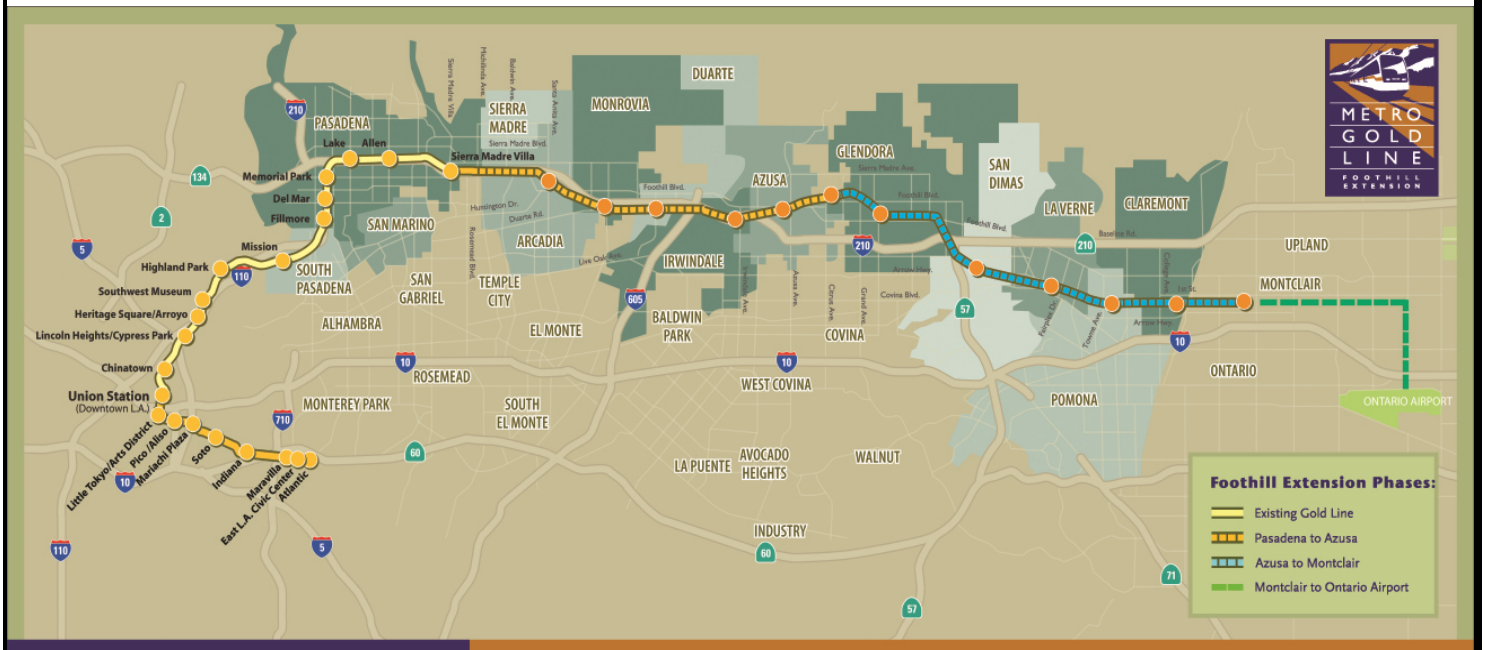
Metro Gold Line Foothill Extension Project

Monthly Project Status Report

July 2012



Metro Gold Line

Connecting Los Angeles, the San Gabriel Valley and Inland Empire

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FOOTHILL EXTENSION PROJECT DESCRIPTION

The Authority's mandate is to plan, design and construct a 37-mile light rail link between Downtown Los Angeles and Claremont. In addition, the San Bernardino Associated Governments (SANBAG) has requested that planning be extended one mile inside San Bernardino County to the City of Montclair and then to Ontario Airport.

The Metro Gold Line Phase II (Foothill Extension) corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and the counties of Los Angeles and San Bernardino (Figure 1). The Foothill Extension is estimated to cost approximately $1.4 billion.

The Foothill Extension will be built in two segments to align effectively with projected cash flows and financial capacity constraints. The first segment is defined from the Sierra Madre Villa Station in Pasadena to the city of Azusa. Revenue service along this segment is planned for the year 2015. The second segment would include an extension from Azusa to the City of Montclair with revenue service projected for the year 2017 and the third segment will be comprised of an extension from Montclair to the Ontario Airport.

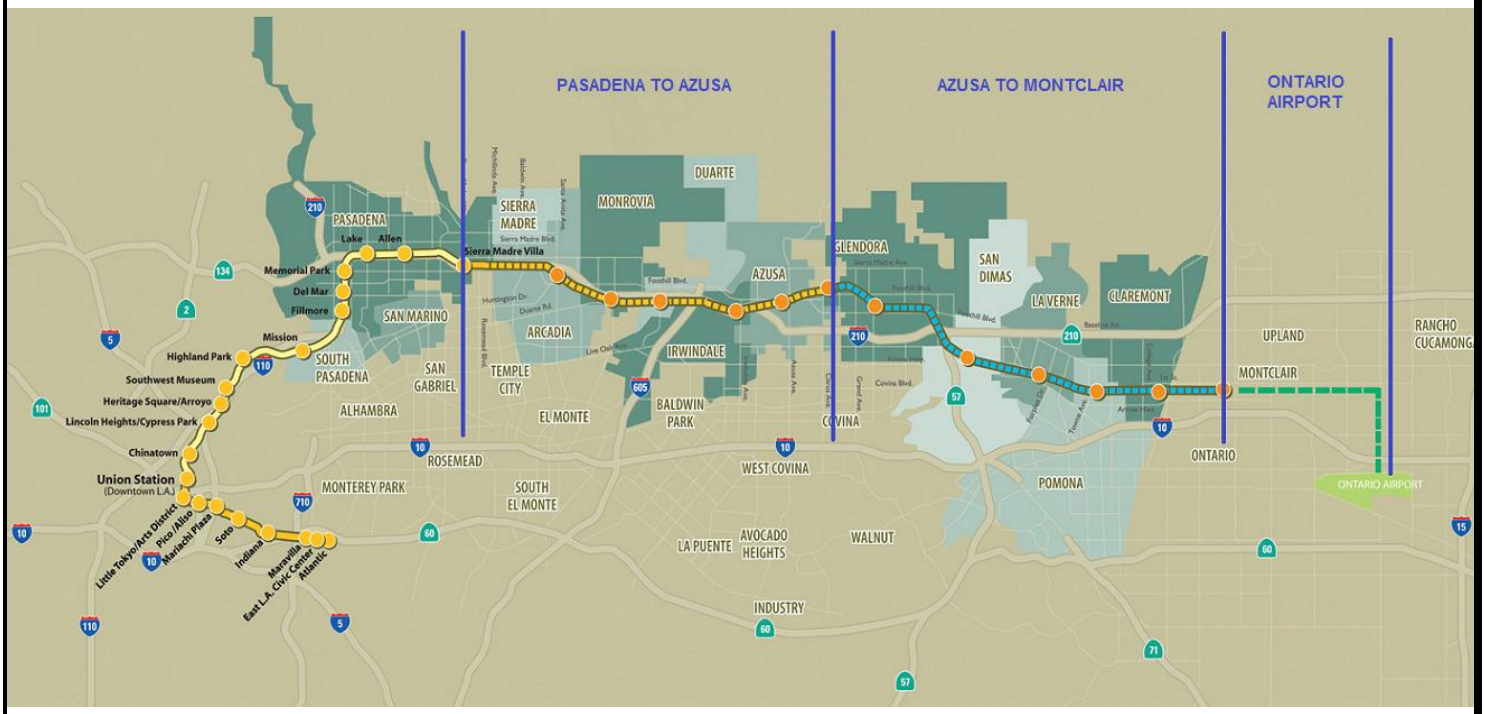


Figure 1: Metro Gold Line Foothill Extension Alignment

Pasadena to Azusa Segment

MANAGEMENT ISSUES

Metro Betterments

During the design process Metro staff have identified approximately $3 million in betterments that Metro staff would like to add to the project. Authority staff have sent numerous letters to Metro management informing them of these betterments and requesting funding to add these items to the project. Metro has provided a final disposition on all but two items. Authority staff continues to work with Metro staff to resolve the remaining items.

Irwindale Ramp Modifications

An environmental mitigation measure requires the addition of a second left turn lane from Irwindale Avenue on to the eastbound I-210 ramp. The PSR/PR document contains a widening of the ramp from two lanes to three, including a dedicated HOV lane. Caltrans staff recently requested that the dedicated HOV lane now be a metered lane. This request results in a longer ramp widening. The Authority and Caltrans have met to review the operational needs, and have identified potential configurations which may be within the scope of the C1135 Contract. A concept design will be developed by the Authority for Caltrans review.

TPSS Substations Michillinda and Soldano

The Authority has been in the process of negotiating a potential change order with the C1135 contractor, Foothill Transit Constructors (FTC), for the addition of these two substations. FTC's cost/schedule proposal exceeds the Authority's budget for the additional work. If an agreed price cannot be achieved, the Authority will initiate a final Design for the two future TPSS sites and solicit bids from other potential contractors to construct the future sites and infrastructure.

KEY ACTIVITIES COMPLETED THIS PERIOD

Staff continued to attend coordination meetings with cities along the alignment.

Held regular coordination meetings with the C1134 (DB1) design-build contractor and participated in construction site visits

Continued construction work on Iconic Freeway Structure:

- Completed stripping formwork from the interior girders
- Completed necessary additional concrete placement of the bridge structure
- Began installation of deck formwork in preparation for deck concrete pour in August
- Developed alternative assembly design of basket reed sections for Caltrans approval
- Skanska reports the following safety statistics for the month of June:
    - No safety incidents recorded
    - 7,693 hours performed by Skanska
    - 62,414 total work hours performed to date
    - 0 Recordable Incidents reported
- Skanska reports the following SBE statistics for the month of June:
    - Current SBE commitment: $1,686,935
    - SBE percent committed versus value of Project: 12.33%
    - Overall Authority Project SBE goal: 16%

Authority staff continues to meet with Metro staff to review and discuss the following items:

- Review of status of Pasadena to Azusa segment

Further developed advanced conceptual engineering of all parking structure facilities

Continued preparation of the Request for Proposals (RFP) for the Intermodal Parking Facilities and Enhancements Project, RFP C1150 (DB3)

Held meetings with the three shortlisted firms for the Intermodal Parking Facilities and Enhancements Project to discuss Industry Review Draft Contract documents

Responded to Industry Review Comments from potential design-build contractors and Project stakeholders

Held regular Task Force meetings with the C1135 (DB2) contractor, Foothill Transit Constructors (FTC)

Held open house meetings with cities along the DB2 Alignment corridor

FTC continued rail demolition and progressed critical design submittals to support the start of construction activities

KEY FUTURE ACTIVITIES

Continue discussions with corridor cities regarding station parking facilities

Continue management of the IFS contract, which will include evaluation of design and construction submittals

Continue management of the Alignment contract, which will include evaluation of design and Project management submittals

Release RFP C1150 (DB3) for the Intermodal Parking Facilities and Enhancements Project

Continue to attend to any issues that may come up by the cities along the alignment

Begin abatement of lead, asbestos, and other hazards in the existing buildings on the M&O Facility property

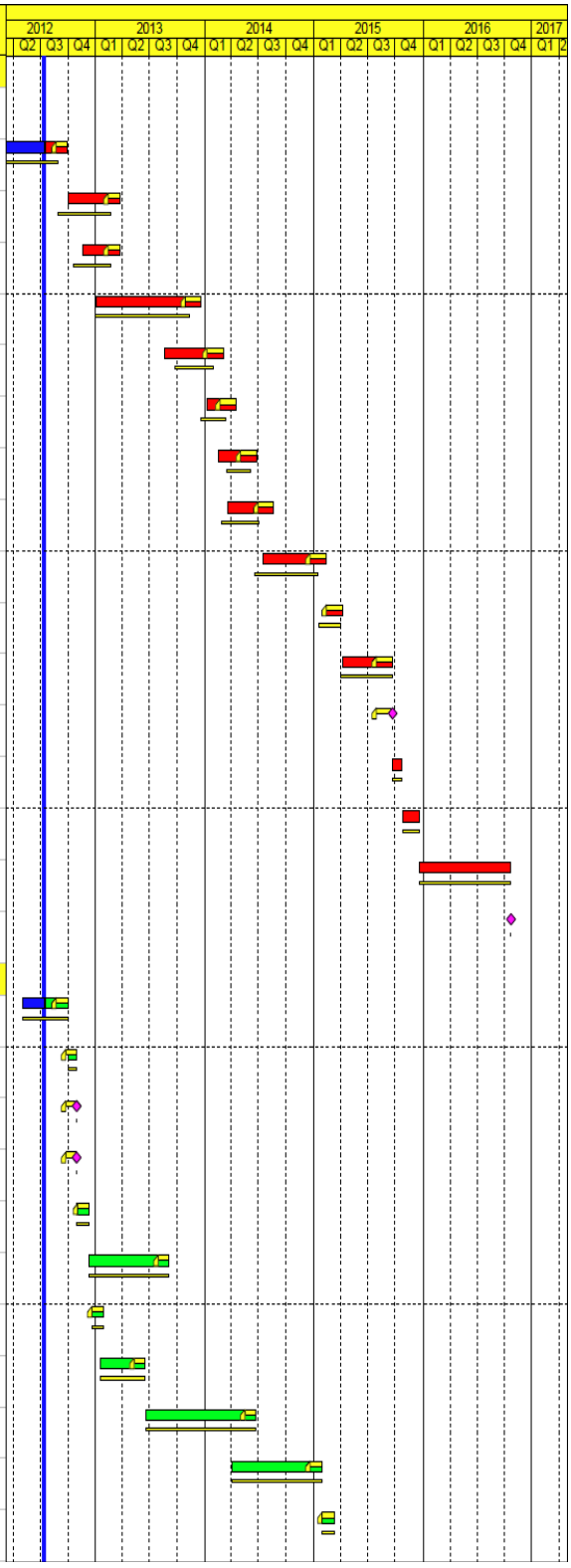
Transfer M&O Facility property to FTC

Finalize the following property acquisitions (as of April 15, 2012):

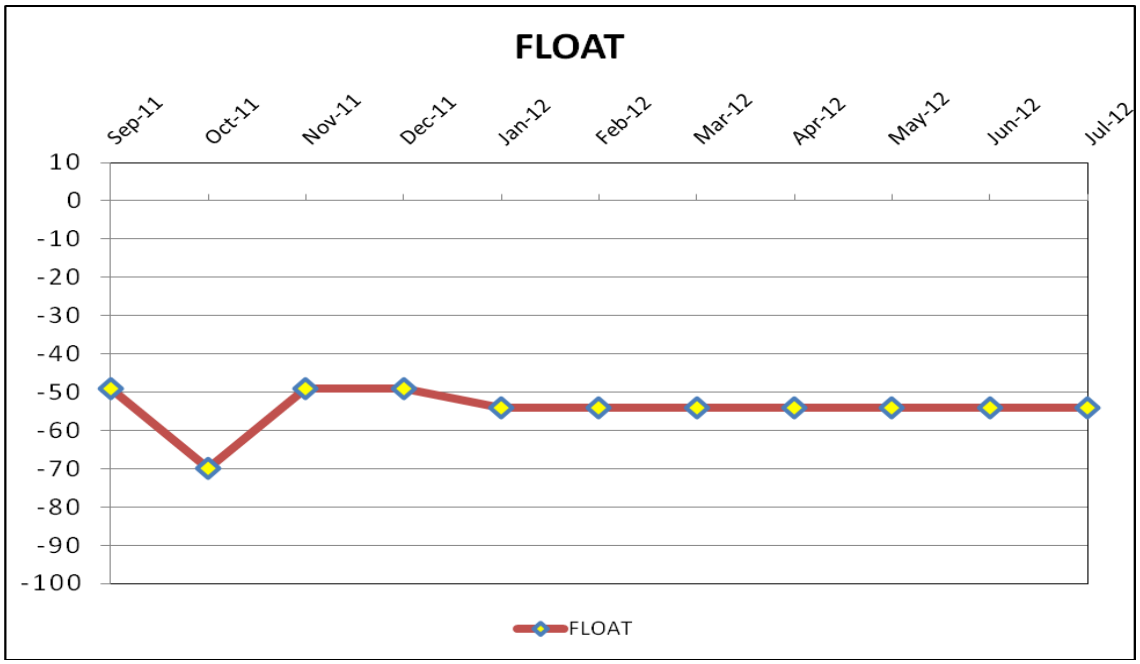
- Monrovia:
    1. Parcel 1601 (Encino Ave) – Part of agreement with City of Monrovia.
    2. Parcel 1602 (1401 Los Robles Ave, TPSS 03) – In escrow.
    3. Parcel 1903 (Monrovia station strip) – Part of agreement with City of Monrovia.
    4. Parcel 1904 (Monrovia station parking) – Offer letter send 8/2/12.
    5. Parcels 21A01 – 21A05 (Agency-owned M&O parcels) – Possession.
    6. Parcel 21A21 - City-owned street (North Duarte Avenue) – Possession.
- Duarte:
    1. Parcel 2602 (Duarte Station Parking – 1700 Business Center Drive) - Negotiating.
    2. Parcels 2801 and 2802 (Cal Am Water, TPSS 05) – In escrow.
    3. Parcel 2803 (Access Easement, TPSS 05) – Negotiating.
    4. Parcel 2804 (Access Easement, TPSS 05) – Preparing for Resolution of Necessity.
- Irwindale:
    1. Parcel 3302 (Irwindale Station Parking) – Negotiating. Preparing for Resolution of Necessity.
- Azusa:
    1. Parcel 3902 (736 N. Angelo Avenue) – Offer extended until 9/15/2012.
    2. Parcel 4002 (809 N. Azusa Avenue) – Set Just Compensation 8/22/2012.
    3. Parcel 5003 (905 N. Pasadena Avenue) – Set Just Compensation 8/22/2012.

CRITICAL PATH SCHEDULE

Activity Name	OD	RD	AD	Start	Finish	Total Float
PRIMARY CRITICAL PATH						
C1135 - INTERIM NOTICE TO PROCEED	0	0	0	03.Nov.11 00:00 A		
RETAINING WALLS - SEGMENT 4 - DESIGN	279	55	175	03.Nov.11 07:00 A	28.Sep.12 15:00	-27
RETAINING WALLS - SEGMENT 4 (South Side)	126	126	0	01.Oct.12 07:00	25.Mar.13 15:00	-27
GRADING - SEGMENT 4 (FRT)	90	90	0	20.Nov.12 07:00	25.Mar.13 15:00	-27
TRACK INSTALLATION - SEGMENT 4 (FRT)	250	250	0	04.Jan.13 07:00	20.Dec.13 07:00	-38
TRACK INSTALLATION - SEGMENT 3	140	140	0	22.Aug.13 07:00	05.Mar.14 15:00	-38
TRACK INSTALLATION - SEGMENT 2	70	70	0	09.Jan.14 07:00	16.Apr.14 15:00	-38
TRACK INSTALLATION - SEGMENT 1	90	90	0	20.Feb.14 07:00	25.Jun.14 15:00	-38
TRACK INSTALLATION - SEGMENT 4 (LRT)	110	110	0	20.Mar.14 07:00	20.Aug.14 15:00	-38
OCS - INSTALLATION - SEGMENT 4	150	150	0	17.Jul.14 07:00	11.Feb.15 15:00	-38
OCS - TESTING - SEGMENT 4	40	40	0	12.Feb.15 07:00	08.Apr.15 15:00	-38
SYSTEMS INTERGRATION TESTING	120	120	0	09.Apr.15 07:00	23.Sep.15 15:00	-38
C1135 - >>>SUBSTANTIAL COMPLETION - 1420 CD<<<	0	0	0		23.Sep.15 15:00*	-54
METRO - System Testing & Start-Up - Phase 2A	30	30	0	24.Sep.15 07:00	23.Oct.15 15:00	0
METRO - Pre-Revenue Operations - Phase 2A	60	60	0	24.Oct.15 07:00	22.Dec.15 15:00	0
METRO - Project Schedule Contingency (10 Mo.)	305	305	0	23.Dec.15 07:00	22.Oct.16 15:00	0
Phase 2A - Revenue Operations Date (ROD)	0	0	0		22.Oct.16 15:00*	0
SECONDARY CRITICAL PATH						
C1135 - Parcel A16 - Vacation	90	78	75	01.May.12 07:00 A	30.Sep.12 15:00	-39
C1135 - Parcel A16 - Site Remediation*	30	30	0	01.Oct.12 07:00	30.Oct.12 15:00	-39
C1135 - Parcel A16 - Property Aquired/Vacant	0	0	0		30.Oct.12 15:00	-39
C1135 - >>>FULL ACCESS MAINTENANCE FACILITY	0	0	0		30.Oct.12 15:00	-39
C1135 - Demolish Existing Structures @ M&O	40	40	0	31.Oct.12 07:00	09.Dec.12 15:00	-39
M&O - RETAINING WALLS	270	270	0	10.Dec.12 07:00	05.Sep.13 15:00	-39
M&O - GRADING	40	40	0	20.Dec.12 07:00	28.Jan.13 15:00	-39
M&O - UTILITIES	150	150	0	19.Jan.13 07:00	17.Jun.13 15:00	-39
M&O - TRACK INSTALLATION	370	370	0	18.Jun.13 07:00	22.Jun.14 15:00	-39
M&O - OCS INSTALLATION	300	300	0	04.Apr.14 07:00	28.Jan.15 15:00	-39
M&O - OCS TESTING	40	40	0	29.Jan.15 07:00	09.Mar.15 15:00	-39



CRITICAL PATH FLOAT TREND



Critical Path Analysis

Primary Critical Path - (-54 Calendar Days)

This period, the critical path shifted from the San Gabriel River bridge design to the Segment 4 retaining walls design and construction. The critical path continues through the track installation starting at the Segment 4 Freight section, then proceeding from Segment 3 to Segment 1. Upon the completion of Segment 1, the track installation will return to the east in Segment 4 Light Rail Transit section. The path continues through Segment 4 OCS installation and testing. Systems Integration will begin after Segment 4 testing is complete. Upon the completion of Systems Integration testing, the C1135 Contractor will achieve Substantial Completion and turn-over to Metro for Pre-Revenue Testing.

Secondary Critical Path - (-33 Calendar Days)

The secondary critical path has shifted from the Segment 4 retaining walls to the vacation and site remediation of the parcels at the Maintenance & Operations (M&O) facility. After site remediation is completed, the property will be turned over to C1135 Contractor to start the demolition of the existing structures. The path continues through civil site work, followed by track installation and OCS installation and testing. Upon the completion of OCS testing, Systems Integration testing will commence.

Project Float

Currently, the Foothill Extension Funding Agreement requires the Project achieve Substantial Completion by July 2015 and achieve the Target Revenue Operations Date by October 2015. Metro and the Authority will modify the Agreement, which will reduce the negative float of -54 days.

Description: Iconic Freeway Structure **Status:** July 15, 2012

Contract No.: C1134 **Contractor:** Skanska

Progress Completed This Period:

Construction: During this reporting period, the contractor completed stripping formwork from the interior girders, completed necessary repairs and began installing deck formwork in preparation for the deck concrete pour on August 1st. The design for the pre-cast baskets was also approved and released for fabrication

Design: In response to Caltrans' comments on the design of the basket reeds, the design team developed an alternative assembly design which will be submitted to Caltrans for approval early next month. The final electrical and landscaping plans have also been completed and approved.

Areas of Concern:

The contractor is forty-nine (49) days behind schedule with a significant amount of work to complete. The lengthy design and approval period for the architectural baskets and reed elements threatens to increase the time needed to reach substantial completion. The Authority is working closely with the contractor, Caltrans and structural designers to facilitate a timely solution.

The Authority is also recommending that the retaining walls for the bridge approach fills be completed by under the C1134 contract. The addition of this work will result in a time extension to the contract. The program schedule reflects adequate schedule float to accommodate a potential time extension.

Schedule Assessment:

The installation of the formwork for the deck and rebar installation are the primary critical path activities. The critical path continues through the concrete deck pour, followed by deck and exterior girder formwork stripping. Upon completion, the falsework will be removed followed by the installation of the pre-cast baskets & reeds.

This period, the Substantial Completion forecast slipped 24 days from last period. The slip is due to late delivery of the Deck Construction Work Plan and additional time to complete the reed installation. The forecast date is currently 49 days behind the Contractual date.

Cost Assessment:

The current Contract cost forecast increased from $18.86 million to $19.50 Million. The cost increase is due to Potential Change Order 013 - Retaining Walls at Approaches. The retaining wall scope of work was part of the C1135 Contract and will be transferred to the C1134 Contractor. The potential changes are within the Board Authorized maximum.

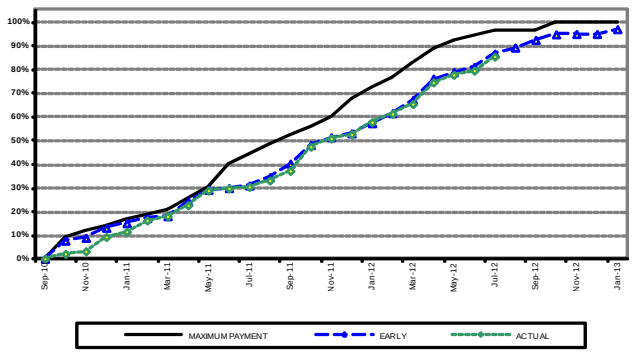
Schedule Summary:

Contract Award:	06/18/10	
Notice to Proceed (NTP) :	08/03/10	
Original Contract Duration:	880	Calendar Days
Current Contract Duration:	945	Calendar Days
Elapsed Time from NTP:	712	Calendar Days

Cost Summary:

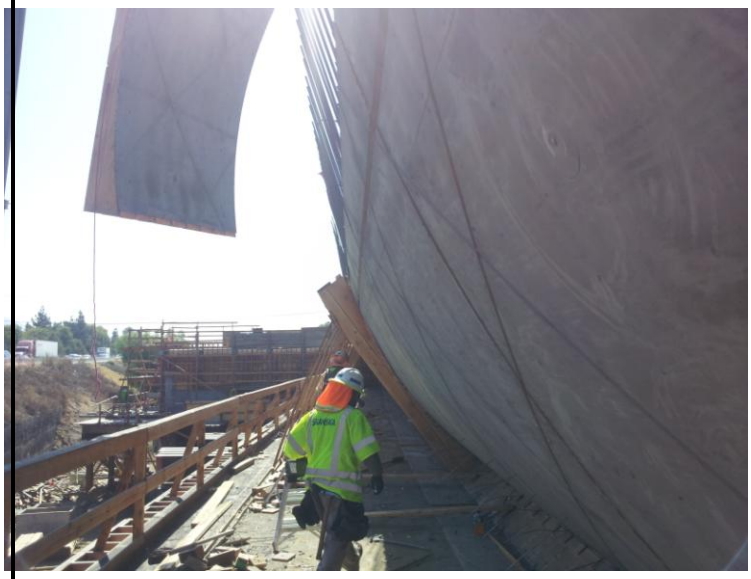
	Million(s)
CONTRACT	
Contract Award Value:	18.57
Executed Change Orders:	0.21
Current Contract Value:	18.78
Potential Change Orders:	0.72
Current Forecast:	19.50
Earned Value/Actual Cost to Date	15.39
AUTHORIZATION FOR EXPENDITURE	
Budget	19.50
Commitment	19.50
Balance	(0.00)

Milestones	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	07/03/12	09/06/12	10/25/12	(49)
2	Punchlist Complete	10/01/12	12/05/12	01/23/13	(49)
3	Final Acceptance	12/30/12	03/05/13	04/23/13	(49)



IFS Construction Images

Deck Formwork



Formwork stripping

Visit to Basket Fabrication Yard

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202

Monrovia, CA 91016

Change Management Log

Date: 8/15/2012

Project: C1134 IFS - Skanska Contract #: C1134

Original Contract Amount:	$18,570,092.00				
Approved Change Orders:	$206,925.57	1.11%	Pending Change Orders:	$0.00	0.00%
Current Contract Total:	$18,777,017.57		Pending Contract Total:	$18,777,017.57	1.11%

Change Orders

Number	Change Management	Title	Initiated Date	Approved Date	Outstanding Days	Time Extension	Amount
EXECUTED Change Orders							
001.00	001.00	Project Concept Advisor Services	2/15/2011	2/15/2011	0		$0.00
002.00	002.00	Professional Liability Insurance	3/9/2011	3/9/2011	0		$0.00
003.00	003.00	Sound Wall Requirement Changes	4/25/2011	4/25/2011	0		($38,552.00)
004.00	008.00	Deletion of Abutment 14	10/28/2011	10/28/2011	0		$41,739.00
005.00	009.00	Additional Superstructure Arch Chng	12/14/2011	12/15/2011	1		$122,259.32
006.00	010.00	Drainage System Location	12/22/2011	12/22/2011	0		$5,617.00
007.00	011.00	Caltrans Requested Renderings	3/1/2012	3/2/2012	1		$14,768.25
008.00	012.00	Time Extension	4/11/2012	4/13/2012	2	65	$0.00
009.00	005.00	Aesthetic Lighting, Misc Extra Work	7/18/2012	7/19/2012	1		$61,094.00
						Subtotal:	$206,925.57
						Subtotal:	$206,925.57
						Total:	$206,925.57

Open PCOs

PCO Number	Title
OPEN	
006.00	Landscape/Hardscape
007.00	Architectural Features
013.00	Retaining Walls at IFS Approaches
015.00	Added Falsework Stripping Req'ts.

Description: Alignment Design / Build **Status:** July 15, 2012

Contract No.: C1135 **Contractor:** Foothill Transit Constructors (Kiewit-Parsons J.V.)

Progress Completed This Period

- Submit Bidding & Approval Procedure for Subcontracts.
- Submit 85% Design - Station Facilities
- Submit 100% Design - Traffic Signal & Lighting Segment 4
- Submit 60% Design - San Gabriel River Bridge
- Submit Project Management Plan
- Submit Pre-Construction Survey
- Submit SWPPP Plan Segment 2, 3, & 4
- Submit Property Legal Descriptions - Segment 4
- Submit 85% Design - MOT & Detours - M&O
- Submit 100% Design - Contract Utilities Segment 3
- Submit Seismic Strategy Report - Baldwin Ave
- Submit 100% Design - Foothill Bridge Modifications
- Submit 100% Design - Michillinda Bridge Modifications
- Submit 100% Design - Kincaid Bridge Modifications
- Submit 60% Design - Train Control - M&O Facility
- Submit 85% Design - Track Alignment

Activities Planned Next Period

- Submit 85% Design - M&O Facility
- Submit 85% Design - M&O Facility Track Alignment
- Submit 100% Design - Walls Segment 4 (East)
- Submit 100% Design - Civil Roadway Segment 4
- Submit 85% Design - M&O Facility Civil Site
- Submit 85% Design - Traffic Signal & Lighting M&O Facility
- Submit 85% Design - Grading & Drainage - Segments 4 (West)
- Submit 85% Design - Foothill Bl Freight Bridge
- Submit 100% Design - Grading & Drainage - Segments 4 (East)
- Submit 85% Design - Foothill Bl LRT Bridge
- Submit 100% Design - Citrus Ave Freight Bridge
- Submit 100% Design - Palm Dr Freight Bridge
- Submit 60% Design - OCS - M&O Facility
- Submit 85% Design - Colorado Bl Bridge
- Submit 85% Design - Contract Utilities Segment 2
- Submit 100% Design - Contract Utilities Segment 4
- Submit 100% Design - IFS Modifications
- Submit 60% Design - Traction Power - M&O Facility
- Submit 60% Design - Traction Power - M&O Facility

Areas of Concern

- Monrovia Yard TPSS utility feed. The Design-Build Contractor is proposing to provide one (1) electrical source feed to the TPSS. The Authority and Design-Build Contractor are reviewing the Metro Design Criteria and developing a path forward for a resolution to this issue.

Areas of Concern (Continued)

Description: Alignment Design / Build

Status: July 15, 2012

Contract No.: C1135

Contractor: Foothill Transit Constructors (Kiewit-Parsons J.V.)

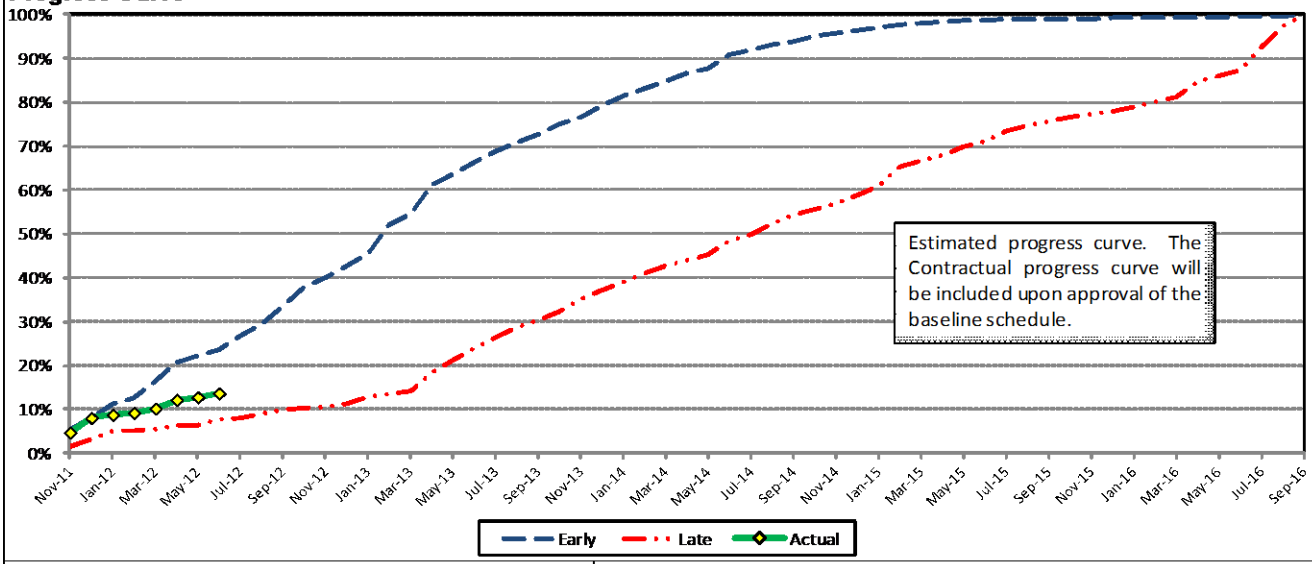
Cost Summary:

	Million(s)
CONTRACT	
Contract Award Value:	485.9
Executed Change Orders:	0.1
Current Contract Value:	486.0
Potential Change Orders:	2.1
Current Forecast:	488.0
Earned Value/Actual Cost	64.9
AUTHORIZTION FOR EXPENDITURE	
Budget	503.9
Commitment	503.9
Balance	15.8

Cost Assessment:

The current Contract forecast is $486.9 Million. The potential change orders are within the authorized budget. The Design-Build Contractor has earned 64.9 Million. The Design-Build Contractor was issued full Notice to Proceed on April 2, 2012 and is authorized to complete all Contract work.

Progress Curve



Schedule Summary:

Contract Award:	07/27/11	
Interim Notice to Proceed (INTP) :	11/03/11	
Original Contract Duration:	1,780	Calendar Days
Current Contract Duration:	1,780	Calendar Days
Elapsed Time from NTP:	255	Calendar Days

Contract Milestones

Milestones	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	09/23/15	09/23/15	09/23/15	0
2	Punchlist Complete	06/19/16	06/19/16	06/19/16	0
3	Final Completion	09/17/16	09/17/16	09/17/16	0
4	Access - IFS Br.	12/15/12	12/15/12	12/15/12	0
5	Test Track Complete	03/27/15	03/27/15	03/10/15	17
6	Colorado Br. Demo Complete	02/01/12	02/01/12	6/15/2012 A	(135)

Schedule Assessment:

The Substantial Completion Milestone is currently on schedule and is forecast to be complete on September 23, 2015. The IFS Access is anticipated on December 15, 2012 which is per the Contractual requirement. At this time the access is based upon the C1134 Design-Build Contractor achieving Substantial Completion. There is a potential for shared access after the C1134 Substantial Completion to complete non-structural work activities.

The Design-Build Contractor is currently progressing critical design submittals to support the start of construction work activities. The critical design submittals are: Segment 4 Retaining Walls, Segment 4 Utilities, freight bridge designs at Palm Dr, and Citrus Ave. Other critical designs also include Stations, San Gabriel River Bridge, Segment 4 Grading & Drainage and Foothill Bridge. Designs must be completed to allow sufficient time for structures to be completed in time to support the track work installation sequence.

Alignment Construction Images

Track removal

Open house discussions
City of Arcadia

Open house discussions
City of Azusa

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202

Monrovia, CA 91016

Change Management Log

Date: 8/15/2012

Project: C1135 Alignment - FTC Contract #: C1135

Original Contract Amount:	$485,867,000.00				
Approved Change Orders:	$46,675.00	0.01%	Pending Change Orders:	$0.00	0.00%
Current Contract Total:	$485,913,675.00		Pending Contract Total:	$485,913,675.00	0.01%

Change Orders

Number	Change Management	Title	Initiated Date	Approved Date	Outstanding Days	Time Extension	Amount
EXECUTED Change Orders							
001.00	000.00	Interim NTP	11/3/2011	11/3/2011	0		$0.00
002.00	013.00	Colorado Bridge Haz Mat	5/17/2012	5/18/2012	1		$121,382.00
003.00	001.00	Sound Wall Deletion - Duarte Road	7/12/2012	7/18/2012	6		($74,707.00)
						Subtotal:	$46,675.00
						Subtotal:	$46,675.00
						Total:	$46,675.00

Open PCOs

PCO Number	Title
OPEN	
003.00	Traction Power Supply Substations
004.00	Station Architectural Changes
005.02	IDIQ Communications Contract (Rev 2)
006.00	IFS Related Scope Modifications
007.00	Proposed Changes to FLS Critieria
CO-002.01	Colorado Bridge HazMat - Final
009.00	Revise Block Design
010.00	Wayside Signal Aspect Revision
011.00	Add 3 Electrical Conduits for ALW
012.00	SCE Relocation Duarte Rd (UG)
013.00	M&O - Materials Storage Revisions
014.00	Illuminate City Names @ Stations
015.00	Layover Building Enhancements
016.00	Arcadia Station Frieze and Bench

Open RFCs

RFC Number	Title
OPEN	
004.01	Soil Sampling - Various Foundations

Azusa to Montclair Segment

Staff is working with Parsons Brinckerhoff (PB) to complete the Draft Environmental Impact Report (DEIR) for the Azusa to Montclair extension Project to be ready for publication in August.

ACTIVITIES COMPLETED THIS PERIOD

PB completed preparation of the documents and has been in the process of incorporating Authority comments. The Authority and PB met several times during this period to discuss progress and to finalize concept plans, technical studies and the public review process. As of mid-August, all sections and chapters of the DEIR document were updated by PB to reflect Authority comments and the document is ready for publication.

The environmental team anticipates circulation of the DEIR for public review and comment to begin in late August.

KEY FUTURE ACTIVITIES

The Authority will release the DEIR for public review on August 21st for a 45 day review period that ends October 5th. The Authority expects to start receiving public comments during this 45 day period.

The environmental team will continue to finalize format and logistics for the upcoming Public Hearings, which are scheduled for September 20th and 24th.

Federal Transit Administration (FTA)

The Metro Board excluded the Gold Line from seeking federal New Starts funding. The Authority will work together with Metro along with the Congressional delegation to seek funding to construct the extension following completion of the environmental review.

Ontario Airport Segment

Authority staff continues the negotiation process with KOA Corporation for the Ontario Airport segment alternatives analysis study which will likely begin later this year.

ACTIVITIES COMPLETED THIS PERIOD

Staff continued to pursue the needed funding to conduct the Alternatives Analysis for the Ontario Airport Segment. The San Bernardino Associated Governments (SANBAG) and the Authority are in discussions to develop a funding agreement for a portion of the initial Alternatives Analysis study.

KEY FUTURE ACTIVITIES

Authority staff will work to obtain funding for this Segment and complete negotiations with KOA.

PHASE II FOOTHILL EXTENSION FINANCIAL STATUS
Project Operating Budget Summary in Millions of Dollars
July 31, 2012

	(a)	(b)	(c=a-b)	(d)
FINANCIAL PLAN	**Current Budget**	**Funding Committed to Project**	**Uncommitted Funds**	**Revenues Received**
SCAG	1.0	0.9	0.1	0.9
Interest Income	2.0	2.0	-	2.0
Bridge Replacement	13.9	13.9	-	13.9
Phase I Carryover	4.0	4.0	-	4.0
Maintenance and Operations Facility	-	-	-	-
Cities	11.0	-	11.0	-
Measure R - Pasadena to Azusa	735.0	735.0	-	141.1
Measure R - Azusa to Montclair	-	-	-	-
SANBAG	55.2	1.5	53.7	1.5
Federal TCSP	2.9	2.9	-	2.3
Federal Bus Intermodal Plan	9.0	9.0	-	2.1
Federal New Starts 2004 MTA Passthrough	4.0	4.0	-	4.0
Federal New Starts 2005 MTA Passthrough	0.5	0.5	-	0.5
Federal New Starts 2006 Corridor Study	2.5	2.5	-	2.1
Federal/Other	580.8	-	580.8	-
Total Revenues	1,421.8	776.2	645.6	174.4

	(a)	(b)	(c)	(d=a-b)
	Current Budget	**Current Obligation**	**Current Expenditures**	**Current Available Balance**
EXPENSES				
Program Management and Administration	101.9	50.0	46.8	51.9
Master Cooperative Agreements	12.0	2.2	2.1	9.8
Real Estate including ROW Acq	27.0	9.8	9.8	17.2
Special Programs	0.3	-	-	0.3
Procurement/Vehicles	60.0	-	-	60.0
Maintenance and Operations Facility Land	22.0	21.7	21.7	0.3
Construction - IFS	19.5	18.6	14.6	0.9
Construction - Pasadena to Azusa segment	330.8	314.8	60.9	16.0
Construction - Azusa to Montclair segment	658.8	-	-	658.8
Construction - M&O	46.0	44.0	4.0	2.0
Construction - Parking Structures	32.5	-	-	32.5
MTA Project Costs	64.0	12.9	12.9	51.1
Contingency	27.4	-	-	27.4
Project Reserve	19.6	-	-	19.6
Total Project	1,421.8	474.0	172.8	947.8