$2,030,600
System Wide / Unallocated TOTAL		\$149,372,210	\$10,192,749	\$98,693,527	66%	\$50,678,683	\$106,443,401
TOTAL	1, 2	\$1,634,926,494	\$186,522,154	\$1,474,011,946	90%	\$160,914,548	\$1,719,550,635

Footnotes:

- 1 Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 4 This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- 6 This line reflects a FY2023-24 mid-year forecast adjustment. Any forecast exceeding the Fiscal Year Budget requires governance review and approval.
- 7 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 21 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.
- 28 FY2023-24 scope and budget augmented due to 2023 federal grant awards.
- 30 Current month negative remaining budget balances are a result of an accrual for anticipated invoices to be submitted. Budget for this line is expected to increase once internal governance approvals are finalized.

Data through May 31, 2024

Percentage of Fiscal Year completed 91.7%

Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	May 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	5, 10	\$3,718,088,929	\$42,279,132	\$2,558,018,681	69%	\$1,160,070,248	\$3,718,088,929
SR 99		\$296,100,000	\$0	\$289,900,620	98%	\$6,199,380	\$296,100,000
Project Construction Management		\$314,413,735	\$5,463,425	\$221,367,555	70%	\$93,046,180	\$314,413,735
Real Property Acquisition		\$893,046,917	\$168,949	\$796,316,312	89%	\$96,730,605	\$893,046,917
Environmental Mitigation		\$39,322,003	\$0	\$34,422,177	88%	\$4,899,826	\$39,322,003
Resource Agency		\$64,338,293	\$0	\$45,905,726	71%	\$18,432,567	\$64,338,293
Third Party Contract Work		\$351,969,030	\$1,920,386	\$226,582,631	64%	\$125,386,399	\$351,969,030
Estimated-At-Completion Contingency	10	\$115,964,910	\$0	\$0	0%	\$115,964,910	\$115,964,910
Project Contingency	10	\$249,885,709	\$0	\$0	0%	\$249,885,709	\$249,885,709
CP1 TOTAL		\$6,043,129,526	\$49,831,892	\$4,172,513,702	69%	\$1,870,615,824	\$6,043,129,526
CP2-3							
Design-Build Contract Work	5, 10	\$3,419,939,985	\$92,413,035	\$2,655,638,110	78%	\$764,301,875	\$3,419,939,985
Project Construction Management		\$304,878,055	\$3,848,745	\$244,723,452	80%	\$60,154,603	\$304,878,055
Real Property Acquisition		\$590,770,002	\$14,146,668	\$529,089,642	90%	\$61,680,360	\$590,770,002
Environmental Mitigation		\$72,088,701	\$0	\$56,063,988	78%	\$16,024,713	\$72,088,701
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency	4	\$1,328,481	\$0	\$839,422	63%	\$489,059	\$1,328,481
Third Party Contract Work	4	\$149,121,087	\$1,919,627	\$95,472,813	64%	\$53,648,274	\$149,121,087
Estimated-At-Completion Contingency	10	\$208,609,893	\$0	\$0	0%	\$208,609,893	\$208,609,893
Project Contingency	10	\$254,916,978	\$0	\$0	0%	\$254,916,978	\$254,916,978
CP2-3 TOTAL		\$5,001,653,182	\$112,328,075	\$3,581,827,427	72%	\$1,419,825,755	\$5,001,653,182
CP4							
Design-Build Contract Work	5, 10	\$833,516,804	\$9,737,322	\$816,257,366	98%	\$17,259,438	\$833,516,804
Project Construction Management		\$138,635,273	\$1,619,891	\$134,342,776	97%	\$4,292,497	\$138,635,273
Real Property Acquisition		\$228,266,432	\$37,927	\$185,100,615	81%	\$43,165,817	\$228,266,432
Environmental Mitigation		\$41,400,923	\$10,626	\$31,781,547	77%	\$9,619,376	\$41,400,923
Hazardous Waste Provisional Sum	10	\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Resource Agency		\$646,460	\$0	\$351,916	54%	\$294,544	\$646,460
Third Party Contract Work	4	\$66,059,004	\$834,101	\$36,654,614	55%	\$29,404,390	\$66,059,004
SR 46		\$100,497,997	\$1,806,730	\$15,408,275	15%	\$85,089,722	\$100,497,997
Estimated-At-Completion Contingency		\$0	\$0	\$0	0%	\$0	\$0
Project Contingency	10	\$32,372,685	\$0	\$0	0%	\$32,372,685	\$32,372,685
CP4 TOTAL		\$1,442,895,578	\$14,046,597	\$1,219,897,109	85%	\$222,998,469	\$1,442,895,578
Track & Systems							
CVS Track Construction	4	\$3,674,194,396	\$92,017	\$792,352	0%	\$3,673,402,044	\$3,674,194,396
Trainsets & Facilities		\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
Track & Systems TOTAL		\$4,730,840,148	\$92,017	\$792,352	0%	\$4,730,047,796	\$4,730,840,148
Stations							
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$30,824	\$838,931	0%	\$203,361,069	\$204,200,000
Stations TOTAL		\$204,200,000	\$30,824	\$838,931	0%	\$203,361,069	\$204,200,000
Extensions							
Merced Extension (Final Design & ROW)		\$694,348,878	\$0	\$0	0%	\$694,348,878	\$694,348,878
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,304,746,322	\$0	\$35,018	0%	\$2,304,711,304	\$2,304,746,322
Extensions TOTAL		\$2,999,095,200	\$0	\$35,018	0%	\$2,999,060,182	\$2,999,095,200
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		\$1,090,759,688	\$8,107,854	\$832,977,272	76%	\$257,782,416	\$1,090,759,688
Project Management Oversight Continuation	4	\$181,979,177	\$0	\$0	0%	\$181,979,177	\$181,979,177
Early Train Operator	21	\$114,767,315	(\$55,569)	\$44,119,165	38%	\$70,648,150	\$114,767,315
Legal		\$105,460,196	\$896,763	\$51,715,144	49%	\$53,745,052	\$105,460,196
Resource Agency		\$277,507,383	\$1,243,701	\$26,922,609	10%	\$250,584,774	\$277,507,383
Project Reserve		\$46,267,108	\$0	\$0	0%	\$46,267,108	\$46,267,108
Interim Use		\$161,879,645	\$0	\$53,856,392	33%	\$108,023,253	\$161,879,645
Unallocated Contingency		\$410,229,222	\$0	\$0	0%	\$410,229,222	\$410,229,222
Pre-Construction Activities	7	\$6,386,000	\$0	\$300,000	5%	\$6,086,000	\$6,386,000
System Wide / Unallocated TOTAL		\$2,426,205,512	\$10,192,749	\$1,040,860,360	43%	\$1,385,345,152	\$2,426,205,512
TOTAL	1, 2	\$22,848,019,146	\$186,522,154	\$10,016,764,899	44%	\$12,831,254,247	\$22,848,019,146

Footnotes:

- Total Program and FY2023-24 budgets support activities to advance Central Valley development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2023-24 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- DB expenditures include procurement contract stipends and as a result produce a difference with the CVSR (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- Design-Build Contract Work, Hazardous Waste Provisional Sum, Estimated-At-Completion Contingency, and Project Contingency budgets are adjusted monthly to reflect executed change orders as identified in the Finance & Audit Central Valley Status Report. These monthly adjustments have a net-zero impact on the Total Program budget.
- Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.

Data through May 31, 2024

Percentage of Fiscal Year completed 91.7%

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

Program to Date	Notes	Total Expenditure Authorization (A)	May Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	5, 10	\$3,718,088,929	\$42,279,132	\$2,558,018,681	\$1,160,070,248
SR 99		\$296,100,000	\$0	\$289,900,620	\$6,199,380
Project Construction Management		\$314,413,735	\$5,463,425	\$221,367,555	\$93,046,180
Real Property Acquisition		\$893,046,917	\$168,949	\$796,316,312	\$96,730,605
Environmental Mitigation		\$39,322,003	\$0	\$34,422,177	\$4,899,826
Resource Agency		\$64,338,293	\$0	\$45,905,726	\$18,432,567
Third Party Contract Work		\$351,969,030	\$1,920,386	\$226,582,631	\$125,386,399
Estimated-At-Completion Contingency	10	\$115,964,910	\$0	\$0	\$115,964,910
Project Contingency	10	\$249,885,709	\$0	\$0	\$249,885,709
CP1 TOTAL		\$6,043,129,526	\$49,831,892	\$4,172,513,702	\$1,870,615,824
CP2-3					
Design-Build Contract Work	5, 10	\$3,419,939,985	\$92,413,035	\$2,655,638,110	\$764,301,875
Project Construction Management		\$304,878,055	\$3,848,745	\$244,723,452	\$60,154,603
Real Property Acquisition		\$590,770,002	\$14,146,668	\$529,089,642	\$61,680,360
Environmental Mitigation		\$72,088,701	\$0	\$56,063,988	\$16,024,713
Hazardous Waste Provisional Sum		\$0	\$0	\$0	\$0
Resource Agency	4	\$1,328,481	\$0	\$839,422	\$489,059
Third Party Contract Work	4	\$149,121,087	\$1,919,627	\$95,472,813	\$53,648,274
Estimated-At-Completion Contingency	10	\$208,609,893	\$0	\$0	\$208,609,893
Project Contingency	10	\$254,916,978	\$0	\$0	\$254,916,978
CP2-3 TOTAL		\$5,001,653,182	\$112,328,075	\$3,581,827,427	\$1,419,825,755
CP4					
Design-Build Contract Work	5, 10	\$833,516,804	\$9,737,322	\$816,257,366	\$17,259,438
Project Construction Management		\$138,635,273	\$1,619,891	\$134,342,776	\$4,292,497
Real Property Acquisition		\$228,266,432	\$37,927	\$185,100,615	\$43,165,817
Environmental Mitigation		\$41,400,923	\$10,626	\$31,781,547	\$9,619,376
Hazardous Waste Provisional Sum	10	\$1,500,000	\$0	\$0	\$1,500,000
Resource Agency		\$646,460	\$0	\$351,916	\$294,544
Third Party Contract Work	4	\$66,059,004	\$834,101	\$36,654,614	\$29,404,390
SR 46		\$100,497,997	\$1,806,730	\$15,408,275	\$85,089,722
Estimated-At-Completion Contingency		\$0	\$0	\$0	\$0
Project Contingency	10	\$32,372,685	\$0	\$0	\$32,372,685
CP4 TOTAL		\$1,442,895,578	\$14,046,597	\$1,219,897,109	\$222,998,469
Track & Systems					
CVS Track Construction	4	\$3,674,194,396	\$92,017	\$792,352	\$3,673,402,044
Facilities (Trainset Certification Facility)		\$77,645,752	\$0	\$0	\$77,645,752
Track & Systems TOTAL		\$3,751,840,148	\$92,017	\$792,352	\$3,751,047,796
Stations					
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$30,824	\$838,931	\$203,361,069
Station Area Planning		\$2,104,333	\$0	\$1,894,811	\$209,522
Stations TOTAL		\$206,304,333	\$30,824	\$2,733,742	\$203,570,591
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		\$695,432,316	\$0	\$627,730,894	\$67,701,422
Early Train Operator	21	\$116,339,006	(\$55,569)	\$45,690,857	\$70,648,149
Legal		\$137,275,016	\$89,058	\$49,988,257	\$87,286,759
Resource Agency		\$238,856,933	\$273,371	\$129,591,873	\$109,265,060
Project Wide TOTAL		\$1,389,497,005	\$306,860	\$1,054,595,615	\$334,901,390
TOTAL	1, 2	\$17,835,319,772	\$176,636,265	\$10,032,359,947	\$7,802,959,825

Footnotes:

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

Data through May 31, 2024

Percentage of Fiscal Year completed 91.7%

Contingency Summary Program to Date

Program to Date	Notes	Contingency Budget (A)	Cumulative Authorized Contingency (B)	HSR Governance Actions (C)	Remaining Contingency Balance (D) = (A - B - C)	% Remaining Contingency (E) = (D / A)
CP1 EAC Contingency		\$1,094,158,337	\$978,193,427	\$0	\$115,964,910	11%
CP1 Project Contingency		\$1,759,271,740	\$1,509,386,031	\$0	\$249,885,709	14%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP2-3 EAC Contingency		\$1,041,828,422	\$833,218,529	\$0	\$208,609,893	20%
CP2-3 Project Contingency		\$1,641,435,462	\$1,379,476,265	\$7,042,220	\$254,916,978	16%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$4,730,000	\$0	\$1,500,000	24%
CP4 EAC Contingency		\$89,596,714	\$89,596,714	\$0	\$0	0%
CP4 Project Contingency		\$442,153,915	\$404,671,230	\$5,110,000	\$32,372,685	7%
Track & Systems Project Contingency		\$320,363,219	\$22,910,063	\$0	\$297,453,157	93%
Project Reserve		\$46,267,108	\$0	\$0	\$46,267,108	100%
Interim Use		\$161,879,645	\$53,856,392	\$0	\$108,023,253	67%
Unallocated Contingency		\$492,301,474	\$82,072,252	\$0	\$410,229,222	83%
System Wide Contingency		\$107,025,385	\$17,906,501	\$0	\$89,118,884	83%
Program Management Contingency		\$112,905,790	\$70,009,488	\$0	\$42,896,302	38%
Project Development Contingency		\$106,567,217	\$58,102,710	\$531,000	\$47,933,507	45%
TOTAL	14, 15, 16, 29	\$7,451,216,432	\$5,533,361,604	\$12,683,220	\$1,905,171,808	26%
Offsetting Categories						
CP1 Design-Build Contract Work			\$2,166,895,013	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$244,704,846	\$0		
CP1 Real Property Acquisition			\$56,925,733	\$0		
CP1 Resource Agency			\$2,144,944	\$0		
CP1 Third Party Contract Work			\$46,892,243	\$0		
CP2-3 Design-Build Contract Work			\$1,970,598,888	\$0		
CP2-3 Project Construction Management			\$226,520,649	\$0		
CP2-3 Real Property Acquisition			\$32,743,688	\$0		
CP2-3 Resource Agency			\$92,747	\$50,000		
CP2-3 Third Party Contract Work			\$47,508,517	\$6,992,220		
CP4 Design-Build Contract Work			\$374,277,356	\$2,600,000		
CP4 Project Construction Management			\$91,691,257	\$0		
CP4 Real Property Acquisition			\$42,288,954	\$0		
CP4 SR46			\$18,011,386	\$0		
CP4 Third Party Contract Work			\$669,631	\$2,510,000		
Track & Systems DB			\$1,801,789	\$0		
Bakersfield - Palmdale (Preliminary ROW)			\$6,131,312	\$0		
Resource Agency - Construction			\$2,785,000	\$0		
Interim Use			\$53,856,392	\$0		
San Francisco - San Jose			\$3,010,387	\$0		
Bakersfield - Palmdale			\$3,900,522	\$0		
Palmdale - Burbank			\$16,728,271	\$0		
Los Angeles - Anaheim			\$11,216,524	\$0		
Merced Extension - Design Advancement			\$5,644,022	\$100,000		
Bakersfield Extension - Design Advancement			\$5,618,021	\$431,000		
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			\$5,533,361,604	\$12,683,220		

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

