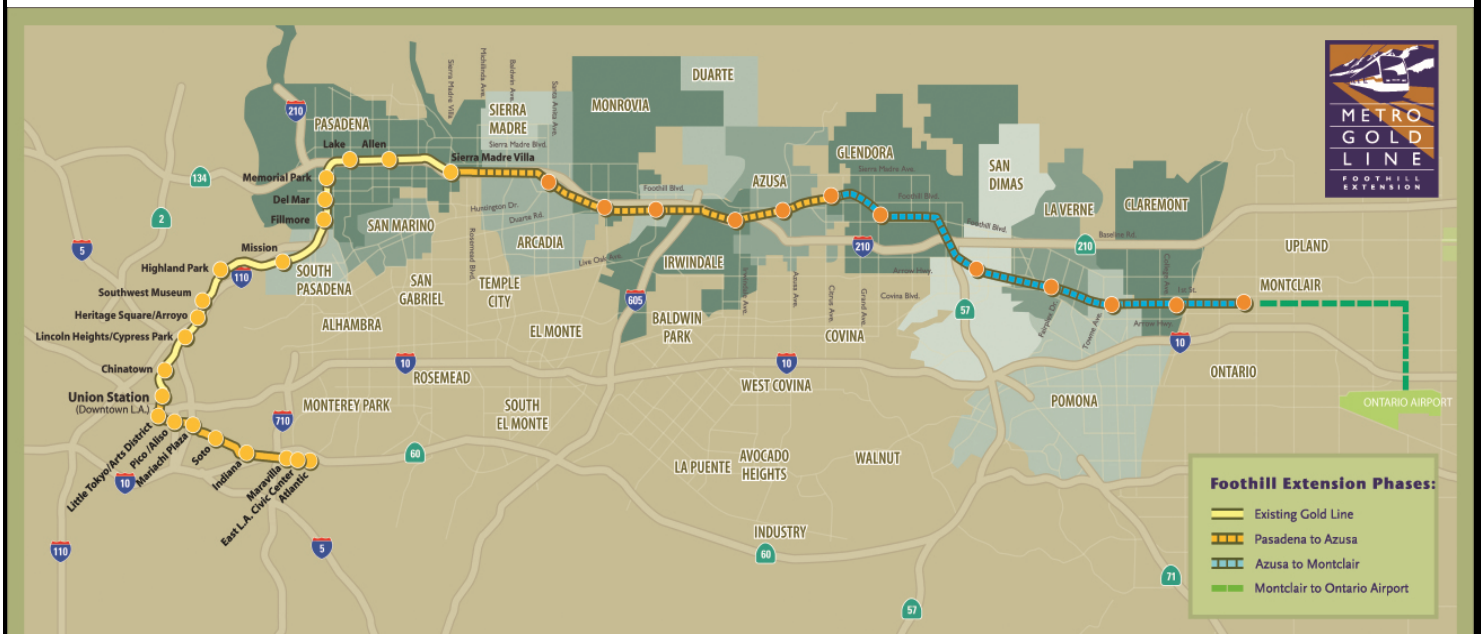


Metro Gold Line Foothill Extension Project

Monthly Project Status Report

June 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.

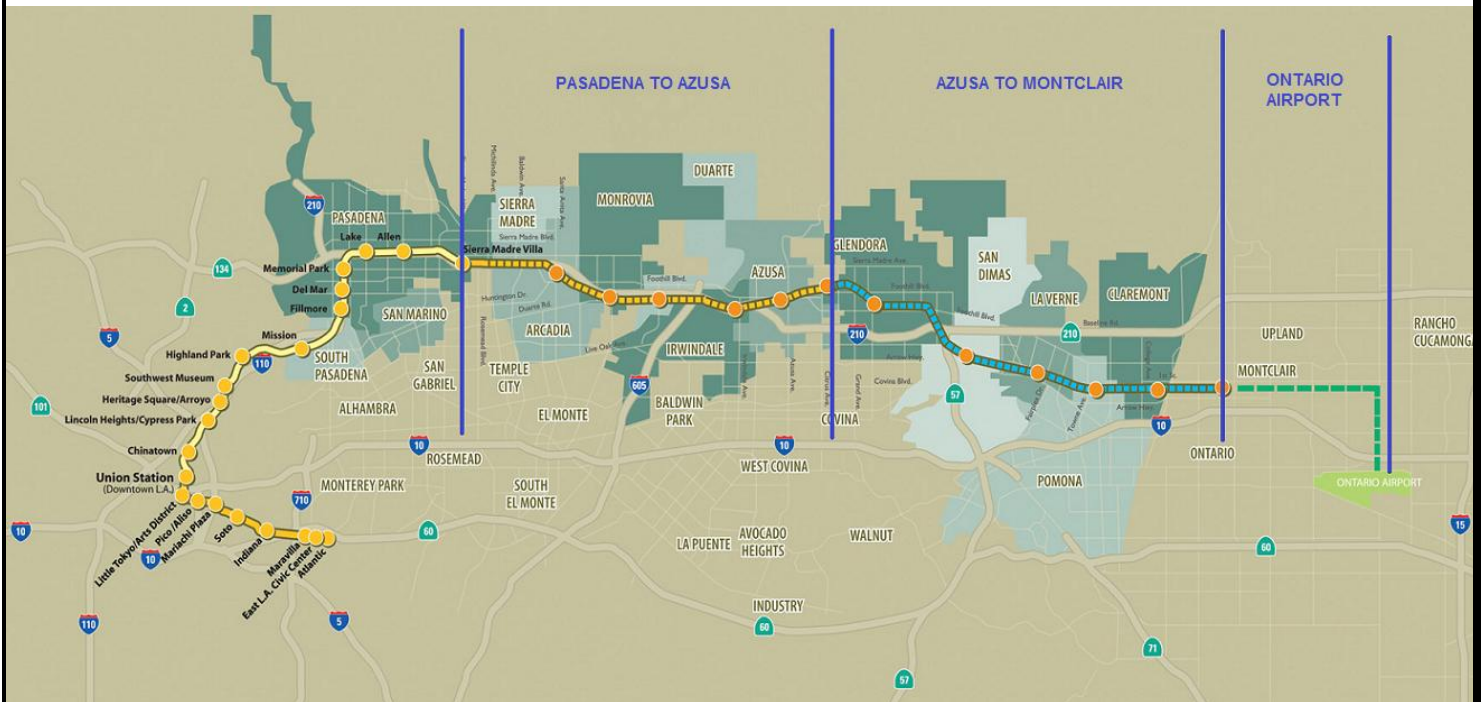


Figure 1: Metro Gold Line Foothill Extension Alignment



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. To date, Metro has not responded to these letters. Timely resolution of these betterment items is becoming a schedule critical item.

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 have recently requested that the dedicated HOV lane now be a metered lane. This request results in a longer ramp widening. Authority staff has requested a meeting with Caltrans management to discuss potential options to this request that do not result in additional ramp widening.



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 formwork and rebar installation in preparation for concrete pour of bridge soffit and stem walls
- Completed placement of 2050 yards of concrete over a 20-hour period for the soffit and stem walls
- Continued design of basket reed sections based on Caltrans approval of architectural basket design
- Skanska reports the following safety statistics for the month of May:
 - No safety incidents recorded
 - 4,551 hours performed by Skanska
 - 54,349 total work hours performed to date
 - 0 Recordable Incidents reported
- Skanska reports the following SBE statistics for the month of May:
 - 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

IBI Group developed advanced conceptual engineering of all parking structure facilities

Released the Industry Review Draft for the Intermodal Parking Facilities and Enhancements Project, RFP C1150 (DB3)

Shortlisted three firms for the Intermodal Parking Facilities and Enhancements Project, RFP C1150 (DB3)

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

FTC began rail demolition and completed demolition of the Colorado Bridge



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

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) – Part of agreement with City of Monrovia. Appraisal underway.
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) – Negotiating.

- Irwindale:

1. Parcel 3302 (Irwindale Station Parking) – Negotiating.

- Azusa:

1. Parcel 3902 (736 N. Angelo Avenue) – Offer extended until 7/26/2012.

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – June 30, 2012**

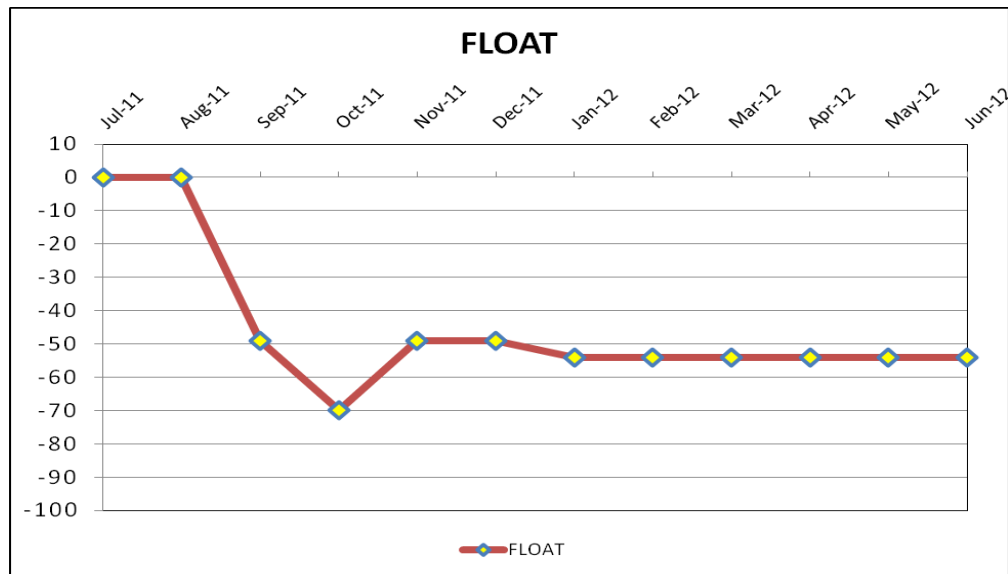


CRITICAL PATH SCHEDULE

Activity Name	OD	RD	AD	Start	Finish	Total Float	2012		2013			2014				2015				2016
							Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
PRIMARY CRITICAL PATH																				
SAN GABRIEL RIVER BRIDGE - DESIGN	281	179	89	09.Jan.12 07:00 A	21.Jan.13 15:00	-40	■	■												
SAN GABRIEL RIVER BRIDGE - CONSTRUCTION	180	180	0	15.Apr.13 07:00	20.Dec.13 15:00	-40			■	■										
TRACK INSTALLATION - SEGMENT 3	90	90	0	30.Sep.13 07:00	31.Jan.14 15:00	-40					■									
OCS - INSTALLATION - SEGMENT 3	150	150	0	13.Jan.14 07:00	08.Aug.14 15:00	-40					■	■								
OCS - TESTING - SEGMENT 3	56	56	0	09.Aug.14 07:00	03.Oct.14 15:00	-54							■							
OCS - TESTING - SEGMENT 2	55	55	0	04.Oct.14 07:00	27.Nov.14 15:00	-54								■						
OCS - TESTING - SEGMENT 1	52	52	0	28.Nov.14 07:00	18.Jan.15 15:00	-54									■					
OCS - TESTING - SEGMENT 4	52	52	0	19.Jan.15 07:00	31.Mar.15 15:00	-38										■				
SYSTEMS INTERGRATION TESTING	126	126	0	01.Apr.15 07:00	23.Sep.15 15:00	-38											■			
C1135 - >>>SUBSTANTIAL COMPLETION - 1420 CD<<<	0	0	0		23.Sep.15 15:00*	-54											◆			
SECONDARY CRITICAL PATH																				
RETAINING WALLS - SEGMENT 4 - DESIGN	279	76	132	03.Nov.11 07:00 A	29.Aug.12 15:00	-35	■	■												
RETAINING WALLS - SEGMENT 4 (South Side)	126	126	0	30.Aug.12 07:00	21.Feb.13 15:00	-35		■	■											
GRADING - SEGMENT 4 (FRT)	90	90	0	19.Oct.12 07:00	21.Feb.13 15:00	-35		■	■											
GRADING - SEGMENT 3	75	75	0	13.Feb.13 07:00	28.May.13 15:00	-35				■										
DRAINAGE - SEGMENT 3	80	80	0	06.Mar.13 07:00	25.Jun.13 15:00	-35				■										
DRAINAGE - SEGMENT 2	70	70	0	26.Jun.13 07:00	01.Oct.13 15:00	-35					■									
DRAINAGE - SEGMENT 1	100	100	0	02.Oct.13 07:00	18.Feb.14 15:00	-35						■								
OCS FOUNDATIONS - SEGMENT 1	55	55	0	27.Nov.13 07:00	11.Feb.14 15:00	-35						■								
OCS FOUNDATIONS - SEGMENT 4	60	60	0	12.Feb.14 07:00	06.May.14 15:00	-35							■							
TRACK INSTALLATION - SEGMENT 4 (LRT)	90	90	0	26.Feb.14 07:00	01.Jul.14 15:00	-35								■						
OCS - INSTALLATION - SEGMENT 4	150	150	0	18.Jun.14 07:00	13.Jan.15 15:00	-35									■					



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. The schedule reflects the Design-Build Contractor’s general approach to completing the work. The critical path currently runs through the San Gabriel River Bridge design. The bridge construction will start on April 15, 2013. The critical path continues through Segment 3 (San Gabriel River to Mayflower Ave) track installation followed by the OCS installation and local field acceptance testing. The path continues through systems integration testing and terminates at Substantial Completion. The Substantial Completion forecast is September 23, 2015 and the current float is -54 calendar days.

Secondary Critical Path - (-33 Calendar Days)

This period, secondary critical path runs through the Segment 4 Retaining Wall design. The path continues through the installation of the Segment 4 (Citrus Ave to San Gabriel River) south side retaining walls and grading. The secondary path continues through the Segment 3 grading followed by drainage installation from Segment 3 to Segment 1. The Segment 1 (IFS Bridge to SMV Station) OCS foundation installation will follow the Segment 1 drainage installation. The OCS foundation installation will then move to Segment 4 after the installation in Segment 1 has been completed. The Segment 4 (LRT) track installation will trail the OCS foundation installation. The OCS Installation in Segment 4 will commence after the track installation is complete. The path terminates at the Segment 4 OCS testing, which is on the primary critical path.

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 – June 30, 2012**



Description: Iconic Freeway Structure

Status: June 15, 2012

Contract No.: C1134

Contractor: Skanska

Progress Completed This Period:

Construction: During this reporting period, the contractor completed the formwork and rebar installation in preparation for the placement of concrete in the bridge soffit and stem walls. The Structural Engineer has also certified that the falsework has been installed per the design and that the temporary structure is capable of carrying the anticipated concrete loads. In preparation for the concrete placement, a detailed construction work plan was prepared describing how the concrete deliveries and placement will be carried out. The placement of 2050 yards of concrete occurred during a 20 hour period beginning at 10:00 on June 18th under a 6 hour freeway closure. Caltrans has been very supportive in their project oversight role. There were no reportable safety incidents this period.

Design: Caltrans has approved the design of the architectural precast baskets. In response to Caltrans' comments, design work is continuing for the basket reed sections which have presented a significant challenge for the design team.

Areas of Concern:

The contractor is approximately one month 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 contemplating adding the construction of the approach retaining walls to the C1134 contract to facilitate the interface coordination with the follow-on C1135 contract. The addition of this work will likely result in a time extension to the IFS construction contract.

In both instances, there remains float in the program schedule and work on the IFS will be completed prior to the promised handover date to the 1135 alignment contractor.

Schedule Assessment:

The installation of formwork and rebar for the outrigger and soffit/stem walls are the primary critical path activities. The critical path continues through the concrete pour, followed by formwork strip. The concrete deck and barrier walls will start after the soffit and stem wall work is complete.

The Design-Build Contractor was granted a sixty-five (65) day time extension for Contract delays. This period, the Substantial Completion forecast slipped three (3) days from last period due to soffit/stem formwork production. The forecast completion date is October 1, 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 1.8% higher than the original contract value.

The Design-Build Contractor continues to trend below the maximum payment curve. The total earned to date is 14.33 Million which is 15% 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.

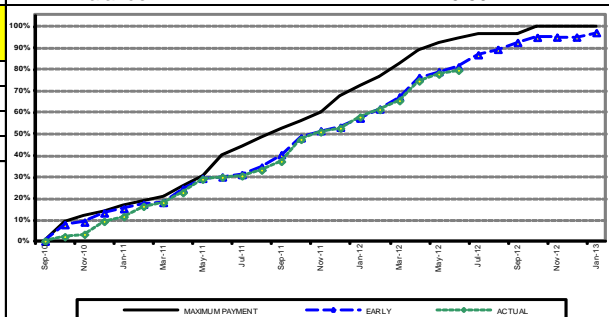
Schedule Summary:

Contract Award:	06/18/10
Notice to Proceed (NTP) :	08/03/10
Original Contract Duration:	880 Calendar Days
Current Contract Duration:	945 Calendar Days
Elapsed Time from NTP:	682 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:	0.19
Current Forecast:	18.91
Earned Value/Actual Cost to Date	14.33
AUTHORIZATION FOR EXPENDITURE	
Budget	19.50
Commitment	19.50
Balance	0.59

Milestones	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	07/03/12	09/06/12	10/04/12	(28)
2	Punchlist Complete	10/01/12	12/05/12	01/02/13	(28)
3	Final Acceptance	12/30/12	03/05/13	04/02/13	(28)



IFS Construction Images

Nighttime Freeway Closure
and Concrete Pour



Approximately 215 Concrete Trucks
Brought in for the Concrete Pour

View of Bridge after
Concrete Placement



**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – June 30, 2012**



Description: Alignment Design / Build **Status:** June 15, 2012
Contract No.: C1135 **Contractor:** Foothill Transit Constructors (Kiewit-Parsons J.V.)

Progress Completed This Period

- Submit 85% Design - MOT & Detours Projectwide
- Submit 85% Design - Grading & Drainage - Segment 4
- Submit 85% Design - Walls Segment 4 (East)
- Submit 60% Design - Colorado Blvd Bridge
- Submit 60% Design - Huntington Drive Bridge
- Submit 60% Design - 5th Ave Pedestrian Crossing
- Submit 60% Design - Saw Pit Wash Bridge
- Submit 60% Design - Train Control (M&O)
- Submit 60% Design - Train Control (Freight)
- Submit Preventative Maintenance Task Analysis

Activities Planned Next Period

- Submit Bidding & Approval Procedure for Subcontracts.
- Submit 85% Design - M&O Facility
- Submit 85% Design - Station Facilities
- Submit 100% Design - Walls Segment 4 (East)
- Submit 85% Design - Track Alignment
- Submit 85% Design - Walls Segment 4 (West)
- Submit 85% Design - M&O Facility Track Alignment
- Submit 100% Design - Civil Roadway Segment 4
- Submit 85% Design - M&O Facility Civil Site
- Submit 100% Design - Traffic Signal & Lighting Segment 4
- Submit 85% Design - Traffic Signal & Lighting M&O Facility
- Submit 100% Design - Grading & Drainage - Segments 4 (East)
- Submit 85% Design - Grading & Drainage - Segments 4 (West)
- Submit 60% Design - San Gabriel River Bridge
- Submit 85% Design - Foothill BI Freight Bridge
- Submit 85% Design - Foothill BI LRT Bridge
- Submit 85% Design - Citrus Ave Freight Bridge
- Submit 85% Design - Palm Dr Freight Bridge
- Submit 60% Design - M&O Facility OCS
- Submit 85% Design - Colorado BI Bridge
- Submit 60% Design - Contract Utilities Segment 2

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.
- San Gabriel River Bridge. The design of the bridge replacement must be completed by early 2013 so the bridge can be constructed during the 2013 dry season. The design of the bridge requires approval by the United States Army Corps of Engineers (USACE) among other project stakeholders. The design-builder has been working with USACE, the Authority, and Metro to obtain approval of the design. The remaining items that require approval include the hydraulics associated with the river and replacement bridge, the temporary diversion structure, and geotechnical analysis among other items. Authority staff is working with the design-builder to ensure these items are approved in a timely manner.
- 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 has recently requested that the dedicated HOV lane now be a metered lane. This request results in a longer ramp widening. Authority staff has requested a meeting with Caltrans management to discuss potential options to this request that do not result in additional ramp widening.

Areas of Concern (Continued)

- IDIQ Equipment Procurement. Per the MCA between the Authority and Metro, the Authority's design-builder is required to contract with Metro's IDIQ vendor for the communications equipment associated with the project. The Authority's design-builder has identified what it believes to be discrepancies between the Metro IDIQ contract and the Authority's contract, which have prevented the Authority's design-builder from entering into contract with Metro's IDIQ vendor. Authority staff have met with Metro staff and reached agreement that the Authority's design-builder may purchase the communications equipment from a different vendor if the equipment is identical to that listed in the IDIQ contract. Authority staff is hopeful that this agreement will allow for the timely purchase and integration of the project's communications equipment.
- 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 date, metro has not responded to these letters. Timely resolution of these betterment items is becoming a schedule critical item.

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY**
Monthly Foothill Extension Project Status Report
Period Ending – June 30, 2012



Description: Alignment Design / Build

Status: June 15, 2012

Contract No.: C1135

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

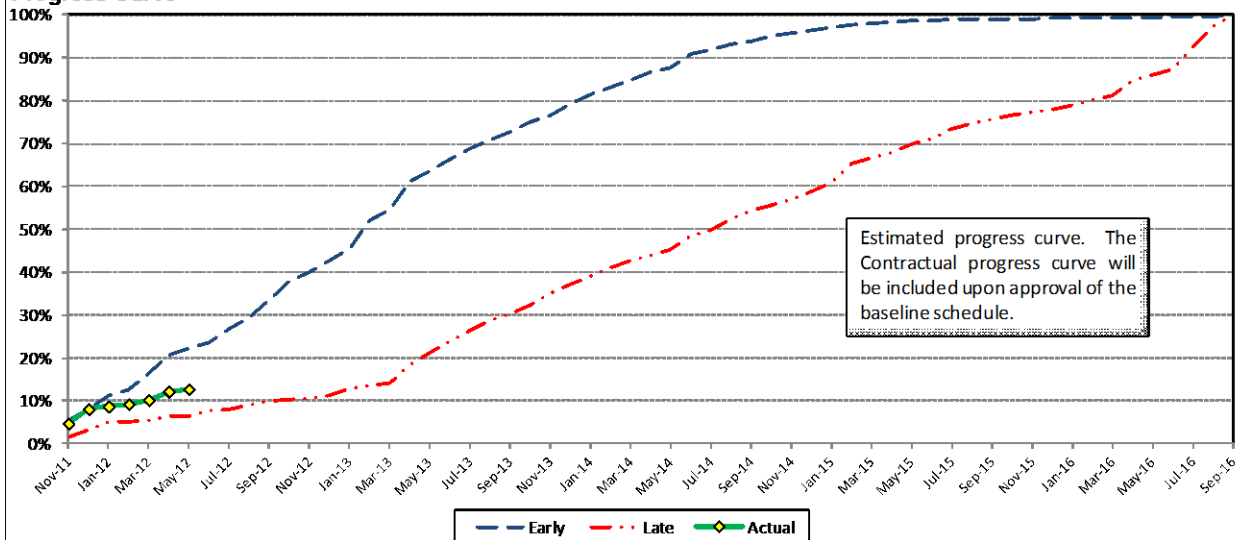
Cost Summary:

	Miln(s)
CONTRACT	
Contract Award Value:	485.9
Executed Change Orders:	0.0
Current Contract Value:	485.9
Potential Change Orders:	1.0
Current Forecast:	486.9
Earned Value/Actual Cost	60.7
AUTHORIZATION FOR EXPENDITURE	
Budget	503.9
Commitment	503.9
Balance	17.0

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 60.7 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:	225 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	01/03/13	(19)
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 January 3, 2013 which is nineteen (19) 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.

This period, the Design-Build Contractor completed the demolition of the existing Colorado Blvd bridge. The bridge demolition was scheduled to be completed within ninety (90) days of INTP. However, the existing bridge contained lead paint, asbestos, and contaminated soil, which delayed the start of this work. The demolition was completed on June 15, 2012.

Alignment Construction Images

Prepping for Colorado
Bridge demolition



Removal of Colorado
Bridge superstructure

Post-demolition view of
Colorado Bridge





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 few months.

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 – June 30, 2012**



**PHASE II FOOTHILL EXTENSION FINANCIAL STATUS
Project Operating Budget Summary in Millions of Dollars
June 30, 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	-	128.5
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	161.8
	(a)	(b)	(c)	(d=a-b)
	Current Budget	Current Obligation	Current Expenditures	Current Available Balance
EXPENSES				
Program Management and Administration	101.9	50.0	46.6	51.9
Master Cooperative Agreements	12.0	2.2	1.5	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	20.8	20.8	1.2
Construction - IFS	19.5	18.6	13.6	0.9
Construction - Pasadena to Azusa segment	330.8	314.8	60.7	16.0
Construction - Azusa to Montclair segment	658.8	-	-	658.8
Construction - M&O	46.0	44.0	-	2.0
Construction - Parking Structures	32.5	-	-	32.5
MTA Project Costs	64.0	-	-	64.0
Contingency	27.4	-	-	27.4
Project Reserve	19.6	-	-	19.6
Total Project	1,421.8	460.2	153.0	961.6