

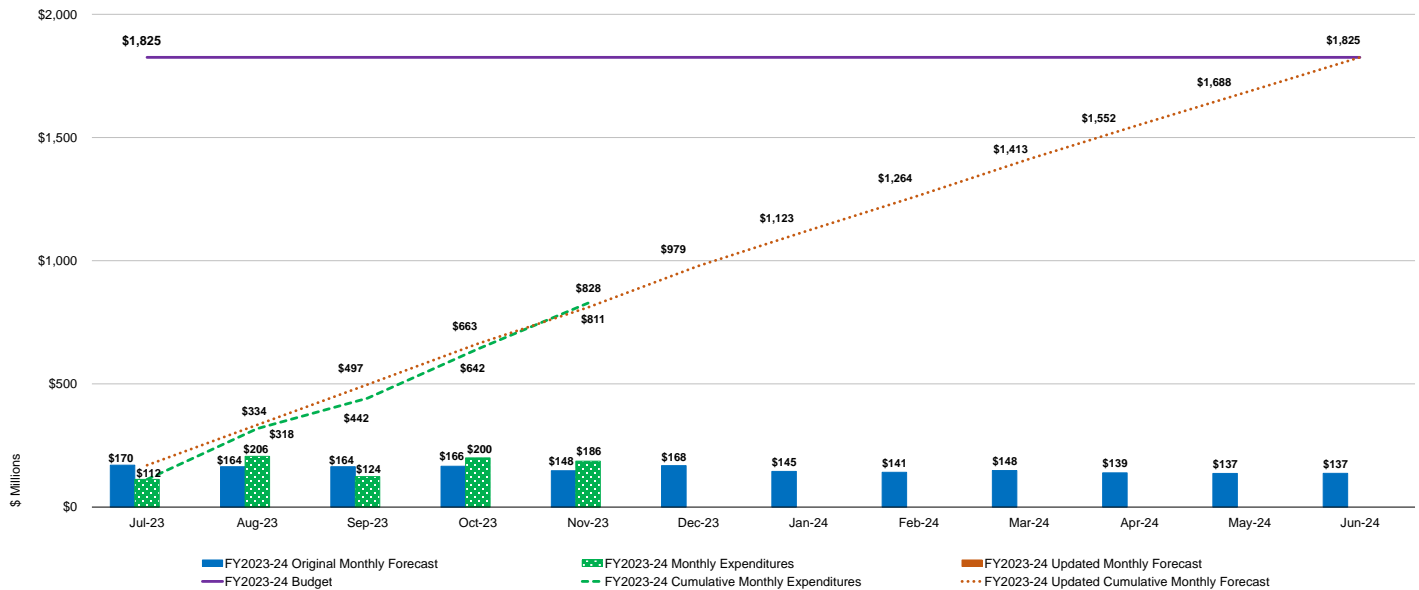
Data through November 30, 2023

Percentage of Fiscal Year completed 41.7%

Budget Summary FY2023-24

FY2023-24	Notes	Appropriation	FY2023-24 Budget (A)	November 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	\$767,791,814	\$162,646,637	\$6,703,373	\$43,406,779	27%	\$119,239,858	\$162,646,637
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)	35	\$25,000,000	\$6,998,457	\$0	\$0	0%	\$6,998,457	\$6,998,457
Project Development TOTAL		\$1,865,815,089	\$169,645,094	\$6,703,373	\$43,406,779	26%	\$126,238,315	\$169,645,094
Construction								
Bond Fund (Prop 1A)		\$6,809,076,000	\$1,296,391,098	\$170,210,190	\$746,028,791	58%	\$550,362,307	\$1,296,391,098
Cap and Trade	3, 4	\$10,720,324,530	\$177,777,912	\$9,518,573	\$38,620,917	22%	\$139,156,995	\$177,777,912
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)	35	\$24,000,000	\$0	\$0	\$0	0%	\$0	\$0
Construction TOTAL		\$20,568,990,865	\$1,474,169,010	\$179,728,763	\$784,649,708	53%	\$689,519,302	\$1,474,169,010
SUBTOTAL		\$22,434,805,954	\$1,643,814,104	\$186,432,136	\$828,056,487	50%	\$815,757,617	\$1,643,814,104
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$181,444,024	\$0	\$0	0%	\$181,444,024	\$181,444,024
Cap and Trade		\$197,943,401	\$0	\$0	\$0	0%	\$0	\$0
Bookend Projects TOTAL		\$1,297,943,401	\$181,444,024	\$0	\$0	0%	\$181,444,024	\$181,444,024
TOTAL	1, 2	\$23,732,749,355	\$1,825,258,128	\$186,432,136	\$828,056,487	45%	\$997,201,641	\$1,825,258,128

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 November 2023, and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through Dec 2030), which are estimated at \$750M 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.
- The United States Department of Transportation awarded a \$24M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the California High-Speed Rail Authority in Nov 2021. The Authority was awarded a second RAISE Grant of \$25M in Feb 2023.

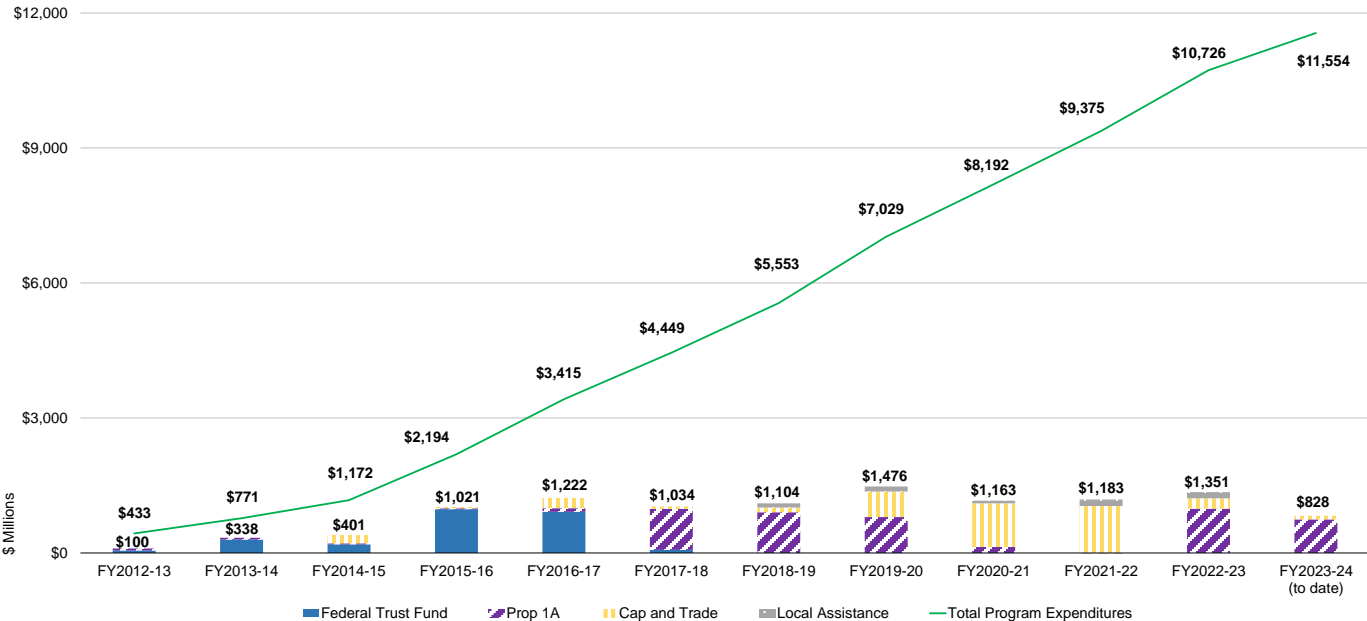
Data through November 30, 2023

Percentage of Fiscal Year completed 41.7%

Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	November 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	4	\$767,791,814	\$795,215,853	\$6,703,373	\$406,137,868	51%	\$389,077,985	\$795,215,853
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)	35	\$25,000,000	\$25,000,000	\$0	\$0	0%	\$25,000,000	\$25,000,000
Project Development TOTAL		\$1,865,815,089	\$1,893,231,290	\$6,703,373	\$1,479,109,904	78%	\$414,121,386	\$1,893,231,290
Construction								
Bond Fund (Prop 1A)		\$6,809,076,000	\$6,809,076,000	\$170,210,190	\$4,339,097,708	64%	\$2,469,978,292	\$6,809,076,000
Cap and Trade	3, 4	\$10,720,324,530	\$6,976,817,681	\$9,518,573	\$2,911,285,605	42%	\$4,065,532,076	\$6,976,817,681
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)	35	\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Construction TOTAL		\$20,568,990,865	\$16,818,602,196	\$179,728,763	\$9,330,471,828	55%	\$7,488,130,368	\$16,818,602,196
SUBTOTAL		\$22,434,805,954	\$18,711,833,486	\$186,432,136	\$10,809,581,732	58%	\$7,902,251,754	\$18,711,833,486
Bookend Projects (Local Assistance)								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$0	\$546,759,104	50%	\$553,240,896	\$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	\$0	\$744,613,168	57%	\$553,330,233	\$1,297,943,401
TOTAL	1, 2	\$23,732,749,355	\$20,009,776,887	\$186,432,136	\$11,554,194,900	58%	\$8,455,581,987	\$20,009,776,887

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.
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Data through November 30, 2023

Percentage of Fiscal Year completed 41.7%

Project Development - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	November Expenditures (B)	FY2023-24 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2023-24 Remaining Budget Balance (E) = (A - C)	FY2023-24 Forecast (F)
San Francisco - San Jose		\$2,407,140	\$0	\$153,798	6%	\$2,253,342	\$2,407,140
San Jose - Merced		\$506,266	\$0	\$0	0%	\$506,266	\$506,266
Bakersfield - Palmdale		\$1,333,846	\$20,086	\$38,643	2%	\$1,295,203	\$1,333,846
Locally Generated Alternative (LGA)		\$0	\$0	\$0	0%	\$0	\$0
Palmdale - Burbank		\$4,595,909	\$1,000	\$2,243,438	49%	\$2,352,471	\$4,595,909
Burbank - Los Angeles		\$150,000	\$0	\$7,333	5%	\$142,667	\$150,000
Los Angeles - Anaheim		\$7,166,162	\$956,222	\$2,025,396	28%	\$5,140,766	\$7,166,162
Central Valley Wye		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$34,863,185	\$331,934	\$1,157,780	3%	\$33,705,405	\$34,863,185
Legal		\$4,720,201	\$221,421	\$676,122	14%	\$4,044,079	\$4,720,201
SCI/SAP		\$3,355,597	\$146,147	\$367,679	11%	\$2,987,918	\$3,355,597
Merced Extension - Design Advancement	4	\$35,991,354	\$1,092,266	\$6,981,845	19%	\$29,009,509	\$35,991,354
Bakersfield Extension - Design Advancement	4	\$29,389,898	\$11,280	\$4,709,100	16%	\$24,680,798	\$29,389,898
Central Valley Stations - Design Advancement		\$17,160,422	\$1,979,548	\$7,309,604	43%	\$9,850,818	\$17,160,422
NorCal Interconnections		\$1,080,000	\$16,523	\$18,754	2%	\$1,061,246	\$1,080,000
Rail Delivery Partner - Program Delivery Support		\$26,925,114	\$1,926,946	\$17,717,287	66%	\$9,207,827	\$26,925,114
Project Management Oversight Continuation		\$0	\$0	\$0	0%	\$0	\$0
TOTAL	1, 2	\$169,645,094	\$6,703,373	\$43,406,779	26%	\$126,238,315	\$169,645,094

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.
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Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	November 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		\$51,234,620	\$0	\$44,957,996	87%	\$6,276,624	\$51,234,620
San Jose - Merced		\$114,969,297	\$0	\$103,458,610	89%	\$11,510,687	\$114,969,297
Merced - Fresno		\$63,571,884	\$0	\$63,571,884	100%	\$0	\$63,571,884
Fresno - Bakersfield		\$151,326,514	\$0	\$151,326,513	100%	\$1	\$151,326,514
Bakersfield - Palmdale		\$59,361,818	\$20,086	\$57,971,521	97%	\$1,390,297	\$59,361,818
Locally Generated Alternative (LGA)		\$17,937,974	\$0	\$17,927,450	99%	\$10,524	\$17,937,974
Palmdale - Burbank		\$144,730,702	\$1,000	\$142,013,391	98%	\$2,717,311	\$144,730,702
Burbank - Los Angeles		\$32,898,465	\$0	\$32,568,775	99%	\$329,690	\$32,898,465
Los Angeles - Anaheim		\$87,588,812	\$956,222	\$76,473,435	87%	\$11,115,377	\$87,588,812
Central Valley Wye		\$58,522,646	\$0	\$58,180,022	99%	\$342,624	\$58,522,646
Resource Agency		\$371,717,367	\$331,934	\$222,606,607	59%	\$149,110,760	\$371,717,367
Legal		\$61,878,115	\$221,421	\$44,541,058	71%	\$17,337,057	\$61,878,115
SCI/SAP		\$29,335,980	\$146,147	\$13,751,196	46%	\$15,584,784	\$29,335,980
Merced Extension - Design Advancement	4	\$75,709,229	\$1,092,266	\$18,943,868	25%	\$56,765,361	\$75,709,229
Bakersfield Extension - Design Advancement	4	\$56,726,747	\$11,280	\$13,865,689	24%	\$42,861,058	\$56,726,747
Central Valley Stations - Design Advancement		\$35,351,378	\$1,979,548	\$9,107,624	25%	\$26,243,754	\$35,351,378
SWCAP		\$677,872	\$0	\$677,872	100%	\$0	\$677,872
NorCal Interconnections		\$1,959,000	\$16,523	\$29,879	1%	\$1,929,121	\$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	\$1,926,946	\$363,182,110	83%	\$70,596,356	\$433,778,466
Project Management Oversight Continuation		\$0	\$0	\$0	0%	\$0	\$0
Phase I TOTAL		\$1,850,848,577	\$6,703,373	\$1,436,727,191	78%	\$414,121,386	\$1,850,848,577
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 I		\$867	\$0	\$867	100%	\$0	\$867
Phase II TOTAL		\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
TOTAL	1, 2	\$1,893,231,290	\$6,703,373	\$1,479,109,904	78%	\$414,121,386	\$1,893,231,290

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.
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Data through November 30, 2023

Percentage of Fiscal Year completed 41.7%

Construction - State and Federal Funds FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	November 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, 10	\$881,509,766	\$156,974,788	\$681,397,439	77%	\$200,112,327	\$881,509,766
SR 99		\$0	\$0	\$0	0%	\$0	\$0
SR 46		\$12,900,000	\$1,023,049	\$1,029,877	8%	\$11,870,123	\$12,900,000
Project Construction Management		\$96,975,211	\$9,020,093	\$48,492,392	50%	\$48,482,819	\$96,975,211
Real Property Acquisition	4	\$172,484,708	\$395,761	\$2,077,745	1%	\$170,406,963	\$172,484,708
Environmental Mitigation		\$4,299,755	\$115,035	\$333,062	8%	\$3,966,693	\$4,299,755
Hazardous Waste Provisional Sum		\$811,406	\$0	\$0	0%	\$811,406	\$811,406
Resource Agency		\$22,359,614	\$526,803	\$3,117,771	14%	\$19,241,843	\$22,359,614
Third Party Contract Work		\$80,477,730	\$3,033,253	\$18,078,530	22%	\$62,399,200	\$80,477,730
Estimated-At-Completion Contingency	4, 10	\$21,771,329	\$0	\$0	0%	\$21,771,329	\$21,771,329
Project Contingency	10	\$39,945,325	\$0	\$0	0%	\$39,945,325	\$39,945,325
Stations		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Merced Extension - Design Advancement		\$14,000	\$0	\$0	0%	\$14,000	\$14,000
Communication and Signaling		\$0	\$0	\$0	0%	\$0	\$0
Electric Traction		\$0	\$0	\$0	0%	\$0	\$0
Rail Delivery Partner - Program Delivery Support		\$92,080,014	\$7,309,048	\$24,995,118	27%	\$67,084,896	\$92,080,014
Project Management Oversight Continuation		\$13,547,655	\$0	\$0	0%	\$13,547,655	\$13,547,655
Early Train Operator		\$15,140,758	\$1,101,983	\$4,118,140	27%	\$11,022,618	\$15,140,758
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Testing and Certification		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Legal		\$13,821,139	\$228,950	\$1,009,634	7%	\$12,811,505	\$13,821,139
Pre-Construction Activities	7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$4,530,600
TOTAL	1, 2	\$1,474,169,010	\$179,728,763	\$784,649,708	53%	\$689,519,302	\$1,474,169,010

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.
- 7 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 10 Design-Build Contract Work, 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.

Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	November 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, 10	\$8,355,372,951	\$156,974,788	\$5,546,881,546	66%	\$2,808,491,405	\$8,355,372,951
SR 99		\$296,093,844	\$0	\$289,894,464	98%	\$6,199,380	\$296,093,844
SR 46		\$95,143,560	\$1,023,049	\$8,833,161	9%	\$86,310,399	\$95,143,560
Project Construction Management		\$764,081,287	\$9,020,093	\$538,461,751	70%	\$225,619,536	\$764,081,287
Real Property Acquisition	4	\$1,712,433,351	\$395,761	\$1,458,975,393	85%	\$253,457,958	\$1,712,433,351
Environmental Mitigation	4	\$203,469,963	\$115,035	\$122,204,534	60%	\$81,265,429	\$203,469,963
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$153,744,624	\$526,803	\$69,550,744	45%	\$84,193,880	\$153,744,624
Third Party Contract Work	4	\$625,116,981	\$3,033,253	\$341,714,978	55%	\$283,402,003	\$625,116,981
Estimated-At-Completion Contingency	10	\$566,574,374	\$0	\$0	0%	\$566,574,374	\$566,574,374
Project Contingency	10	\$1,014,344,640	\$0	\$0	0%	\$1,014,344,640	\$1,014,344,640
Stations		\$16,224,701	\$0	\$645,095	4%	\$15,579,606	\$16,224,701
Merced Extension - Design Advancement		\$14,000	\$0	\$0	0%	\$14,000	\$14,000
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$384,862,999	\$0	\$0	0%	\$384,862,999	\$384,862,999
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		\$1,087,703,693	\$7,309,048	\$782,418,438	72%	\$305,285,255	\$1,087,703,693
Project Management Oversight Continuation		\$105,688,831	\$0	\$0	0%	\$105,688,831	\$105,688,831
Early Train Operator		\$93,246,308	\$1,101,983	\$38,153,516	41%	\$55,092,792	\$93,246,308
Legal		\$97,748,853	\$228,950	\$47,612,038	49%	\$50,136,815	\$97,748,853
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
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	\$16,818,602,196	\$179,728,763	\$9,330,471,828	55%	\$7,488,130,368	\$16,818,602,196

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- 4 This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- 7 Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- 10 Design-Build Contract Work, 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.

Data through November 30, 2023

Percentage of Fiscal Year completed 41.7%

Bookend Projects FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	November 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	\$0	\$0	0%	\$91,063,908	\$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	\$0	\$0	0%	\$91,063,908	\$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	11, 13	\$70,380,116	\$0	\$0	0%	\$70,380,116	\$70,380,116
Bookend - South TOTAL		\$90,380,116	\$0	\$0	0%	\$90,380,116	\$90,380,116
TOTAL	2	\$181,444,024	\$0	\$0	0%	\$181,444,024	\$181,444,024

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).

Bookend Projects Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	November 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	\$0	\$508,936,092	84%	\$91,063,908	\$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	\$0	\$706,790,156	89%	\$91,153,245	\$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	\$0	\$744,613,168	57%	\$553,330,233	\$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 July 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 November 30, 2023

Percentage of Fiscal Year completed 41.7%

Construction by Construction Package FY2023-24

FY2023-24	Notes	FY2023-24 Budget (A)	November 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	10	\$352,248,749	\$23,851,328	\$273,006,840	78%	\$79,241,909	\$352,248,749
SR 99		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$47,768,946	\$4,176,336	\$18,113,665	38%	\$29,655,281	\$47,768,946
Real Property Acquisition	4	\$71,924,883	\$103,570	\$1,037,234	1%	\$70,887,649	\$71,924,883
Environmental Mitigation		\$1,651,488	\$0	\$0	0%	\$1,651,488	\$1,651,488
Resource Agency		\$6,683,291	\$7,172	\$150,916	2%	\$6,532,375	\$6,683,291
Third Party Contract Work		\$44,267,037	\$445,192	\$11,740,587	27%	\$32,526,450	\$44,267,037
Estimated-At-Completion Contingency	10	\$4,670,537	\$0	\$0	0%	\$4,670,537	\$4,670,537
Project Contingency		\$24,138,081	\$0	\$0	0%	\$24,138,081	\$24,138,081
CP1 TOTAL		\$553,353,012	\$28,583,598	\$304,049,242	55%	\$249,303,770	\$553,353,012
CP2-3							
Design-Build Contract Work	10	\$424,970,529	\$125,372,011	\$325,982,298	77%	\$98,988,231	\$424,970,529
Project Construction Management		\$27,331,700	\$3,428,312	\$18,033,814	66%	\$9,297,886	\$27,331,700
Real Property Acquisition	4	\$80,674,117	\$270,153	\$928,938	1%	\$79,745,179	\$80,674,117
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		\$28,515,219	\$1,554,563	\$4,875,418	17%	\$23,639,801	\$28,515,219
Estimated-At-Completion Contingency	10	\$13,111,920	\$0	\$0	0%	\$13,111,920	\$13,111,920
Project Contingency	10	\$14,335,543	\$0	\$0	0%	\$14,335,543	\$14,335,543
CP2-3 TOTAL		\$589,337,996	\$130,625,039	\$349,820,468	59%	\$239,517,528	\$589,337,996
CP4							
Design-Build Contract Work	4, 10	\$104,290,488	\$7,751,449	\$82,408,301	79%	\$21,882,187	\$104,290,488
Project Construction Management		\$21,774,565	\$1,415,445	\$12,344,913	56%	\$9,429,652	\$21,774,565
Real Property Acquisition	4	\$19,885,708	\$22,038	\$111,573	1%	\$19,774,135	\$19,885,708
Environmental Mitigation		\$1,618,267	\$7,538	\$132,846	8%	\$1,485,421	\$1,618,267
Hazardous Waste Provisional Sum		\$811,406	\$0	\$0	0%	\$811,406	\$811,406
Resource Agency		\$13,542	\$0	\$0	0%	\$13,542	\$13,542
Third Party Contract Work		\$7,695,474	\$1,033,498	\$1,462,525	19%	\$6,232,949	\$7,695,474
SR 46		\$12,900,000	\$1,023,049	\$1,029,877	8%	\$11,870,123	\$12,900,000
Estimated-At-Completion Contingency	4, 10	\$3,988,872	\$0	\$0	0%	\$3,988,872	\$3,988,872
Project Contingency		\$1,471,701	\$0	\$0	0%	\$1,471,701	\$1,471,701
CP4 TOTAL		\$174,450,023	\$11,253,017	\$97,490,035	56%	\$76,959,988	\$174,450,023
Track & Systems							
Design-Build Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Project Construction Management		\$100,000	\$0	\$0	0%	\$100,000	\$100,000
Environmental Mitigation		\$1,000,000	\$107,497	\$200,216	20%	\$799,784	\$1,000,000
Project Contingency		\$0	\$0	\$0	0%	\$0	\$0
Communication and Signaling		\$0	\$0	\$0	0%	\$0	\$0
Electric Traction		\$0	\$0	\$0	0%	\$0	\$0
Testing and Certification		\$0	\$0	\$0	0%	\$0	\$0
Third Party Contract Work		\$0	\$0	\$0	0%	\$0	\$0
Track & Systems TOTAL		\$1,100,000	\$107,497	\$200,216	0%	\$899,784	\$1,100,000
Stations							
Stations (Primarily Fresno Historic Depot)		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Stations TOTAL		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
System Wide / Extensions / Unallocated							
Rail Delivery Partner - Program Delivery Support		\$92,080,014	\$7,309,048	\$24,995,118	27%	\$67,084,896	\$92,080,014
Project Management Oversight Continuation		\$13,547,655	\$0	\$0	0%	\$13,547,655	\$13,547,655
Early Train Operator		\$15,140,758	\$1,101,983	\$4,118,140	27%	\$11,022,618	\$15,140,758
Legal		\$13,821,139	\$228,950	\$1,009,634	7%	\$12,811,505	\$13,821,139
Resource Agency		\$15,293,813	\$519,631	\$2,966,855	19%	\$12,326,958	\$15,293,813
Trainset Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Project Reserve		\$0	\$0	\$0	0%	\$0	\$0
Interim Use		\$0	\$0	\$0	0%	\$0	\$0
Unallocated Contingency		\$0	\$0	\$0	0%	\$0	\$0
Merced Extension - Design Advancement		\$14,000	\$0	\$0	0%	\$14,000	\$14,000
Pre-Construction Activities	7	\$4,530,600	\$0	\$0	0%	\$4,530,600	\$4,530,600
System Wide / Unallocated TOTAL		\$154,427,979	\$9,159,612	\$33,089,747	21%	\$121,338,232	\$154,427,979
TOTAL	1, 2	\$1,474,169,010	\$179,728,763	\$784,649,708	53%	\$689,519,302	\$1,474,169,010

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.
- 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.

Data through November 30, 2023

Percentage of Fiscal Year completed 41.7%

Construction by Construction Package Program to Date

Program to Date		Total Expenditure Authorization (A)	November 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	10	\$3,621,891,158	\$23,851,328	\$2,398,864,068	66%	\$1,223,027,090	\$3,621,891,158
SR 99		\$296,093,844	\$0	\$289,894,464	98%	\$6,199,380	\$296,093,844
Project Construction Management		\$222,542,112	\$4,176,336	\$192,451,075	86%	\$30,091,037	\$222,542,112
Real Property Acquisition	4	\$893,396,917	\$103,570	\$779,679,354	87%	\$113,717,563	\$893,396,917
Environmental Mitigation		\$39,322,003	\$0	\$34,346,177	87%	\$4,975,826	\$39,322,003
Resource Agency		\$64,209,040	\$7,172	\$45,879,843	71%	\$18,329,197	\$64,209,040
Third Party Contract Work		\$327,578,953	\$445,192	\$218,959,550	67%	\$108,619,403	\$327,578,953
Estimated-At-Completion Contingency	10	\$215,273,346	\$0	\$0	0%	\$215,273,346	\$215,273,346
Project Contingency	10	\$301,770,700	\$0	\$0	0%	\$301,770,700	\$301,770,700
CP1 TOTAL		\$5,982,078,073	\$28,583,598	\$3,960,074,531	66%	\$2,022,003,542	\$5,982,078,073
CP2-3							
Design-Build Contract Work	10	\$3,228,603,449	\$125,372,011	\$2,381,029,724	74%	\$847,573,725	\$3,228,603,449
Project Construction Management		\$229,878,055	\$3,428,312	\$220,180,682	96%	\$9,697,373	\$229,878,055
Real Property Acquisition	4	\$590,770,002	\$270,153	\$494,865,400	84%	\$95,904,602	\$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	4	\$142,128,867	\$1,554,563	\$89,469,307	63%	\$52,659,560	\$142,128,867
Estimated-At-Completion Contingency	10	\$341,100,144	\$0	\$0	0%	\$341,100,144	\$341,100,144
Project Contingency	10	\$374,549,519	\$0	\$0	0%	\$374,549,519	\$374,549,519
CP2-3 TOTAL		\$4,980,402,571	\$130,625,039	\$3,242,406,405	65%	\$1,737,996,166	\$4,980,402,571
CP4							
Design-Build Contract Work	4, 10	\$793,068,863	\$7,751,449	\$766,987,754	97%	\$26,081,109	\$793,068,863
Project Construction Management		\$137,235,273	\$1,415,445	\$125,829,994	92%	\$11,405,279	\$137,235,273
Real Property Acquisition	4	\$228,266,432	\$22,038	\$184,430,639	81%	\$43,835,793	\$228,266,432
Environmental Mitigation		\$41,400,923	\$7,538	\$31,491,640	76%	\$9,909,283	\$41,400,923
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	0%	\$6,230,000	\$6,230,000
Resource Agency		\$646,460	\$0	\$322,110	50%	\$324,350	\$646,460
Third Party Contract Work		\$42,992,494	\$1,033,498	\$33,286,121	77%	\$9,706,373	\$42,992,494
SR 46		\$95,143,560	\$1,023,049	\$8,833,161	9%	\$86,310,399	\$95,143,560
Estimated-At-Completion Contingency	4, 10	\$10,200,884	\$0	\$0	0%	\$10,200,884	\$10,200,884
Project Contingency		\$42,288,934	\$0	\$0	0%	\$42,288,934	\$42,288,934
CP4 TOTAL		\$1,397,473,823	\$11,253,017	\$1,151,181,419	82%	\$246,292,404	\$1,397,473,823
Track & Systems							
Design-Build Contract Work		\$711,809,481	\$0	\$0	0%	\$711,809,481	\$711,809,481
Project Construction Management		\$174,425,847	\$0	\$0	0%	\$174,425,847	\$174,425,847
Environmental Mitigation	4	\$50,658,336	\$107,497	\$302,729	1%	\$50,355,607	\$50,658,336
Project Contingency		\$295,735,487	\$0	\$0	0%	\$295,735,487	\$295,735,487
Communication and Signaling		\$344,414,297	\$0	\$0	0%	\$344,414,297	\$344,414,297
Electric Traction		\$384,862,999	\$0	\$0	0%	\$384,862,999	\$384,862,999
Testing and Certification		\$174,341,486	\$0	\$0	0%	\$174,341,486	\$174,341,486
Third Party Contract Work		\$112,416,667	\$0	\$0	0%	\$112,416,667	\$112,416,667
Track & Systems TOTAL		\$2,248,664,600	\$107,497	\$302,729	\$0	\$2,248,361,871	\$2,248,664,600
Stations							
Stations (Primarily Fresno Historic Depot)		\$16,224,701	\$0	\$645,095	4%	\$15,579,606	\$16,224,701
Stations TOTAL		\$16,224,701	\$0	\$645,095	4%	\$15,579,606	\$16,224,701
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		\$1,087,703,693	\$7,309,048	\$782,418,438	72%	\$305,285,255	\$1,087,703,693
Project Management Oversight Continuation		\$105,688,831	\$0	\$0	0%	\$105,688,831	\$105,688,831
Early Train Operator		\$93,246,308	\$1,101,983	\$38,153,516	41%	\$55,092,792	\$93,246,308
Legal		\$97,748,853	\$228,950	\$47,612,038	49%	\$50,136,815	\$97,748,853
Resource Agency		\$87,605,290	\$519,631	\$22,551,487	26%	\$65,053,803	\$87,605,290
Support Facilities		\$66,019,700	\$0	\$0	0%	\$66,019,700	\$66,019,700
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
Merced Extension - Design Advancement		\$14,000	\$0	\$0	0%	\$14,000	\$14,000
Pre-Construction Activities	7	\$6,386,000	\$0	\$300,000	5%	\$6,086,000	\$6,386,000
System Wide / Unallocated TOTAL		\$2,193,758,428	\$9,159,612	\$975,861,649	44%	\$1,217,896,779	\$2,193,758,428
TOTAL	1, 2	\$16,818,602,196	\$179,728,763	\$9,330,471,828	55%	\$7,488,130,368	\$16,818,602,196

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.
- 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.

Data through November 30, 2023

Percentage of Fiscal Year completed 41.7%

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

Program to Date	Notes	Total Expenditure Authorization (A)	November Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
CP1					
Design-Build Contract Work	5, 10	\$3,621,891,158	\$23,851,328	\$2,398,864,068	\$1,223,027,090
SR 99		\$296,093,844	\$0	\$289,894,464	\$6,199,380
Project Construction Management		\$222,542,112	\$4,176,336	\$192,451,075	\$30,091,037
Real Property Acquisition	4	\$893,396,917	\$103,570	\$779,679,354	\$113,717,563
Environmental Mitigation		\$39,322,003	\$0	\$34,346,177	\$4,975,826
Resource Agency		\$64,209,040	\$7,172	\$45,879,843	\$18,329,197
Third Party Contract Work		\$327,578,953	\$445,192	\$218,959,550	\$108,619,403
Estimated-At-Completion Contingency	10	\$215,273,346	\$0	\$0	\$215,273,346
Project Contingency	10	\$301,770,700	\$0	\$0	\$301,770,700
CP1 TOTAL		\$5,982,078,073	\$28,583,598	\$3,960,074,531	\$2,022,003,542
CP2-3					
Design-Build Contract Work	5, 10	\$3,228,603,449	\$125,372,011	\$2,381,029,724	\$847,573,725
Project Construction Management		\$229,878,055	\$3,428,312	\$220,180,683	\$9,697,373
Real Property Acquisition	4	\$590,770,002	\$270,153	\$494,865,400	\$95,904,602
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	4	\$142,128,867	\$1,554,563	\$89,469,307	\$52,659,560
Estimated-At-Completion Contingency	10	\$341,100,144	\$0	\$0	\$341,100,144
Project Contingency	10	\$374,549,519	\$0	\$0	\$374,549,519
CP2-3 TOTAL		\$4,980,402,571	\$130,625,039	\$3,242,406,405	\$1,737,996,166
CP4					
Design-Build Contract Work	4, 5, 10	\$793,068,863	\$7,751,449	\$766,987,754	\$26,081,109
Project Construction Management		\$137,235,273	\$1,415,445	\$125,829,994	\$11,405,279
Real Property Acquisition	4	\$228,266,432	\$22,038	\$184,430,639	\$43,835,793
Environmental Mitigation		\$41,400,923	\$7,538	\$31,491,640	\$9,909,283
Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000
Resource Agency		\$646,460	\$0	\$322,110	\$324,350
Third Party Contract Work		\$42,992,494	\$1,033,498	\$33,286,121	\$9,706,373
SR 46		\$95,143,560	\$1,023,049	\$8,833,161	\$86,310,399
Estimated-At-Completion Contingency	4, 10	\$10,200,884	\$0	\$0	\$10,200,884
Project Contingency		\$42,288,934	\$0	\$0	\$42,288,934
CP4 TOTAL		\$1,397,473,823	\$11,253,017	\$1,151,181,419	\$246,292,404
Track & Systems					
Design-Build Contract Work		\$711,809,481	\$0	\$0	\$711,809,481
Project Construction Management		\$174,425,847	\$0	\$0	\$174,425,847
Environmental Mitigation	4	\$50,658,336	\$107,497	\$302,729	\$50,355,607
Project Contingency		\$295,735,487	\$0	\$0	\$295,735,487
Communication and Signaling		\$344,414,297	\$0	\$0	\$344,414,297
Electric Traction		\$384,862,999	\$0	\$0	\$384,862,999
Testing and Certification		\$174,341,486	\$0	\$0	\$174,341,486
Third Party Contract Work		\$112,416,667	\$0	\$0	\$112,416,667
Track & Systems TOTAL		\$2,248,664,600	\$107,497	\$302,729	\$2,248,361,871
Stations					
Stations (Primarily Fresno Historic Depot)		\$16,224,701	\$0	\$645,095	\$15,579,606
Station Area Planning		\$2,104,333	\$0	\$1,894,811	\$209,522
Stations TOTAL		\$18,329,034	\$0	\$2,539,906	\$15,789,128
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		\$694,951,970	\$342,673	\$628,543,943	\$66,408,027
Early Train Operator		\$94,818,000	\$1,101,983	\$39,725,208	\$55,092,792
Legal	4	\$116,091,325	\$88,568	\$49,099,599	\$66,991,726
Resource Agency		\$154,820,370	\$34,312	\$129,045,228	\$25,775,142
Support Facilities		\$66,019,700	\$0	\$0	\$66,019,700
Project Wide TOTAL		\$1,328,295,099	\$1,567,536	\$1,048,007,712	\$280,287,387
TOTAL	1, 2	\$15,955,243,200	\$172,136,687	\$9,404,512,702	\$6,550,730,498

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.
- 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.

Data through November 30, 2023

Percentage of Fiscal Year completed 41.7%

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	\$878,884,991	\$0	\$215,273,346	20%
CP1 Project Contingency		\$1,697,406,636	\$1,395,635,936	\$0	\$301,770,700	18%
CP2-3 Hazardous Waste Provisional Sum		\$29,232,001	\$29,232,001	\$0	\$0	0%
CP2-3 EAC Contingency		\$1,041,828,422	\$700,728,278	\$0	\$341,100,144	33%
CP2-3 Project Contingency		\$1,620,461,652	\$1,245,912,133	\$0	\$374,549,519	23%
CP4 Hazardous Waste Provisional Sum		\$6,230,000	\$0	\$0	\$6,230,000	100%
CP4 EAC Contingency		\$89,596,714	\$77,644,290	\$1,751,540	\$10,200,884	11%
CP4 Project Contingency		\$422,643,108	\$380,354,174	\$0	\$42,288,934	10%
Track & Systems Project Contingency		\$322,447,724	\$26,712,237	\$0	\$295,735,487	92%
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		\$33,875,908	\$11,004,328	\$0	\$22,871,580	68%
Program Management Contingency		\$91,346,938	\$70,009,488	\$0	\$21,337,450	23%
Project Development Contingency		\$83,106,632	\$55,688,710	\$260,000	\$27,157,922	33%
TOTAL	14, 15, 16	\$7,232,782,299	\$5,007,735,211	\$2,011,540	\$2,223,035,549	31%
Offsetting Categories						
CP1 Design-Build Contract Work			\$2,069,837,360	\$0		
CP1 SR 99			\$6,000,000	\$0		
CP1 Project Construction Management			\$152,833,223	\$0		
CP1 Real Property Acquisition			\$56,925,733	\$0		
CP1 Resource Agency			\$2,015,691	\$0		
CP1 Third Party Contract Work			\$22,892,243	\$0		
CP2-3 Design-Build Contract Work			\$1,779,726,004	\$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			\$334,677,877	\$1,751,540		
CP4 Project Construction Management			\$90,291,257	\$0		
CP4 Real Property Acquisition			\$42,288,954	\$0		
CP4 SR46			\$16,911,386	\$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			\$785,000	\$0		
Interim Use			\$53,856,392	\$0		
San Francisco - San Jose			\$3,010,387	\$0		
San Jose - Merced			\$0	\$0		
Bakersfield - Palmdale			\$3,900,522	\$0		
Palmdale - Burbank			\$16,478,271	\$0		
Los Angeles - Anaheim			\$11,216,524	\$0		
Merced Extension - Design Advancement			\$4,599,021	\$260,000		
Bakersfield Extension - Design Advancement			\$4,499,021	\$0		
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			\$9,592,941	\$0		
Offsetting Categories TOTAL			\$5,007,735,211	\$2,011,540		

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.

