

# Metro Gold Line Foothill Extension Project

## Monthly Project Status Report

January 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 3<sup>rd</sup>. 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.

#### **Legal Challenge of SEIR**

On February 17, 2011, Excalibur Property Holdings LLC and George Brokate (Excalibur) filed a petition for writ of mandate against the Metro Gold Line Foothill Extension Construction Authority's decision to approve certain modifications to Phase 2A of the Foothill Extension. The petition alleges that the Authority failed to comply with the California Environmental Quality Act (CEQA), and has been amended to name the Los Angeles Metropolitan Transportation Authority as a real party in interest. The petitioner served the Authority with the lawsuit on February 24, 2011. The writ hearing was held on October 25, 2011 and the final decision was ruled in the Authority's favor. However, Excalibur submitted a motion to vacate the favorable ruling and replace with a ruling that the SEIR did not comply with CEQA. On December 29, 2011 the judge granted the Excalibur motion on the basis that the Irwindale alternative studied in the SEIR was not located in Phase 2A of the project. On January 3, 2012 the Authority submitted an objection to the vacation informing the judge that the Irwindale alternative is located in Phase 2A. A hearing is set for January 31, 2012 for the judge to evaluate the Authority's objection to the vacation. On February 9, 2012 a settlement agreement was reached that resolved all litigation on the project. This item will be closed 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.

#### **Design-Build Lawsuit**

Excalibur Property Holdings LLC and George Brokate (Excalibur) filed a lawsuit claiming that the Authority does not have the authority to issue design-build contracts. The court denied Authority's request to dismiss case prior to hearing. The hearing for this lawsuit is scheduled for February 22, 2012. On February 9, 2012 a settlement agreement was reached that resolved all litigation on the project. This item will be closed next period.



### **KEY ACTIVITIES COMPLETED THIS PERIOD**

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

Certified Supplemental Environmental Impact Report (SEIR) No. 2

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 construction of all three architectural bridge columns
- Completed construction of the abutments
- Began construction of temporary falsework supports
- Skanska reports the following safety statistics for the month of December:
  - No safety incidents recorded
  - 4,562 hours performed by Skanska
  - 29,375 total work hours performed
  - 0 Recordable Incidents reported
- Skanska reports the following SBE statistics for the month of December:
  - Current SBE commitment: \$1.4 million
  - SBE percent estimated versus value of Project: 8%
  - 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 performed geotechnical field investigation and developed advanced conceptual engineering of various parking structure facilities

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

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

- Segment 4 60% submittals for Signal & Lighting, Civil Roadway, and Walls
- Segment 3 60% Contract Utilities
- 30% design for Alta Vista Wash and Sawpit Wash



### **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 February 15, 2012):

- Los Angeles County:
  1. Parcel 401 (TPSS 0 – 3865 Arboleda Street) – Appraisal in process.
- Arcadia:
  1. Parcels 701 and 702 (Arboretum, TPSS 01) – Purchase agreement complete. Licensing agreement approved. County Board of Supervisors to authorize purchase 2/28.
  2. Parcel 1206 (TPSS 02) – Street Vacation – Working with City of Arcadia to acquire.
  3. Parcel 1402 (3<sup>rd</sup> Avenue) – Street Vacation – Working with City of Arcadia to acquire.
- Monrovia:
  1. Parcel 1602 (1401 Los Robles Ave, TPSS 03) – Open Escrow.
  2. Parcels 21A01 – 21A05 (Agency-owned M&O parcels) – Condemnation papers filed with court.
  3. Parcel 21A10 Hoffman/Linsalato (1630 S. California Avenue) – Closed.
  4. Parcel 21A15 - Excalibur (520-622 E. Evergreen Avenue) – Settled.
  5. Parcel 21A21 - City-owned street (North Duarte Avenue) – Condemnation papers filed with court.
- Duarte:
  1. Parcel 2203 (1806 Mountain Avenue, Duarte) – In escrow.
  2. Parcel 2204 (1812 Mountain Avenue, Duarte) – In escrow.
  3. Parcel 2602 (Duarte Station Parking – 1700 Business Center Drive) - Setting Just Compensation 2/22.
  4. Parcels 2801 and 2802 (Cal Am Water, TPSS 05) – Price and Terms agreement. Seller seeking PUC approval to sell.
  5. Parcel 2803 (Access Easement, TPSS 05) – Property owner contacted. Appraisal in process.
  6. Parcel 2804 (Access Easement, TPSS 05) – Property owner contacted. Appraisal in process.
- Irwindale:
  1. Parcel 3302 (Irwindale Station Parking) – Under negotiation.
- Azusa:
  1. Parcel 3701 (845 W. 6<sup>th</sup> Street, TPSS 07) – Due to close by end of February.
  2. Parcel 3902 (736 N. Angelo Avenue) – Appraisal in process.

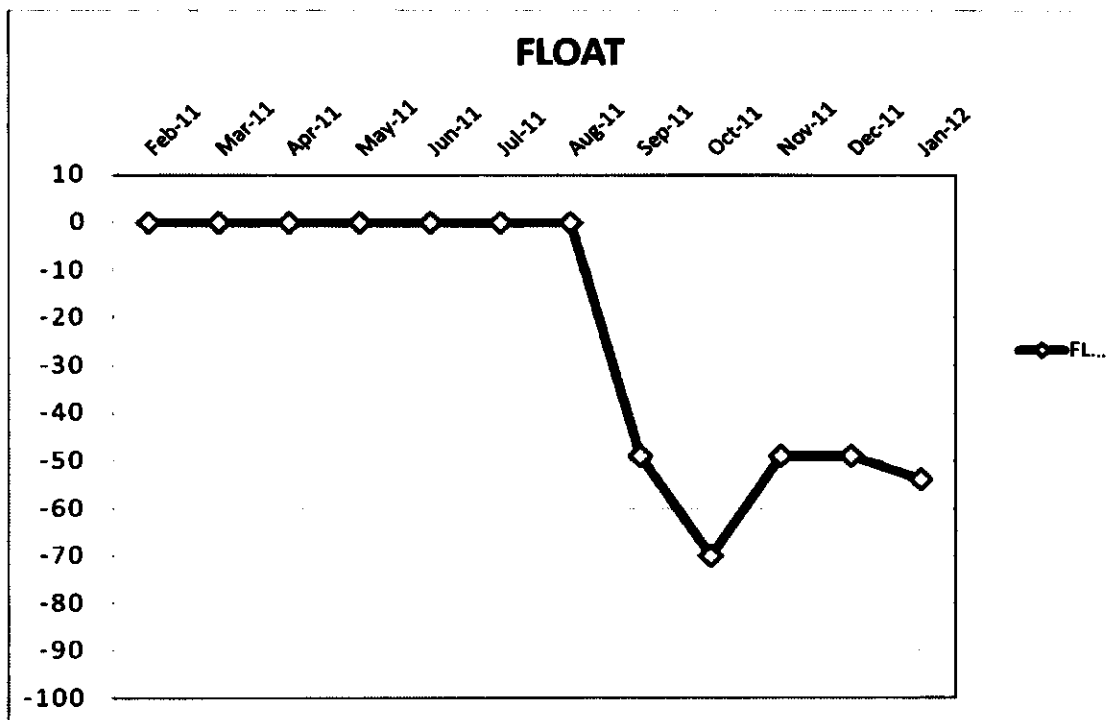


**CRITICAL PATH SCHEDULE**

Activity Description	Orig Dur	Act Dur	Plan Dur	Early Start	Early Finish	Total Float	2011	2012	2013	2014	2015	2016
<b>PRIMARY CRITICAL PATH</b>												
<i>C1135 - Foothill Alignment Design-Build</i>												
SUMMARY												
C1135 - REQUEST FOR PROPOSAL	287	287	0	08JUN10A	27JUL11A		C1135 - REQUEST FOR PROPOSAL					
C1135 - INTERIM NOTICE TO PROCEED	0	0	0	03NOV11A			C1135 - INTERIM NOTICE TO PROCEED					
C1135 ->>>SUBSTANTIAL COMPLETION - 1420 CD<<<	0	0	0		23SEP15	-54	C1135 ->>>SUBSTANTIAL COMPLETION - 1420 CD<<<					
<b>CONSTRAINT</b>												
RETAINING WALLS - DESIGN	280	48	221	03NOV11A	22NOV12	-38	RETAINING WALLS - DESIGN					
SOUND WALLS - (1035+00 - 1230+00)	270	0	270	23NOV12	05DEC13	-38	SOUND WALLS - (1035+00 - 1230+00)					
GRADING/DRAINAGE (1035+00 - 1230+00)	154	0	154	13MAY13	12DEC13	-38	GRADING/DRAINAGE (1035+00 - 1230+00)					
COMB DUCTBANKS/CONDUITS - (1035+00 - 1230+00)	164	0	164	24JUN13	08FEB14	-38	COMB DUCTBANKS/CONDUITS - (1035+00 - 1230+00)					
TRACK DRAINAGE (1035+00 - 1230+00)	90	0	90	29OCT13	03MAR14	-38	TRACK DRAINAGE (1035+00 - 1230+00)					
OCS FOUNDATIONS (1035+00 - 1230+00)	100	0	100	29OCT13	17MAR14	-38	OCS FOUNDATIONS (1035+00 - 1230+00)					
<b>TRACK WORK</b>												
TRACK INSTALLATION - (1035+00 - 1230+00)	174	0	174	14NOV13	15JUL14	-38	TRACK INSTALLATION - (1035+00 - 1230+00)					
TRACK INSTALLATION - (970+00 - 1035+00)	90	0	90	24MAR14	07AUG14	-38	TRACK INSTALLATION - (970+00 - 1035+00)					
TRACK INSTALLATION - (827+22 - 970+00)	194	0	194	17JAN14	15OCT14	-38	TRACK INSTALLATION - (827+22 - 970+00)					
<b>SYSTEMS</b>												
TRAIN CONTROL - INTERLOCK SIGNAL INSTALLATION	167	0	167	10JUL14	27FEB15	-38	TRAIN CONTROL - INTERLOCK SIGNAL INSTALLATION					
<b>PRE-REVENUE OPERATIONS</b>												
Systems Integration Testing	40	0	40	02MAR15	23SEP15	-38	Systems Integration Testing					
<b>SECONDARY CRITICAL PATH</b>												
<i>C1135 - Foothill Alignment Design-Build</i>												
SUMMARY												
C1135 - Demolish Existing Structures @ M&O	150	0	150	08AUG12	04JAN13	32	C1135 - Demolish Existing Structures @ M&O					
C1135 ->>>FULL ACCESS MAINTENANCE FACILITY	0	0	0		30OCT12	32	C1135 ->>>FULL ACCESS MAINTENANCE FACILITY					
C1135 - Const. Maintenance & Operations Facility	700	0	700	05JAN13	05DEC14	32	C1135 - Const. Maintenance & Operations Facility					
<b>REAL ESTATE</b>												
C1135 - REAL ESTATE - M&O FACILITY	010	350	280	24JAN11A	30SEP12	62	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 anticipates that the Design-Build Contractor will be focused on the development of the Design Management Plan, Project Management Plan, and Critical Design Packages to support the proposed construction sequence. The project float has decreased to reflect the Contractual Substantial Completion date.

**Secondary Critical Path - (-32 Calendar Days)**

This period, secondary critical path runs through the real estate acquisition for parcels at the Maintenance & Operations Facility site. The Authority anticipates acquiring the parcels necessary 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 – January 31, 2012**



**Description:** Iconic Freeway Structure  
**Contract No.:** C1134

**Status:** Jan-12  
**Contractor:** Skanska

**Progress Completed This Period:**

**Construction:** The contractor has completed construction of all three bridge columns and abutment no. 1. Forming of abutment no. 4 walls has begun with a target completion date of February 3rd. Work has also begun on the assembly of falsework supports.

**Safety:** There were no reportable safety incidents this period. With falsework erection occurring, it is vitally important that public safety is maintained. Freeway lane reductions and full east bound closures will be utilized as needed to ensure safe erection of the falsework system.

**Design:** Remaining design elements for the project include the architectural precast baskets, landscaping and aesthetic lighting. The contractor has selected a specialty subcontractor for the development of the precast baskets. A kickoff meeting with the Authority has been held and the contractor has begun a test panel casting program.

**Areas of Concern:**

**Schedule:** The project is currently two months behind schedule due primarily to the lengthy design and approval process and that column forming activities took longer than anticipated to complete. Additionally, the architectural elements of this project are complex, and significant design and planning efforts are needed to ensure that quality is maintained. The contractor has begun working a second shift to mitigate some of the current delays. The Authority is evaluating a request for time extension. There remains sufficient float in the program schedule before the structure needs to be turned over to the design-build contractor responsible for the Alignment (C1135), FTC.

**Schedule Assessment:**

On January 12, falsework design was submitted for review and approval. The falsework installation is on the critical path. An expedited review of this document is anticipated to minimize the impact to the Substantial Completion milestone. The design-build contractor will complete Abutment 4 and Column 3R on the south side of I-210 Fwy within the next period.

The design-build contractor is sixty-five (65) days behind schedule. The forecast for Substantial Completion is September 6, 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 18.93 million. The forecast is within the authorized budget of 19.5 million. This period, a budget revision was authorized for future change order work. The current forecast is 1.9% higher than the original contract value.

The design-build contractor continues to trend below the maximum payment curve. The total earned to date is 10.4 Million, and is currently trending 20% below the maximum payment curve. The primary reason for not meeting the maximum payment schedule is due to not completing the final design, abutments, columns, and falsework installation per the baseline schedule.

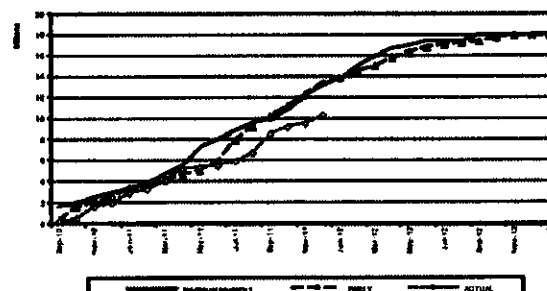
**Schedule Summary:**

Contract Award:	08/18/10	
Notice to Proceed (NTP) :	08/03/10	
Original Contract Duration:	880	Calendar Days
Current Contract Duration:	880	Calendar Days
Elapsed Time from NTP:	530	Calendar Days

**Cost Summary:**

	Million(s)
<b>CONTRACT</b>	
Contract Award Value:	18.57
Executed Change Orders:	0.00
Current Contract Value:	18.57
Potential Change Orders:	0.36
Current Forecast:	18.93
Earned Value/Actual Cost to Date	10.39
<b>AUTHORIZATION FOR EXPENDITURE</b>	
Budget	19.50
Commitment	18.60
Balance	(0.33)

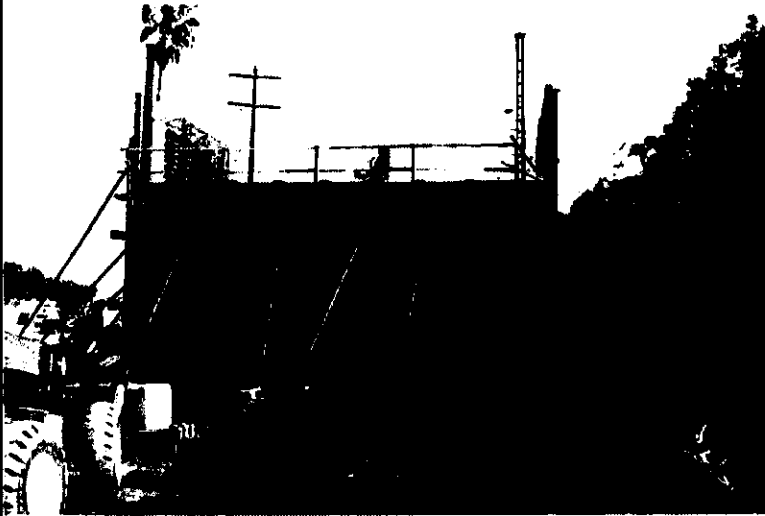
Milestone	Description	Original Contract	Current Contract	Forecast	Variance
Jan-00	Substantial Completion	07/03/12	07/03/12	09/08/12	(85)
Jan-00	Punchlist Complete	10/01/12	10/01/12	12/05/12	(85)
Jan-00	Final Acceptance	12/30/12	12/30/12	03/05/13	(85)





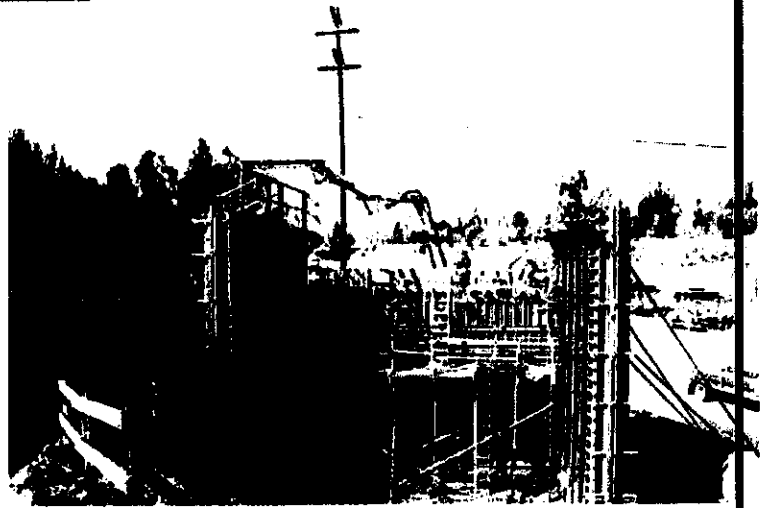
**IFS Construction Images**

Column formliner  
removal at Bent 3L



Forming of South Abutment in  
preparation of concrete pour

Concrete pour at South Abutment



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



**Description:** Alignment Design / Build

**Status:** Jan-12

**Contract No.:** C1135

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

**Progress Completed This Period**

- Re-Submit QA/QC Plan Part I.
- Submit QA/QC Plan Part II.
- Submit 30% Design - Foothill Blvd Bridge
- Submit 30% Design - Palm Drive Bridge
- Submit 30% Design - Citrus Avenue Bridge
- Submit 60% Design - Track Alignment
- Submit Progress Photo Plan
- Submit Soil Management Plan
- Submit Early Schedule of Values
- Submit Material Disposal Plan
- Hand-off Meeting with USACOE.
- Kick-off Meeting with City of Monrovia
- Kick-off Meeting with City of Azusa
- Kick-off Meeting with L.A. County Flood Control

**Activities Planned Next Period**

- Submit Communications Plan
- Submit QA/QC Plan Part III
- Submit Bidding & Approval Procedure for Subcontracts.
- Re-Submit Third Party Coordination Plan
- Submit Demolition - Bridge Removal Work Plan.
- Submit Pre-Construction Survey.
- Submit Clearing & Grubbing Work Plan
- Submit Systems Assurance Plan
- Re-Submit Pre-Construction Survey
- Re-Submit Design Package Plan
- Re-Submit Project Management Plan
- Re-Submit Interface Management Plan
- Re-Submit Early Work Schedule
- Kick-off Meeting with City of Duarte
- Kick-off Meeting with City of Irwindale
- Kick-off Meeting with Caltrans
- Kick-off Communications Systems Coordination Meeting with Metro
- Submit Systems Interface Management Plan
- Conduct Systems Workshops

**Areas of Concern**

- No concerns at this time.

**Areas of Concern (Continued)**

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



**Description:** Alignment Design / Build

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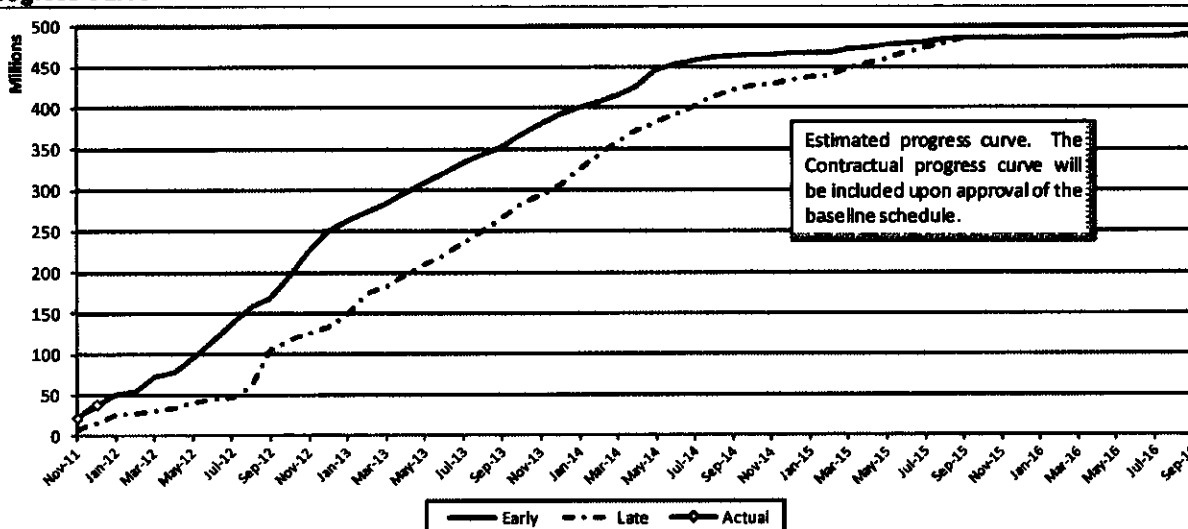
**Cost Summary:**

	Million(s)
<b>CONTRACT</b>	
Contract Award Value:	485.9
Executed Change Orders:	0.0
Current Contract Value:	485.9
Potential Change Orders:	0.6
Current Forecast:	488.4
Earned Value/Actual Cost	38.5
<b>AUTHORIZATION FOR EXPENDITURE</b>	
Budget	503.87
Commitment	110.00
Balance	(376.43)

**Cost Assessment:**

The current Contract forecast is \$488.4 Million. The potential change orders are within the authorized budget.

**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:	73 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	09/19/16	09/19/16	09/19/16	0
3	Final Completion	09/17/16	09/17/16	09/17/16	0
4	Access - FS Br	12/15/12	12/15/12	12/05/12	10
5	Test Track Complete	03/27/15	03/27/15	09/18/14	180
6	Colorado Br Demo Complete	02/01/12	02/01/12	03/16/12	(44)

**Schedule Assessment:**

The Substantial Completion Milestone is currently on schedule and is forecast to be complete on September 23, 2015.

The *Early Work Schedule*, which focuses on activities within the first 180 calendar days after Interim Notice To Proceed (INTP) was rejected. The Design-Build Contractor will resubmit next period. The Design-Build Contractor has identified the 60 % Train Control Designs for the freight track and LRT track to be the most critical element of work within the first 180 calendar days.

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 milestones.



## **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 – January 31, 2012**



**PHASE II FOOTHILL EXTENSION FINANCIAL STATUS  
Project Operating Budget Summary in Millions of Dollars  
January 31, 2011**

	( a )	( b )	(c=a-b)	( d )
<b>FINANCIAL PLAN</b>	<b>Current Budget</b>	<b>Funding Committed to Project</b>	<b>Uncommitted Funds</b>	<b>Revenues Received</b>
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	-	-	-	-
Measure R - Pasadena to Azusa	11.0	-	11.0	-
Measure R - Azusa to Montclair	735.0	735.0	-	61.8
SANBAG	-	-	-	-
Federal TCSP	56.4	1.5	54.9	1.5
Federal Bus Intermodal Plan	2.9	2.9	-	2.1
Federal New Starts 2004 MTA Passthrough	9.0	6.2	2.8	2.0
Federal New Starts 2005 MTA Passthrough	4.0	4.0	-	4.0
Federal New Starts 2006 Corridor Study	0.5	0.5	-	0.5
Federal/Other	2.5	2.5	-	2.0
Federal/Other	580.8	-	580.8	-
<b>Total Revenues</b>	<b>1,423.0</b>	<b>773.4</b>	<b>649.6</b>	<b>94.7</b>
	( a )	( b )	( c )	(d=a-b)
	<b>Current Budget</b>	<b>Current Obligation</b>	<b>Current Expenditures</b>	<b>Current Available Balance</b>
<b>EXPENSES</b>				
Program Management and Administration	101.7	50.0	40.6	56.7
Master Cooperative Agreements	12.0	-	-	12.0
Real Estate Including ROW Acq	30.0	8.3	8.7	21.7
Special Programs	0.3	-	-	0.3
Procurement/Vehicles	60.0	-	-	60.0
Maintenance and Operations Facility Land	20.0	4.4	5.3	15.6
Construction - IFS	18.6	18.6	11.0	-
Construction - Pasadena to Azusa segment	314.8	22.6	22.6	292.2
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
<b>Total Project</b>	<b>1,423.0</b>	<b>103.9</b>	<b>88.2</b>	<b>1,319.1</b>