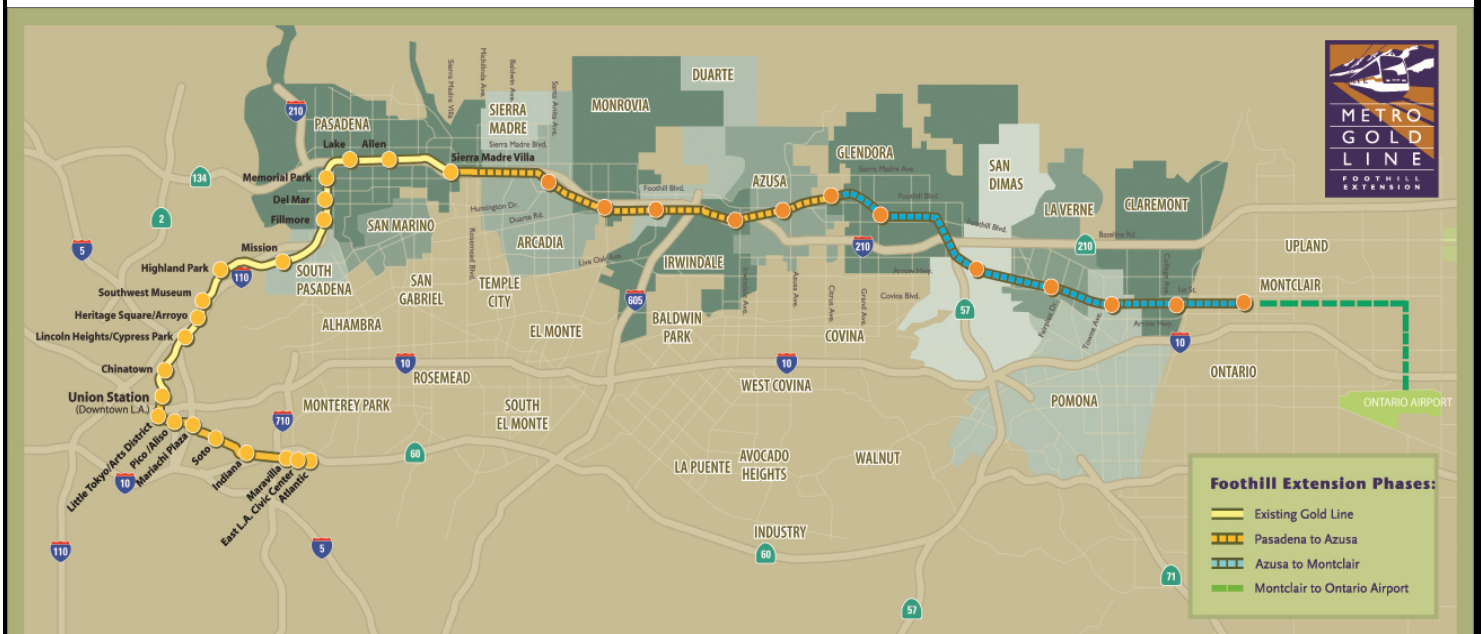


Metro Gold Line Foothill Extension Project

Monthly Project Status Report

May 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.

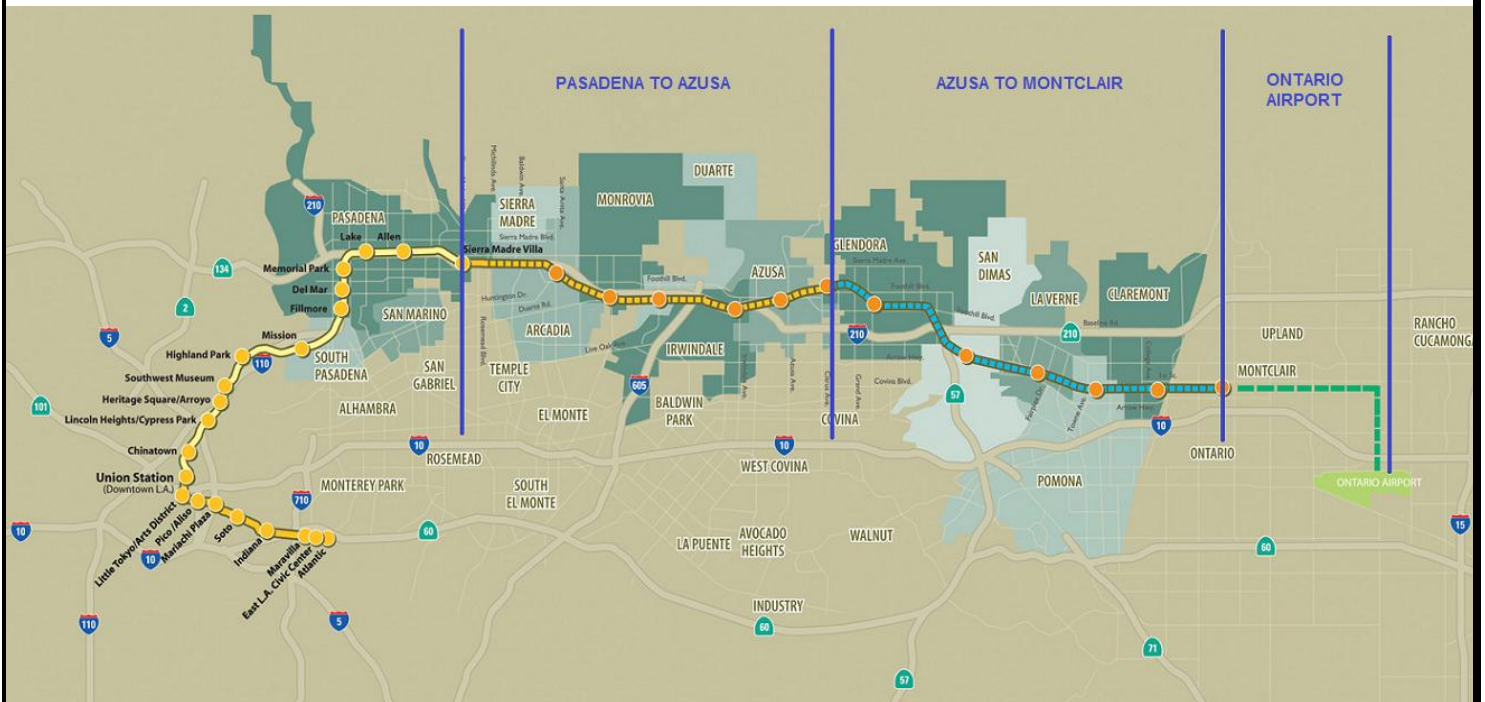


Figure 1: Metro Gold Line Foothill Extension Alignment



Pasadena to Azusa Segment

MANAGEMENT ISSUES

Funding Agreement

The Foothill Extension Funding Agreement with Metro indicates that the Authority must acquire 50% of the land required for the Maintenance & Operations (M&O) Facility. Monrovia Redevelopment Agency (MRA) currently owns more than 50% of this land, which would enable the Authority to satisfy the Funding Agreement condition. The Authority has reached an agreement for acquisition of the property with MRA staff, which was approved by the Board of Directors. However, due to a decision issued by the California Supreme Court eliminating redevelopment agencies, the Authority and MRA are unable to complete the agreement at this time. Metro's Board of Directors approved an amendment to this agreement at their meeting on October 27, 2011 that increases the funding cap until the MRA property can be acquired. This increase allowed the Authority to issue an Interim Notice to Proceed to the C1135 design-build contractor on November 3rd. An executed purchase and sale agreement or an order for possession is required to release the escape clause requiring at least 50% of the property for the M&O Facility. On April 2, 2012 the Construction Authority received possession of the MRA property through eminent domain. Consequently, the funding condition to obtain at 50% of the property for the M&O Facility was met. As such, all escape clauses in the funding agreement have been met and the full notice-to-proceed has been issued to the Alignment design-build contractor. This item will be removed next period.

Acquisition of M&O Facility Property

All private property needed for the M&O Facility has now been acquired. The Authority Board of Directors authorized the use of eminent domain at its December 21, 2011 meeting for the Monrovia and Monrovia Redevelopment Agency property. A hearing for this eminent domain case is scheduled for March 14, 2012. As stated in the above item, the Monrovia and Monrovia Redevelopment Agency property has been acquired. All property for the M&O Facility has now been acquired. This item will be removed next period.



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

Completed acquisition of NTP+180 properties

Continued construction work on Iconic Freeway Structure:

- Completed temporary falsework construction
- Installed approximately 50% of formwork for the superstructure
- Installed drainage system
- Completed design work for structural and architectural elements of architectural precast baskets and submitted design to Caltrans for approval
- Skanska reports the following safety statistics for the month of February:
 - No safety incidents recorded
 - 4,947 hours performed by Skanska
 - 39,252 total work hours performed
 - 0 Recordable Incidents reported
- Skanska reports the following SBE statistics for the month of February:
 - Current SBE commitment: \$1,623,272
 - SBE percent committed versus value of Project: 11.86%
 - 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

IBI Group ~~continued to develop~~ed advanced conceptual engineering of ~~various~~all parking structure facilities

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

Received the following submittals from the C1135 (DB2) contractor:

- Segment 4 submittals for Civil Roadway 85%
- Project wide 60% submittals for Traction Power Design & Specs, DBCS, OCS Specs, Communications Specs, and Train Control Design (LRT) & Specs, as well as the M&O Facility Track Alignment
- 60% design for the following LRT bridge structures: Foothill Blvd, Palm Dr, and Citrus Ave
- Baseline Schedule and revision to the Early Work Schedule
- 85% Modifications to Foothill, Rosemead, Baldwin, Michillinda and Kincaid



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

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

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

- Pasadena:
 1. Parcel 401 (TPSS 0 – 3865 Arboleda Street) – Closing escrow 4/24/2012.
- Monrovia:
 1. Parcel 1602 (1401 Los Robles Ave, TPSS 03) – In escrow.
 2. Parcels 21A01 – 21A05 (Agency-owned M&O parcels) – Possession.
 3. Parcel 21A15 - Excalibur (520-622 E. Evergreen Avenue) – In escrow.
 4. 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) – Purchase and Sale Agreement ready for signature. Right of Entry signed. Seller seeking PUC approval for sale.
 3. Parcel 2803 (Access Easement, TPSS 05) – Setting Just Compensation on 4/24.
 4. Parcel 2804 (Access Easement, TPSS 05) – Setting Just Compensation on 4/24.
- Irwindale:
 1. Parcel 3302 (Irwindale Station Parking) – Under negotiation.
- Azusa:
 1. Parcel 3902 (736 N. Angelo Avenue) – Setting Just Compensation on 4/24.

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – May 31, 2012**

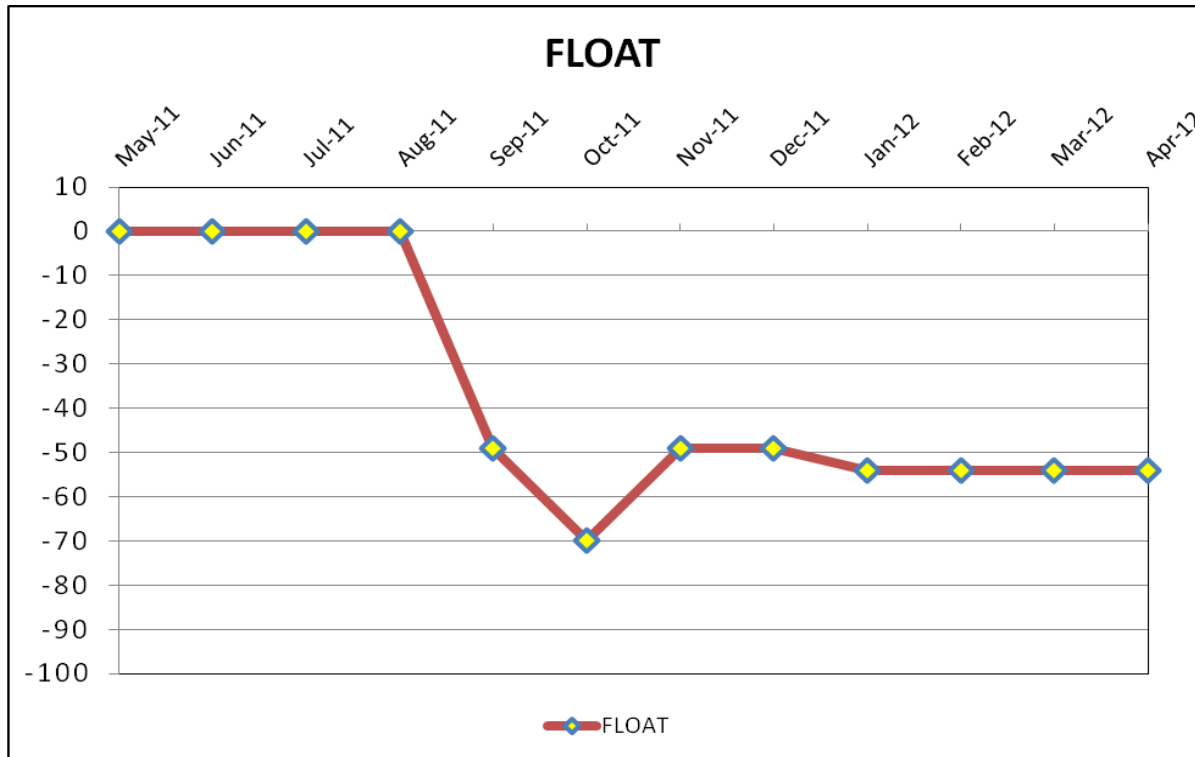


CRITICAL PATH SCHEDULE

Activity Description	Orig Dur	Act Dur	Rem Dur	Early Start	Early Finish	Total Float	Cal ID	Year							
								2011	2012	2013	2014	2015			
PRIMARY CRITICAL PATH															
C1135 - FOOTHILL ALIGNMENT DESIGN-BUILD															
SUMMARY															
C1135 - REQUEST FOR PROPOSAL	287*	287	0*	09JUN10A	27JUL11A		1	C1135 - REQUEST FOR PROPOSAL							
C1135 - INTERIM NOTICE TO PROCEED	0	0	0	03NOV11A			1	C1135 - INTERIM NOTICE TO PROCEED							
C1135 - >>>SUBSTANTIAL COMPLETION - 1420 CD<<<	0	0	0		23SEP15	-54	2	C1135 - >>>SUBSTANTIAL COMPLETION - 1420 CD<<<							
GUIDEWAY															
RETAINING WALLS - DESIGN	269*	111	158*	03NOV11A	22NOV12	-38	1	RETAINING WALLS - DESIGN							
SOUND WALLS - (1035+00 - 1230+00)	270*	0	270*	23NOV12	05DEC13	-38	1	SOUND WALLS - (1035+00 - 1230+00)							
GRADING/DRAINAGE (1035+00 - 1230+00)	158*	0	158*	07MAY13	12DEC13	-38	1	GRADING/DRAINAGE (1035+00 - 1230+00)							
COMM DUCTBANKS/CONDUITS - (1035+00 - 1230+00)	168*	0	168*	18JUN13	06FEB14	-38	1	COMM DUCTBANKS/CONDUITS - (1035+00 - 1230+00)							
TRACK DRAINAGE (1035+00 - 1230+00)	94*	0	94*	23OCT13	03MAR14	-38	1	TRACK DRAINAGE (1035+00 - 1230+00)							
OCS FOUNDATIONS (1035+00 - 1230+00)	104*	0	104*	23OCT13	17MAR14	-38	1	OCS FOUNDATIONS (1035+00 - 1230+00)							
TRACKWORK															
TRACK INSTALLATION - (1035+00 - 1230+00)	178*	0	178*	08NOV13	15JUL14	-38	1	TRACK INSTALLATION - (1035+00 - 1230+00)							
TRACK INSTALLATION - (970+00 - 1035+00)	99*	0	99*	24MAR14	07AUG14	-38	1	TRACK INSTALLATION - (970+00 - 1035+00)							
TRACK INSTALLATION - (827+22 - 970+00)	187*	0	187*	28JAN14	15OCT14	-38	1	TRACK INSTALLATION - (827+22 - 970+00)							
SYSTEMWIDE															
TRAIN CONTROL - INTERLOCK SIGNAL INSTALLATION	167*	0	167*	10JUL14	27FEB15	-38	1	TRAIN CONTROL - INTERLOCK SIGNAL INSTALLATION							
PRE-REVENUE OPERATIONS															
Systems Intergration Testing	46	0	148	02MAR15	23SEP15	-38	1	Systems Intergration Testing							
SECONDARY CRITICAL PATH															
C1135 - FOOTHILL ALIGNMENT DESIGN-BUILD															
SUMMARY															
C1135 - Demolish Existing Structures @ M&O	150	0	150	08AUG12	04JAN13	32	2	C1135 - Demolish Existing Structures @ M&O							
C1135 - >>>FULL ACCESS MAINTENANCE FACILITY	0	0	0		30OCT12	32	2	C1135 - >>>FULL ACCESS MAINTENANCE FACILITY							
C1135 - Const. Maintenance & Operations Facility	700	0	700	05JAN13	05DEC14	32	2	C1135 - Const. Maintenance & Operations Facility							
REAL ESTATE															
C1135 - REAL ESTATE - M&O FACILITY	646*	447	199*	24JAN11A	30OCT12	32	2	C1135 - REAL ESTATE - M&O FACILITY							



CRITICAL PATH FLOAT TREND



Critical Path Analysis

Primary Critical Path - (-54 Calendar Days)

On November 3, 2011, the Authority issued the Interim Notice to Proceed (INTP) for Contract C1135 - Phase 2A Design/Build Alignment to Foothill Transit Constructors. The Design-Build Contractor is in the process of developing the baseline schedule. However, the Authority estimates that the Design-Build Contractor is focused on the development of the Critical Design Packages, which include retaining walls, bridges, and utilities to support the proposed construction sequence. The project float remains constant at -54 days.

Secondary Critical Path - (-33 Calendar Days)

This period, secondary critical path runs through the real estate acquisition for parcels at the Maintenance & Operations Facility site. The Authority is in the process of finalizing the acquisition of the majority of the parcels required. The Authority anticipates providing full access to the C1135 Design-Build Contractor to support the start of facility construction by October 30, 2012.

Project Float

The current schedule reflects a forecast completion for Substantial Completion on September 23, 2015. Per the Foothill Extension Funding Agreement, the forecast completion date is 54 calendar days behind the required completion date of July 31, 2015.

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – May 31, 2012**



Description: Iconic Freeway Structure

Status: April 17, 2012

Contract No.: C1134

Contractor: Skanska

Progress Completed This Period:

Construction: During this reporting period, the contractor completed the temporary falsework installation and installed 50% of the formwork for the bridge structure, focusing initially on the curved exterior forms. Approximately 90% of the reinforcing steel has been placed in the very complex outrigger beam spanning the two columns over the 210 freeway. A specialty subcontractor is also installing the extensive post-tensioning ductwork in the outrigger beam.

Safety: To date, over 38,000 hours have been worked without a recordable incident.

Design: The structural design for the precast baskets has been completed and submitted to Caltrans for approval. Test samples for the concrete basket finish have also been completed and approved by the Authority. The subcontractor is now developing shop drawings for the precast elements. Mock-up panels of the exterior bridge girder were constructed to verify the architectural design elements.

Areas of Concern:

Although the design for the precast baskets has advanced significantly, obtaining final third party design approvals and fabrication lead time remains a significant concern.

The Authority is also contemplating adding the construction of the approach retaining walls to the C1134 contract to facilitate the interface coordination with the follow-on C1135 contract. Work added to the C1134 contract will be deducted from the C1135 contract.

The concrete placement for the bridge structure is planned for mid May 2012. The single pour for the soffit and stems will comprise a placement of approximately 2100 CYD. This is a major operation which is requiring significant advance planning and logistical preparation.

Schedule Assessment:

Upon completion of the falsework, the installation of the soffit and outrigger bent cap will begin.

The Substantial completion milestone slipped five (5) days from last period due to the additional time anticipated for the pre-cast basket installation. The basket installation will start after the falsework is removed. The Design-Build Contractor is seventy-seven (77) days behind schedule. The forecast for Substantial Completion is September 18, 2012, which is three months before the C1135 Design-Build Contractor access date of December 15, 2012.

Cost Assessment:

The current contract cost forecast is 18.86 million. The forecast is within the authorized budget of 19.5 million. The current forecast is 1.6% higher than the original contract value.

The Design-Build Contractor continues to trend below the maximum payment curve. The total earned to date is 11.8 million which is 17% below the maximum payment curve. The primary reason for not meeting the maximum payment schedule is due to late completion of the Final Design and the Falsework Design. The late delivery of these designs have impacted the start of the follow on work, which has delayed the planned milestone earnings.

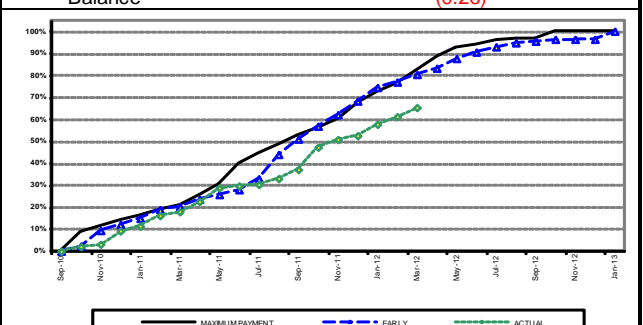
Schedule Summary:

Contract Award:	06/18/10	
Notice to Proceed (NTP) :	08/03/10	
Original Contract Duration:	880	Calendar Days
Current Contract Duration:	880	Calendar Days
Elapsed Time from NTP:	623	Calendar Days

Cost Summary:

	Million(s)
CONTRACT	
Contract Award Value:	18.57
Executed Change Orders:	0.15
Current Contract Value:	18.72
Potential Change Orders:	0.14
Current Forecast:	18.86
Earned Value/Actual Cost to Date	11.77
AUTHORIZATION FOR EXPENDITURE	
Budget	19.50
Commitment	18.60
Balance	(0.26)

Milestones	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	07/03/12	07/03/12	09/18/12	(77)
2	Punchlist Complete	10/01/12	10/01/12	12/17/12	(77)
3	Final Acceptance	12/30/12	12/30/12	03/17/13	(77)



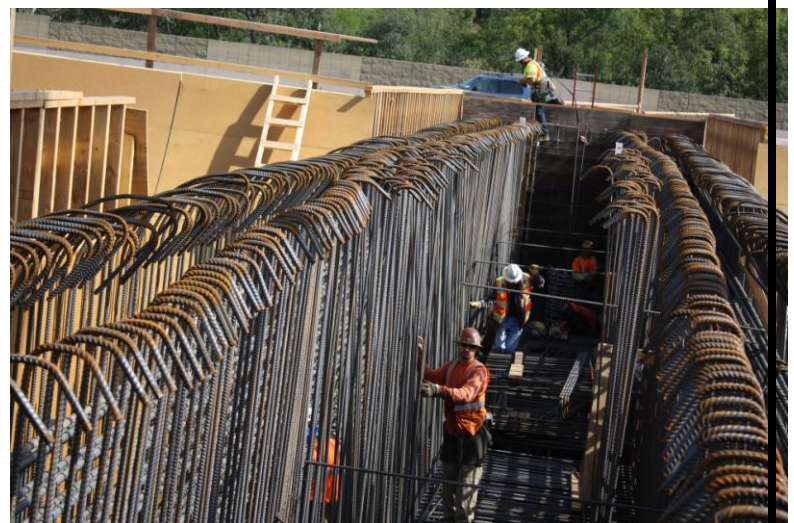
IFS Construction Images

View of fully installed temporary falsework



Installation of formwork

Installation of reinforcing steel in outrigger beam



**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – May 31, 2012**



Description: Alignment Design / Build

Status: April 15, 2012

Contract No.: C1135

Contractor: Foothill Transit Constructors (Kiewit-Parsons JV)

Progress Completed This Period

- Re-Submit Third Party Coordination Plan
- Submit Baseline Schedule
- Submit 60% Design - Grading & Drainage - Segment 4
- Submit 60% Design - Track Alignment M & O Facility
- Submit 60% Design - Traction Power
- Submit 60% Design - Train Control (LRT)
- Submit 60% Design - Ductbank Conduit System
- Submit 60% Design - Overhead Contact System
- Submit 60% Design - Communications System
- Submit 60% Design - Palm Dr (LRT) Bridge
- Submit 60% Design - Citrus Ave (LRT) Bridge
- Submit 85% - Modifications - Baldwin Ave Bridge
- Submit 85% - Modifications - Michillinda Ave Bridge
- Submit 85% - Modifications - Kincaid Bridge
- Submit 85% - Modifications - Foothill Blvd Bridge
- Submit 85% - Modifications - Rosemead Blvd Bridge
- Submit 60% Design - Foothill Blvd (LRT) Bridge

Activities Planned Next Period

- Re-Submit Project Management Plan
- Submit Demolition - Bridge Removal Work Plan
- Submit Clearing & Grubbing Work Plan
- Submit Bidding & Approval Procedure for Subcontracts
- Submit 85% Design - Track Alignment
- Submit 85% Design - Traffic Signal & Lighting Segment 4
- Submit 85% Design - Walls Segment 4
- Submit 60% Design - Foothill BI Freight Bridge
- Submit 60% Design - Grading & Drainage - M & O Facility
- Submit 60% Design - M&O Facilities
- Submit 60% Design - Palm Dr Freight Bridge
- Submit 60% Design - Civil Roadway Segment 2 & 3
- Submit 60% Design - Traffic Signal & Lighting Segment 2 & 3
- Submit 60% Design - Civil Roadway M & O Facility
- Submit 85% Design - Grading & Drainage - Segment 4
- Submit 85% Design - MOT & Detours Projectwide
- Submit 60% Design - Colorado Blvd Bridge
- Submit 60% Design - Santa Anita Ave Bridge
- Submit 60% Design - Citrus Ave Freight Bridge
- Submit 60% Design - Santa Anita Wash Bridge
- Submit 85% Design - Civil Roadway Segment 4

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)

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY**
Monthly Foothill Extension Project Status Report
Period Ending – May 31, 2012



Description: Alignment Design / Build

Status: April 15, 2012

Contract No.: C1135

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

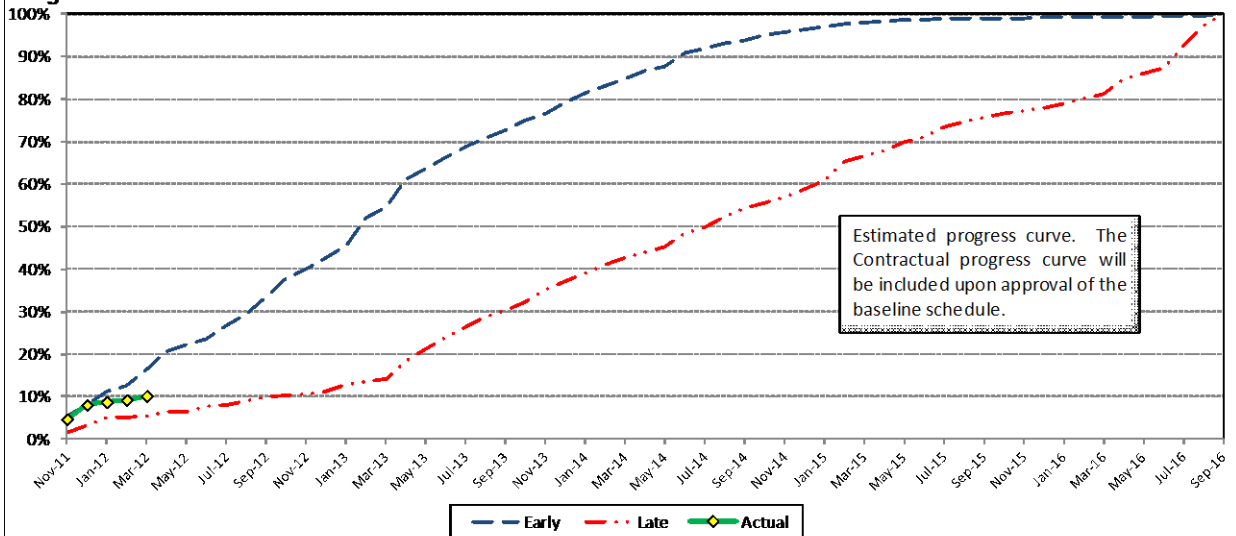
Cost Summary:

	Milion(s)
CONTRACT	
Contract Award Value:	485.9
Executed Change Orders:	0.0
Current Contract Value:	485.9
Potential Change Orders:	0.6
Current Forecast:	486.5
Earned Value/Actual Cost	44.0
AUTHORIZATION FOR EXPENDITURE	
Budget	503.9
Commitment	110.0
Balance	(376.5)

Cost Assessment:

The current Contract forecast is \$486.5 million. The potential change orders are within the authorized budget. The Design-Build Contractor has earned \$48.5 million and is authorized to complete up to \$110.0 million for design, procurement, and pre-construction activities. The Early Work Schedule cost curve projects that the Design-Build Contractor will meet the authorized commitment of \$110 million by May 2012.

Progress Curve



Schedule Summary:

Contract Award:	07/27/11
Interim Notice to Proceed (NIP):	11/03/11
Original Contract Duration:	1,780 Calendar Days
Current Contract Duration:	1,780 Calendar Days
Elapsed Time from NTP:	164 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	Punch list 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	12/17/12	(2)
5	Test Track Complete	03/27/15	03/27/15	09/18/14	190
6	Colorado Br. Demo Complete	02/01/12	02/01/12	07/16/12	(166)

Schedule Assessment:

The Substantial Completion Milestone is currently on schedule and is forecast to be complete on September 23, 2015. The IFS Access is currently forecasting a completion on December 17, 2012, which is two days after the Contractual requirement. At this time the access is based upon the completion of the C1134 Design-Build Contractor punch list work. There is a potential for shared access after the C1134 Substantial Completion.

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 San Gabriel River Bridge, and Foothill Bridge.

The Colorado Bridge demolition will not be completed per the Contract requirement deadline. The Design-Build Contractor is currently in the process of completing the pre-requisite submittals to facilitate the demolition work. The demolition work is not on the critical path and will not impact the Substantial Completion milestone.



Azusa to Montclair Segment

Staff is working with Parsons Brinckerhoff (PB) to complete the environmental review for the Azusa to Montclair extension.

ACTIVITIES COMPLETED THIS PERIOD

PB continues to prepare the technical reports necessary for the NEPA/CEQA document. The Authority and PB met to discuss lessons learned from the Foothill Extension Pasadena to Azusa segment, and the environmental team is refining concept plans and updating any technical studies based on lessons learned. PB is approximately 95% complete with updating/refining conceptual engineering plans and technical sections required for the draft NEPA/CEQA document. Authority staff is reviewing the draft documents and working with PB to finalize the draft EIR for circulation.

The environmental team anticipates circulating the draft environmental documents for public comment in the next month or two.

KEY FUTURE ACTIVITIES

Refine concept plans, and finalize the Purpose and Need, the Project Description Report, technical studies and the Draft EIR for public release in the next few months.

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.

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – May 31, 2012**



**PHASE II FOOTHILL EXTENSION FINANCIAL STATUS
Project Operating Budget Summary in Millions of Dollars
May 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	-	92.9
Measure R - Azusa to Montclair	-	-	-	-
SANBAG	56.4	1.5	54.9	1.5
Federal TCSP	2.9	2.9	-	2.2
Federal Bus Intermodal Plan	9.0	6.2	2.8	2.0
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	1,423.0	773.4	649.6	126.0
	(a)	(b)	(c)	(d=a-b)
	Current Budget	Current Obligation	Current Expenditures	Current Available Balance
EXPENSES				
Program Management and Administration	101.7	50.0	43.4	51.7
Master Cooperative Agreements	12.0	-	-	12.0
Real Estate including ROW Acq	30.0	9.8	9.8	20.2
Special Programs	0.3	-	-	0.3
Procurement/Vehicles	60.0	-	-	60.0
Maintenance and Operations Facility Land	20.0	11.0	11.3	9.0
Construction - IFS	18.6	18.6	11.8	-
Construction - Pasadena to Azusa segment	314.8	44.0	44.0	270.8
Construction - Azusa to Montclair segment	660.0	-	-	660.0
Construction - Ontario Airport Extension	1.2	-	-	1.2
Construction - M&O	40.0	-	-	40.0
Construction - Parking Structures	31.0	-	-	31.0
MTA Project Costs	66.0	-	-	66.0
Contingency	46.4	-	-	46.4
Project Reserve	21.0	-	-	21.0
Total Project	1,423.0	133.4	120.3	1,289.6