



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project





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1. Executive Summary

The Central Phoenix/East Valley (CP/EV) Light Rail Transit Project includes the design and construction of a 19.6 mile, double track, Minimum Operable Segment that extends from 19th Avenue near Bethany Home Road in North Central Phoenix through the downtown area to and through the City of Tempe, then crosses into the City of Mesa where the project terminates at Main Street and Sycamore. The track alignment is mostly in-street median and includes 27 passenger stations and eight surface parking lots, seven of which are newly constructed, and one existing lot owned by the City of Tempe near an LRT station site that will be dedicated to transit use at no cost to the Project. An initial fleet of 36 LRVs is part of the Project. The Project also includes an Operations and Maintenance Center (formally known as the Maintenance and Storage Facility) to support the 36 light rail vehicles located South of Washington Street and East of 48th Street in Phoenix. Propulsion power for the LRVs will be delivered by a Traction Electrification System consisting of wayside substations distributing propulsion power through an Overhead Catenary System (OCS). The Project will also include a Signals and Communications System consisting of both wayside and traffic signals. The entity responsible for project delivery, Valley Metro Rail (METRO), is a sub-recipient to the grantee, the City of Phoenix. The Project has a budget of \$1,412,000,000 Billion, with a Revenue Operations Date of December 2008.

Work continues to progress in all line sections with completed track construction approaching the 75,000 linear feet mark. Line Section contracts continue to install underground utilities, grade and demo for the building of guideway and new pavement is starting to be placed in widened and reconstructed roadway areas. Ninety nine percent of the ROW is under city control with ninety three percent of that being available for construction.

The Operations and Maintenance Center (OMC) is in the final punch list stage. Build out is occurring and staff is beginning to move into the facility. The systems contractors are finalizing OCS in the yard and the shop and traction power substations are approaching power up and commissioning. Also, vehicle assembly has begun and car 101's body has been assembled and has begun final systems assembly.

The test track is beginning to take shape and is on schedule for April 1 2007 availability to the vehicle manufacture for vehicle testing. Line Section Four has completed its major punch list work and the follow on systems contractors have started standing additional OCS poles and bracket hardware has been staged for installation. The systems contractor is slated to complete installation in late March 2007.



**METRO
CONTRACT LOG - JANUARY 2007**

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
1. PROGRAM MANAGEMENT & ENGINEERING			
1	LRT-99-001	GEC - DEIS/FEIS/PE	Parsons Brinckerhoff Quade & Douglas
2	LRT-02-001	GEC - Final Design	Parsons Brinckerhoff Quade & Douglas
3	LRT-02-001	GEC - DSDC	Parsons Brinckerhoff Quade & Douglas
4	LRT-98-001-PMC	Project Management Consultant	S.R. Beard & Associates LLC and Parsons Transportation Group, Inc., a Joint Venture
5	LRT-03-005-CAC	Construction Administration Services	Post, Buckley, Schuh & Jernigan, Inc., and PGH Wong Engineering, Inc., a Joint Venture
2. CONSTRUCTION			
6	LRT-03-007-B48	48th Street Bridge Replacement	FNF Construction, Inc.
7	LRT-04-017-MSF	Maintenance & Storage Facility (MSF)	Sundt/Stacey & Witbeck, Joint Venture
8	LRT-04-020-LS1	Line Section 1	Kiewit Western Co
9	LRT-04-019-LS2	Line Section 2	Herzog Contracting Corp
10	LRT-04-021-LS3	Line Section 3	Archer Western Contractors
11	LRT-04-018-LS4	Line Section 4	Sundt/Stacey & Witbeck, Joint Venture
12	LRT-04-022-LS5	Line Section 5	Sundt/Stacey & Witbeck, Joint Venture
13	LRT-05-042-PNR	Park and Rides	<i>Undetermined</i>
14	LRT-04-028-SF	Station Finishes	Archer Western Contractors
15	LRT-04-040-TLB	Town Lake Bridge	PCL Civil Constructors, Inc.
16	LRT-05-036-WPM	Wheel Profiling Machine	Simmons Machine Tool Corp
3. SYSTEM ELEMENTS			
17	LRT-03-001	Light Rail Vehicles (LRV)	Kinkisharyo International, L.L.C. and Mitsui & Co. (U.S.A), Inc., CPEV Joint Venture
18	LRT-04-039-S&C	Signals and Communications	Mass Electric Corp.
19	LRT-04-014-TES	Traction Electrification System	Mass Electric Corp.
20	LRT-06-053-FCS	Fare Collection System	Scheidt & Bachmann USA, Inc.
21	LRT-06-071-LCM	Light Rail Car Mover	Brandt Road Rail Corp
22	LRT-07-076-MSFF	Modular Furniture for MSF	Southwest Business Furnishings
4. PUBLIC ART			
23	02-002-04	LS4 Design Team Artist/Station Artist	Laurie Lundquist
24	02-002-03	LS2 Design Team Artist/Station Artist	Ilan Averbuch
25	02-002-04	LS1 Design Team Artist/Station Artist	Robert Adams
26	02-002-05	LS5 Design Team Artist/Station Artist	Norie Sato/Bill Will
27	02-002-01	LS3 Design Team Artist	Janet Zweig
28	05-041-ART	Bridge Design Team Artist	Buster Simpson
29	02-002-07	LS3 Design Team Artist	Laurie Lundquist
30	02-002-08	LS3 Design Team Artist	Robert Adams
31	02-002-09	44th Street Station Artist	Mona Higuchi
32	02-002-10	38th Street Station Artist	Stuart Keeler/Michael Machnic
33	02-002-11	Central / Roosevelt Station Artist	Peter Richards
34	02-002-12	Central / McDowell Station Artist	Michael Maglich
35	02-002-13	First Street Station Artist	Stephen Farley
36	02-002-14	Third Street Station Artist	Cliff Garten
37	02-002-15	Central Station, Station Artist	Ries Niemi
38	02-002-16	12th Street Station Artist	Victor Zaballa
39	02-002-17	Fifth Street / College Station Artist	Tad Savinar
40	02-002-18	Central / Campbell Station Artist	Al Price
41	02-002-19	Central / Indian School Station Artist	Mary Lucking
42	02-002-20	Central / Osborn Station Artist	Thomas Sayre
43	02-002-21	Central / Thomas Station Artist	Brian Goldbloom
44	02-002-23	Third Street / Mill Station Artist	Catherine Widgery
45	02-002-24	Apache Stations - Lighting Artist	Dan Corson
46	02-002-25	Apache Stations - Cultural Weave Artist	Christine Bourdette
47	02-002-26	Apache Stations - Vertical Objects Artist	Suikang Zhao
48	02-002-27	Apache Stations - Paving Artist	Benson Shaw
49	02-002-28	Longmore Station Artist	Brad Konick
50	02-002-29	19th Avenue / Camelback Station Artist	Josh Garber
51	02-002-30	7th Avenue / Camelback Station Artist	Nubia Owens
52	02-002-31	24th Street Station Artist	Kevin Berry
53	02-002-32	Central / Encanto Station Artist	Jamex & Einar de la Torre



**METRO
CONTRACT LOG - JANUARY 2007**

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
5. MISC. CONSTRUCTION & SERVICES			
54	LRT-05-046-ERS	Environmental Remediation Service	Environmental Response Inc
55	LRT-04-031-PCS	Power Consulting Services	RW Beck
56	LRT-06-052-MF	Modular Furniture	Facilitec, Inc.
57	LRT-06-065-TCS	Telecom Carrier Services	Time Warner Telecom
58	LRT-06-057-WLI	WAN/LAN and IPT Voice Sys Equipment	Calence, Inc.
59	LRT-04-034-SPC	Strategic Planning Consulting Services	Davis Consulting
60	LRT-05-045-DCS	Document Control Services	LKG-CMC, Inc
61	LRT-05-037-ACS	Audit Consulting Services	Clifton Gunderson LLP
62	LRT-05-038-RMS	Risk Management Services	Ashton Tiffany, LLC
63	LRT-06-069-SSC	Safety & Security Certification Services	Booz Allen Hamilton, Inc.
64	LRT-06-067-ITS	Info Technology-Office Network Support	World Wide Technology, Inc.
65	LRT-07-082-TCS	Telecommunications Services for MSF	Qwest Communications
66	LRT-07-073-TS	Transportation Services	Alternate Concepts, Inc.
67	LRT-07-086-MSFM	Interim Maintenance Services for MSF	DMS Facility Services
6. OWNER FURNISHED MATERIALS			
68	LRT-04-009-MP1	Rail (MP1)	Progress Rail Corporation
69	LRT-04-010-MP2	Concrete Crossties (MP2)	CXT Inc
70	LRT-04-030-MP5	Ballasted Special Trackwork (MP5)	VAE Nortrak North America Inc
71	LRT-04-032-MP8	Girder Rail (MP8)	VAE Nortrak North America Inc
72	LRT-04-033-MP9	Girder Rail Special Trackwork (MP9)	VAE Nortrak North America Inc
73	LRT-04-015-MP3	Traffic Signal Hardware (MP3)	Various
74	LRT-06-072-SE	Shop Equipment for Maintenance Facility	Wissota Supply Company, Inc
75	LRT-07-078-MLE	Spray Paint Booth Manlifts at MSF	MGM Equipment Source
7. FUTURE LIGHT RAIL EXTENSIONS			
76	LRT-06-050-DCS	Design Criteria & Standards	Stantec Consulting
77	LRT-06-055-PSS	Planning Support Services	HDR Engineering, Inc.



2. Cost Overview

Federal 5309 Project

The project budget for the Federal 5309 program is \$1,412,125,346. Known pending and executed change orders are valued at \$29,044,691 of the available \$73,354,121 planned contingency. Including Project Reserve, this leaves \$53,312,903 of contingency funds available to the project.

The project is 56.3 percent complete. Construction is 47.6 percent complete.

Since the last reporting period, the contingency decreased by \$919,374.

Program Management & Administration

Forecast is within budget.

Program Management Consultant

Staffing plan for fiscal years 2008 and 2009 is within the overall forecast of this contract unit.

City Administration

Forecasts are per agreements with the cities.

Right-of-way Acquisition

No forecast change this period.

PE/FEIS Engineering

Activity is complete.

Engineering

No forecast change this period.

Owner Furnished Equipment/Materials

Forecasts are within budget.

Light Rail Vehicles

Contingency appears to be sufficient to fund the work remaining.

Facilities

Facilities work is 48.0 percent complete. Executed and pending change orders are expected to utilize \$15,700,000 of the \$33,100,000 available contingency. Additional expected change orders for required acceleration, additional work and expected requests for equitable adjustment are challenging the available balance of contingency.



The forecast for prior right utilities continues to be a concern and is being evaluated. Line section contractors are performing portions of the prior right utility work in place of the utilities for schedule mitigation reasons.

Systems

Systems work is 34.7 percent complete. Remaining contingency will likely be required to accelerate the systems work.

Construction Administration Services

Budget and forecast for work through fiscal year 2007 are in sync. Additional forecast will be obtained on a yearly basis.

Testing & Startup

Forecast continues to show an underrun to the budget.

Art Program

Forecast appears sufficient to complete the work.

Unallocated Design Contingency

Budget was utilized to fund variances between bid amounts and original budgets.

Project Reserve

Budget remains at \$9,000,000 and forecast at \$6,400,000.

Financing Costs

Forecast indicates an underrun to the budget and is being evaluated on a periodic basis.

Concurrent Non Project Activities Project

The budget for Concurrent Non Project Activities is \$101,365,574; based on the January 2007 Valley Metro Rail Board approved amount.

During the reporting period no new CNPAs were initiated. A total of twelve change orders were initiated for a total cost of \$1,057,770. ASU has one change order processed for a total cost of \$54,888. Phoenix Aviation had one change order processed for a cost of \$12,500. The Phoenix Public Transit Department had two change orders processed for a total cost of \$287,500. Phoenix Water Services had eight change orders initiated for a total cost of \$703,882.

**Valley Metro Rail Program Control
CP/EV LRT Project
Project Budget Status
Federal 5309 Project**

2007_01

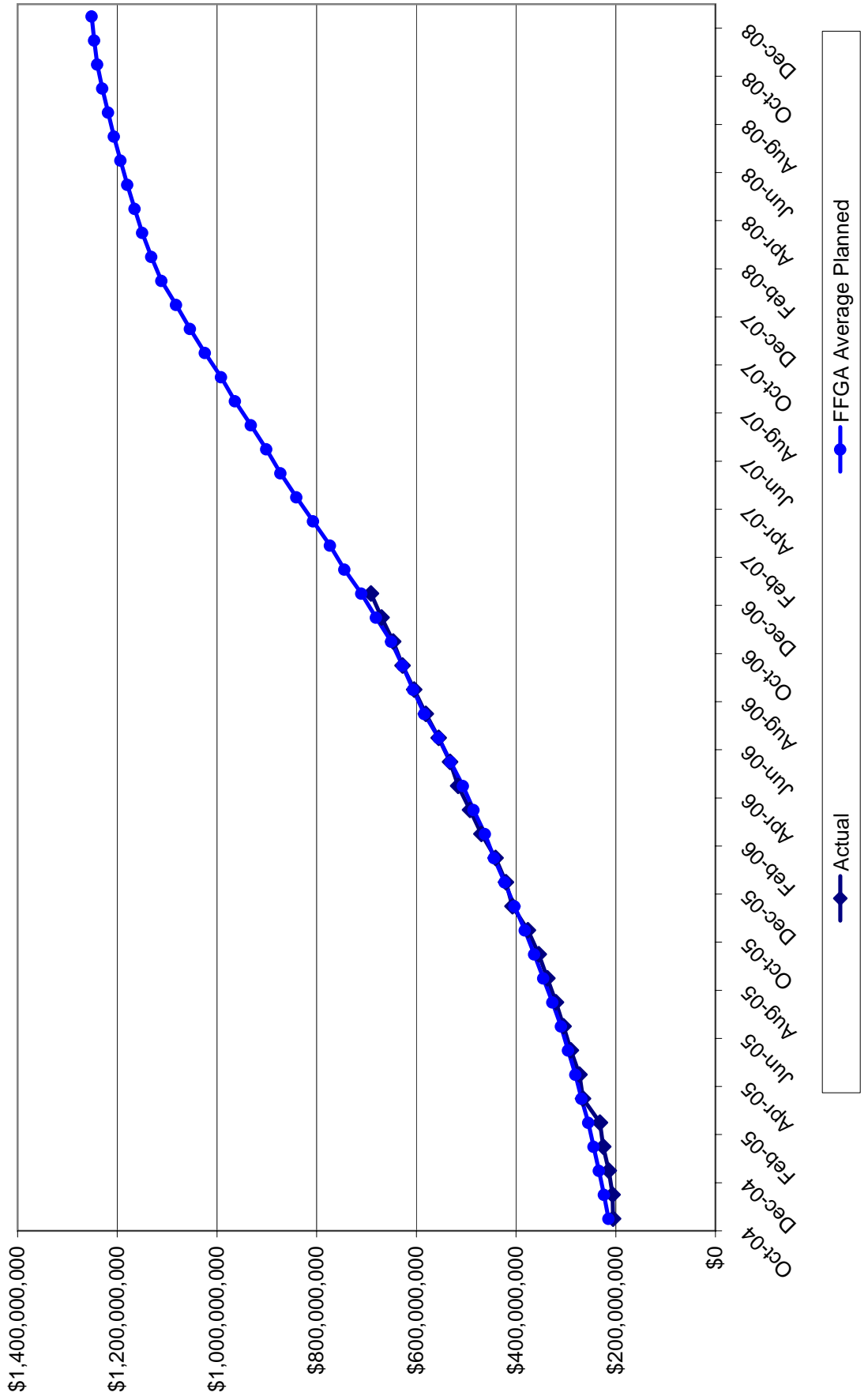
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$38,318,469	\$11,492,461	\$38,406,469	(\$88,000)
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$49,391,983	\$14,230,631	\$49,496,323	(\$104,340)
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$79,654,299	\$35,248,966	\$80,122,883	(\$468,584)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$51,391,358	\$32,220,545	\$51,558,984	(\$167,626)
54	LS5 1st Street - Sycamore	\$49,680,435	\$69,148,159	\$36,962,105	\$69,158,646	(\$10,487)
55	Station Finishes	\$38,701,950	\$52,462,282	\$5,013,839	\$52,464,603	(\$2,321)
56	Park and Ride Facilities	\$15,104,339	\$15,104,339	\$0	\$20,907,699	(\$5,803,360)
57	Miscellaneous Construction	\$7,505,200	\$4,501,200	\$0	\$750,000	\$3,751,200
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$3,003,959	\$3,688,245	\$6,604,170	(\$3,600,211)
58	MSF Construction/Equipment Installation	\$57,637,721	\$64,290,942	\$62,429,522	\$64,005,968	\$284,974
5G	MSF Underfloor Wheel Profiling System	\$0	\$980,107	\$343,038	\$980,107	\$0
59	48th Street Bridge Restoration	\$2,014,013	\$2,824,232	\$2,824,232	\$2,824,232	\$0
5A	Town Lake Bridge	\$15,529,600	\$21,884,369	\$21,759,752	\$21,884,369	\$0
5B	Prior Rights Utility Relocations	\$22,938,000	\$24,874,300	\$16,012,522	\$30,884,646	(\$6,010,346)
81	Contingency	\$37,491,841	\$17,755,936	\$0	\$19,056,314	(\$1,300,378)
	Facilities	\$422,341,688	\$495,585,934	\$242,225,858	\$509,105,413	(\$13,519,479)
4A	Rail Procurement	\$1,306,200	\$1,271,080	\$1,251,101	\$1,279,755	(\$8,675)
4B	Concrete Cross-tie Procurement	\$900,000	\$751,492	\$718,285	\$751,492	\$0
4C	Traffic Signal Hardware	\$8,060,100	\$8,060,100	\$6,825,954	\$8,060,100	\$0
4D	Ballasted Special Trackwork Procurement	\$2,532,414	\$2,291,498	\$2,253,875	\$2,291,498	\$0
4E	Crossing Panel Procurement	\$380,100	\$360,096	\$0	\$0	\$360,096
4F	Girder Rail Procurement	\$15,079,742	\$14,725,878	\$14,497,970	\$14,725,878	\$0
4G	Girder Rail Special Trackwork Procurement	\$0	\$5,712,656	\$1,582,433	\$5,712,656	\$0
81	Contingency	\$1,412,863	\$666,400	\$0	\$638,725	\$27,675
	Owner Furnished Materials/Equipment	\$29,671,419	\$33,839,200	\$27,129,618	\$33,460,104	\$379,096
5D	Fare Collection Machines	\$10,755,800	\$7,100,012	\$0	\$7,101,612	(\$1,600)
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$56,935,399	\$24,673,125	\$57,181,249	(\$245,850)
5F	Communications/Signals	\$38,220,002	\$38,617,810	\$12,994,937	\$38,617,810	\$0
81	Contingency	\$8,674,000	\$5,212,631	\$0	\$4,965,181	\$247,450
	Systems	\$119,790,902	\$107,865,852	\$37,668,062	\$107,865,852	\$0
	Sub Total, Construction	\$571,804,009	\$637,290,986	\$307,023,538	\$650,431,369	(\$13,140,383)
4K	Vehicle Contract	\$115,501,823	\$116,875,456	\$29,468,811	\$116,875,456	\$0
4N	LRT Vehicle Contract Contingency	\$5,775,001	\$2,547,109	\$0	\$2,547,109	\$0
	LRT Vehicles	\$121,276,824	\$119,422,565	\$29,468,811	\$119,422,565	\$0
22	ROW Acquisition	\$116,214,150	\$116,737,949	\$123,907,652	\$134,000,000	(\$17,262,051)
23	ROW Contingency	\$20,081,000	\$19,557,203	\$38,750	\$0	\$19,557,203
20	ROW	\$136,295,150	\$136,295,152	\$123,946,402	\$134,000,000	\$2,295,152

**Valley Metro Rail Program Control
CP/EV LRT Project
Project Budget Status
Federal 5309 Project**

2007_01

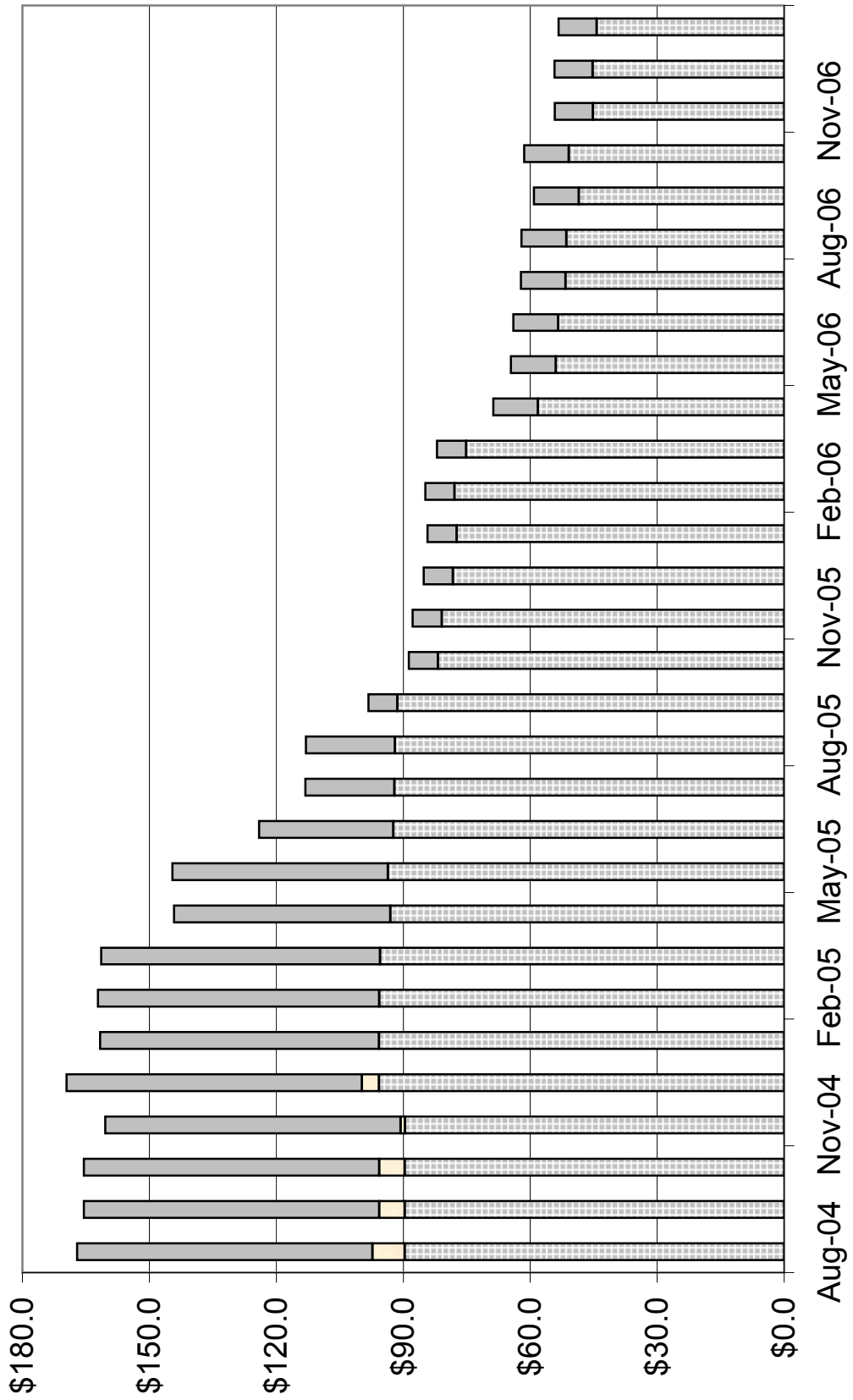
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$25,054,938	\$25,054,938	\$0
31	Engineering	\$76,780,935	\$76,346,254	\$75,640,561	\$76,678,480	(\$332,226)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$5,454,044	\$6,179,930	\$75,428
20	ROW Engineering	\$1,016,370	\$1,321,163	\$1,386,172	\$1,386,172	(\$65,009)
32	Design Services During Construction	\$14,160,426	\$17,680,180	\$14,791,459	\$23,518,410	(\$5,838,230)
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$101,602,955	\$97,272,236	\$107,762,992	(\$6,160,037)
						\$0
60	Construction Administration Services	\$37,759,127	\$43,956,782	\$31,312,437	\$54,515,289	(\$10,558,507)
61	CAC Contingency	\$15,244,622	\$0	\$0	\$0	\$0
	Construction Administration Services	\$53,003,749	\$43,956,782	\$31,312,437	\$54,515,289	(\$10,558,507)
10	PE Administrative/Management Costs	\$4,363,526	\$4,363,526	\$4,363,526	\$4,363,526	\$0
11	Administrative/Management - VMR	\$43,915,047	\$44,228,316	\$26,303,873	\$43,908,510	\$319,806
62	Construction Administration Services - VMR	\$1,697,232	\$3,087,589	\$849,841	\$1,724,319	\$1,363,270
67	CAB Program	\$0	\$2,500,000	\$1,057,319	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$552,312	\$696,712	\$0
76	Administrative/Management Art Program Costs	\$414,632	\$414,632	\$0	\$414,632	\$0
16	Administrative/Management - ADOT	\$420,000	\$930,000	\$385,365	\$930,000	\$0
17	Agency Insurance Cost	\$7,000,000	\$7,000,000	\$5,227,713	\$7,000,000	\$0
18	Administrative/Management Contingency	\$0	\$5,388,523	\$0	\$4,989,000	\$399,523
	Program Management	\$58,507,149	\$68,609,298	\$38,739,949	\$66,526,699	\$2,082,599
10	PE Administrative/Management Costs	\$12,832,472	\$12,832,472	\$12,832,472	\$12,832,472	\$0
21	Administrative ROW Costs	\$1,016,571	\$1,016,571	\$793,865	\$981,934	\$34,637
76	Administrative/Management Art Program Costs	\$549,061	\$549,061	\$234,041	\$501,189	\$47,872
12	Administrative/Management - PMC	\$32,736,326	\$32,736,326	\$23,520,865	\$33,684,591	(\$948,265)
4M	Administrative Vehicle Costs	\$1,337,322	\$1,337,322	\$561,908	\$1,337,322	\$0
63	Construction Administration Services - PMC	\$4,581,527	\$5,081,527	\$2,539,229	\$4,215,771	\$865,756
	Program Management Consultant	\$53,053,279	\$53,553,279	\$40,482,380	\$53,553,279	\$0
10	PE Administrative/Management Costs	\$3,158,439	\$3,158,439	\$3,158,439	\$3,158,439	\$0
13	Administrative/Management - COP	\$2,986,000	\$5,448,000	\$5,414,140	\$5,448,000	\$0
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$3,988,850	\$5,885,000	\$0
14	Administrative/Management - COT	\$6,797,000	\$6,797,000	\$5,146,515	\$6,797,000	\$0
15	Administrative/Management - COM	\$897,000	\$897,000	\$263,164	\$897,000	\$0
	City Administration	\$22,185,439	\$22,185,439	\$17,971,108	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,095,129	\$2,551,883	\$6,095,129	\$0
77	Art Program Contingency	\$999,000	\$188,004	\$0	\$188,004	\$0
	Public Art	\$6,283,133	\$6,283,133	\$2,551,883	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$30,000,000	\$1,937,129	\$26,000,000	\$4,000,000
80	Unallocated Design Contingency	\$7,575,241	\$0	\$0	\$0	\$0
85	Project Reserve	\$69,829,000	\$9,003,473	\$0	\$6,389,643	\$2,613,830
SUBTOTAL		\$1,253,258,000	\$1,253,258,000	\$715,760,811	\$1,272,125,346	(\$18,867,346)
90	Financing Costs	\$158,867,346	\$158,867,346	\$5,717,401	\$140,000,000	\$18,867,346
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$721,478,212	\$1,412,125,346	\$0

Plan versus Actual Costs



CP/EV LRT Contingency Drawdown

\$ Million



Valley Metro Rail Program Control
 C/PEV LRT Project
 Project Budget Status
 CNPA Project

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A1	Bus Bays (LS2)	\$963,403	\$984,756	\$890,760	\$1,013,138	(\$28,382)
A2	Phoenix Art Museum Left Turn Signal	\$99,083	\$108,770	\$0	\$99,083	\$9,687
A5	19th/Montebello Transit Center (SF)	\$5,555,929	\$6,344,742	\$2,706,613	\$5,775,968	\$568,774
A6	117 Central/Camelback Transit Center (SF)	\$7,022,524	\$6,968,745	\$2,082,076	\$5,511,035	\$1,457,710
A7	44th Street/Washington Transit Center Real Estate	\$4,900,509	\$4,649,580	\$2,680,145	\$4,872,992	(\$223,412)
B1	Washington Street Bike Lane (LS4)	\$930,293	\$912,714	\$541,535	\$924,838	(\$12,124)
F4	Civic Plaza Track Support System	\$2,595,811	\$2,208,231	\$162,850	\$390,073	\$1,818,158
F5	Additional Water Services to the Pueblo Grande Museum - LS4	\$89,285	\$89,285	\$62,262	\$89,285	(\$0)
F6	Central/Camelback Bus Bays Relocation	\$192,720	\$193,065	\$0	\$193,065	\$0
F7	COP Landscape Irrigation Restoration Central Ave	\$101,414	\$90,750	\$41,971	\$113,153	(\$22,403)
H1	Fiber Optic LS1	\$0	\$0	\$0	\$0	\$0
H2	Fiber Optic LS2	\$0	\$0	\$0	\$0	\$0
H3	Fiber Optic Backbone LS-3 (Phoenix portion)	\$322,417	\$322,417	\$39,942	\$322,417	\$0
H4	Fiber Optic Backbone LS-4 (Phoenix portion)	\$279,816	\$154,479	\$19,128	\$332,816	(\$178,337)
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$2,628,002	\$3,932,769	\$1,831,526	\$2,831,780	\$1,100,989
K7	11th Street Loop Track	\$4,377,606	\$4,352,606	\$25,737	\$4,352,606	\$0
Sub Total Public Transit Department		\$30,058,812	\$31,312,909	\$11,084,545	\$26,822,249	\$4,490,660
A3	6th Lane - Camelback (LS1)	\$9,820,210	\$9,883,190	\$7,319,330	\$8,954,921	\$928,269
D1	Additional Street/Pedestrian Lighting (LS3)	\$509,602	\$530,722	\$356,349	\$509,602	\$21,120
E3	Seal Coat versus Rubber Overlay (LS 1)	\$264,342	\$264,342	\$17,104	\$264,342	\$0
E4	Seal Coat versus Rubber Overlay (LS 3)	\$1,479,814	\$1,482,845	\$90,509	\$1,479,814	\$3,031
E5	Seal Coat versus Rubber Overlay (LS 4)	\$430,896	\$430,896	\$10,832	\$430,896	\$0
K3	Red Light Enforcement	\$79,667	\$84,455	\$0	\$84,455	\$0
Sub Total Streets Department		\$12,584,531	\$12,676,450	\$7,794,124	\$11,724,030	\$952,420
A7	44th Street/Washington Transit Center (SF)	\$2,822,429	\$2,821,531	\$770,482	\$2,821,531	\$0
C6	APM Utility Connections	\$22,997	\$22,997	\$7,000	\$22,997	\$0
D2	44th Street Station People Mover Foundation (LS4)	\$783,003	\$783,003	\$606,608	\$783,003	\$0
D6	People Mover - AFS Duct Bank @ 40th Place	\$214,035	\$216,000	\$326,527	\$324,562	(\$108,562)
E9	10" Water Line at 42nd/Washington LS 4	\$61,269	\$61,269	\$47,020	\$61,269	\$0
F3	Archaeological/Hazardous Material Testing (CAC)	\$60,000	\$60,000	\$40,803	\$60,000	\$0
Sub Total Aviation Department		\$3,963,733	\$3,964,800	\$1,798,440	\$4,073,362	(\$108,562)
B3	LS 1 Water/Sanitary Sewer	\$9,887,790	\$9,569,517	\$1,582,459	\$9,691,601	(\$122,084)
B4	LS 2 Water/Sanitary Sewer	\$6,255,348	\$5,255,827	\$1,337,114	\$5,633,075	(\$377,248)
B5	LS 3 Water/Sanitary Sewer	\$15,367,099	\$14,359,650	\$9,375,192	\$14,886,392	(\$526,742)
B6	LS 4 Water/Sanitary Sewer	\$5,325,583	\$5,324,303	\$4,624,599	\$5,338,386	(\$14,063)
B7	Water and Sanitary Sewer Lines - 48th St. Bridge Replacement Contract	\$415,420	\$155,767	\$155,767	\$155,767	\$0
J1	Catholic Protection for Waterlines LS1	\$1,099,400	\$739,855	\$95,025	\$739,855	\$0
J2	Catholic Protection for Waterlines LS2	\$1,094,162	\$979,408	\$108,842	\$1,083,586	(\$104,178)
J3	Catholic Protection for Waterlines LS3	\$29,192	\$0	\$0	\$29,192	(\$29,192)
J5	Catholic Protection for Waterlines LS4	\$350,000	\$435,620	\$85,620	\$435,620	\$0
Sub Total Water Services Department		\$39,823,994	\$36,819,947	\$17,364,618	\$37,993,474	(\$1,173,527)
Total - Phoenix		\$86,431,070	\$84,774,106	\$38,041,727	\$80,613,115	\$4,160,991

Valley Metro Rail Program Control
 C/PEV LRT Project
 Project Budget Status
 CNPA Project

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A8	5th/College Transit Center	\$500,000	\$752,738	\$658,992	\$785,310	(\$32,572)
AA	COT SRP Prior Rights TC Relocation	\$244,080	\$235,400	\$0	\$235,400	\$0
B8	Terrace / Apache Waterline Coordination (Design Only)	\$54,639	\$37,999	\$35,287	\$54,534	(\$16,535)
C1	Additional Communications Conduits	\$32,499	\$32,499	\$24,271	\$32,499	\$0
C2	COT ASU Pedestrian Signal	\$114,338	\$122,000	\$62,140	\$122,000	\$0
C7	Parking Facility 5th/Farmer	\$110,701	\$116,990	\$110,701	\$116,990	\$0
C8	COT Waterline @ Cremery Route	\$94,081	\$94,081	\$67,264	\$94,081	\$0
D4	COT Additional Street Lighting (LS5)	\$345,014	\$345,014	\$219,497	\$345,014	\$0
E5	COT Rubberized AC Overlay LS4	\$610,983	\$523,603	\$15,221	\$523,603	\$0
E6	Rubberized Asphalt LS5	\$624,874	\$624,874	\$0	\$624,874	\$0
F2	McClintock / Apache Storm Drain	\$75,345	\$72,419	\$57,041	\$72,419	\$0
H4	Fiber Optic Backbone LS-4 (Tempe portion)	\$189,338	\$177,021	\$16,125	\$194,488	(\$17,467)
H5	Fiber Optic Backbone LS-5 (Tempe portion)	\$237,901	\$244,913	\$94,219	\$244,913	\$0
J4	Catholic Protection of Waterline LS4 CO#15	\$158,638	\$158,638	\$110,538	\$158,638	\$0
J9	University Drive Station Bus Interface	\$509,186	\$509,186	\$0	\$509,186	\$0
K1	Veteran's Way- 5th/College TC	\$7,645	\$7,645	\$4,826	\$7,645	\$0
K2	Bus Shelter Electrification	\$11,076	\$11,076	\$7,315	\$11,076	\$0
K4	Washington/Center Parkway Station	\$4,989,270	\$1,479,790	\$142,468	\$4,919,490	(\$3,439,700)
N4	Tempe Market Analysis	\$44,378	\$44,378	\$0	\$44,378	\$0
XX	Tempe Miscellaneous Force Account Work LS5	\$20,000	\$20,000	\$10,708	\$20,000	\$0
	Sub Total Tempe	\$8,973,986	\$5,610,264	\$1,636,613	\$9,116,538	(\$3,506,274)
A9	Main Sycamore Transit Center	\$5,532,721	\$5,519,839	\$1,560,566	\$5,771,037	(\$251,198)
H3	Fiber Optic Backbone LS-3 (Mesa portion)	\$333,624	\$333,627	\$30,069	\$333,627	\$0
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$240,838	\$230,308	\$0	\$240,838	(\$10,530)
H5	Fiber Optic Backbone LS-5 (Mesa portion)	\$272,863	\$272,863	\$0	\$272,863	\$0
N3	Mesa Market Analysis	\$18,542	\$18,542	\$0	\$18,542	\$0
XX	Mesa Miscellaneous Force Account Work LS5	\$5,000	\$5,000	\$2,738	\$5,000	\$0
	Sub Total Mesa	\$6,403,588	\$6,380,179	\$1,593,373	\$6,641,907	(\$261,728)
C9	ASU Logo Additions	\$86,463	\$0	\$0	\$89,469	(\$89,469)
H1	Fiber Optic Backbone LS-1	\$27,987	\$27,987	\$0	\$27,987	\$0
H2	Fiber Optic Backbone LS-2	\$91,367	\$91,367	\$32,200	\$91,367	\$0
H3	Fiber Optic Backbone LS-3	\$355,916	\$365,916	\$34,126	\$355,916	\$10,000
H4	Fiber Optic Backbone LS-4	\$229,946	\$219,416	\$17,714	\$229,946	(\$10,530)
H5	Fiber Optic Backbone LS-5	\$254,229	\$494,244	\$209,800	\$493,084	\$1,160
H6	Fiber Optic Comm/Signals	\$0	\$0	\$0	\$0	\$0
	Sub Total ASU	\$1,045,908	\$1,198,930	\$293,840	\$1,287,769	(\$88,839)
E1	(APS) Duct Bank at 48th St. Utility Bridge, Archaeological Support	\$76,309	\$74,344	\$57,870	\$76,309	(\$1,965)
F8	Rojo Lofts Property	\$81,999	\$14,786	\$0	\$81,998	(\$67,212)
	Sub Total Other	\$158,308	\$89,130	\$57,870	\$158,307	(\$69,177)
	Grand Total CNPA	\$103,012,860	\$98,052,609	\$41,623,423	\$97,817,636	\$234,973



3. Schedule Overview

The current Status of the Master Schedule is based on a data date of February 1, 2007. The current forecast continues to be an on-time Program completion date of Saturday, December 27, 2008.

Line Sections Contracts 1 and 2 continue to have utility relocation issues that have impacted access dates and/or interim contract milestones. To date, the Program has been successful in mitigating the delays with a minimum of acceleration to the Civil Contracts.

Partnering and detailed scheduling meetings with all of the Major Contracts Project Managers and the Resident Engineers have continued to facilitate a phased startup plan and to integrate access milestones.

Nearly 74,000 linear feet (14 miles) of track has been placed in Line Sections 1, 3, 4, 5 and OMC. Over 600 of the 1400 OCS Foundations have been placed and pole setting by the TES Contractor is ongoing.

Five Light Rail Vehicles are now on-site at the OMC Facility.

Follow-up meetings continued with Line Section 4 and Mass Electric. These reviews are focused on the development and monitoring of the detailed Test Track schedule.

Revised Baseline Preliminary Schedule Highlights:

Civil:

Line Section 1 Completion:	February, 2008
Line Section 2 Completion:	December, 2007
Line Section 3 Completion:	January, 2008
Test Track Completion:	February, 2007
Line Section 4 Completion:	December, 2007
Line Section 5 Completion:	March, 2008
OMC Completion:	January, 2007
Tempe Town Lake:	August, 2006
Station Finishes:	October, 2008
Park and Ride	October, 2008



Systems:

Signals & Communications: October, 2008

Fare Collection: November, 2008

Traction Electrification: August, 2008

Startup:

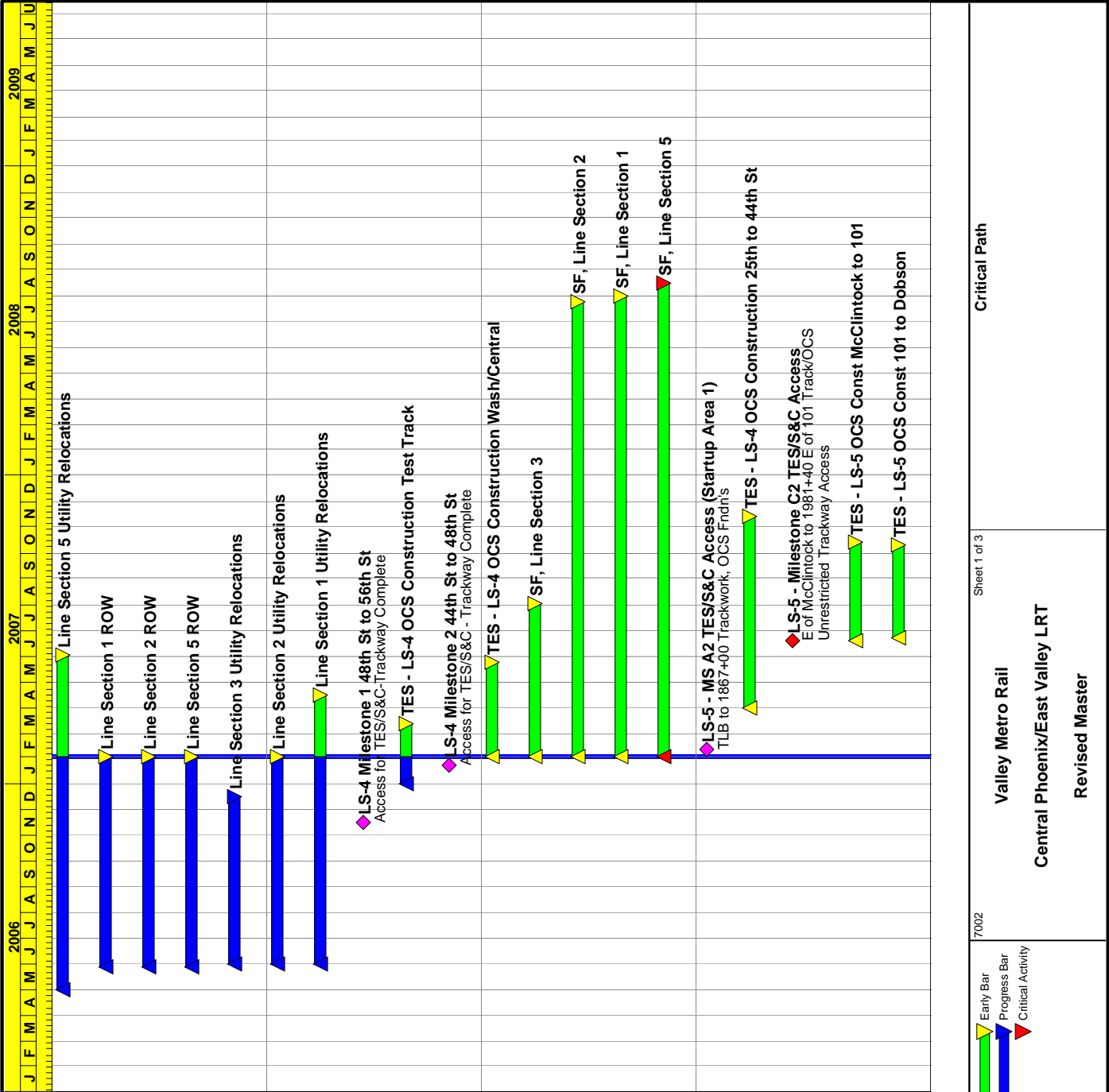
Start Integrated Testing Area 1 (All of LS-4 & majority of LS-5): March, 2008

Start Integrated Testing Area 2 LS-3 and Balance of LS-5: June, 2008

Start Integrated Testing Area 3 All of LS-2 and LS-1: July, 2008

Critical Path(s):

The Program critical Paths run through Right-of-way and Private Utility relocations in the Line Sections to the completion of the Station Foundations in the Line Sections, through the Completion of the stations to a point that the Signals and Communications Contractor can install the signals equipment and wiring, through the completion of the track-way in the Line Sections, thru the installation of the Overhead Contact System (OCS) to the Phased Integrated Testing, to the Completion of the Safety Certification, to Pre-Revenue Operations to the Revenue Service date of late December, 2008.



Activity ID	Orig Dur	Rem Dur	Start	Finish
LS5_HAM23	397*	121*	01MAY06A	01JUN07
LS1_HAM22	248*	0*	29MAY06A	
LS2_HAM22	248*	0*	29MAY06A	
LS5_HAM22	248*	0*	29MAY06A	
LS3_HAM23	198*	0*	01JUN06A	15DEC06A
LS2_HAM23	245*	0*	01JUN06A	
LS1_HAM23	319*	74*	01JUN06A	15APR07
LS4_4	0	0		15NOV06A
TES_4010	60	40	01JAN07A	12MAR07
LS4_5	0	0		21JAN07A
TES_4006	112	112	01FEB07	23MAY07
SF_HAM03	182*	182*	01FEB07	01AUG07
SF_HAM02	540*	540*	01FEB07	24JUL08
SF_HAM01	547*	547*	01FEB07	31JUL08
SF_HAM05	561*	561*	01FEB07	14AUG08
LS5_4	0	0		09FEB07*
TES_4004	227*	227*	31MAR07*	12NOV07
LS5_8	0	0		18JUN07*
TES_5012	117	117	19JUN07	13OCT07
TES_5014	110	110	23JUN07	10OCT07

Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 01FEB07
 Run Date: 01FEB07 08:56

Legend:
 Early Bar (Yellow)
 Progress Bar (Blue)
 Critical Activity (Red)

7002

Valley Metro Rail
 Central Phoenix/East Valley LRT
 Revised Master

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Sheet 1 of 3
 Critical Path

Activity ID	Orig Dur	Rem Dur	Start	Finish	2006												2007												2008												2009											
					J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
SC_2002	62	62	27JUN07	27AUG07	S&C, LS-2 Earl X-ovr																																															
TES_3000	100	100	03JUL07	10OCT07	TES - LS-3 OCS Construction 16th to 26th St																																															
SC_1003	25	25	28JUL07	21AUG07	S&C at LS-1 - 7th Ave/Camelback Area Const																																															
SC_3004	37	37	02AUG07	07SEP07	S&C, LS-2 Central/Indian School Sta Const																																															
SC_2001	329	329	02AUG07	25JUN08	S&C, LS-2 Pierson X-ovr Bldg #1																																															
SC_1002	50	50	11AUG07	29SEP07	S&C at LS-1 -19th Ave/Camelback Area Const																																															
TES_1010	75	75	11OCT07	24DEC07	TES - LS-1 - OCS Construction Central/Camelback to 19th Ave																																															
TES_5016	110	110	11OCT07	28JAN08	TES - LS-5 OCS Const Dobson to EOL																																															
TES_3004	184*	184*	12OCT07	12APR08	TES - LS-3 OCS Construction 3rd to Roosevelt																																															
TES_3002	180*	180*	16OCT07	12APR08	TES - LS-3 OCS Construction 7th to 16th St																																															
TES_2020	150	150	20NOV07	17APR08	TES - LS-2 -OCS Construction																																															
TES_1090	75	75	11JAN08	25MAR08	TES - LS-1 - OCS Construction N of Bathany Home to 19th																																															
TESM10A_2	0	0		14MAR08*	TES New Milestone 10A - Compl TES Work Area 1																																															
INTTESTA_2	60	60	16MAR08	14MAY08*	Integ. Tests Area 1 -Track, Clearance, TES																																															
TESM10B_2	0	0		12APR08	TES New Milestone 10B - Compl TES Work Area 2																																															
TURNOVER_3	0	0		15MAY08*	Turnover Area 2 to VMR Operations																																															
INTTESTB_2	45	45	16MAY08	29JUN08	Integ. Tests Area 2 -Track, Clearance, TES																																															
TESM10C_2	0	0		27JUN08*	TES New Milestone 10C - Compl TES Work Area																																															
TURNOVER_4	0	0		01AUG08	Turnover Area 3 to VMR Operations																																															
INTTESTC_2	30	30	02AUG08	31AUG08	Integ. Tests Area 3 -Track, Clearance, TES																																															
TES_999	0	0		08AUG08	TES Milestone 10 - Complete TES Work																																															
TURNOVER_5	0	0		15AUG08	T/O OCC/Comm. Entire Line to VMR Operations																																															
INTTESTD_2	60	60	16AUG08	14OCT08	Integ. Tests Entire Line - Dynamic Signal & Comm																																															
SCHCONT_2	41	41	15OCT08	24NOV08	Allowance for Re-Testing																																															



Procurement Bid Status Report as of 1/25/07						
Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)	
PART I – C/PEV LRT PROJECTS						
Park and Rides (<i>Tentative</i>) Note: significant delays in the IFB due to the design hold for the Central & Camelback site	04/23/07	05/05/07	05/14/07	07/18/07	08/13/07	
LRT Systems and Facilities Maintenance - RFP	TBD	TBD	TBD	TBD	TBD	
Maintenance Management Information System	07/10/06	07/24/06	08/28/06	01/17/07	02/01/07	
On Call Printing Services	11/15/06	11/29/06	12/28/06	NA	01/29/07	
Power Consulting Services	TBD	TBD	TBD	TBD	TBD	
PART II – LONG RANGE DEVELOPMENT PROJECTS						
Planning, Conceptual Engineering, and Environmental Studies for Future Light Rail Extensions – Mesa/Tempe	08/10/06	08/30/06 & 09/26/06	10/18/06	01/17/07	02/12/07	
Planning, Conceptual Engineering, and Environmental Studies for Future Light Rail Extensions – I-10/Glendale	08/10/06	08/30/06 & 09/26/06	10/18/06	02/21/07	03/01/07	
Policy & Advisory Legal Services	12/18/06	N/A	01/26/07	04/18/07	05/09/07	
Northwest LRT Extension Engineering Services	10/16/06	10/31/06	11/20/06	02/21/07	03/01/07	
Construction Manager at Risk for Northwest Extension Light Rail Transit Project	TBD	TBD	TBD	TBD	TBD	
Artist for Northwest Extension Light Rail Transit Project	TBD	TBD	TBD	TBD	TBD	



4. Quality Assurance

Description

The METRO Quality Assurance Manager is responsible for the establishment and implementation of a Quality Assurance Program for the METRO organization that meets the requirements of the Federal Transit Administration and provides adequate confidence that procured materials and services meet the technical and quality requirements of the project. The METRO Quality Assurance Manager is assisted by the Quality Assurance Managers for the GEC for design, the GEC for LRT Vehicle procurement and the CAC for construction, installation, inspection and testing.

Individually and collectively, the Quality Assurance Managers are responsible for ensuring the effective implementation of the Quality Assurance Programs for their respective organizations and contractors. The Quality Assurance Managers are responsible for approval of quality programs, assessment of compliance with quality programs through inspections, audits and surveillances and for identifying

Progress

METRO Activities

- Attended Construction Administration Consultant (CAC) weekly Resident Engineer meetings.
- Attended various Line Section weekly re-sequencing and coordination meetings.
- Conducted Surveillance Report of CAC documentation response to Operations & Maintenance Center Safety Certification Checklist items.
- Conducted audit for Resident Engineer's (RE) compliance with selected sections of the RE Manual for the Station Finishes contract. Audit closed.
- Attended Light Rail Vehicle (LRV) meeting /audit at manufacturer's facility in Japan.
- Performed a surveillance of the QA audit performed on the LRV contract in-house inspection service, YTT, at the Kinkisharyo plant in Osaka, Japan.
- Performed a surveillance of the procedure to repair defective welds at the Kinkisharyo plant.

Construction Administration Consultant Activities

- To date all Line Section Contractor's Quality Plans have been approved. The Automated Fare Collection Quality Manual was received/reviewed in November and rejected; revision required. No revision submitted to date.
- Nonconformance Report Log (NCR), 86 open items:



- Fourteen items were closed in January
- Thirty eight items are projected to be closed in February
- Four items are projected to be closed in March
- New CAC QAM started in January.

General Engineering Consultant Activities

- An audit was performed of the LRV contract in-house inspection service, YTT, at the Kinkisharyo plant in Osaka, Japan. No discrepancies were found.

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- One Mass Electric Quality Action Request (QAR) S2006-001 is still open. Second response was rejected. Quality Action Request was issued to Mass Electric on the Traction Electrification System Contract for lack of adequate inspection personnel; lack of inspection and surveillance reports, lack of inspection and failure to implement an internal and external audit program. CAC responded to MEC 12/6/06. MEC and CAC have both responded to QAR, however, it still remains open until MEC provided acceptable corrective action response and implementation of corrective action of open quality issues.

5. Public Involvement



Description

The Public Involvement Section is responsible for sharing information on the Project with stakeholders along the light rail alignment, documenting questions and concerns expressed by these stakeholders and ensuring that appropriate Project staff addresses them, and providing answers and feedback to those stakeholders on the outcome. At this stage of the Project, PI Area Coordinators are working with stakeholders in their respective line sections to provide the latest information on the design plans with regard to right-of-way requirements, traffic circulation, landscaping, and locations for traction power substations and signal houses. They are also sharing information on business assistance programs with the owners and managers of businesses located along the light rail corridor.

Progress

- Public Involvement Staff continues to meet and respond to various stakeholders addressing specific concerns with construction impacts and schedule.
- Public Involvement Staff are continuing to canvassing areas where specific milestones have been reached. This canvassing effort is to survey stakeholders on general performance of each of the five line section contractors. Stakeholders have provided both positive and negative feedback to share with the contractors as they continue their work. METRO survey effort serves as an important element of the Community Advisory Board process.

BUSINESS ASSISTANCE



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through January, 501 signs and 325 banners (826 totals) have been issued for businesses in all five Line Sections. The following table illustrates the current distribution for this program:

**METRO
Construction Signage/Banner Program
Overall Distribution**

Line Section	Signs	Banners	Total
Line Section One (LS1)	51	60	111
Line Section Two (LS2)	77	54	131
Line Section Three (LS3)	195	65	260
Line Section Four (LS4)	32	33	65
Line Section Five (LS5)	146	113	259
Totals	501	325	826

METRO Business Outreach Program

The following is a breakdown of **Phoenix** business outreach statistics as of February 1, 2007:

- METRO Max Program Participants – **138** businesses
- Construction Signage Program – Total **826** (501 signs and 325 banners)
- City of Tempe Asset Assistance Program – **2**
- City of Mesa/U.S. Bank Asset Assistance Program – Outreach continues
- Management Technical Assistance (MTA) Program – **246** businesses
- ASU Market Needs Assessment – **108** businesses (94 Complete/14 In-Progress)

- SELF Seminars / Micro Loan Assistance – **22** Businesses
- SBDC One-on-One Consultation - **17** Businesses
- Prestamos – Chicanos Por La Causa – **3** Businesses

Community Advisory Boards (CAB) - Meetings are scheduled on a monthly basis to evaluate the contractor's efforts to go "above and beyond" the contract specifications during light rail construction.



LS-1

- LS 1 conducted its Community Advisory Board (CAB) meeting on Tuesday, January 9, at AmeriSchools Academy. Prior to the meeting, the CAB participated in a tour of the Operations and Maintenance Center (OMC). Board Member Bill McBride (Goodwill Industries) attended the weekly LS1 utility coordination meeting. Mr. McBride had previously encountered several problems with third party utility companies working in front of his property. Mr. McBride told the board he felt his presence at the meeting was well received and the utility company representatives listened to him and seemed to understand his concerns. Board members stated they are hoping to see less activity reports related to third party utility companies in the coming months. Mr. Dennis Onstott (Kiewit Project Manager) discussed the sequence of work occurring over the next few months on Camelback Road. Activities include paving the south side of Camelback from 7th to 15th Avenue in mid-January, switching traffic from Central to 15th Avenue to the south side of Camelback at the end of January, and switching traffic to the south side of Camelback from 15th to 19th Avenues in April 2007. Mr. Onstott explained that after the traffic switch, Kiewit will work on north side of the road completing utility relocations and curb, gutter and sidewalk work and simultaneously complete the guideway. Kiewit received an overall rating of 100 percent, for their effort for going "above and beyond" the contract specifications. The next LS 1 CAB meeting is scheduled for Tuesday, February 13.



LS-2

- LS 2 held their monthly meeting Tuesday, January 16th at Brophy College Preparatory Academy. Prior to the meeting, the CAB participated in a tour of the Operations and Maintenance Center (OMC). METRO Operations Director, Joe Marie and METRO Operations Manager, Steve Bethel were on-site and answered member's questions about the facility and operations. During the CAB meeting, Herzog shared their efforts to combat staff parking on private property. Herzog Project Manager, Pat Gray has implemented a zero-tolerance policy to his staff. A memo was sent to all employees and a towing company has been hired to remove any vehicles in violation. Mr. Gray noted both personal and work vehicles will be towed if parked illegally. Ms. Lynn Houston (ABIL) remarked that Herzog's efforts are not above and beyond as illegal parking is a violation of the contract. Ms. Erika Smith Royal (Herzog Community Outreach) responded a warning is the usual action taken to mitigate the situation, not a zero-tolerance policy. During the utility update, Mr. Gray indicated Herzog hit a Qwest duct bank north of Highland, in front of St. Francis church. He explained that due to the hit, Herzog will not be able to open up the bridge and the pedestrian walkway from the bridge to north of Highland until the week of January 22. Herzog received an overall rating of 90 percent. The next LS 2 CAB meeting is scheduled for Tuesday February 20, and will be at the Heard Museum.

LS-3

- LS 3 conducted their monthly meeting on Tuesday, January 9, 2006. General public comments addressed traffic issues on Washington and Jefferson Streets at 24th Street, and Archer Western Contractors (AWC) and METRO were thanked for their cooperation in assisting with a water issue at the Sterling Int'l Hotel. Barry Schoeneman, owner of the Men's Apparel Club at 204 N. Central Ave., thanked METRO and AWC for their work in providing information on sidewalk installations in front of his store. Four Activity Reports, all of which had reached conclusion before the meeting, were discussed. Bob Fouty of AWC delivered a presentation demonstrating construction progress, and stated how AWC is going "above and beyond" the contract specifications. AWC received an overall rating of 80 percent. The next LS 3 CAB meeting is scheduled for Tuesday, February 13 at METRO.

LS-4

- LS 4 held their monthly CAB Meeting on Wednesday, January 10, at Papago Buttes Corporate Plaza. Joe Marie, METRO Director of Maintenance and Operations, presented an overview of light rail vehicle testing and anticipated start-up activities. He reviewed the timelines scheduled for key milestones of testing, the types and scope of testing programs, light rail vehicle production updates, and issues and challenges. He noted when occupancy will occur at the OMC, reviewed the test areas, and went into detail about the different types of testing (such as Field Acceptance Testing, Integrated Testing, and System



Safety Certification). He said low speed tests, high dynamic testing and night testing will occur. Mr. Marie also reviewed key issues such as the safety and security plan, outreach, fare policy, and testing and start up. Mr. Erik Yingling, Project Manager for SSWJV, conducted the contractor presentation and showed various photos of construction. Ms. Dilanna Willstead from the City of Tempe noted and thanked SSWJV for stepping up and helping out with security at the Towne Lake Bridge on New Year's Eve. Ms. Hidalgo-Coe showed photos of Tempe's Grand Illumination event. The LS 4 CAB gave a recommendation of 100 percent of the incentive available to SSWJV, for going "above and beyond" the contract specifications for the month. LS 4's next CAB meeting is scheduled for Wednesday, February 14, at Papago Buttes Corporate Center at 3 p.m.

LS-5

- LS 5 CAB conducted it's meeting on Thursday, January 11, at the Escalante Community Center. During the CAB meeting, one member stated "I am impressed that when incidents do arise, they are resolved in a matter of minutes or hours rather than days. Sundt, Stacy and Witbeck Joint Venture (SSWJV) Project Manager John Zehner provided a review of construction work in LS5 including: 1400 ft of track installed; Station platform work underway in downtown Tempe on Third Street; Track work near Macayo's Restaurant in Tempe; Paver installation at ASU Promenade and clean up/restoration efforts in downtown Tempe/Veterans Way for Insight Bowl and Block Party; pending lowering and post-tension work on Apache Boulevard bridge over the Loop 101 Freeway; Tempe Canal bridge work and completed work during the SRP dry-up period; and street lighting removal and replacement in Mesa on Main Street. SSWJV received an overall rating of 100 percent for this rating period. The next LS5 CAB meeting is scheduled for Thursday, February 8 at the Escalante Community Center in Tempe at 7:30 a.m.

Cost and Schedule – Variance Analysis

- Public Involvement activities remain on schedule and within budget.
- Scheduled CAB Disbursement remains the same as the previous month:

Total Available Incentive: **\$2,500,000.00** (10 Quarterly disbursements)

Total Miles of Street with LRT: 23.53 miles

Allocation per Mile: \$106,247.34

Total CAB Disbursement through January is at **\$1,352,218**



Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS-1	\$241,181.00	\$96,472	\$96,472	100%
LS-2	\$317,680.00	\$158,840	\$149,310	94%
LS-3	\$865,916.00	\$519,550	\$337,707	81%
LS-4	\$567,361.00	\$397,153	\$436,868	96%
LS-5	\$507,862.00	\$253,931	\$253,931	100%

Issues and Solutions

- None



6. Disadvantaged Business Enterprise Program

Description

It is the Disadvantaged Business Enterprise (DBE) Program Section's responsibility to administer the DBE participation requirements mandated by the Federal Government as a condition of the receipt of funding. These participation requirements are established by the City of Phoenix Equal Opportunity Department through the DBE Program Plan and are conveyed to METRO, as a sub-recipient, through the Civil Rights Office of the Public Transit Department.

The DBE Program Section is responsible for ensuring that procurement and contract language, specific to the program, accurately reflects current requirements. During the procurement process, the DBE Program Section is responsible for responding to Requests for Information, presenting the DBE documentation requirements at pre-bid conferences, and conducting contractor and DBE subcontractor training sessions. At Bid Opening, the accuracy of DBE documentation submitted with each bid must be verified and each bidder must be found either responsive or non-responsive. Upon contract execution, pre-construction meetings are held and reporting/compliance requirements are addressed in more detail. Monthly utilization reports are submitted by each prime contractor and are reviewed by the DBE Program Section. Field issues and variances to the planned utilization are addressed on an on-going/as-needed basis. In order to ensure adequate DBE participation and the availability of DBE contractors, on-going outreach activities are also conducted to facilitate networking of DBEs with prime contractors and to encourage DBE certification of non-certified small businesses.

Progress

- Overall DBE participation based on amounts originally awarded is 14.71 percent, participation including change order work is at 15.11 percent and DBE's have been paid 12.71 percent of construction dollars to date.

Procurement Activities

- There are no DBE-related procurement activities this period related to the 20-mile construction program. Final proposed DBE participation levels will be established once the outstanding construction procurements of Park-N-Rides and Miscellaneous Construction have been completed.



Contract Compliance

The summary below does not include DBE participation for professional services contracts related to future extensions or METRO's DBE vendors.

- Line Section 1 (LS1)
 - Kiewit Western Co.
 - 12.10 percent Minimum DBE Participation
 - 13.77 percent Committed at Bid
 - 15.13 percent Current DBE Participation (based on adjusted contract amounts)
 - \$7,804,432.64 Total DBE Subcontracted Amount
- Line Section 2 (LS2)
 - Herzog
 - 12.10 percent Minimum DBE Participation
 - 15.69 percent Committed at Bid
 - 22.02 percent Current DBE Participation (based on adjusted contract amounts)
 - \$12,314,224 Total DBE Subcontracted Amount
- Line Section 3 (LS3)
 - Archer Western Contractors
 - 12.30 percent Minimum DBE Participation
 - 13.59 percent Committed at Bid
 - 16.58 percent Current DBE Participation (Based on adjusted contract amounts)
 - \$13,474,880.31 Total DBE Subcontracted Amount
- Line Section 4 (LS4)
 - Sundt/Stacy & Witbeck
 - 11.50 percent Minimum DBE Participation
 - 14.47 percent Committed at Bid



- 11.51 percent Current DBE Participation (based on adjusted contract amounts)
- \$6,887,600 Total DBE Subcontracted Amount
- Line Section 5 (LS5)
 - Sundt/Stacy & Witbeck
 - 14.90 percent Minimum DBE Participation
 - 16.73 percent Committed at Bid
 - 18.96 percent Current DBE Participation (based on adjusted contract amounts)
 - \$13,523,050 Total DBE Subcontracted Amount
- Station Finishes
 - Archer Western Contractors
 - 12.20 percent Minimum DBE Participation
 - 12.98 percent Committed at Bid
 - 16.13 percent Current DBE Participation (based on adjusted contract amounts)
 - \$8,546,818.74 Total DBE Subcontracted Amount
- Maintenance & Storage Facility
 - Sundt/Stacy & Witbeck
 - 7.34 percent Minimum DBE Participation
 - 7.54 percent Committed at Bid
 - 8.11 percent Current DBE Participation (based on adjusted contract amounts)
 - \$4,676,599 Total DBE Subcontracted Amount
- Traction Electrification
 - Mass Electric
 - 10.00 percent Minimum DBE Participation
 - 10.20 percent Committed at Bid



- 10.06 percent Current DBE Participation (based on adjusted contract amounts)
- \$5,726,370.25 Total DBE Subcontracted Amount
- Signals & Communication
 - Mass Electric
 - 11.00 percent Minimum DBE Participation
 - 11.67 percent Committed at Bid
 - 11.51 percent Current DBE Participation (based on adjusted contract amounts)
 - \$4,611,664 Total DBE Subcontracted Amount
- Tempe Town Lake Bridge
 - PCL Civil Constructors
 - 12.00 percent Minimum DBE Participation
 - 14.49 percent Committed at Bid
 - 20.80 percent Current DBE Participation (based on adjusted contract amounts)
 - \$4,559,765.58 Total DBE Subcontracted Amount
- Construction Administration Consultant
 - PBS&J/PGH Wong Joint Venture
 - 21.00 percent Minimum DBE Participation
 - 25.35 percent Committed at Bid
 - 31.25 percent Current DBE Participation (based on adjusted contract amounts)
 - \$11,990,770 Total DBE Subcontracted Amount
- Program Management Consultant
 - SRBA/Parsons Joint Venture
 - 1.5 percent Minimum DBE Participation (established post contract award)
 - 0 percent Committed at Bid



- 4.25 percent Current DBE Participation (based on adjusted contract amounts)
- \$1,493,992 Total DBE Subcontracted Amount
- General Engineering Consultant
 - Parsons Brinckerhoff
 - 13.00 percent Minimum DBE Participation
 - 13.89 percent Committed at Bid
 - 16.06 percent Current DBE Participation (based on adjusted contract amounts)
 - \$11,392,061 Total DBE Subcontracted Amount
- Fare Collection System
 - Scheidt Bachmann
 - 8.20 percent Minimum DBE Participation
 - 8.39 percent Committed at Bid
 - 8.39 percent Current DBE Participation (based on adjusted contract amounts)
 - \$627,000 Total DBE Subcontracted Amount
- Material Procurements
 - Multiple Suppliers
 - 3.00 percent Minimum DBE Participation
 - 3.00 percent Committed at Bid
 - 3.00 percent Current DBE Participation (based on adjusted contract amounts)
 - \$1,770,322.77 Total DBE Subcontracted Amount

Outreach Activities

- METRO hosted a DBE Procurement Workshop January 19, 2007. There were approximately 75 people in attendance. Attendees were informed of current contracting opportunities including the Park-N-Ride(s), Construction Management at Risk for the Northwest Corridor Extension, and planning, environmental and design services for future corridors. An overview of the planning process and timelines for future extensions was provided by Wulf Grote,



Director of Project Development. Other presenters included John Farry, Dave Boggs, Brian Buchanan, Joe Ramirez, and Mike Ladino.

- The next outreach function will be a networking event hosted for DBEs interested in meeting with general contractors pursuing the Park-N-Ride contract(s). Timing of this event will coincide with the release of the Park-N-Ride IFB.

Cost and Schedule – Variance Analysis

- DBE activities remain within budget and on schedule.

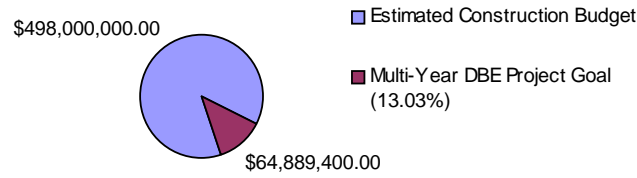
Issues and Solutions

- The DBE close-out documentation for the Tempe Town Lake Bridge contract was submitted by the general contractor, PCL Civil Constructors. Minor corrections were required and one DBE subcontractor has requested a meeting with the prime to discuss an issue related to a verbal agreement regarding material purchases. PCL is working to schedule the meeting, which will take place late February 2007.
- An issue has been raised related to the survey work completed by a DBE subcontractor on Line Section 5. The general contractor is withholding final payment and reporting that rework was completed by a second subcontractor that results in a credit due the prime. The net loss to the DBE is approximately \$40,000. METRO staff is working with the DBE and general contractor to resolve the issue.

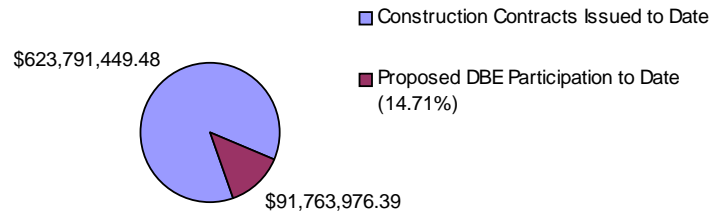


DBE Program Overview

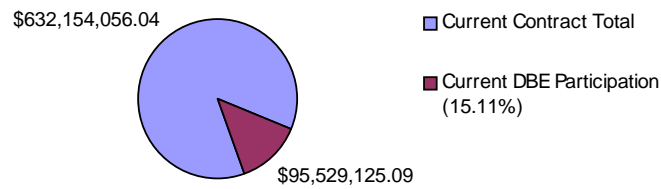
DBE Program Overview



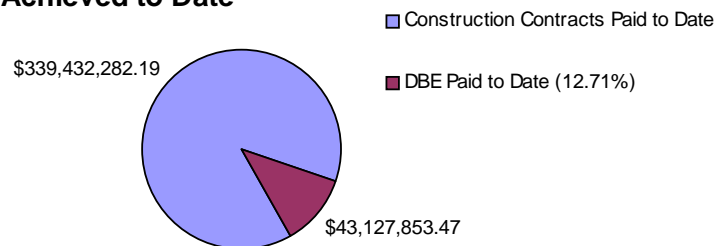
Original Contract Amounts



Current Participation



Achieved to Date





7. System Safety and Security

Description

The System Safety and Security Department is responsible for establishing requirements for the identification, evaluation, and minimization of safety and security risks throughout all phases of the project, including revenue operations.

The Section has developed and is administering provisions of the System Safety Program Plan, the System Security Program Plan, and the Safety and Security Certification Plan.

Progress

- Met with the commander of the Phoenix Police Department (PPD) Training Academy concerning training needs on METRO for PPD personnel.
- Prepared a “White Paper” on alternatives for providing security services for METRO.
- Met with the Mesa Police Chief to brief him on METRO.
- Met with the Phoenix Streets Department concerning the Phoenix Grand Prix impacts on METRO.
- Developed a plan to transition from use of personnel protective equipment at the Operations & Maintenance Center (OMC) and issued a Safety & Security Bulletin.
- Attended the kick-off meeting of the Regional Transit Security Working Group.
- Attended two-day Counter Terrorism for Transit Managers training.
- Participated in commissioning efforts for the OMC.
- Continued with the process to develop light rail codes and ordinances for traffic, public conduct, and fare inspection enforcement with the City of Phoenix Law Department.
- Continued working with the certification consultant to develop checklists and brief Resident Engineers on their role.
- Continued review and comment process for METRO Standard Operating Procedures.
- There was no Fire/Life Safety and Security Committee meeting in January
- The Safety and Security Certification Review Committee met in January.



Cost and Schedule – Variance Analysis

- Safety and Security activities remain within budget and on schedule.

Issues and Solutions

- None



8. Environmental Management

Description

During design and construction, the Environmental Manager is responsible for overseeing the compliance with federal and State environmental laws/regulations, the Project's environmental/historic preservation obligations, implementing the requirements of the Final Environmental Impact Statement (FEIS), Record of Decision (ROD), and Section 106 Memorandum of Agreement.

The Environmental Manager is also responsible for review of all proposed Project changes to determine if the proposed change is consistent with the Project Definition as stated in the FEIS and to determine if the change presents any environmental impact not addressed in the FEIS/ROD. If a proposed change results in potential new impacts, the Manager shall document those impacts and secure FTA concurrence with the change, definition of impacts and proposed mitigation.

Progress

Archaeology

- Provided archaeological monitoring in LS 2, 3, 4 and 5 for all ground disturbance activities.
- One new burial was discovered in La Plaza and removed during January 2007.
- ACS is providing 5 field archaeologists and one supervisor. ACS has maintained schedule commitments.

Contaminated and Hazardous Materials

- The Soil Monitoring and Management Plan Central and Camelback on going. We have received the soil testing analysis from stockpiled materials and forwarded them to the City of Phoenix for review and concurrence. As a result of the low levels of contamination, we recommended that the dirt be disposed of at a construction landfill. The City of Phoenix has requested a legal review of this recommendation.
- Received soil analysis of contamination at 34th Street and Washington. Results of testing indicates that a small portion of the excavation materials will require special handling.

Regulator Compliance

- Conducted field observation of contractor compliance with dust control BMPs. No substantial problems were identified.



Cost and Schedule – Variance Analysis

Archaeology

Original Contract Value (CAC)	\$1,500,064
Approved Change Orders	\$1,897,936
Contract Value to date	\$3,398,000
Invoiced through January 2007	(\$3,530,850)
Estimated cost February '06 through June '07	\$620,000
Estimated Total Costs through June 2007	\$4,150,050
<u>Additional funds required for FY 07</u>	<u>\$752,050</u>

Hazardous Materials Assessment (CAC)

Original Contract Value	\$499,488
Contract Value to date	\$499,488
Invoiced as of Sept 29, 2006	(\$370,020)
Task orders issued not invoiced	(\$30,331)
Expended or Committed	\$400,351
Estimated Cost to Complete	175,000
Estimated total Cost	\$575,351
Estimated additional funds required	\$78,863

Remediation and Treatment Fund (VMR)

Budget	\$1,004,000
Expended or Committed	(\$179,680)
Data Recovery Report	(\$84,956)
ERI	(\$99,724)
Funds Available	\$819,320



Issues and Solutions

- **Issue:** Archaeology technical report(s) must be completed for project close-out. Independent cost estimate for analysis and report preparation is \$3,500,000 plus \$75,000 of direct agency costs.

Solution: ACS has prepared scope, schedule and cost estimate for this work. Costs will be funded from Misc. Construction budget or out of under utilized Archeology Investigations/Hazardous Material Removal budget. Final budget and schedule should be negotiated in February and NTP issued in March



9. Real Estate

Description

The LRT Project travels down main business arterials in the cities of Phoenix, Tempe and Mesa and approximately 784 parcels of property are affected. The number of right-of-way certifications required within this 20-mile corridor is in excess of 2,500. This number includes all easements required by the project, such as utility, irrigation, sidewalk, traffic, slope, landscape and temporary construction. Real Estate staff members from the project cities are responsible for obtaining all of the necessary property rights required to construct and operate the LRT system. Oversight and coordination of the cities' activities is provided by METRO Real Estate staff.

Progress

- One additional parcel came under City control since last month, and 11 additional parcels became available for construction. Presently, 99 percent of the required properties are now under city control and 95 percent of the properties are available for construction. Extensive coordination between METRO and City staff has enabled the project to obtain these properties in a manner sufficient to support construction.
- In Line Section 1, 182 relocations have now been completed and only one remains. One parcel came under City control for a total of 149 and a total of 132 parcels are available for construction. Line Section 1 contains 152 parcels.
- In Line Section 2, all 29 relocations have now been completed. A total of 91 parcels are under city control and two parcels were made available for construction for a total of 85. Line Section 2 contains 94 parcels.
- In Line Section 3, 34 relocations have now been completed and only 2 relocations remain. A total of 260 parcels are now under City control and 247 parcels are available for construction. Line Section 3 contains 260 parcels.
- In Line Section 4, all 28 relocations have now been completed. All parcels are now under City control and all parcels are available for construction. Line Section 4 contains 109 parcels.
- In Line Section 5, all 40 relocations have now been completed. All parcels are now under City control and all but one parcel is available for construction. Line Section 5 contains 168 parcels.
- In Line Sections 1, 2, 3 and 4; eighteen building cut and re-faces were identified; fifteen have been completed and three are currently underway. These building modifications required a structural engineering analysis, architectural and utility modifications, the procurement of relevant contractors and an extensive permitting process.



- The City of Phoenix Ombudsman program has been revised and a new Mediation Process has been established. FTA approval of the new process was received and meetings with property owners have been resumed.
- An updated Real Estate Acquisition Summary sheet is included at the end of this section.

	5309	CNPA	Total
Budget	\$116,214,150	\$22,221,205	\$138,435,355
Available Contingency	\$ 19,559,432	\$ 1,753,931	\$ 21,313,363
Total	\$135,773,582	\$23,975,136	\$159,748,718
Spent To Date	\$120,490,496	\$18,366,724	\$138,857,220
Balance Available	\$ 15,283,086	\$ 5,608,412	\$ 20,891,498

Cost and Schedule – Variance Analysis

- Real Estate was one of two key issues (utilities being the other) that was driving the project schedule; however, a focused real estate effort has eliminated this concern. The Cities are working diligently with METRO to improve and streamline processes wherever possible.
- The overall real estate forecast is still within the budget and actual costs are within the budget plus contingency for the real estate contract unit.

Issues and Solutions

- The parcels that were negatively impacting the schedule have been eliminated. The energy of the project team is focused where it is needed most. In Line Sections 1, 2 and 3 there are a few parcels that remain unavailable for construction.



**CENTRAL PHOENIX / EAST VALLEY
LIGHT RAIL TRANSIT PROJECT
REAL ESTATE ACQUISITION SUMMARY**

January 31, 2007

ACTIVITY	1 PHX	2 PHX	3 PHX	4 PHX	4 TEMPE	5 TEMPE	5 MESA	Totals
Full Takes	40	0	9	2	0	12	0	63
Partial Takes	112	94	251	106	1	109	46	719
Total Affected Parcels	152	94	260	108	1	121	46	782
Projected Relocations	183	29	36	28	0	40	0	316
Title Reports Completed	152	94	260	108	1	121	46	782
Legals sent to City	152	94	260	108	1	121	46	782
Appraisals Requested	152	94	260	108	1	121	46	782
Appraisals Completed	152	94	260	108	1	121	46	782
Offers Made	152	94	260	108	1	121	46	782
Offers Accepted	109	65	224	85	1	88	36	608
Escrow Closed Acquisition Complete	102	53	212	85	1	88	27	568
Condemnation Filed	26	12	25	11	0	29	17	120
OIP Received	24	8	22	9	0	29	17	109
ROE Signed	23	30	26	14	0	4	2	99
Relocations Underway	1	0	2	0	0	0	0	3
Relocations Completed	182	29	34	28	0	40	0	313
Parcels Under City Control	149	91	260	108	1	121	46	776
Parcels Available for Construction	132	85	247	108	1	121	45	739
Parcels Pending Release for Construction	17	6	13	0	0	0	1	37



10. Utilities

Description

The METRO Utility Manager is responsible for managing and overseeing the relocation of all privately owned utilities (irrigation, natural gas, nitrogen lines, fiber optics, power, private force mains, private communication lines, private irrigation lines, cable television, and telecommunications) necessary to allow LRT construction, including those with and without prior rights. Utilities with prior rights include SRP Power, SRP Irrigation, Qwest (local and long distance), Southwest Gas, WiTel, MCI and APS. Relocation of privately owned utilities is performed by private utility companies and their contractors, preferably prior to beginning LRT construction. Relocation of publicly-owned utilities is accomplished within the civil construction contracts by METRO contractors.

Utility relocation continues to be a key issue driving the project schedule. Lack of available Right-of-Way and delays in utility relocation have affected contractor construction schedules. METRO has requested that the utility companies accelerate their relocation, so impacts to the Contractors' schedules are minimized.

Progress

- Line Section 1
 - Solutions for utility issues are addressed weekly in the LS1 Utilities Coordination meeting held at the Kiewit field office.
 - SWG has completed the majority of their relocation work on Camelback Road. SWG has begun relocation work at the Fry's property, which is to be completed within a few weeks. Qwest and SRP Power (SRPP) cannot proceed in the same area until the SWG facility has been relocated.
 - SWG has completed placement of gas mains on 19th Avenue. The only work remaining is to remove sections of abandoned gas pipe on 19th Avenue that are in conflict with Line Section 1 contractor work.
 - SWG has completed lowering the gas main on Bethany Home Road and 19th Avenue that is in conflict with the proposed SRP Irrigation pipe.
 - The Contractor continues to work on Salt River Project Irrigation (SRPI) facilities.
 - The SRPP main trench and conduit installation on the south side of Camelback Road is 95 percent complete. SRP has pulled wire, and started energizing some of the equipment. Installation of street lights on the south side of Camelback Road is complete. Kiewit has switched traffic to the south side of Camelback Road.



- 19th Avenue joint trenching for SRPP, Qwest and Cox continues by Kiewit Construction from Camelback Road to Colter Drive and is 95 percent complete. Qwest, SRPP and Cox Communication are waiting on joint trenching by Kiewit to be completed so they can start pulling/splicing new cable/fiber.
- Qwest and Cox will start placing conduits crossing 19th Avenue at nine different locations. These will be joint trenches.
- Construction of the Transit Center at 19th Avenue and Montebello has begun, with utility installations continuing. There seems to be an issue surrounding who will be installing the street lights and how many street lights will be installed.
- Line Section 2
 - Field Utility meetings are now being held bi-weekly in the LS2 office. These meetings increase contractor communication and utility company accountability.
 - Salt River Project Water - Irrigation will start relocation of the SRPI facilities at the southwest corner of Central Avenue and Camelback Road mid February of 2007.
 - SWG has several conflicts that were identified in the field by Herzog. There is a 2-inch gas main conflict with a proposed catch basin at Central Avenue and Clarendon and a 2-inch and a 4-inch conflict at Central Avenue and Osborn Road. Permits have been approved, and issued to SWG. SWG is in the process coordinating the relocation with Herzog.
 - The project team continues to work with APS, the City of Phoenix and Herzog on design modifications for street lights and traffic signals. The City of Phoenix, METRO and APS representatives have been instrumental in facilitating the necessary changes of this work.
- Line Section 3
 - Utility conflicts and coordination issues are being addressed on a case by case basis in the field. These meetings increase contractor communication, and utility company accountability.
 - Eleven street turn-around permits were issued to SWG, APS and Qwest. Stop work orders were subsequently issued until environmental concerns are resolved
 - METRO has started a punch list for utility companies to address:
 - APS needs to remove power poles and abandoned aerial cables.
 - Qwest needs to remove abandoned aerial cable.



- Cox needs to remove abandoned aerial cable.
- The project team continues to work with APS, COP, METRO and Archer Western representatives to implement design modifications on street lights and traffic signals. The bi-weekly coordination meeting that is held with APS, COP, METRO and Archer Western representatives have been instrumental in facilitating the necessary changes of this work.
- Line Section 4
 - Utility conflicts and coordination issues are being addressed on case by case base in the field.
 - METRO has started a punch list for utility companies to address:
 - APS needs to remove power poles and abandoned aerial cables.
 - Qwest needs to remove abandoned aerial cable.
 - Micro duct – installation was done by Sundt for a distance of 250-feet (+/-). METRO, CAC, GEC and TES Contractor monitored the installation process and several discrepancies noted. A longer installation demonstration of 1000' is scheduled for early February.
 - Distance/spacing from ASU/Cities System manhole to manhole needs to be identified.
 - The critical path is in the Test Track area. The possibility of reducing the number of microducts from 4 to 3 in the test track area is being considered. This would in effect eliminate the one spare microduct.
 - Consider accessing intermediate manholes if possible.
 - Consider using the #9 conduit, but in most cases does not go to the right manhole location and would require some sharing of conduits allocated for other purposes.
 - Identify the micro duct run 1000-feet, 2000-feet and greater.
 - Next demo will be 1000-feet to be scheduled for February 8, 2007.
- Line Section 5
 - Solutions for utility issues are addressed weekly in the LS5 Utilities Coordination meeting.
 - SRPI pipe at Apache and Price. NPL contractor for SRPP found the existing irrigation pipe at a depth approximately 66-inches below grade. Requested Qwest to pothole duct bank to verify that there is an enough vertical clearance between SRPI pipe and Qwest. If the existing pipe is already under Qwest no conflict exists.



- No work is scheduled in COM until the USA Land Exchange is in place.
- SRPP jobs are being delayed by issues out of the contractor's control, such as work that has to be redone to avoid SRPI relocation, conduits damaged by previous COT contractor, and traffic control issues in COM. New dates will be provided by SRP.
- SRPP underground electrical duct bank was identified to be shallow on the north side of Apache Boulevard and SR 101. SRPP is available options.
- SWG gas line was identified to be shallow at SR 101 and Apache Boulevard. SWG has submitted a permit request. The permit process is being expedited.
- Union Pacific Railroad signal arm and cantilever needs to be relocated. The plan is to do the final cutover of the UPRR when the street is closed during a two week period in June, which allows enough time to install and relocate gate, signal, ped crossing and cantilever. The crossing at 1st Street and Ash will be removed from Milestone A. A plan of sequence has been established by CAC. A meeting is scheduled for the week of February 12, 2007 with all parties involved.
- Traction Power Substations
 - APS, GEC and METRO continue defining electrical easements that are still needed for Traction Power Substations. No. 3, 4, 5, 6, 7, 8, 10, 11 and 15. Number fifteen is priority number one at the OMC site.
 - SRP continues defining electrical easements for Traction Power Substations No. 1, 2, 9, 12, 13 and 14. Number nine is priority number one in test track area.
- New Electric Services Accounts
 - APS and SRP electrical accounts for TPSS are set up.
 - APS and SRP electrical service accounts are in the process of being established for Transit Centers, Park and Rides and Station Platforms.

Cost and Schedule – Variance Analysis

- Costs incurred to-date for prior rights utilities are within the Utility Budget. We are concerned that the budget for SRP Irrigation and SRP Power will exceed budget due to material costs and the fact that traffic control costs have increased.

Issues and Solutions

- Utility relocation is a big concern for this project to be on schedule. METRO has requested that utility companies accelerate their relocation even if it includes providing additional resources.
- Need to define APS and SRP Power easements for the TPSS Site number 1 thru number 12 and number 14.
- Line Section 1 - SRPI easements have been defined but not all have been obtained. Several SRPP easements are being revised due to METRO design revisions and new-development projects. Parcel acquisitions and cost-to-cure items have been prioritized so as to coincide with the contractor's construction schedule and utility needs.
- Line Section 2 – Bi-weekly meetings are being held to assure that utility companies do not delay Contractor's revised schedule.
- Line Section 3 – The contractor is working with APS on street lights in area to mitigate any delays.
- Line Section 5 – SRP Irrigation relocation, still hinders the LS5 Contractor.

Construction Photographs



SWG relocation at the Fry's property on Camelback Road in Line Section 1



SRP-Power relocation on 16th Avenue and Camelback Road in Line Section 1



UPRR relocation at 1st Street and Ash
Line Section 5



SRP relocating underground 12 kV on
Apache Blvd. in Line Section 5

Prior Rights Utility Cost Status
Federal 5309 Project

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	54%	\$6,234,834	\$3,387,715	\$3,343,024	\$8,511,723
Line Section 2	78%	\$1,765,355	\$1,374,105	\$368,062	\$2,064,951
Line Section 3	86%	\$3,067,860	\$2,632,538	\$2,036,454	\$3,896,184
Line Section 4	94%	\$4,780,945	\$4,511,736	\$2,486,956	\$5,580,173
Line Section 5	75%	\$7,555,076	\$5,672,295	\$6,550,697	\$9,855,386
Maintenance Storage Facility	100%	\$320,230	\$320,230	\$418,332	\$397,876
Town Lake Bridge	100%	\$1,150,000	\$1,150,000	\$808,997	\$1,150,000
Sub Total	77%	\$24,874,300	\$19,048,619	\$16,012,522	\$31,456,293
Contingency	0%	\$1,500,452	\$0	\$0	\$938,606
Total Prior Rights Utilities	72%	\$26,374,752	\$19,048,619	\$16,012,522	\$32,394,899

11. Architecture

Public Art



Description

Public art projects will be a part of all Station Finishes listed in Section 4.1.3 with the exception of the platform at 19th Avenue and Camelback. Additional artworks will be placed at the 19th Avenue and Camelback Park-and-Ride. Artworks will include stand alone sculptures, integrated architectural finishes, entryway canopies, lighting, paving and landscaping elements. Artists will install their work in conjunction with the Station Finishes and Park-and-Ride, construction schedules. Artwork has been installed at Tempe Town Lake Bridge.

Progress

- Working with artists and GEC to resolve outstanding RFIs.
- Working with AWC to resolve foundation installation and scheduling issues.

Cost and Schedule – Variance Analysis

- Public Art activities remain on schedule and within budget.

Issues and Solutions

- Continuing to monitor contract schedule issues.

Station Finishes



Description

The Station Finishes (SF) contract includes twenty-seven stations, four transit centers and installation of art pieces by twenty-seven artists. Amenities within the fully accessible stations include: shading trellises with overhead canopies, irrigated trees and landscape, patron seating and leaning rails, drinking fountains, map cases, directional signage and trash receptacles. Types of art pieces include stand-alone sculptures, paving treatments, lighting treatments and integrated art within the station structures.

The SF architects prepared the construction drawings in five separate packages that correspond to each civil line section. These documents along with an art reference volume have been combined together and are currently under construction.

System elements that are located in the station areas include: surveillance cameras (CCTV), a public address system (PA), emergency call boxes (ECB), variable message boards (VMB) and automated ticket vending machines (TVM).

Progress

- Montebello and 19th Avenue Transit Center: Installation of storm drain pipe catch basins and manholes, SRP lighting conduit, and site electrical continue. Road grading with curb and gutter construction for the Montebello round-about are underway. The Contractor was given permission by the City of Phoenix to close Montebello under renovation by Station Finishes south of Spectrum Mall



during the month of February 2007, which will facilitate faster completion of this work. Spectrum Mall management is being regularly updated on METRO construction activities in the vicinity of their facility.

- Central Avenue and Camelback Transit Center: No activity during the past month at this site while coordination with other METRO contractors is ongoing.
- 44th Street and Washington Transit Center: Construction of concrete foundations for the three bus shelters and map case are complete. Construction of curb and gutter, grading and site utility work is ongoing. Archer Western and Sundt/Stacey Witbek are continuing to coordinate access and sequencing of their respective work.
- The Operations/Security Building (OPF-3) foundation and floor slab within the 44th Street and Washington Transit Center are complete.
- Station Finishes' physical link construction between couplet stations at Van Buren and 1st Avenue and Central into the Central Station Bus Transit Center is ongoing. This work includes the extension of platform and entry foundations that were constructed by the Line Section 3 Contractor.
- Contractor completed placement of pull boxes at the Central Avenue and Washington Station in preparation for concrete deck construction at this location.
- Contractor began clearing, demolition and excavation for the shade canopy structure foundations at the Sycamore and Main Street Transit Center.
- Contractor began excavation and formwork for foundations of the Operator Building (OPF-4) at the Sycamore and Main Street Transit Center.
- The City of Mesa has requested that METRO file an amendment to the current Sycamore and Main Street Transit Center construction permit for inclusion of the Sycamore and Main Street Station platform elements (previously assumed not requiring any permit). METRO has been assured by Building Safety that their review will be expedited and anticipates no additional design change requests or any negative impacts to the Contract schedule as a result of this amendment filing.
- A total of nine station foundations have been substantially completed by Line Section Contractors and made available to the Station Finishes Contractor for Area Access during the month of January 2007.
- Platform and Operations Facility structural steel shop drawings continue to be submitted and reviewed. The Contractor plans on beginning steel deliveries and station/bus shelter installations during the last week of February 2007.
- A Change Notice is being processed to rotate concrete pads at various stations for the Ticket Vending Machines (TVM) due to further revisions in TVM design and required maintenance access. Provisions for new Stand-alone Validator

(SAV) concrete pads and power connections to the system for six stations are also included in this Change.

- A presentation to METRO's Security/Operations/Design & Construction senior staff, the GEC and CAC was given in January 2007 by Archer Western's proposed manufacturer (Wasau Tile) for the Agency consideration of an alternative to the ADA station platform tactile warning edge system. The proposed product from Wasau Tile was accepted by METRO as appropriate for GEC/CAC review at no additional cost to the Agency.
- A change order is being processed for the ASU Logo Additions at three ASU destination stations.

Cost and Schedule – Variance Analysis

- Individual station completion dates are being impacted by late steel deliveries. The contractor has issued a schedule revision that was reviewed by METRO, comments were developed and issued back to the contractor for corrections.

Issues and Solutions

- Building department comments related to received Station Finishes Permit approvals from the Cities of Phoenix and Mesa resulted in additional changes at all Transit Center sites. METRO and Archer Western are continuing to resolve any potential cost and schedule impacts due to these Contract revisions.
- Final determination of all other SAV station locations needs closure by METRO Systems and Operations staff in order to minimize any schedule delays and/or additional costs for the Station Finishes Contract.

Construction Photographs



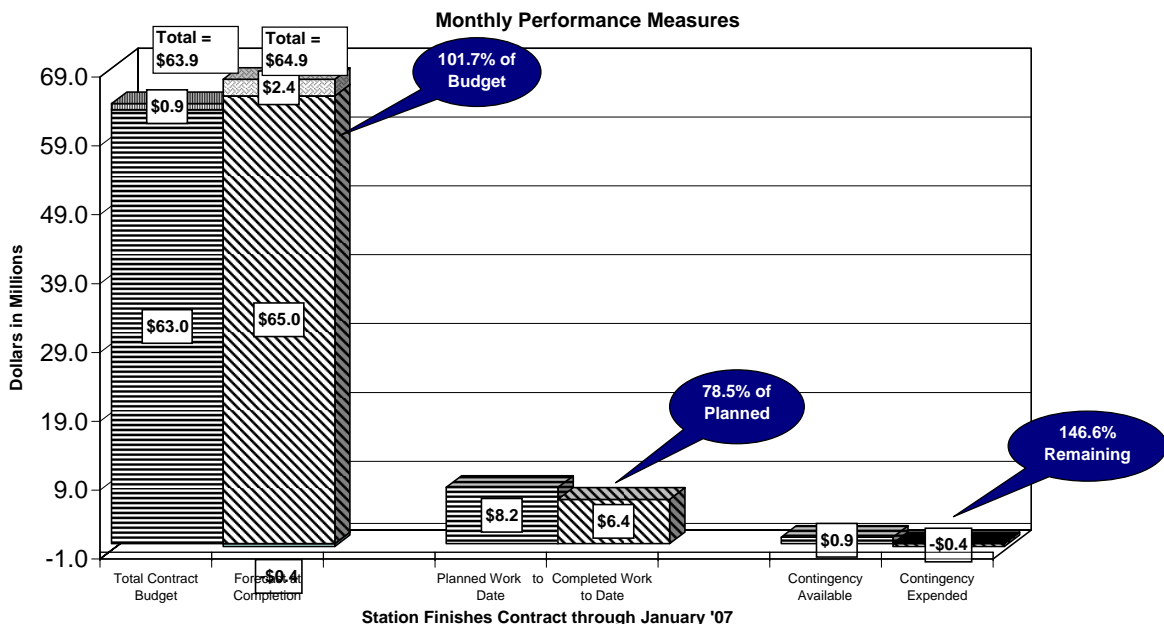
OPF-3 Foundation Slab Placement at 44th Street / Washington Transit Center



Excavation for bus shelters at Sycamore / Main Street Transit Center



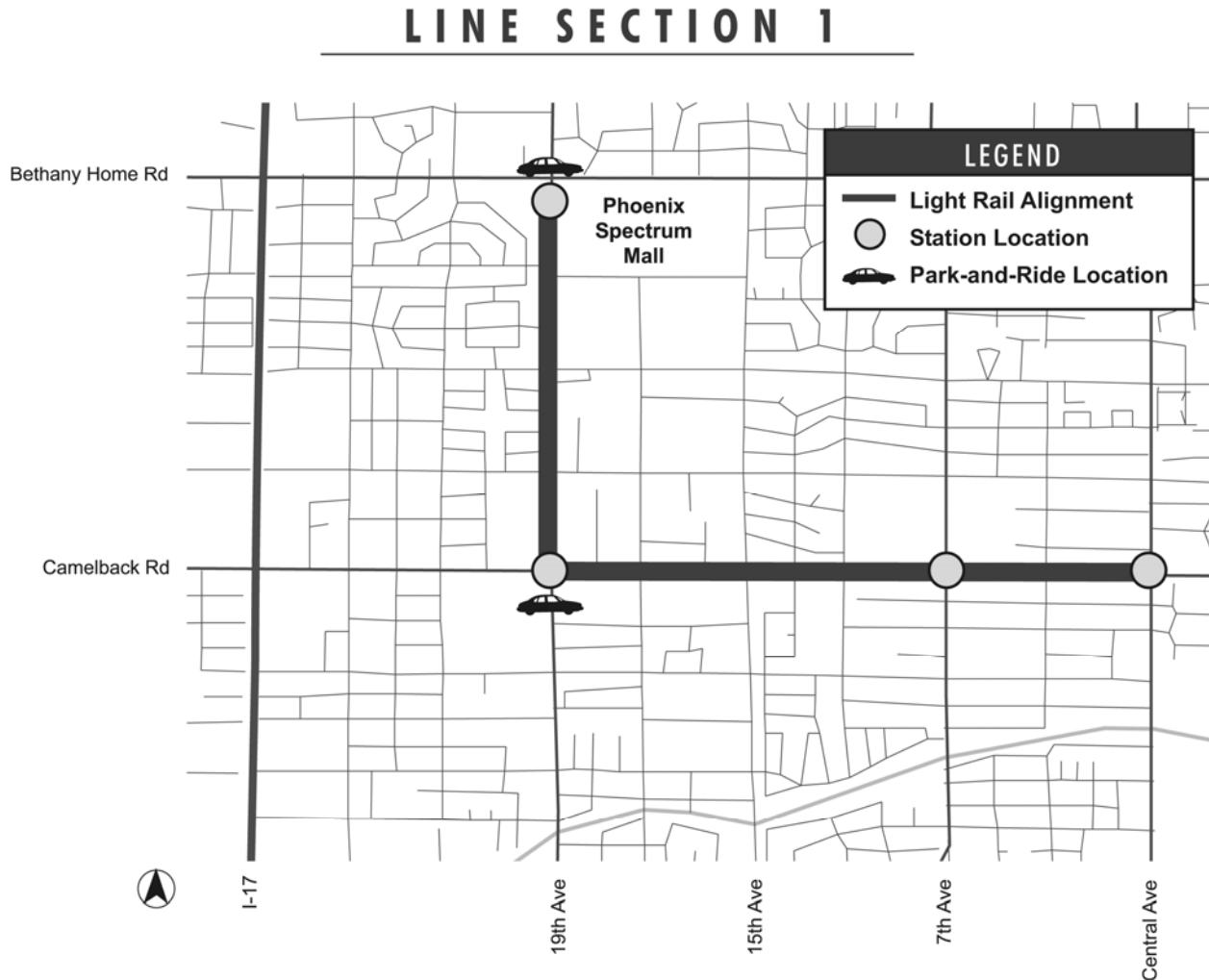
Description:		3.2.1 Station Finishes		
PE/PA:		Steve Gottesman		
Contractor:		Archer Western Contractors		
Resident Architect:		Doaa Aboul-Hosn		
Data Through:		November 30, 2006		
Cumulative		5309	CNPA	Total
1	Original Budget	\$52,985,000	\$9,988,000	\$62,973,000
2	Executed Change Orders	-\$522,718	\$95,290	-\$427,428
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$52,462,282	\$10,083,290	\$62,545,572
5	Work Scheduled	\$6,245,808	\$1,941,387	\$8,187,195
6	Work Earned	\$5,025,059	\$1,400,012	\$6,425,071
7	Actual Expenditures	\$5,013,839	\$1,393,900	\$6,407,739
8	Forecast to Complete Base (4-7)	\$47,448,443	\$8,689,390	\$56,137,833
9	Change Orders Pending Execution	\$2,321	\$2,430,214	\$2,432,535
10	Forecast at Completion (7+8+9)	\$52,464,603	\$12,513,504	\$64,978,107
11	Percent Budget Expended (7/4)	9.6%	13.8%	10.2%
12	Percent Planned (5/4)	11.9%	19.3%	13.1%
13	Earned Percent Complete (6/4)	9.6%	13.9%	10.3%
14	Schedule Performance (6/5)	0.80	0.72	0.78
15	Cost Performance (6/7)	1.00	N/A	1.00
16	Contingency Budget	\$546,000	\$371,603	\$917,603
17	Remaining Contingency	\$1,068,718	\$276,313	\$1,345,031
18	Percent Contingency Remaining (17/16)	195.7%	74.4%	146.6%
Period				
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$89,838	\$25,000	\$114,838
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$52,462,282	\$10,083,290	\$114,838
5	Work Scheduled (Cumm - Last Period)	\$728,354	\$595,524	\$1,323,878
6	Work Earned (Cumm - Last Period)	\$0	\$0	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0	\$0
8	Forecast to Complete Base (4-7)	\$52,462,282	\$10,083,290	\$62,545,572
9	Change Orders Pending Execution	\$2,321	\$2,430,214	\$2,432,535
10	Forecast at Completion (7+8+9)	\$52,464,603	\$12,513,504	\$64,978,107
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	1.4%	5.9%	2.1%
13	Earned Percent Complete (6/4)	0.0%	0.0%	0.0%
14	Schedule Performance (6/5)	0.00	0.00	0.00
15	Cost Performance (6/7)	#N/A	N/A	#N/A
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: Total forecast to complete is greater than budget due to the addition of the Center Parkway Station in Tempe.

12. Facilities

Line Section 1



Description

Line Section 1 is 2.27 miles in length, beginning on 19th Avenue south of Bethany Home Road to a point west of the Central Avenue and Camelback Road Station. The construction work in this contract includes demolition, relocation of public utilities, roadway and drainage modifications, systems ductbank installation to the substation site interface, station foundations, signing and marking, irrigation, landscaping and other miscellaneous work.

There are three stations in Line Section 1, 19th Avenue and Montebello, 19th Avenue and Camelback Road, and 7th Avenue and Camelback Road.



Progress

- Kiewit continues with water line installation, storm drain, private irrigation, and sewer line work at various places along the South Side of Camelback Road. They plan on completing a vast portion of this work so that they can perform their paving activities, and execute a traffic switch in mid-February.
- Southwest Gas (SWG) has completed most of their relocation work. The plan is for SWG Company to schedule the removal work of abandoned facilities in conjunction with Kiewit's excavation work. No scheduling problems are anticipated.
- Kiewit also continues to work on completing the 24-inch sewer line between Missouri and Bethany Home Road. Kiewit is ahead of schedule on this work, and anticipates completion by Mid-February. Once completed, they will move to 19th/Camelback Road to start the sewer line work heading north to Missouri.
- The joint trench work on Camelback continues with Salt River Project Power (SRPP) utilizing two subcontractors. Salt River Project Irrigation (SRPI) continues with the installation of the irrigation lines, and is coordinating tie-ins with Kiewit. Due to a redesign SRPP and SRPI, SWG, Qwest, Cox and Kiewit have been able to complete the tie-in work at "Payless", part of Fry's parcel take, so this no longer is a major area of concern.
- Traffic control has been seamlessly combined between all participants on the project and continues to be successful with few formal complaints from the various stake holders or the traveling public. Kiewit has restructured traffic flow on both Camelback and 19th Avenue to one lane in each direction and the COP has agreed to allow pre-approved nighttime full closures of the Camelback and 19th Avenue intersection. COP Transit has rerouted the Buses so that they no longer stop at the intersection of 19th Avenue and Camelback Road and they have suspended bus operations on 19th Avenue.
- Extensive roadway milling has been completed for the first phase of existing pavement removal on Camelback Road and 19th Avenue.

Cost and Schedule – Variance Analysis

- A revised schedule is being prepared to re-sequence work on 19th Avenue and the balance of the project. The schedule has been done schematically, but the official CPM has not been completed and is anticipated to be submitted to METRO by Mid-February

Issues and Solutions

- Real estate, cost-to-cure, and utility easements have impacted the project in the past they no longer pose a major problem for future construction operations.

Construction Photos



SRP 30 Inch Irrigation- KWC installing new SRP 30 Inch at 418+30



Density Test- ATL performing nuclear density test on SRP Bedding 418+30



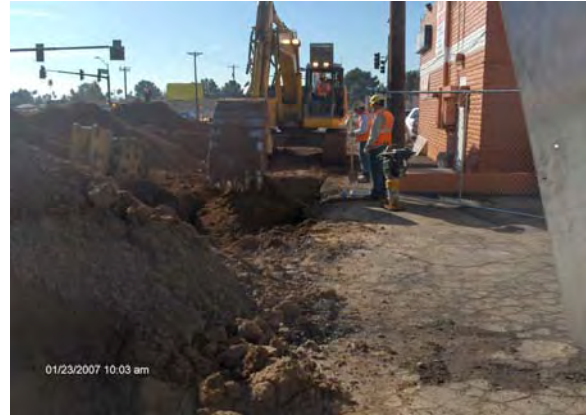
Sidewalk - KWC crews excavating for the Sidewalk at Sta. 471+60+-, Rt. 1087+50+-



KWC Staff Working on locating water 2 inch water service corp stop to shut water off for the service that was hit by KWC removal crew at 396+80 Camelback



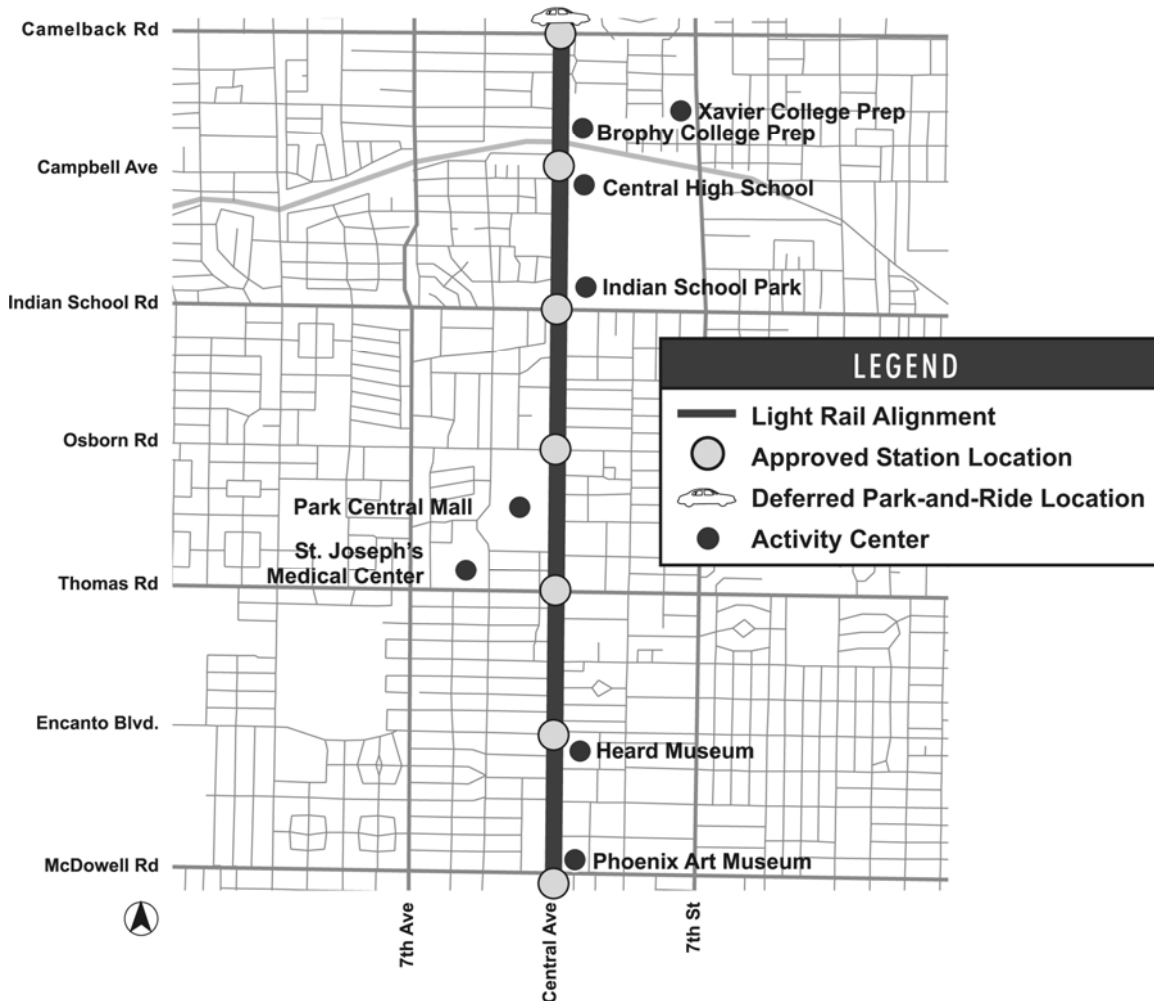
KWC placing the top lift of bedding over the new 12 inch DIP water line between 415+50 and 416+50



Contractor West trenching for joint trench

Line Section 2

LINE SECTION 2



Description

Line Section 2 begins at a point on Camelback Road just west of the Central Avenue/Camelback Road Station, and continues south on Central Avenue to a point approximately 200 feet north of the Central Avenue/McDowell Road intersection. The construction work in this contract includes demolition, relocation of public utilities, roadway improvements, drainage modifications, systems ductbank installations, station foundations, installation of systems ductbank and conduits, streetlights, traffic signals, OCS pole foundations, preparation of trackbed, and installation of embedded track. It also includes replacement of the Grand Canal Bridge on Central Avenue.

This Line Section will have six stations at the following locations: Central/Camelback, Central/Campbell, Central/Indian School, Central/Osborn, Central/Thomas and Central/Encanto.



Progress

- Herzog continues to install storm drainage and catch basin installation and relocation infrastructure from Camelback to McDowell in various states of completion,. Sanitary sewer installations from Thomas to Osborn, preparation for Coolidge sanitary installation and pump around, pot holing for various options for the City requested amended sewer installation at Mitchell, water main installation at Thomas, Indian School, Palm Lane to McDowell, Virginia to Thomas and reconstruction of 24' main at Osborne are all underway. Herzog has also started working on removing SRP lines at various locations between the Grand Canal Bridge and Indian School Road.
- Herzog continues to work on Guideway fine grading between Highland and Glenrosa. They have pulled rail strings on to guideway and began layout. The Campbell Station foundation has been completed, and they have begun forming the Camelback Station.
- Herzog successfully completed the installation of two SRP Irrigation lines and four manholes at Mariposa.
- Herzog continued with the installation of the OCS foundation construction from Campbell and proceeds north and south.
- The Grand Canal Bridge is anticipated to be fully opened on February 2, 2007 for traffic, with Pedestrian crossing activated at the southern end of the bridge. However, this opening was impacted due to Herzog Subcontractor's damaging Qwest Fiber Optics by driving a grounding rod through it. Qwest is in the process of completing the necessary repairs.
- Herzog has started the demolition of asphalt pavement, curb/gutter and sidewalks, in preparation for the roadway widening south of Camelback to Thomas. Intersection reconstruction at Indian School and Campbell continues.
- Herzog continues to work on installing sidewalk, sandstone borders, tree wells, and are currently working on the installation of landscaping at various locations.
- Herzog has started working on the relocation of Palm Trees on the west side of Central from Thomas to Osborne.

Cost and Schedule – Variance Analysis

- The contractor is developing a new schedule to reflect re-sequencing the work to support overall Program Milestones. A new program schedule will be available in Mid-February that will address the milestones to be negotiated in the contractor's request for equitable adjustment.

Issues and Solutions

- Utility conflicts continue to occur. METRO is working diligently with Herzog and the City in a proactive coordinated effort to resolve impacts in an expedited manner.
- METRO and Herzog are discussing a re-sequencing of infrastructure to improve the schedule for guideway turnover.
- Several major design adjustments, including waterline and sewer line conflicts from Indian School to Thomas remain a challenge on LS2. METRO Design is working with the City of Phoenix to resolve ongoing conflicts. Variances and change notices have been issued to resolve some of the conflicts.

Construction Photos



Installing 12" Watermain



Qwest Fiber Optic duct bank damaged and repair,
North of Highland



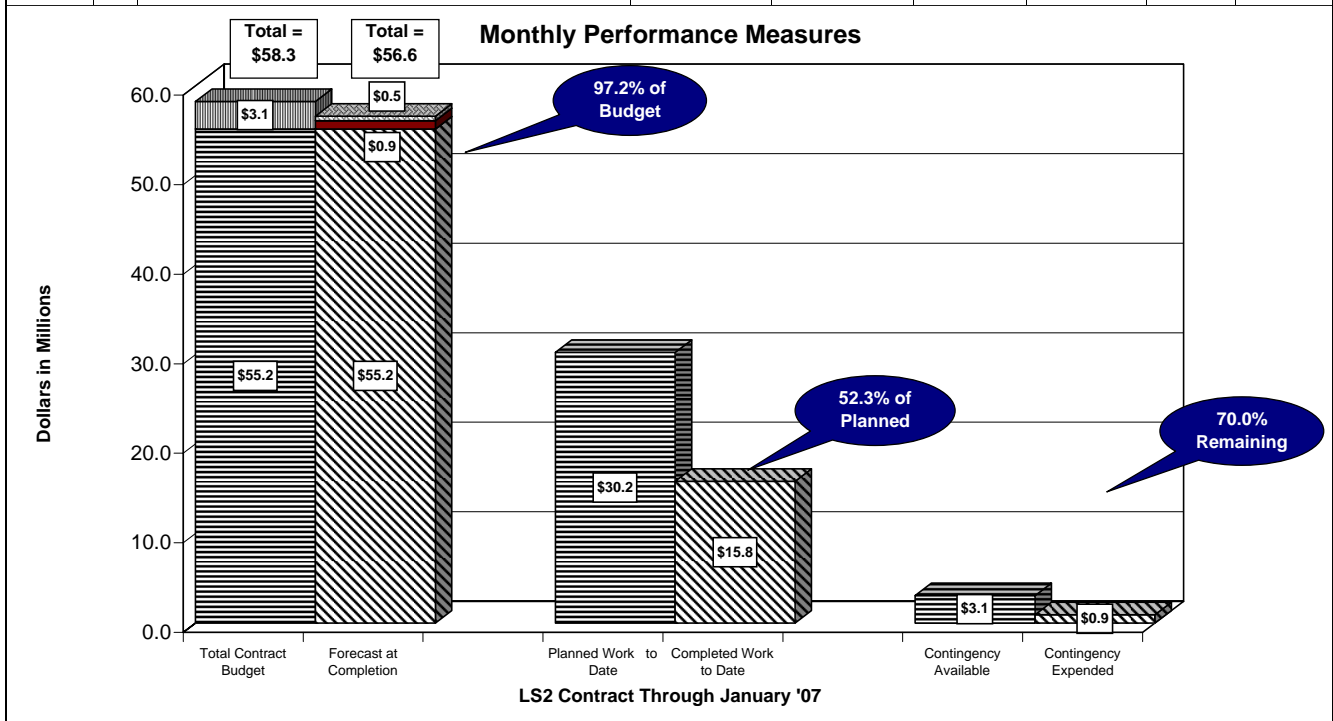
Forming catch basins



Excavation for 24" water main at Osborn

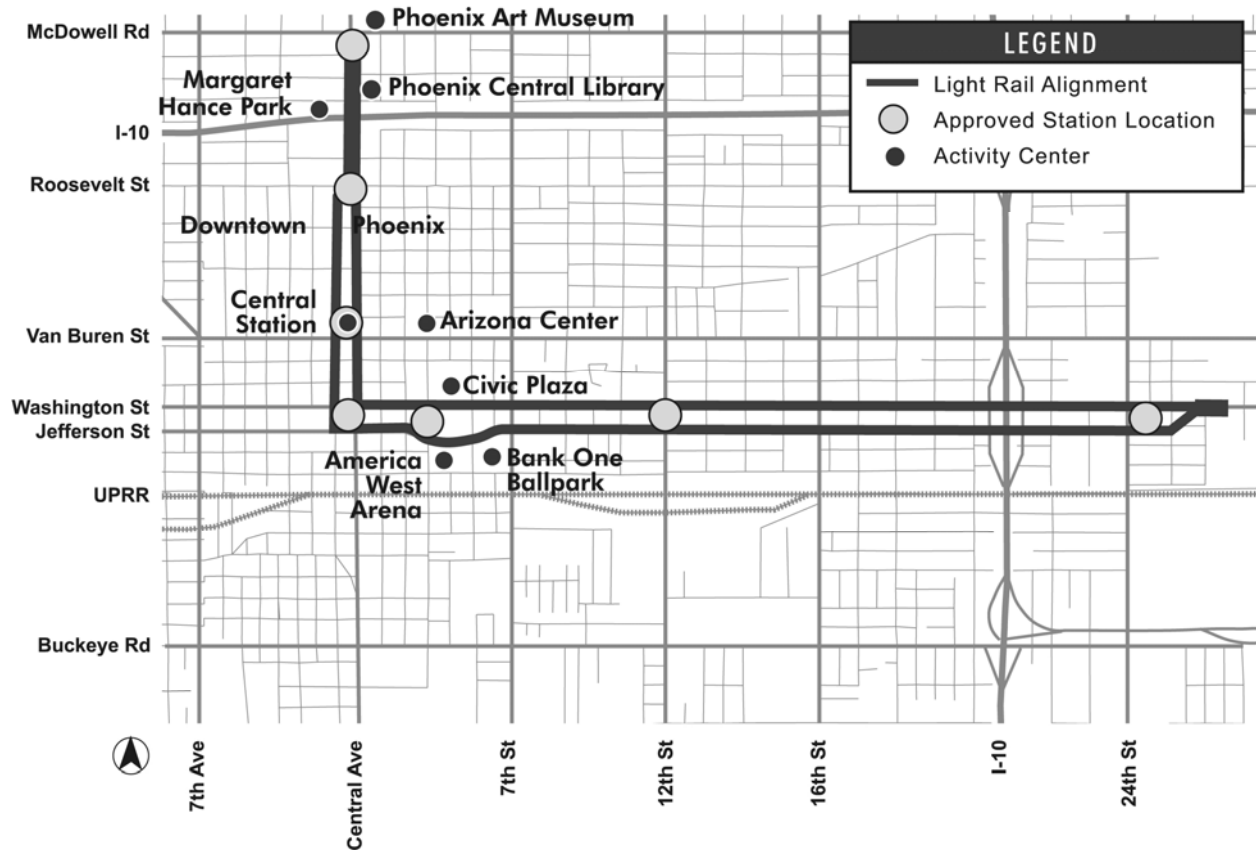


Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		December 31, 2006		
Cumulative		5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$6,762,248	\$55,187,372
2	Executed Change Orders	\$966,858	\$72,218	\$1,039,076
3	Budget Transfers		-\$119,327	-\$119,327
4	Current Budget (1+2+3)	\$49,391,982	\$6,715,139	\$56,107,121
5	Work Scheduled	\$26,125,205	\$4,117,839	\$30,243,044
6	Work Earned	\$14,237,695	\$1,591,611	\$15,829,306
7	Actual Expenditures	\$14,230,631	\$1,590,867	\$15,821,498
8	Forecast to Complete Base (4-7)	\$35,161,351	\$5,124,272	\$40,285,623
9	Change Orders Pending Execution	\$104,340	\$396,548	\$500,888
10	Forecast at Completion (7+8+9)	\$49,391,982	\$7,111,687	\$56,503,669
11	Percent Budget Expended (7/4)	28.8%	23.7%	28.2%
12	Percent Planned (5/4)	52.9%	61.3%	53.9%
13	Earned Percent Complete (6/4)	28.8%	23.7%	28.2%
14	Schedule Performance (6/5)	0.54	0.39	0.52
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$3,050,401	\$13,293	\$3,063,694
17	Remaining Contingency	\$2,083,543	\$13,293	\$2,143,945
18	Percent Contingency Remaining (17/16)	68.3%	100.0%	70.0%
Period				
1	Budget		N/A	N/A
2	Executed Change Orders	\$1,249	\$0	\$1,249
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$49,391,982	\$6,715,139	\$56,107,121
5	Work Scheduled (Cumm - Last Period)	\$2,993,951	\$510,028	\$3,503,979
6	Work Earned (Cumm - Last Period)	\$1,794,769	\$109,396	\$1,904,165
7	Actual Expenditures (Cumm - Last Period)	\$1,795,693	\$187,632	\$1,983,325
8	Forecast to Complete Base (4-7)	\$47,596,289	\$6,527,507	\$54,123,796
9	Change Orders Pending Execution	\$104,340	\$336,612	\$440,952
10	Forecast at Completion (7+8+9)	\$49,496,322	\$7,051,751	\$56,548,073
11	Percent Budget Expended (7/4)	3.6%	2.8%	3.5%
12	Percent Planned (5/4)	6.1%	7.6%	6.2%
13	Earned Percent Complete (6/4)	3.6%	1.6%	3.4%
14	Schedule Performance (6/5)	0.60	N/A	0.54
15	Cost Performance (6/7)	1.00	0.58	0.96
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Line Section 3

LINE SECTION 3



Description

Line Section 3 is 4.29 miles in length with approximately eight miles of in-street track. It begins at Central Avenue and McDowell Road and extends south on Central Avenue to Portland Avenue where the line splits into single-track alignment on the one-way streets of Central Avenue and 1st Avenue. It continues south on one-way 1st Avenue to Jefferson Street and then east on one-way Jefferson Street to its end at 26th Street. It continues on one-way Central Avenue to Washington Street and then east on one-way Washington Street to 26th Street. The eastbound leg is on 1st Avenue and Jefferson Street and the westbound leg is on Washington Street and Central Avenue. The Section traverses downtown Phoenix crossing the Deck Park Bridge and passes near America West Arena, Bank One Ballpark, the Symphony Hall, Civic Plaza and Arizona Science Center.

The work anticipated in this construction contract includes demolition, relocation of public utilities, corrosion control facilities, roadway and drainage modifications, station platform foundations, installation of systems duct bank and conduits, streetlights, traffic signals, OCS pole foundations, irrigation, landscaping, traffic signing, pavement



marking, preparation of track bed and installation of embedded track. It also includes modifications of existing structures at the Deck Park Bridge, Renaissance II Garage, Arizona Science Center/CPEG Pedestrian Bridge and ADOT I-10 Washington-Jefferson Interchange.

The seven stations with 13 platforms located within Line Section 3 are McDowell Road/Central Avenue, Roosevelt Street/Central Avenue, Roosevelt Street/1st Avenue, Van Buren Street/Central Avenue, Van Buren Street/1st Avenue, Washington Street/Central Avenue, Jefferson Street/1st Avenue, 3rd Street/Washington Street, 3rd Street/Jefferson Street, 12th Street/Washington Street, 12th Street/Jefferson Street, 24th Street/Washington Street and 24th Street/Jefferson Street.

For Right-of-Way availability and order of construction or sequencing, Line Section 3 has been divided into 15 segments. The segments are paired on the one-way street couplets with Segments 1 and 2 extending from Polk to Washington on Central and 1st Avenue, 3 and 4 from 1st Avenue to 3rd Street on Washington and Jefferson, 5 and 6 from 3rd Street to 9th Street on Washington and Jefferson, 7 and 8 from Portland to Polk on Central and 1st Avenue, 9 and 10 from 9th Street to 14th Street on Washington and Jefferson, 11 and 12 from 14th to 20th Street on Washington and Jefferson, 13 and 14 from 20th to 26th Street on Washington and Jefferson, and Segment 15 on Central Avenue from McDowell to Portland.

Progress

- Archer Western Contractors (AWC) is continuing utility construction in segments 5 through 15 installing storm sewer, sanitary sewer and water service. AWC is continuing to install traffic features and wiring on traffic signals in segments 5 through 15. Additionally, AWC is proceeding with OCS foundations, street lighting conduits and foundations, irrigation work as required along ROW and stations.
- AWC is working their day crews 5 – 6 days per week and night crews 4 nights a week. AWC forces worked over 400,000 man hours during the year of 2006 and did not have any recordable accidents. AWC subcontractors worked over 100,000 man hours with no accidents as well.
- AWC has completed the installation of the 12th St/Washington station and has requested and received substantial completion on nine of the twelve proposed station foundations. The 12th street (Washington/Jefferson), 1st Ave Jefferson, 2nd St/Washington and Mc Dowell station foundations are outstanding.
- AWC currently has 6 rail headings in progress throughout the alignment and has installed approximately 17,000 lf of guideway throughout the Downtown area; Segments 1, 2, 3, 4, 5, 6, 7,8,15 and on east end of project in Segments 13 and 14 as well as continuing the installation of the McKinley Loop. AWC has been authorized to procure water line materials for utility relocation work for the 11th Street Loop Track design. Change Notice 137 (11th Street Loop) is in currently in design review, but is on hold pending resolution of environmental issues.



- APS continues with street light pole installations throughout the alignment. SWG is scheduled to relocate their facilities on Central between Polk and Fillmore for proposed City of Phoenix water line improvements.
- JOC contractor Centennial Contractors has substantially completed the large vehicle access work on alleys between 16th and 24th streets and correcting punch list items in pursuit of final acceptance.
- **Cost and Schedule – Variance Analysis**
 - AWC and METRO continue negotiations concerning the master schedule milestone revision change order. The current progress schedule indicates the contractor has completed 48 percent of the work.

Issues and Solutions

- Bi-weekly meetings with system integration contractor to address any design conflicts and coordination issues. Meetings are being held at the field office to better effect contractor communication with Line Section 3 contractor and TES/S&C contractor.

Construction Photos



2nd Street/Washington Station



Pavement Sub Grade Preparation on Jefferson



Turn-out at Central/McKinley Loop

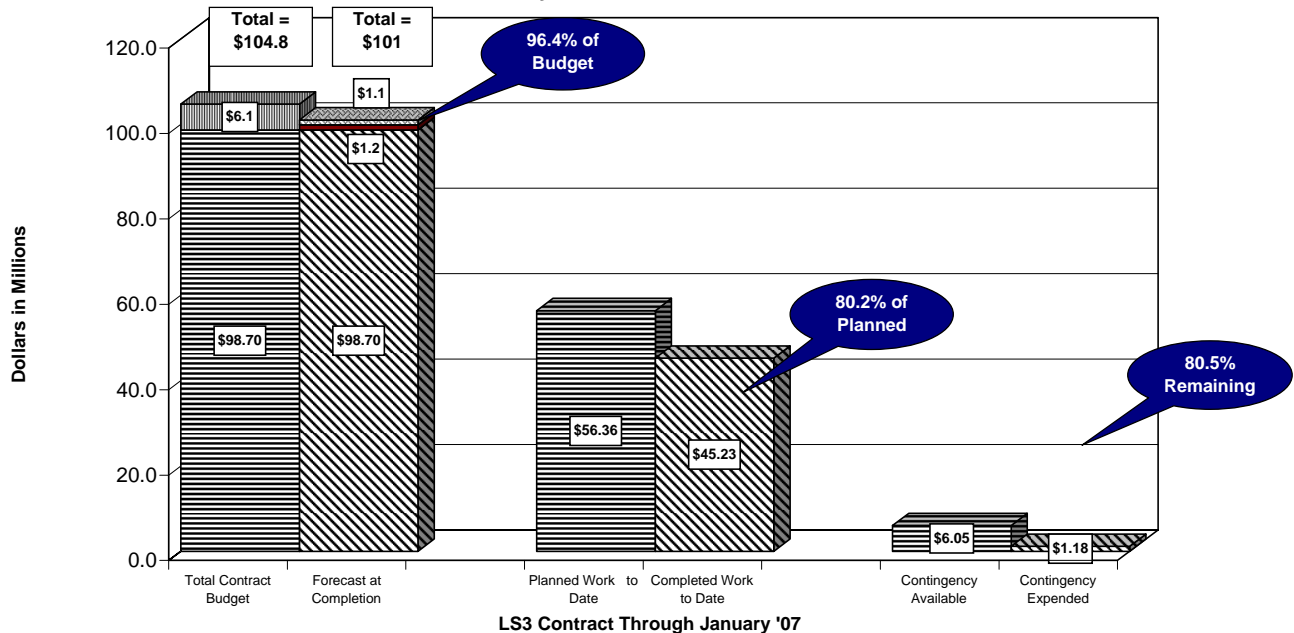


Alley Pavement for Large Vehicle Access between
16th & 24th Streets



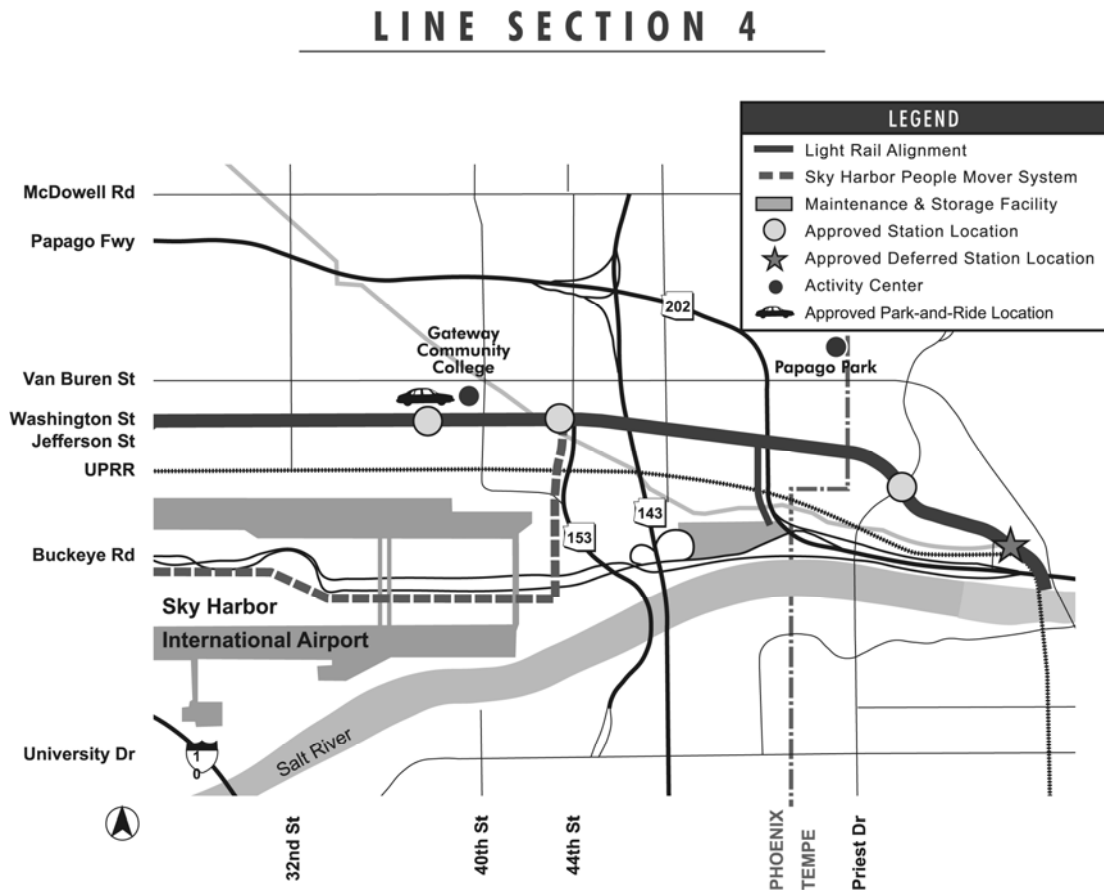
Description:		3.1.3 Line Section 3		
PE/PA:		William Gustafson		
Contractor:		Archer Western		
Resident Engineer:		William Atesis		
Data Through:		December 30, 2006		
	Cumulative	5309	CNPA	Total
1	Budget	\$79,248,617	\$19,452,352	\$98,700,969
2	Executed Change Orders	\$405,681	\$340,277	\$745,958
3	Budget Transfers	\$0	\$435,164	\$435,164
4	Current Budget (1+2+3)	\$79,654,298	\$20,227,793	\$99,882,091
5	Work Scheduled	\$45,186,842	\$11,175,822	\$56,362,664
6	Work Earned	\$35,508,423	\$9,718,601	\$45,227,024
7	Actual Expenditures	\$35,248,966	\$9,693,304	\$44,942,270
8	Forecast to Complete Base (4-7)	\$44,405,332	\$10,534,489	\$54,939,821
9	Change Orders Pending Execution	\$458,437	\$686,020	\$1,144,457
10	Forecast at Completion (7+8+9)	\$80,112,735	\$20,913,813	\$101,026,548
11	Percent Budget Expended (7/4)	44.3%	47.9%	45.0%
12	Percent Planned (5/4)	56.7%	55.2%	56.4%
13	Earned Percent Complete (6/4)	44.6%	48.0%	45.3%
14	Schedule Performance (6/5)	0.79	0.87	0.80
15	Cost Performance (6/7)	1.01	1.00	1.01
16	Contingency Budget	\$5,648,232	\$402,730	\$6,050,962
17	Remaining Contingency	\$5,242,551	\$381,610	\$4,869,840
18	Percent Contingency Remaining (17/16)	92.8%	94.8%	80.5%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	-\$196,061	\$311,112	\$115,051
3	Budget Transfers	\$0	-\$182,694	-\$182,694
4	Current Budget (1+2+3)	\$79,654,298	\$20,227,793	\$99,882,091
5	Work Scheduled (Cumm - Last Period)	\$3,537,292	\$1,363,805	\$4,901,097
6	Work Earned (Cumm - Last Period)	\$3,140,466	\$481,276	\$3,621,742
7	Actual Expenditures (Cumm - Last Period)	\$2,875,244	\$475,472	\$3,350,716
8	Forecast to Complete Base (4-7)	\$76,779,054	\$19,752,321	\$96,531,375
9	Change Orders Pending Execution	\$282,133	\$730,351	\$1,012,484
10	Forecast at Completion (7+8+9)	\$79,936,431	\$20,958,144	\$100,894,575
11	Percent Budget Expended (7/4)	3.6%	2.4%	3.4%
12	Percent Planned (5/4)	4.4%	6.7%	4.9%
13	Earned Percent Complete (6/4)	3.9%	2.4%	3.6%
14	Schedule Performance (6/5)	0.89	0.35	0.74
15	Cost Performance (6/7)	1.09	1.01	1.08
16	Contingency Budget	\$6,398,232	\$1,231,072	\$7,629,304
17	Remaining Contingency	\$6,594,293	\$1,102,654	\$7,696,947
18	Percent Contingency Remaining (17/16)	103.1%	89.6%	100.9%

Monthly Performance Measures



LS3 Contract Through January '07

Line Section 4



Description

Line Section 4 guideway is approximately 5.4 miles, from 26th and Washington Street to the northern limit of Tempe Town Lake. The work includes demolition, relocation of water and sewer lines, roadway improvements, drainage modifications, sidewalk and landscaping, streetlights, installation of traffic control signals, LRT station platform foundations, systems duct bank and conduits, OCS pole foundations, preparation of the tracked and sub drains, installations of track and special trackwork including the portion of the LRT Tempe Town Lake Bridge, and replacement of the Washington Street Bridge over the Grand Canal. There are three light rail stations located on Washington Street at 38th Street, 44th Street and Priest Drive.

Progress

- Tempe Town Lake Bridge: Direct fixation fastener/plinth installation for the left track is on-going.
- Wells Fargo to Tempe Town Lake Bridge: The guideway slab was completed across the Center Parkway intersection and across Washington Street at Lakeview Drive; guideway construction is in progress through the Center



Parkway Station; installation of combined systems ductbank across the south side of Washington Street continues.

- 56th Street to Priest Drive: The guideway slab construction has resumed just west of Priest Drive.
- 56th Street to 48th Street: The last remaining embedded track was distressed and welded; the other short sections of guide-way slabs and devil strips that remained were completed; caulking of the guide-way joints was completed to 51st Street.
- 48th Street to 44th Street: The remaining guide-way slabs and devil strips were cast; the 44th Street Station foundation was completed; a preliminary punch list of the guide-way and the 44th Street Station was issued.
- 44th Street to 40th Street: The first micro-duct installation was completed across the Grand Canal Bridge; the remaining demolition of the old Washington Street bridge over the Grand Canal as well as canal lining construction was completed during this SRP canal dry-up period.
- 40th Street to 26th Street: Concrete curbs/gutters, driveways, sidewalks and catch basins installation continue on both sides of Washington Street from 38th Street to 34th Street as well as the fine grading of the south roadway. Installation of advanced utility crossings under the LRV guide-way between 32nd Street and 29th Street continues.

Cost and Schedule – Variance Analysis

- METRO targets for Milestones 1, 2 and 3 have been integrated with follow-on contractors (TES and S&C) to determine the earliest possible start for TES, S&C and Station Finishes.
- Milestone 1-11/15/06 for the first portion of the test track was completed on time 11/15/06.
- Milestone 1A -Priest Station was successfully completed on 10/20/06.
- Milestone 2-1/21/07 the second half of the Test Track milestone was completed on schedule 1/21/07.
- Milestones 3, 3A, 3B for east end track and the TLB are on track for completion with no impact to follow-on contractors.

Issues and Solutions

- There is a concern about the Contractor's ability to install the fiber optic micro-duct in the CSD inner duct. A short run of micro-duct was successfully installed; the installation of longer section is scheduled for next month.

- An existing 6 inch water line from 30th Street to 26th Street was found to be too shallow after Washington Street is widened. A work directive was received from COP Water Services, design and construction are pending.

Construction Photographs



Direct fixation plinth construction on the Town Lake Bridge



Guide-way construction across Washington Street near Lake View Drive



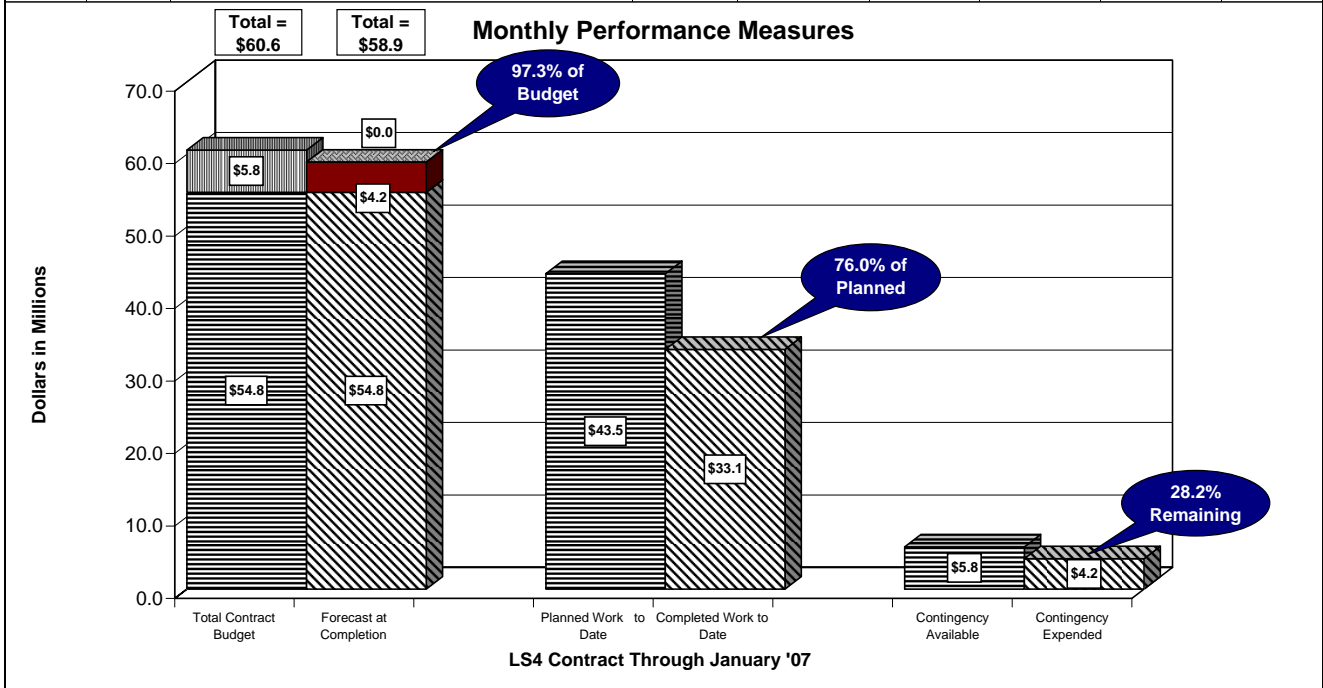
Micro-duct installation across the Washington Street Bridge at the Grand Canal



Storm drain catch basin installation at 34th Street

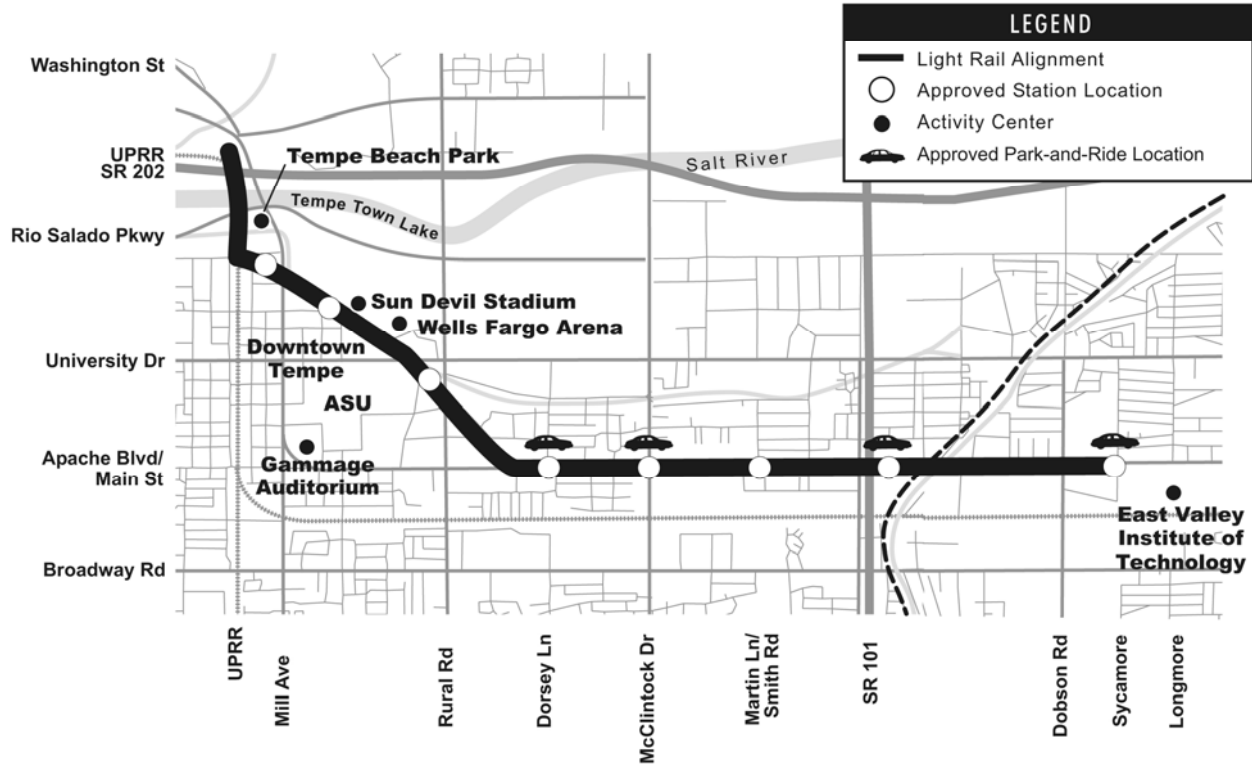


Description:		3.1.4 Line Section 4		
PE/PA:		Avrum Loewenstein		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Frank Abner		
Data Through:		December 31, 2006		
	Cumulative	5309	CNPA	Total
1	Budget	\$47,869,894	\$6,880,853	\$54,750,747
2	Executed Change Orders	\$4,146,465	\$474,789	\$4,621,254
3	Budget Transfers	-\$625,000	\$962,391	\$337,391
4	Current Budget (1+2+3)	\$51,391,359	\$8,318,033	\$59,709,392
5	Work Scheduled	\$35,909,977	\$7,638,961	\$43,548,938
6	Work Earned	\$27,226,613	\$5,855,138	\$33,081,751
7	Actual Expenditures	\$32,220,545	\$6,019,876	\$38,240,421
8	Forecast to Complete Base (4-7)	\$19,170,814	\$2,298,157	\$21,468,971
9	Change Orders Pending Execution	\$40,513	\$756,227	\$796,740
10	Forecast at Completion (7+8+9)	\$51,431,872	\$9,074,260	\$60,506,132
11	Percent Budget Expended (7/4)	62.7%	72.4%	64.0%
12	Percent Planned (5/4)	69.9%	91.8%	72.9%
13	Earned Percent Complete (6/4)	53.0%	70.4%	55.4%
14	Schedule Performance (6/5)	0.76	0.77	0.76
15	Cost Performance (6/7)	0.85	0.97	0.87
16	Contingency Budget	\$5,662,190	\$172,633	\$5,834,823
17	Remaining Contingency	\$1,475,212	\$172,633	\$1,647,845
18	Percent Contingency Remaining (17/16)	26.1%	100.0%	28.2%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$87,800	\$0	\$87,800
3	Budget Transfers	\$0	\$8,765	\$8,765
4	Current Budget (1+2+3)	\$51,391,359	\$8,318,033	\$59,709,392
5	Work Scheduled (Cumm - Last Period)	\$1,998,000	\$138,914	\$2,136,914
6	Work Earned (Cumm - Last Period)	\$82,979	\$0	\$82,979
7	Actual Expenditures (Cumm - Last Period)	\$1,914,461	\$135,826	\$2,050,287
8	Forecast to Complete Base (4-7)	\$19,170,814	\$2,298,157	\$21,468,971
9	Change Orders Pending Execution	\$40,513	-\$125,492	-\$84,979
10	Forecast at Completion (7+8+9)	\$21,125,788	\$2,308,491	\$23,434,279
11	Percent Budget Expended (7/4)	3.7%	1.6%	3.4%
12	Percent Planned (5/4)	3.9%	1.7%	3.6%
13	Earned Percent Complete (6/4)	0.2%	0.0%	0.1%
14	Schedule Performance (6/5)	0.04	0.00	0.04
15	Cost Performance (6/7)	0.04	0.00	0.04
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Line Section 5

LINE SECTION 5



Description

Line Section 5 is 4.7 miles in length and begins at the 1st Street grade crossing in Tempe and progresses down the former Creamery Branch of the UPRR in Tempe across Mill Avenue and behind the Mission Palms resort. From there, it runs along Stadium Drive across Rural Road down Terrace Road to Apache Boulevard. It then proceeds east on Apache Boulevard and enters the City of Mesa, where it terminates in the vicinity of Main Street and Sycamore near the Tri-city Mall property.

The construction work in this contract includes demolition, relocation of public utilities, roadway and drainage modifications, station platform foundations, installation of systems duct bank and conduits, street lights, traffic signals, OCS pole foundations, preparation of track bed, and installation of embedded track. Stations are located in Tempe at 3rd and Mill, 5th and College, University and Rural, Apache and Dorsey, Apache and McClintock, Apache and Smith-Martin, Apache and Price Freeway; and in Mesa at Main and Sycamore.



Progress

- The Contractor has installed approximately 11,144 track feet of embedded track, with scheduled weekly placements until completion.
- The Contractor completed work at the 1st Street crossing to facilitate an electrical line conversion, and to prepare the guideway ductbank for placement of LRT power and signals. This will further facilitate a coordinated effort with Union Pacific Railroad and the METRO Signals and Communications contractor to place trackway and signals at the crossing later this spring.
- The Contractor completed placement of the column foundations and walls for the 3rd Street and Mill Avenue Station.
- The Contractor placed the west switch, the pocket track, and the formwork for the east switch bathtub at the base of Hayden Butte.
- The Contractor completed installation of the south side grounding grid for the 5th Street and College Avenue station.
- The Contractor completed the majority of the trackwork eastward along Veterans Way to 6th Street.
- The Contractor was given substantial completion for the column foundations and walls at the University Avenue and Rural Road station.
- The Contractor completed the Rural Road crossing and intersection.
- The Contractor began forming track along Terrace Road.
- The Contractor completed street widening on Apache Boulevard from Terrace Road to the west side of McClintock Drive, milled out the center of Apache Boulevard to the Fire Station, and began preparing guideway.
- The Contractor coordinated with third-party utility relocations eastward along Apache Boulevard, from McClintock Drive to the Tempe Canal Bridge, while placing 24" storm drain and waterline main. The Contractor also provided significant preparatory work on the north side of Apache Boulevard, between Smith and Price Roads to facilitate an SRP irrigation line relocation.
- The Contractor initiated street widening in the Apache Boulevard and McClintock Drive Station area.
- The Contractor lowered the center girder structure into place at the 101 Freeway Bridge, and began final work on the abutments and approaches.
- The Contractor continued street widening and street light placements from Price Road to the Tempe Canal Bridge. The Contractor also removed a large abandoned irrigation line that was in conflict with roadway grade.



- The Contractor continued placing canal wing walls, and began roadwork to complete the north side of the Tempe Canal Bridge.
- The Contractor continued utility relocations and street light foundation installations eastward from the Tempe Canal Bridge to Sycamore Street in the City of Mesa, facilitating removal of the center street lights for the guideway.

Cost and Schedule – Variance Analysis

- Milestone A2 has been revised to March 30, 2007 and is on schedule.

Issues and Solutions

- Issues with Union Pacific Railroad, related to signalization at the First Street crossing, have significantly delayed the removal of existing advance warning devices that are in conflict with the light rail trackway at that location. This will be resolved by coordinating trackwork with the placement of the light rail signal system later this spring. The Contractor will be given relief from his Milestone A requirement at this location to facilitate this arrangement.
- The Contractor had to overcome significant archeological data recovery and utility conflicts in the Promenade and along the Veterans' Way guideway in order to complete the first major milestones in the project. While archeological delays have tapered off, utility conflicts throughout the project still provide significant challenges.
- The placement of street light conduits by SRP-Power along Apache Boulevard in Tempe and Main Street in Mesa has delayed street widening efforts and trackway work along this corridor. SRP has committed to completing its work on Apache Boulevard by the end of February 2007, but Mesa work will push into March. SRP irrigation relocations also threaten significant delays due to design and easement issues. It is unclear when the irrigation work will be accomplished. The Contractor has altered scheduled work sequences to enable the utilities to complete their work expeditiously.
- The Contractor has had to perform significant support work to facilitate third party utility relocations, and to resolve unexpected conflicts with city and private utilities. Resolution of specific utility issues and coordination of work are addressed weekly in the Line Section 5 Utilities Coordination meeting.
- Maintenance of traffic flow while performing major project work such as major grade crossings, bridgework, and utility relocations, continues to be a challenge. The scope of work at present requires significant traffic control measures along the entire project alignment. Coordinating barrier and closure plans with the numerous special events in this area requires major effort. Close coordination with local cities and ADOT for closures and for shifting traffic patterns has, thus far, resulted in workable production schemes.

- Maintaining public support as the project continues is essential—some stakeholders have had to endure construction disruptions for months. The Contractor’s positive efforts to assure stakeholder support through advance notices and rapid resolution of stakeholder concerns has resulted in receiving 100 percent of the Community Advisory Board incentive award for each quarter of the project. Additionally, having capable and committed METRO public involvement personnel consistently on site to assist in conflict avoidance and resolution has been a monumental and critical aid in maintaining community support and patience throughout this project.

Construction Photos



Track Placement, Pocket Track



Trackway and Station Foundation—Rural Road



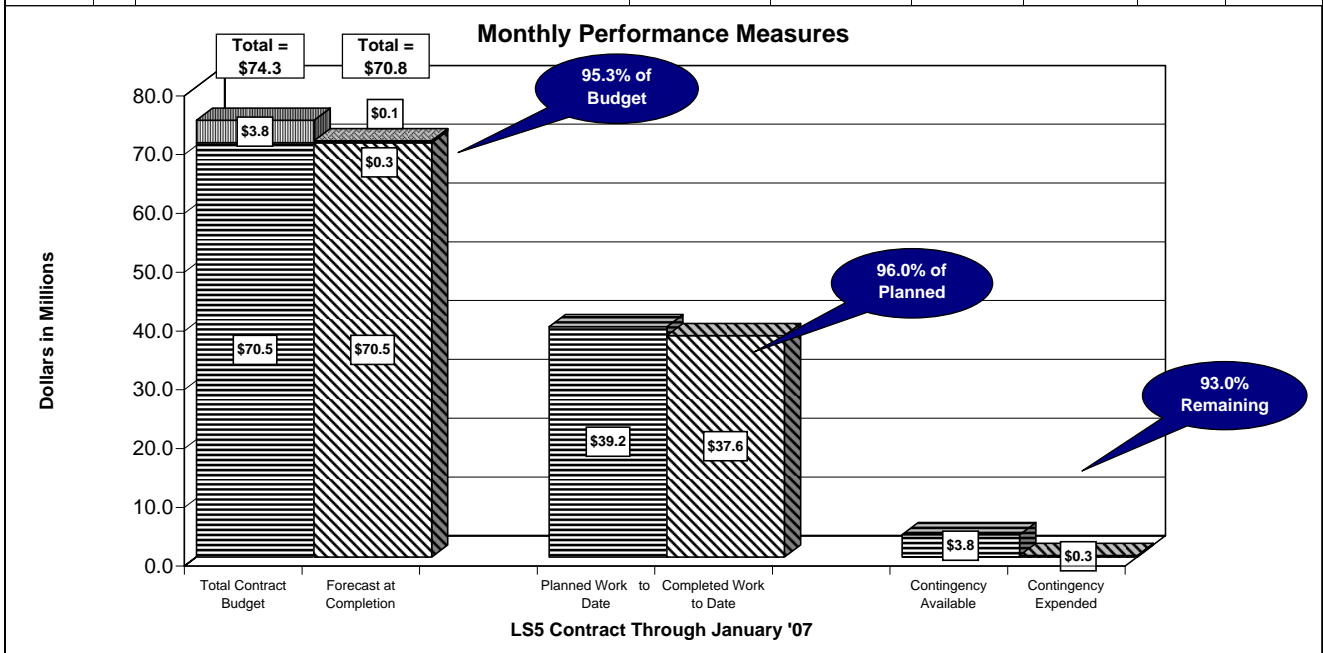
101 Freeway Bridge, New Center Girder Lowered into Position



Roadwork at Tempe Canal Bridge



Description:		3.1.5 Line Section 5		
PE/PA:		Brian Buchanan		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Sam Graham		
Data Through:		January 15, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$1,573,317	\$70,456,286
2	Executed Change Orders	\$265,191	\$215,820	\$481,011
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,148,160	\$1,789,137	\$70,937,297
5	Work Scheduled	\$38,000,499	\$1,196,332	\$39,196,831
6	Work Earned	\$36,775,523	\$860,189	\$37,635,712
7	Actual Expenditures	\$36,962,105	\$674,322	\$37,636,427
8	Forecast to Complete Base (4-7)	\$34,694,845	\$1,114,815	\$33,300,870
9	Change Orders Pending Execution	\$10,487	\$50,352	\$60,839
10	Forecast at Completion (7+8+9)	\$71,667,437	\$1,839,489	\$70,998,136
11	Percent Budget Expended (7/4)	53.5%	37.7%	53.1%
12	Percent Planned (5/4)	55.0%	66.9%	55.3%
13	Earned Percent Complete (6/4)	53.2%	48.1%	53.1%
14	Schedule Performance (6/5) (SPI)	0.97	0.00	0.96
15	Cost Performance (6/7) (CPI)	0.99	0.00	1.00
16	Contingency Budget	\$3,708,135	\$107,679	\$3,815,814
17	Remaining Contingency	\$3,442,944	\$106,767	\$3,549,711
18	Percent Contingency Remaining (17/16)	92.8%	99.2%	93.0%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	-\$6,499	\$67,264	\$60,765
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,148,160	\$1,789,137	\$70,937,297
5	Work Scheduled (Cumm - Last Period)	\$3,123,061	\$102,264	\$3,225,325
6	Work Earned (Cumm - Last Period)	\$2,077,905	\$93,953	\$2,171,858
7	Actual Expenditures (Cumm - Last Period)	\$2,267,260	\$81,846	\$2,349,106
8	Forecast to Complete Base (4-7)	\$66,880,900	\$1,707,291	\$68,588,191
9	Change Orders Pending Execution	\$10,487	-\$16,912	-\$6,425
10	Forecast at Completion (7+8+9)	\$69,158,647	\$1,772,225	\$70,930,872
11	Percent Budget Expended (7/4)	3.3%	4.6%	3.3%
12	Percent Planned (5/4)	4.5%	5.7%	4.5%
13	Earned Percent Complete (6/4)	3.0%	5.3%	3.1%
14	Schedule Performance (6/5)	0.67	0.00	0.67
15	Cost Performance (6/7)	0.92	0.00	0.92
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



48th Street Bridge Replacement



Description

The 48th Street Bridge Replacement Contract consists of the replacement of one concrete vehicular and one utility bridge over the SRP Grand Canal, construction of underground utilities including water mains and APS ductbanks, jack and bored utility pipe casings under UPRR railroad track, curb and gutter, sidewalk and driveways, grading and fencing of the METRO rail material storage yard, and removal and replacement of asphalt concrete pavement.

Progress

- The work on the utility bridge is complete.

Cost and Schedule – Variance Analysis

- This contract was closed out after final completion, final acceptance and final payment.

Issues and Solutions

- None

Town Lake Bridge



Description

The Town Lake Bridge consists of an 11-span structure with concrete deck and steel deck truss superstructure on concrete piers. The structure has an overall length of 1,546 feet. The North and South approaches to the bridge are of retained earth fill and are approximately 1,654 feet in total length. The construction work includes cast-in-place drilled shaft pier foundations to bedrock, cast-in-place concrete pier caps, concrete abutments, concrete retaining walls, a steel truss superstructure, cast-in-place concrete deck, specialty lighting, demolition, relocation of public utilities, roadway and drainage modifications, systems duct bank conduits, streetlights, OCS pole foundations, preparation of track embankment and installation of concrete track slab. Installation of direct fixation rail for both the approaches and the bridge is included in Line Section 4 contract.

Progress

- The Project has been deemed complete.

Cost and Schedule – Variance Analysis

- Milestone C which was to “Complete the Work” in 560 days was achieved on schedule effective August 28, 2006 at 560 days following Notice to Proceed. Milestone B (Unimpeded track-way access by all follow-on contractors) was achieved early on July 20, 2006.

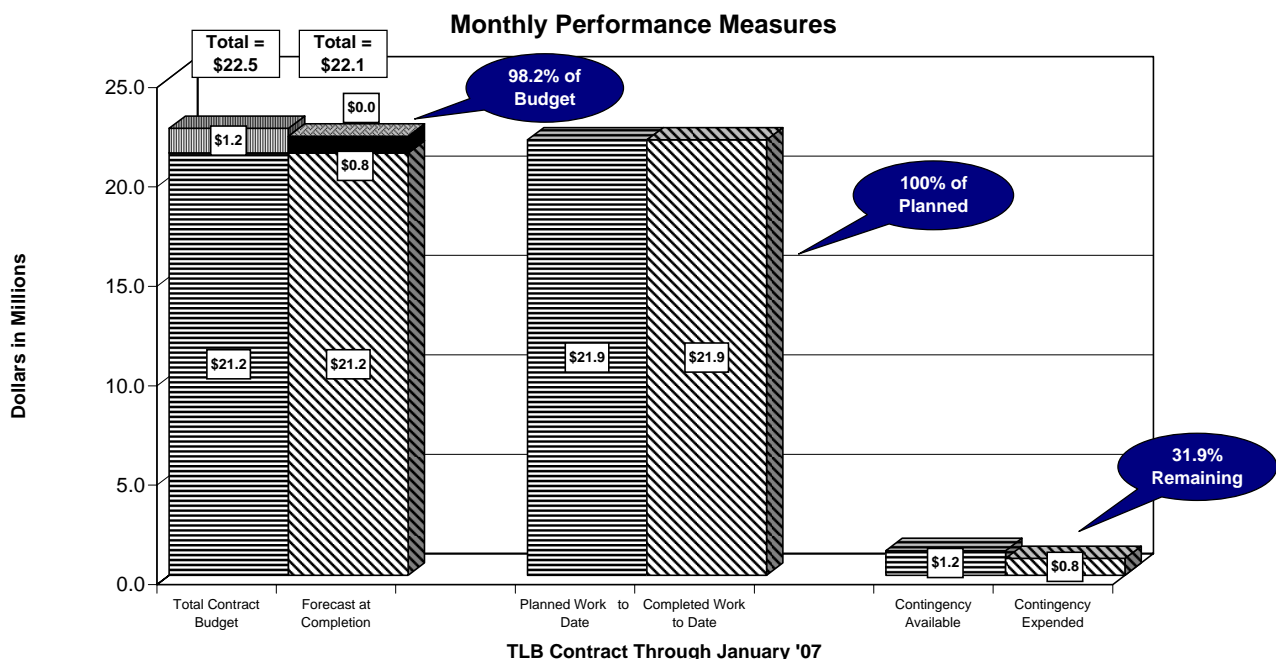


Issues and Solutions

- The Project was accepted by Maricopa County Flood Control District in January.
- Final administrative contract closeout activities are in process.



Description:		3.6.1 Town Lake Bridge			
PE/PA:		Bill Gustafson			
Contractor:		PCL Contractors			
Resident Engineer:		Joel Mona			
Data Through:		September 30, 2006			
			5309	CNPA	Total
Cumulative					
1	Budget		\$21,219,861	\$17,523	\$21,237,384
2	Executed Change Orders		\$847,508	\$0	\$847,508
3	Budget Transfers		-\$183,000	\$0	-\$183,000
4	Current Budget (1+2+3)		\$21,884,369	\$17,523	\$21,901,892
5	Work Scheduled		\$21,884,236	\$17,523	\$21,901,759
6	Work Earned		\$21,884,369	\$15,771	\$21,900,140
7	Actual Expenditures		\$21,759,752	\$15,771	\$21,775,523
8	Forecast to Complete Base (4-7)		\$124,617	\$1,752	\$126,369
9	Change Orders Pending Execution		\$0	\$0	\$0
10	Forecast at Completion (7+8+9)		\$21,884,369	\$17,523	\$21,901,892
11	Percent Budget Expended (7/4)		99.4%	90.0%	99.4%
12	Percent Planned (5/4)		100.0%	100.0%	100.0%
13	Earned Percent Complete (6/4)		100.0%	90.0%	100.0%
14	Schedule Performance (6/5)		1.00	0.90	1.00
15	Cost Performance (6/7)		1.01	1.00	1.01
16	Contingency Budget		\$1,242,400	\$1,402	\$1,243,802
17	Remaining Contingency		\$394,892	\$1,402	\$396,294
18	Percent Contingency Remaining (17/16)		31.8%	0.0%	31.9%
Period					
1	Budget		N/A	N/A	N/A
2	Executed Change Orders		\$0	\$0	\$0
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$21,884,369	\$17,523	\$21,901,892
5	Work Scheduled (Cumm - Last Period)		\$0	\$0	\$0
6	Work Earned (Cumm - Last Period)		\$3,755	\$0	\$3,755
7	Actual Expenditures (Cumm - Last Period)		\$0	\$0	\$0
8	Forecast to Complete Base (4-7)		\$21,884,369	\$17,523	\$21,901,892
9	Change Orders Pending Execution		\$0	\$0	\$0
10	Forecast at Completion (7+8+9)		\$21,884,369	\$0	\$21,884,369
11	Percent Budget Expended (7/4)		0.0%	0.0%	0.0%
12	Percent Planned (5/4)		0.0%	0.0%	0.0%
13	Earned Percent Complete (6/4)		0.0%	0.0%	0.0%
14	Schedule Performance (6/5)		#N/A	#N/A	#N/A
15	Cost Performance (6/7)		1.00	1.00	1.00
16	Contingency Budget		\$1,242,400	\$0	\$1,242,400
17	Remaining Contingency		\$394,892	\$0	\$394,892
18	Percent Contingency Remaining (17/16)		31.8%	0.0%	31.8%



Note: Contractor submitted final schedule update during previous reporting period

Operations and Maintenance Center



Description

The Operations and Maintenance Center (OMC) contract includes construction of Maintenance of Equipment (MOE) building, Maintenance of Way (MOW) building, Car Wash facility, Service and Cleaning facility, maintenance equipment and tools, entry station, track installation in the yard and shop areas, construction of yard lead track from the LRT mainline in Washington Street to the OMC site including a bridge over the UPRR railroad track and SRP Grand Canal, retaining walls and embankment, fill materials for site preparation, grading and drainage, drain channel and swales, culverts and underground drainage pipes, roadways, parking lots, landscaping, fencing, water mains for fire protection and domestic services, utility services, electrical ductbanks, OCS pole foundations, and systems ductbanks.

Progress

- At the MOE building punch list work is ongoing on all floors. Work is complete on the M2 and M3 track pits. The rehabilitated LRV floor jacks are complete and were successfully tested. Work was completed on the passenger elevator was inspected by the City of Phoenix (COP) and approved for use. Painting of the exterior stairs was completed along with exterior metal work. Additional work on the fire alarm and fire sprinkler piping systems as required by the COP inspections continues. The COP issued a temporary certificate of occupancy (TCO) for the 2nd floor and basement. The TCO for the first floor and mezzanine level was previously issued. Kinkisharyo, the LRV car manufacturer, is now working in the MOE building.

- The installation of the security lighting on the MOW shade canopies was completed.
- At the MOW building, HVAC, plumbing, fire sprinklers, and electrical rough in work are complete. Installation of the exterior wall panels is complete, as well as the glazing. Dry wall and painting was substantially completed in the offices. Installation of carpet, VCT, ceramic tile and acoustical ceiling grids are completed. COP inspected and approved the electrical installation which was then energized. Electrical testing, and HVAC testing and balancing has begun.
- The sand distribution system pumps are nearly complete at the yard service and cleaning platform. Work continues on the electrical systems in the office and utility closets.
- The assembly of the LRV wash equipment continues. The installation of the wire mesh wall enclosure panels and insulated wall panels are now complete.
- Kinkisharyo delivered 2 more LRV cars. METRO furnished office furniture and shop equipment continues to be delivered and assembled in the MOW building.

Cost and Schedule – Variance Analysis

- The contractor is presently developing a revised schedule of remaining activities for MOW Substantial Completion. Substantial Completion letter has been drafted and is being reviewed by METRO.

Issues and Solutions

- None

Construction Photographs



Car 101 in the MOW Building



Car 101 on the new LRV car hoist



Traction Power Substation No. 15

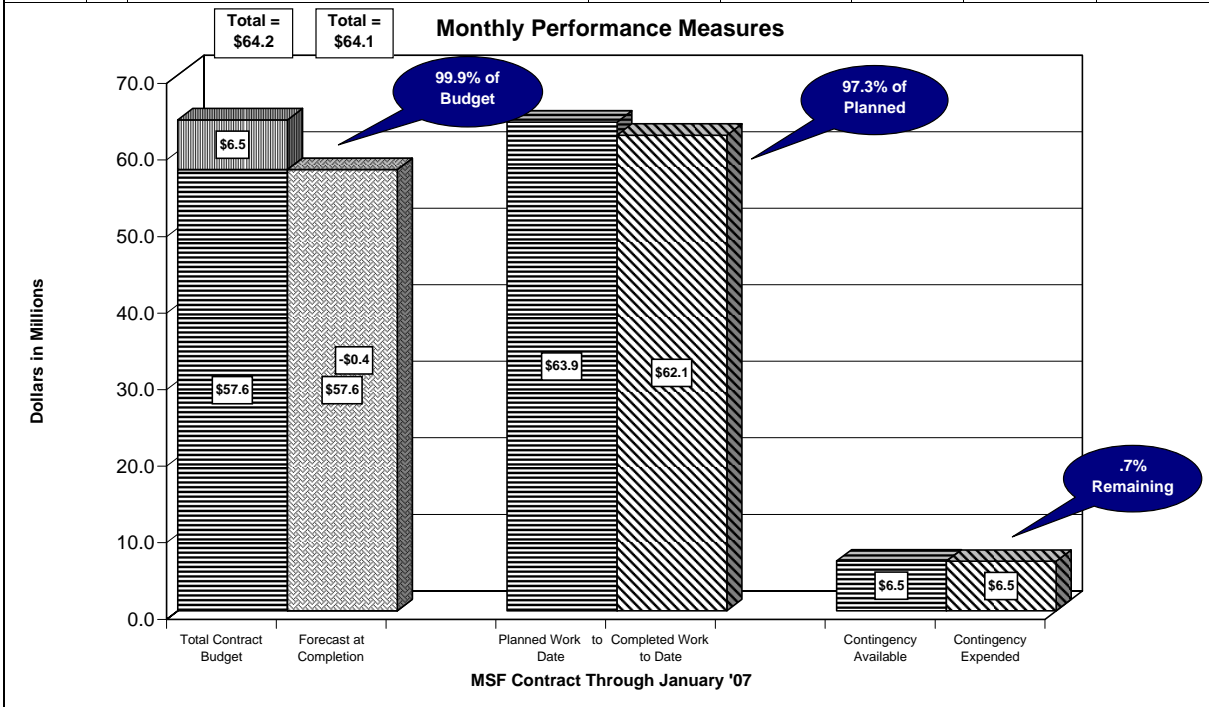


MOW building and the MOW storage yard



JANUARY 2007 RAIL PROGRESS REPORT

	Description:	3.5.1 Maintenance Support Facility	
	PE/PA:	Avrum Loewenstein	
	Contractor:	Sundt/Stacy Witbeck	
	Resident Engineer:	Matt McMenamin	
	Data Through:	December 31, 2006	
	Cumulative	5309	Total
1	Budget	\$57,637,721	\$57,637,721
2	Executed Change Orders	\$6,911,205	\$6,911,205
3	Budget Transfers	-\$257,984	-\$257,984
4	Current Budget (1+2+3)	\$64,290,942	\$64,290,942
5	Work Scheduled	\$63,859,397	\$63,859,397
6	Work Earned	\$62,138,639	\$62,138,639
7	Actual Expenditures	\$62,429,522	\$62,429,522
8	Forecast to Complete Base (4-7)	\$1,861,420	\$1,861,420
9	Change Orders Pending Execution	-\$444,153	-\$444,153
10	Forecast at Completion (7+8+9)	\$63,846,789	\$63,846,789
11	Percent Budget Expended (7/4)	97.1%	97.1%
12	Percent Planned (5/4)	99.3%	99.3%
13	Earned Percent Complete (6/4)	96.7%	96.7%
14	Schedule Performance (6/5)	0.97	0.97
15	Cost Performance (6/7)	1.00	1.00
16	Contingency Budget	\$6,513,772	\$6,513,772
17	Remaining Contingency	\$46,720	\$46,720
18	Percent Contingency Remaining (17/16)	0.7%	0.7%
	Period		
1	Budget	N/A	N/A
2	Executed Change Orders	\$0	\$0
3	Budget Transfers	\$0	\$0
4	Current Budget (1+2+3)	\$63,859,397	\$63,859,397
5	Work Scheduled (Cumm - Last Period)	\$1,522,411	\$1,522,411
6	Work Earned (Cumm - Last Period)	\$1,573,921	\$1,573,921
7	Actual Expenditures (Cumm - Last Period)	\$1,476,691	\$1,476,691
8	Forecast to Complete Base (4-7)	\$62,382,706	\$62,382,706
9	Change Orders Pending Execution	\$68,556	\$68,556
10	Forecast at Completion (7+8+9)	\$63,927,953	\$63,927,953
11	Percent Budget Expended (7/4)	2.3%	2.3%
12	Percent Planned (5/4)	2.4%	N/A
13	Earned Percent Complete (6/4)	2.5%	N/A
14	Schedule Performance (6/5)	1.03	1.03
15	Cost Performance (6/7)	1.07	1.07
16	Contingency Budget		
17	Remaining Contingency		
18	Percent Contingency Remaining (17/16)		



Park-and-Ride



Description

Surface Park-and-Rides (PNR) are proposed at eight sites along the alignment. Approximately 3,600 spaces are to be provided. Sites are located at 19th Avenue and Montebello, 19th Avenue and Camelback Road, Central Avenue and Camelback Road, 38th Street and Washington Street, Dorsey Lane and Apache Boulevard, McClintock Road and Apache Boulevard, Price Freeway and Apache Boulevard., and Sycamore and Main Street. The lots are adjacent to Transit Centers at 19th Street and Montebello, Central and Camelback and Sycamore and Main Street.

The Surface Parking Lots construction package includes work for demolition, grading, drainage, concrete curbs, concrete sidewalks, asphalt concrete pavement, lighting, irrigation, landscaping, a security building, signing and pavement marking. CCTV security cameras and emergency telephones will be installed under the Signals and Communication construction package.

Progress

- Providing 794 spaces, the 19th Avenue and Montebello site is at 100 percent design completion by the primary sub-consultant. 100 percent consolidation of plans is in process by the GEC.



- Providing 411 spaces, the 19th Avenue and Camelback site is at 100 percent design completion by the primary sub-consultant. 100 percent consolidation of plans is in process by the GEC.
- Providing 128 spaces, the Central Avenue and Camelback PNR on-board or 30 percent design submittal has been received for review and comment. The Project team met with the Development Services Department in a pre-application meeting on November 28th. A zoning variance hearing was held on January 9th. All of the requested variances were approved. The 95 percent Design Submittal is expected in early February. The new design will be complete and approved in time to be included in the total PNR bid package in April 2007.
- Providing 90 spaces, the Dorsey and Apache PNR has been designed by the City of Tempe as a maintenance upgrade only. Completion of this work is outside of this Contract.
- Providing 189 spaces the 38th Street and Washington Street PNR site has reached the 100 percent design completion by the primary sub-consultant. A final draft for the IGA between Gateway Community College and the City of Phoenix has been settled. One hundred percent consolidation of plans is in process by the GEC.
- Providing 330 spaces, the McClintock and Apache PNR site has reached the 100 percent design completion by the primary sub-consultant. One hundred percent consolidation of plans is in process by the GEC. The City of Tempe is working with a prospective Developer to design and construct a Transit Oriented Development that would include 300 parking spaces for park and ride use. If the development proceeds, it is to be completed for parking no later than the current surface lot opening date of December 2008. The Developer is currently proposing to open the garage in March 2008. The City is implementing certain milestones that the Developer must achieve; otherwise the current surface lot will be constructed as planned.
- Providing 683 spaces, the Price Freeway and Apache PNR site has reached the 100 percent design completion by the primary sub-consultant. One hundred percent consolidation of plans is in process by the GEC.
- Providing 812 spaces, the Sycamore Drive and Main PNR site has reached the 100 percent design completion by the primary sub-consultant. One hundred percent consolidation of plans is in process by the GEC.
- The 100 percent submittal for the technical specifications that encompasses all seven sites was submitted for review and comment on December 26, 2006.

Cost and Schedule – Variance Analysis

- The budget for all sites is \$15,104,339 with a contingency of \$1,208,300.



- A December 2006 construction cost estimate and projections indicate a base cost (without soft costs) of \$20,000,000. A transfer of the McClintock/Apache cost to the private Developer would reduce the construction estimate for the six remaining sites to approximately \$17,000,000. This cost does not include shade canopies, which have now been excluded from the contract.
- With the Central and Camelback site included, a bid date is scheduled for April 2007 with construction completion of all sites by December 2008. Construction start-up of some sites may be scheduled by their use as construction yards by the line section contractors.

Issues and Solutions

- Monitoring of the private Developer's progress for the McClintock/Apache site to assure that there are no less than 300 parking spaces available in December 2008.

Track Material Procurement



Description

The track materials are broken down into five separate procurements as follows:

- Ballasted Special Trackwork – includes ballasted turnouts and concrete switch ties for the OMC and direct fixation fasteners for the OMC, Town Lake Bridge (TLB) and Deck Park Bridge.
- Girder Rail – rail needed for the embedded trackwork.
- Girder Rail Special Trackwork – turnouts needed for the embedded trackwork.
- Concrete Crossties – concrete crossties needed for the OMC.
- T Rail – rail for the OMC, TLB including approaches and Deck Park Bridge.

Progress

- Girder Rail
 - On November 17, 2006 a Change Order was issued to VAE Nortrak for the purchase of 105 tons of girder rail (minimum order amount) to be used for line section completions and as spares. This material is scheduled to arrive on or about April 30, 2007.

- Embedded Special Trackwork
 - The Contractor continues to produce crossover and turnout castings and other miscellaneous materials for this contract. One material delivery was made during this month.
 - The Contractor submitted their initial cost proposal for the Change Notice to modify the Equilateral Wye Track Turnouts on Line Section 3. The cost proposal is under evaluation.
 - Before the review of the Contractor's cost proposal could be completed it was determined that these turnouts needed to include insulated rail joints. These rail joints will have to be designed and incorporated into the original Change Notice.
 - The current embedded special trackwork design of the Wye Track Geometry Layout for the 11th Street Wye Track does not provide the required tangent track between Equilateral Turnouts 3-13 and 3-14 to park a two car train. In order to provide the necessary tangent track and clear the equilateral turnout switches the turnouts at this location must be redesigned and manufactured.

Cost and Schedule – Variance Analysis

- Track material procurement activities remain on schedule and within budget at this time.

Issues and Solutions

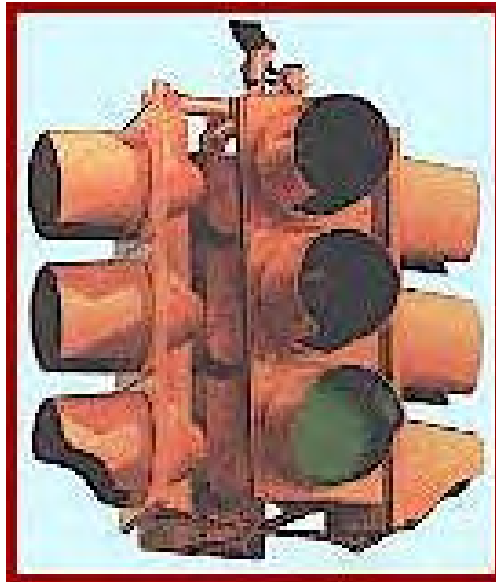
- There are no significant issues at this time.

Construction Photos



Delivery of a Left Hand Single Crossover 2-3 & 2-4 for Line Section 2

Traffic Signal Procurement



Description

These Purchase Orders include the system-wide procurement of traffic signal poles, controllers, controller cabinets, and traffic central system upgrades for the City of Phoenix and Tempe.

Progress

- All of traffic signal equipment for the five Line Section contracts initially ordered under these Purchase Orders has been delivered to METRO or directly to the Line Section Contractors' storage yards.

Cost and Schedule – Variance Analysis

- No Change for this month. Traffic signal procurement activities have been completed.
- A table showing the status of costs incurred to-date versus budget is shown below:

Description	Contract/Budget Amount	Total Payments
COP Traffic System Upgrades	\$965,112.00	\$668,893.30
COT Traffic System Upgrades	\$350,347.00	\$189,612.00
Traffic Signal Controller/Cabinets	\$2,910,916.75	\$2,629,229.26
LS 1 Traffic Signal Poles/Mast Arms (Phoenix -PO is completed)	\$209,144.33	\$209,144.31
LS 2 Traffic Signal Poles/Mast Arms (Phoenix - PO is completed)	\$309,685.98	\$309,685.97

Description	Contract/Budget Amount	Total Payments
LS 3 Traffic Signal Poles/Mast Arms (Phoenix -PO is completed)	\$1,425,604.91	\$1,321,686.32
LS 4 Traffic Signal Poles/Mast Arms (Phoenix - PO is completed)	\$369,069.21	\$360,469.21
LS 4 Traffic Signal Poles/Mast Arms (Tempe - PO is completed)	\$337,883.00	\$336,247.85
LS 5 Traffic Signal Poles/Mast Arms (Tempe – PO is completed)	\$941,912.82	\$859,942.43

Issues and Solutions

- No issues at this time.

Construction Photos



Delivery of the traffic signal poles for Line Section 4



Delivery of blank out panels for Line Section 4 and 5 traffic signal structures

Underfloor Wheel Profiling Machine



Description

Design, fabricate, furnish an Underfloor Wheel Profiling Machine, Mechanical Chip Collection/Removal Conveying System, and all necessary accessories, items of equipment, and mechanical, electrical, controls and structural items to re-profile wheels on Light Rail Vehicles. Deliver the machine to the OMC and install the machine within the concrete foundation constructed by the Agency in the Maintenance of Equipment building. Inspect, test, start-up the machine to ensure it is operating properly and safely and provide training to Agency staff.

Progress

- The machine is nearly complete and ready for factory acceptance inspection.

Cost and Schedule – Variance Analysis

- Wheel profiling machine activities remain on schedule and within budget at this time.

Issues and Solutions

- None

13. Systems

Automated Fare Collection System



Description

Design, manufacture, furnish, assemble, test, inspect and install the LRT Automated Fare Collection System (AFCS) for use by METRO. The AFCS consists of Ticket Vending Machines (TVMs), Ticket Validators (Validators) integrated within the TVMs, a Data Collection/Information System (DC/IS), station LANs, Hand Held Verifiers (HHVs), Revenue Collection Equipment, related data communication networks to allow the TVMs to communicate with a central fare collection computer, spare parts, tools, test equipment, documentation, software listings, training, technical assistance and warranty.



Progress

- Milestone 1 Progress - Submitted Master Baseline Schedule for Agency review.
- Milestone 2 Progress - Contractor and Agency has completed the Conceptual Design Review process.
- Milestone 3 Progress - Agency has completed its review of the Contractor's Preliminary Design Review (PDR) Package. Awaiting PDR resubmittal package from the Contractor.

Cost and Schedule – Variance Analysis

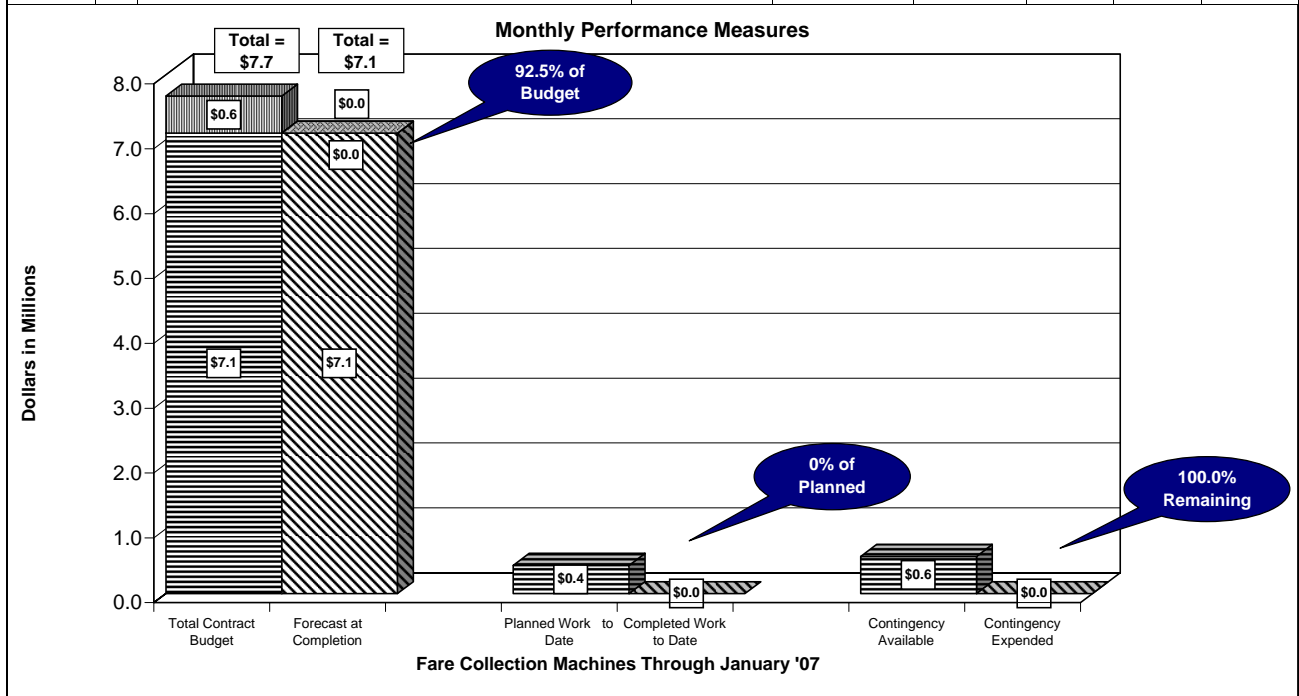
- Fare collection system schedule activities reflect impacts to interim milestones, however the Contractor has mitigated the schedule impacts to keep the overall schedule on schedule and within budget at this time.

Issues and Solutions

- Ticket Validator Requirements. Ongoing discussions with SBI regarding potential use of stand-alone ticket validator in lieu of integrated validation unit.
- Ticket Vending Machine Servicing Envelope. Completing redesign for ticket vending machine concrete pad orientations to support ticket vending machine servicing envelope and station platform constraints.



Description:		Fare Collection Machines
PE/PA:		Arkady Bernshtryn
Contractor:		Scheidt & Bachmann USA, Inc.
Resident Engineer:		Thomas Klings
Data Through:		N/A
Cumulative		
1	Original Budget	\$7,100,012
2	Executed Change Orders	\$0
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$7,100,012
5	Work Scheduled	\$437,578
6	Work Earned	\$0
7	Actual Expenditures	\$0
8	Forecast to Complete Base (4-7)	\$7,100,012
9	Change Orders Pending Execution	\$1,600
10	Forecast at Completion (7+8+9)	\$7,101,612
11	Percent Budget Expended (7/4)	0.0%
12	Percent Planned (5/4)	6.2%
13	Earned Percent Complete (6/4)	0.0%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$574,535
17	Remaining Contingency	\$574,535
18	Percent Contingency Remaining (17/16)	100.0%
Period		
1	Original Budget	\$0
2	Executed Change Orders	\$0
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$7,100,012
5	Work Scheduled (Cumm - Last Period)	\$3,181
6	Work Earned (Cumm - Last Period)	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0
8	Forecast to Complete Base (4-7)	\$7,100,012
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$7,100,012
11	Percent Budget Expended (7/4)	0.0%
12	Percent Planned (5/4)	0.0%
13	Earned Percent Complete (6/4)	0.0%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	
17	Remaining Contingency	
18	Percent Contingency Remaining (17/16)	



Light Rail Vehicle



Description

METRO has a Contract with KINKISHARYO International, L.L.C. (KI) for two prototype and forty eight production light rail vehicles (LRVs) for a total of thirty-six LRVs. The contract includes prototype engineering, special tools and test equipment, training, spare parts and publications. The cars are 70 percent low-floor, double-articulated LRVs with two main “A” and “B” passenger sections and a mid “C” section, joined to form one single operating unit. There are four passenger doors on each side and an operators cab at each end. The LRVs are designed to be “street friendly” with energy absorbing bumpers and crashworthy cab ends.

Progress

- METRO is continuing review of submittals of Contract Data Requirement List items (CDRLs) the bulk of which are test procedures and reports as well as First Article Inspection (FAI) reports and Test Procedures.
- METRO held Design Review Meeting No. 23 with KI on December 5 and 6, 2006. The main topics for presentation by KI and discussion were: special tools; spare parts; operator training course; application; closing open items; and vehicle delivery schedule.



- METRO/KI dialogue continues regarding vehicle final assembly at the OMC. Final assembly will begin at the OMC mid February 2007.
- Changes for an Overhead Catenary System (OCS) Surveillance Camera Installation on two cars and an Automatic Passenger Counting System (APC) for the fleet are processed.
- The following describes ongoing METRO resident inspection, quality assurance, manufacturing monitoring, and site surveillance activities at the Kinki Sharyo factory in Osaka Japan (KS-J) during June 2007:
 - LRV Mass Production – 43 Trains are now in production.
 - An inspection of the grit blasting is being performed and ongoing. No defects noted.
 - A visual and dimensional inspection of underframe and car body was performed and ongoing. The dimensions were within tolerance, but defects were noted during the inspection. No defects remained after rework and re-inspection.
 - Concealment inspections were witnessed in two stages each for cars 101 and 118. All noted defects were repaired. No defects remain.
 - KS-J advised that a new rubber seal will be installed on the front headlights to improve the water tightness.
 - Car 102 has completed climate testing and has been shipped back to Osaka/Plant. Vehicle will not arrive at METRO until March 2007. Modifications and finishing need to be done prior to shipping to the United States. 102 ships to the United States on February 6th, 2007.
 - LRV 101 arrived at the OMC on December 5, 2006. LRV's 103, 104, 105, and 106, 107, 108, 109 also arrived at the OMC in December. KI and METRO have just reached an agreement on two significant changes to the contract that affect activities that will be starting in the coming months. KI will perform vehicle final assembly in the OMC and KI will perform single car running tests on car 101 on METRO's designated test track. As documented in change order #5, the test track will be available on or before April 1, 2007.
 - Truck frames and components were also shipped from Osaka as well but KI will assemble and static test completed trucks at the Hudson-Bergen maintenance shop in New Jersey. Work continues on subsequent cars in Osaka and shipments from Japan are scheduled at about four (4) cars per month.
- Telephone, email and drawing exchange continue between KSJ and KI on carbody issues, testing procedures and schedules, subsystem interfaces and



equipment mounting, interior design and equipment installation, systems application issues, material shipments, production schedule and CDRL;s items. The underfloor cross beam welding issues have been addressed and weld modifications are done or ongoing from cars 107 and above. Kinkisharyo Japan will send a team to the U.S. to repair 103 – 106. Cars 101 and 102 are not affected in these modifications.

Cost and Schedule – Variance Analysis

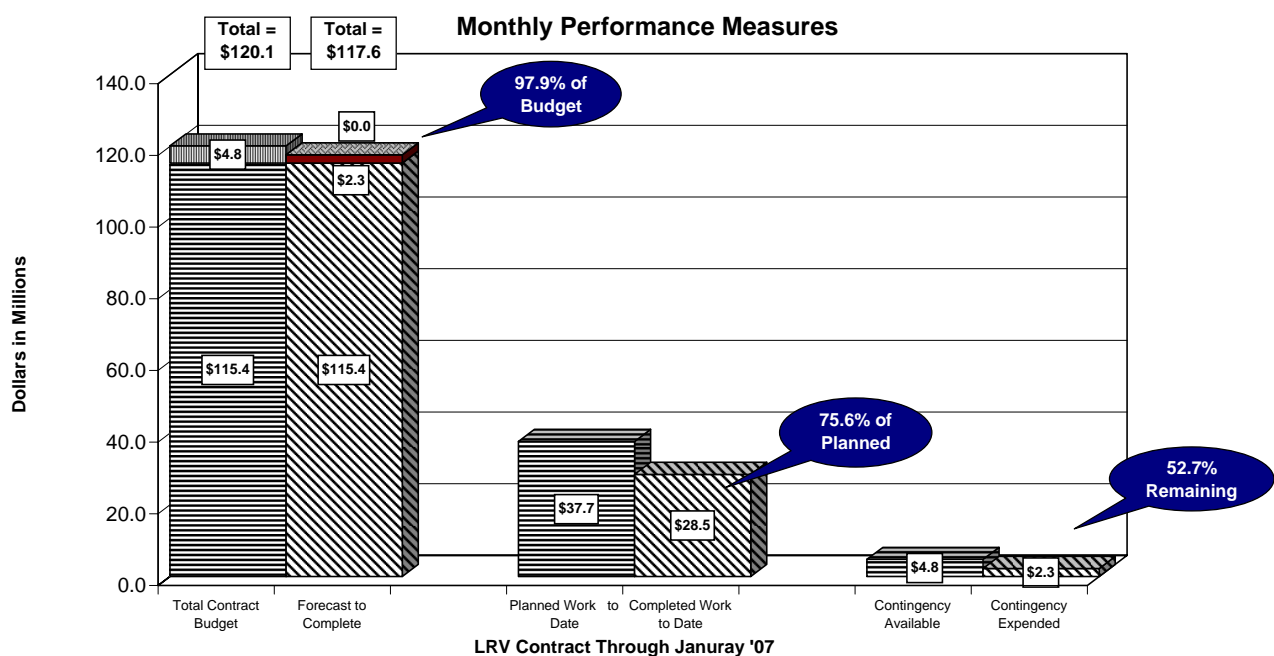
- No perceptible cost or schedule variance. Car delivery remains on schedule sufficient to meet the needs of the overall program. Cost Performance Indicator of 1.0 indicates that contract remains within budget.

Issues and Solutions

- None



Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		December 31, 2006		
Cumulative				
		5309	COP Funded	Total
1	Original Budget	\$115,369,780	\$40,050,160	\$155,419,940
2	Executed Change Orders	\$2,255,676	\$0	\$2,255,676
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$117,625,456	\$40,050,160	\$157,675,616
5	Work Scheduled	\$37,670,895	N/A	\$37,670,895
6	Work Earned	\$28,478,872	N/A	\$28,478,872
7	Actual Expenditures	\$29,478,872	N/A	\$29,478,872
8	Forecast to Complete Base (4-7)	\$88,146,584	N/A	\$88,146,584
9	Change Orders Pending Execution	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$117,625,456	\$40,050,160	\$157,675,616
11	Percent Budget Expended (7/4)	25.1%	N/A	N/A
12	Percent Planned (5/4)	32.0%	N/A	N/A
13	Earned Percent Complete (6/4)	24.2%	N/A	N/A
14	Schedule Performance (6/5)	0.76	N/A	N/A
15	Cost Performance (6/7)	0.97	N/A	N/A
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$2,512,813	\$2,135,840	\$4,648,653
18	Percent Contingency Remaining (17/16)	52.7%	N/A	N/A
Period				
1	Original Budget	\$115,369,780	\$40,050,160	\$155,419,940
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$117,625,456	\$40,050,160	\$157,675,616
5	Work Scheduled (Cumm - Last Period)	\$6,663,163	N/A	\$6,663,163
6	Work Earned (Cumm - Last Period)	\$0	N/A	\$0
7	Actual Expenditures (Cumm - Last Period)	\$991,829	N/A	\$991,829
8	Forecast to Complete Base (4-7)	\$116,633,627	N/A	\$116,633,627
9	Pending Changes	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$117,625,456	\$40,050,160	\$157,675,616
11	Percent Budget Expended (7/4)	0.8%	N/A	N/A
12	Percent Planned (5/4)	32.0%	N/A	N/A
13	Earned Percent Complete (6/4)	32.0%	N/A	N/A
14	Schedule Performance (6/5)	1.00	N/A	N/A
15	Cost Performance (6/7)	0.97	N/A	N/A
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$2,512,813	\$2,135,840	\$4,648,653
18	Percent Contingency Remaining (17/16)	52.7%	N/A	N/A



Note: COP Funded Data unavailable, performance date and graph represent only the Federal 5309 portion

Signals and Communications



Description

The LRT Signal and Communications (SC) Contract provides for the final design, manufacturing, installation, and testing of the integrated signal and communication system.

Major work elements include train signal equipment and communication hardware and software for controlling train movements through crossovers and interlockings, fiber-optic backbone communication transmission system (CTS), closed-circuit TV (CCTV), public address system (PA), variable message boards (VMB), Train Control System, Vehicle Management (VMS), Radio System, PABX and Telephone System including emergency telephones at Park-and-Rides and Transit Centers, Supervisory Control and Data Acquisition System (SCADA), installation of workstations and equipment in the Operations Control Center (OCC) and at the Operations and Maintenance Center (OMC), six site-built signal buildings and three signal buildings combined with traction power substations. The work scope also includes installation of fiber-optic cables for street traffic control systems for the Cities of Phoenix, Tempe and Mesa, and installation of fiber-optic cables for ASU.



Progress

- Signal Buildings & Signal Cases
 - Contractor installing mechanical ductwork at Signal Building No. 6.
 - Contractor terminating signal cable to equipment racks at Signal Building No. 4. Awaiting installation of utility service meter.
 - Clarified design interfaces in preparation for tenant improvement work at Signal Building No. 2.
 - Contractor completed floor slab installation at Signal Building No. 1. Awaiting masonry block wall installation.
 - Contractor installing remaining crossbond connections at the LS4 Yard Entrance Area to support the Test Track.
- Signaling System
 - Performing Factory Tests of remaining Signal Cases.
- Communications System
 - Contractor continuing Final Design for Communication System.
- OCC Build Out
 - Contractor performed final core drills at the OCC Building. Currently performing electrical installation.
- Coordinating with other Contracts
 - Master Schedule Update. Based on Partnering Meeting discussions, agreed that the Agency will provide Change Order of revised access and milestone dates.
 - LS5 - UPRR/1st Crossing. Coordinating the scope of work between LS5, UPRR, and S&C. Planning shut-down of the crossing area in June 2007 to support signal system installations.
 - On-going coordination with OMC Contractor to support required systems startup interfaces, such as public address and CCTV installations.

Cost and Schedule – Variance Analysis

- The contract is in the early stages of submittals, design and procurement with some field construction work in progress. Field construction to date has included the civil and architectural parts of five signal buildings, signal equipment installation at three signal buildings and two shared substations, architectural work at the OCC, and track bonding at OMC Yard and LS4 Yard Entrance.

Issues and Solutions

- Fiber and Microduct Installation. Line Section 4 Contractor re-performed a 200 feet micro-duct installation for demonstration purposes. LS4 Contactor successfully completed the micro-duct pull. Awaiting demonstration of 1000 feet test installation.

Construction Photographs



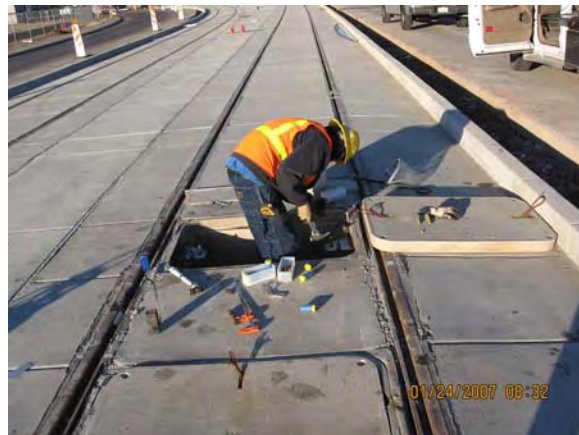
SB #1 - Sandblasting Slab Concrete Cure



SB #6 - Installing Mechanical Ductwork



TPSS #1 - Installing Signal Racks



Yard Entrance - Installing Crossbonds



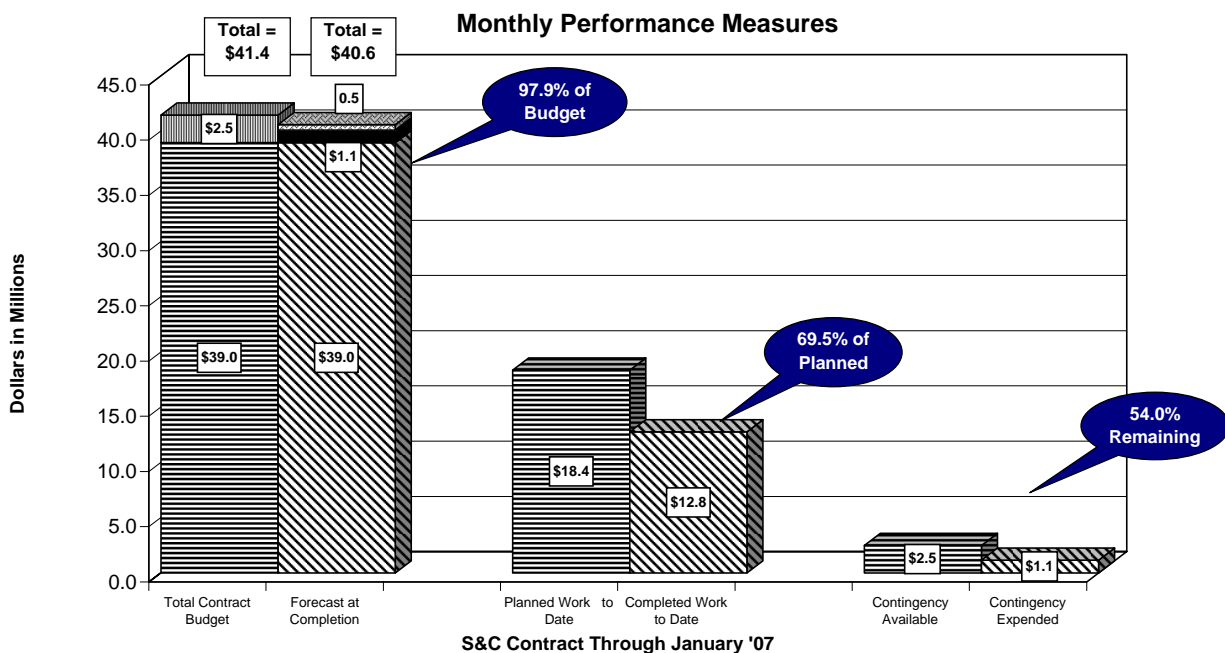
McKinley Loop - Installing Signal Cans



OMC Yard - Installing Crossbonds



	Description:	3.7.4 Signals & Communications			
	PE/PA:	Leslee O' Conell			
	Contractor:	Mass Electric			
	Resident Engineer:	Steve Kyauk			
	Data Through:	December 15, 2006			
	Cumulative		5309	CNPA	Total
1	Original Budget		\$37,476,762	\$1,480,805	\$38,957,567
2	Executed Change Orders		\$1,141,048	\$0	\$1,141,048
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$38,617,810	\$1,480,805	\$40,098,615
5	Work Scheduled		\$18,186,494	\$176,111	\$18,362,605
6	Work Earned		\$12,683,362	\$82,969	\$12,766,331
7	Actual Expenditures		\$12,994,937	\$30,000	\$13,024,937
8	Forecast to Complete Base (4-7)		\$25,622,873	\$1,450,805	\$27,073,678
9	Change Orders Pending Execution		\$0	\$478,000	\$478,000
10	Forecast at Completion (7+8+9)		\$38,617,810	\$1,958,805	\$40,576,615
11	Percent Budget Expended (7/4)		33.7%	2.0%	32.5%
12	Percent Planned (5/4)		47.1%	11.9%	45.8%
13	Earned Percent Complete (6/4)		32.8%	5.6%	31.8%
14	Schedule Performance (6/5)		0.70	0.47	0.70
15	Cost Performance (6/7)		0.98	2.77	0.98
16	Contingency Budget		\$2,388,332	\$93,913	\$2,482,245
17	Remaining Contingency		\$1,247,284	\$93,913	\$1,341,197
18	Percent Contingency Remaining (17/16)		52.2%	100.0%	54.0%
	Period				
1	Original Budget		N/A	N/A	N/A
2	Executed Change Orders		\$35,227	\$0	\$35,227
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$38,617,810	\$1,480,805	\$40,098,615
5	Work Scheduled (Cumm - Last Period)		\$1,710,296	\$0	\$1,710,296
6	Work Earned (Cumm - Last Period)		\$195,176	\$0	\$195,176
7	Actual Expenditures (Cumm - Last Period)		\$1,041,352	\$0	\$1,041,352
8	Forecast to Complete Base (4-7)		\$37,576,458	\$1,480,805	\$39,057,263
9	Change Orders Pending Execution		-\$105,806	\$478,000	\$372,194
10	Forecast at Completion (7+8+9)		\$38,512,004	\$1,958,805	\$40,470,809
11	Percent Budget Expended (7/4)		2.7%	0.0%	2.6%
12	Percent Planned (5/4)		4.4%	0.0%	4.3%
13	Earned Percent Complete (6/4)		0.5%	0.0%	0.5%
14	Schedule Performance (6/5)		0.11	#N/A	0.11
15	Cost Performance (6/7)		0.19	N/A	0.19
16	Contingency Budget		\$2,388,332	\$93,913	\$2,482,245
17	Remaining Contingency		\$1,247,284	\$93,913	\$1,341,197
18	Percent Contingency Remaining (17/16)		52.2%	100.0%	54.0%



Traction Electrification System



Description

The Traction Electrification System (TES) provides the electric power required to operate the Light Rail Vehicles (LRV). There are two main components to the TES, these are: Traction Power Substations (TPSS) that convert incoming utility power to DC power, which is used by the LRV and the Overhead Contact System (OCS), which distributes the DC power to the trackway. There are 15 Site Built 2,000 kW substations. Twelve of the substations are 22 feet by 44 feet and three are 22 feet by 57 feet. The substation buildings will be constructed of integrally colored concrete block on landscaped sites. The OCS is comprised of 20 route miles of double-track low-profile overhead catenary. The OCS will be installed on over 1,300 round painted poles. The nominal system voltage is 750 VDC. The nominal height of the OCS above the roadway is 18 feet, 6 inches.

The TES Contract provides final design of the TPSS and OCS, manufacturing, fabrication, installation and testing.

Progress

- Traction Power Substation No. 1
 - Interior rough-in and HVAC installation progressed.
 - Lightning protection system installation commenced.
 - Installation of formwork and rebar for the building stoops commenced.



- Traction Power Substation No. 2
 - No work performed this month.
- Traction Power Substation No. 3 and 4
 - Ground grid installed (TPSS No. 3)
 - Concrete placed for floor slab.
- Traction Power Substation No. 5
 - Interior rough-in activities progressed.
 - Exterior finishes progressed.
- Traction Power Substation No. 6
 - Installation of lightning protection system commenced.
 - Installation of formwork and rebar for the building stoops commenced.
 - HVAC installation continued.
- Traction Power Substation No. 7
 - Interior rough-in activities progressed.
 - HVAC exhaust duct installation progressed.
- Traction Power Substation No. 8
 - Dielectric floor repairs have been completed and successfully tested.
 - Installation of lightning protection system has been completed.
 - HVAC system installation progressed.
- Traction Power Substation No. 9
 - Installation of TPSS equipment continues to progress.
 - Installation of lightning protection system has been completed.
 - Installation of formwork and rebar for the building stoops commenced.
- Traction Power Substation No. 10
 - CMU wall construction has been completed.
 - Concrete placed for HVAC pad.
 - Roof installation has been completed.



- Application of dielectric floor commenced.
- Traction Power Substation No. 11
 - CMU wall construction nearly complete.
 - Concrete placed for HVAC pad.
- Traction Power Substation No. 15
 - Installation of TPSS equipment progressed.
 - Installation of feeder cables commenced.
- Maintenance of Equipment Building
 - TPSS No. 16
 - Installation of battery racks commenced.
 - Installation of conduits and junction boxes commenced.
 - Concrete placed for floor slab voids.
 - OCS Shop Contact Wire installation nearly complete.
- Overhead Contact System
 - OCS installations in the OMC Yard and Test Track (Wire Runs 37 and 38) progressed.
- Site Access/Permits
 - TPSS #13 revised drawings were resubmitted to Mesa Building Safety on January 25, 2007. City of Mesa indicated at meeting all comments had been addressed. Mylar copies of the civil drawings were sent out for reproduction and the permit will be available for pickup in early February.
 - TPSS #14 was submitted to Mesa Building Safety for initial review. Comments are being addressed by the designer. Revised drawings should be available from the designer in early February and a permit should be available 10 working days after resubmittal.
 - TPSS No. 12 (McClintock Park-and-Ride) has utility impacts which require remediation to allow the TPSS building to be constructed. The electrical engineer engaged by Tempe has completed the design of the electrical services to the mobile homes. Construction on the utility relocation is scheduled to begin in late February. Completion is scheduled for the first part of March.

- Coordination with other Contracts/Entities
 - Ongoing coordination meetings are being held with the Facility Contractors. A weekly meeting is held with the OMC Resident Engineer and Contractor to coordinate the systems interfaces.

Cost and Schedule – Variance Analysis

- The contract is in the final stages of design and procurement with some factory design and productions tests in progress. Field construction to date has included the civil and architectural parts of thirteen out of the sixteen traction power substations, some TPSS electrical equipment installation and OCS components installation in the OMC yard, OMC shop and Line Section 4 Test Track areas.

Issues and Solutions

- Mitigation Schedule. The Mitigation Schedule has been accepted with the exception of the cost impacts. METRO is currently reviewing the Contractor Mitigation Schedule Cost Impacts.

Construction Photographs



MOE Shop Tracks – OCS Installation



TPSS No. 1 - Lightning Protection Installation



TPSS No. 11 – 3rd Lift of CMU



TPSS No. 9 – AC Compartment Wiring



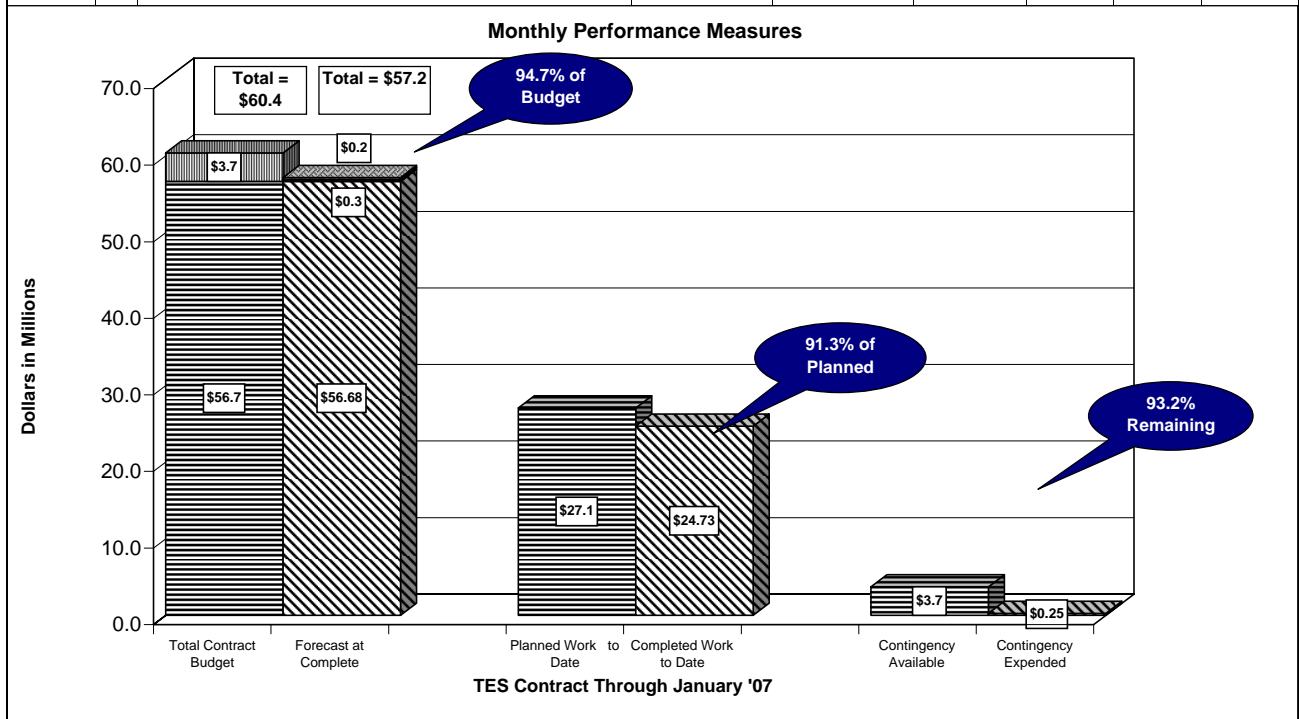
TPSS No. 4 – Slab Concrete Placement



TPSS No. 5 – Metal Stud Framing Installation



Description:		3.7.3 Traction Electrification Systems
PE/PA:		Alan Friend
Contractor:		Mass Electric Corporation
Resident Engineer:		Ron Wong
Data Through:		December 15, 2006
Cumulative		5309
1	Budget	\$56,681,003
2	Executed Change Orders	\$254,396
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$56,935,399
5	Work Scheduled	\$27,098,990
6	Work Earned	\$24,727,235
7	Actual Expenditures	\$24,673,125
8	Forecast to Complete Base (4-7)	\$32,262,274
9	Change Orders Pending Execution	\$245,850
10	Forecast at Completion (7+8+9)	\$57,181,249
11	Percent Budget Expended (7/4)	43.3%
12	Percent Planned (5/4)	47.6%
13	Earned Percent Complete (6/4)	43.4%
14	Schedule Performance (6/5)	0.91
15	Cost Performance (6/7)	1.00
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$3,466,604
18	Percent Contingency Remaining (17/16)	93.2%
Period		
1	Budget	N/A
2	Executed Change Orders	\$1,466
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$56,935,399
5	Work Scheduled (Cumm - Last Period)	\$1,530,001
6	Work Earned (Cumm - Last Period)	\$5,520,552
7	Actual Expenditures (Cumm - Last Period)	\$5,746,949
8	Forecast to Complete Base (4-7)	\$51,188,450
9	Change Orders Pending Execution	\$194,385
10	Forecast at Completion (7+8+9)	\$57,129,784
11	Percent Budget Expended (7/4)	10.1%
12	Percent Planned (5/4)	2.7%
13	Earned Percent Complete (6/4)	9.7%
14	Schedule Performance (6/5)	3.61
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$3,466,604
18	Percent Contingency Remaining (17/16)	93.2%





Rail Activation/System Integration

Description

The Rail Activation Plan was developed in June, 2006 to outline the process and organizational approach that METRO will employ to oversee the testing and start-up of the 20 mile light rail CP/EV system. The Rail Activation process is used to transition the Light Rail Project from the construction phase, through testing, pre-revenue operations, and finally into revenue service. The Rail Activation Team is a diverse group of Transit professionals which consists of METRO staff from Operations, Maintenance, System Engineering, Safety/Security, and Media relations, along with CAC, PMC, GEC and City staff.

This same group will participate in and oversee the System Integration process, which is the final testing process before sections of the alignment can be activated for use. The System Integrated tests are designed to prove that the various systems within the alignment work well together and meet design criteria. The primary goal of the Rail Activation Team is to ensure the project achieves revenue operations in a timely and safe manner.

Presently, the primary focus of the Rail Activation Team is the OMC yard and test track area. The test track has been defined as the area just east of Highway 143 to 56 Street.

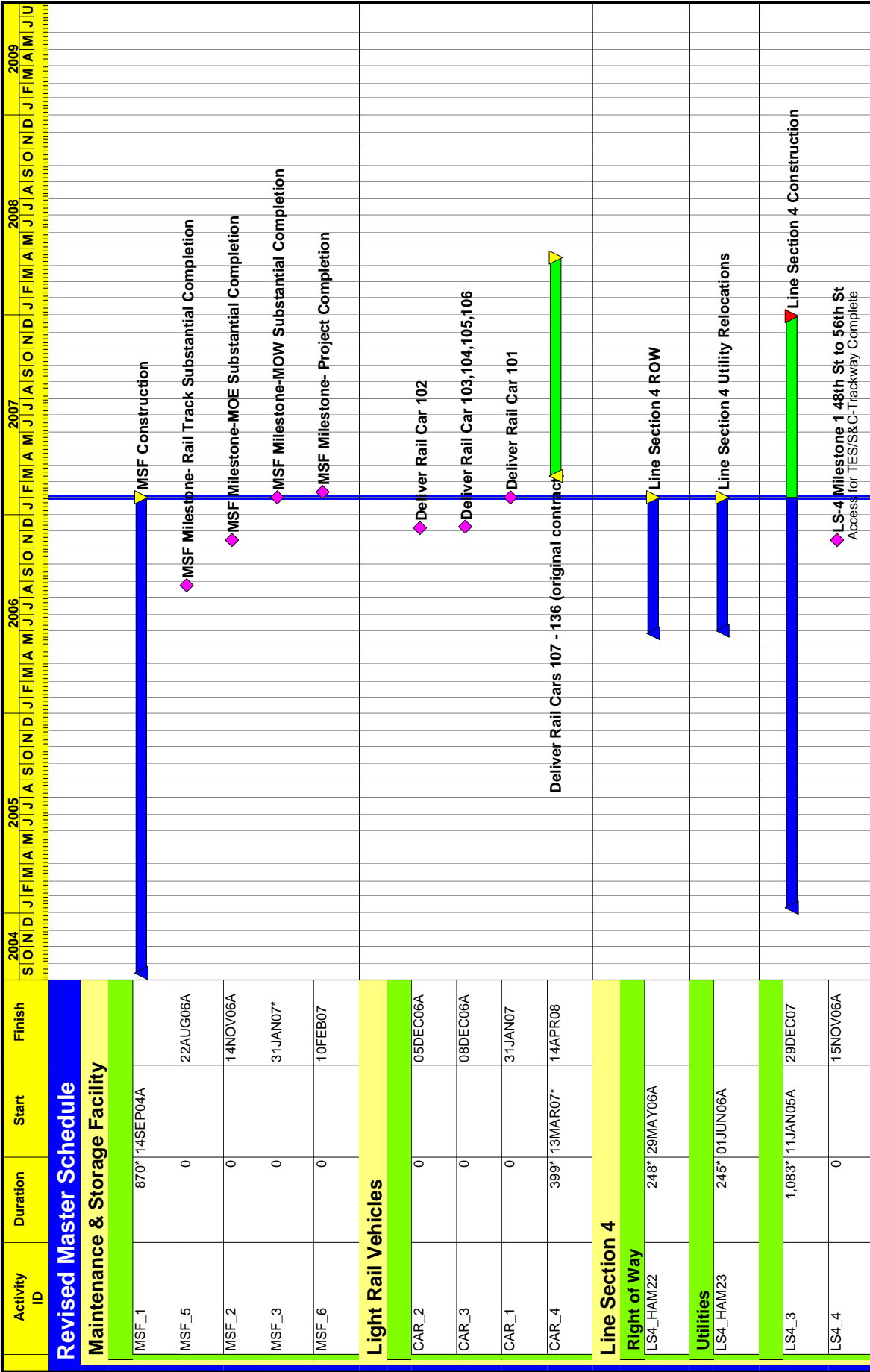
Progress

- METRO and consulting staff is developing test plans and procedures related to track allocation, rail/wheel interface, clearance and LRV dynamic testing.
- METRO Operations and Maintenance Personnel (including contractors) and consulting staff have completed numerous walk-throughs of the test track. Similar activities are planned with the City of Phoenix Police Department to finalize the traffic management safety plan.
- METRO has finalized contracts with the Transportation Services (Alternate Concepts, Inc.) and the LRV Maintenance Contractor (Kinkisharyo). Staff members from both firms as well as METRO staff have commenced occupancy of the Operations and Maintenance Center (OMC).
- OMC Yard and Test Track Activation Schedule
 - A Clearance cart is being produced by Mass Electric and will be complete by February 28, 2007. Dynamic clearance testing will begin at that time.
 - Mid-March: Clearance and OCS profile testing in the OMC yard will commence. The test will be a dead wire test where an LRV is pulled through all track sections and switches in the yard. (The OCS will not be energized). The interface between the LRV pantograph and OCS will be monitored and videotaped.

- Mid-March: TPSS No. 15 will be tested and commissioned. Thereafter, the OCS will be energized and METRO will move an LRV through the yard under its own power. During this test, METRO will focus on wheel to rail profile and pantograph contact with the OCS.
- Late-March: Clearance and TPSS commissioning will be conducted on the test track area.
- April 1, 2007 the test track will be conditionally accepted and we will begin LRV testing.



LRV 101 movement for testing of hoist and lift equipment at OMC.



Sheet 1 of 10

Presentation Schedule

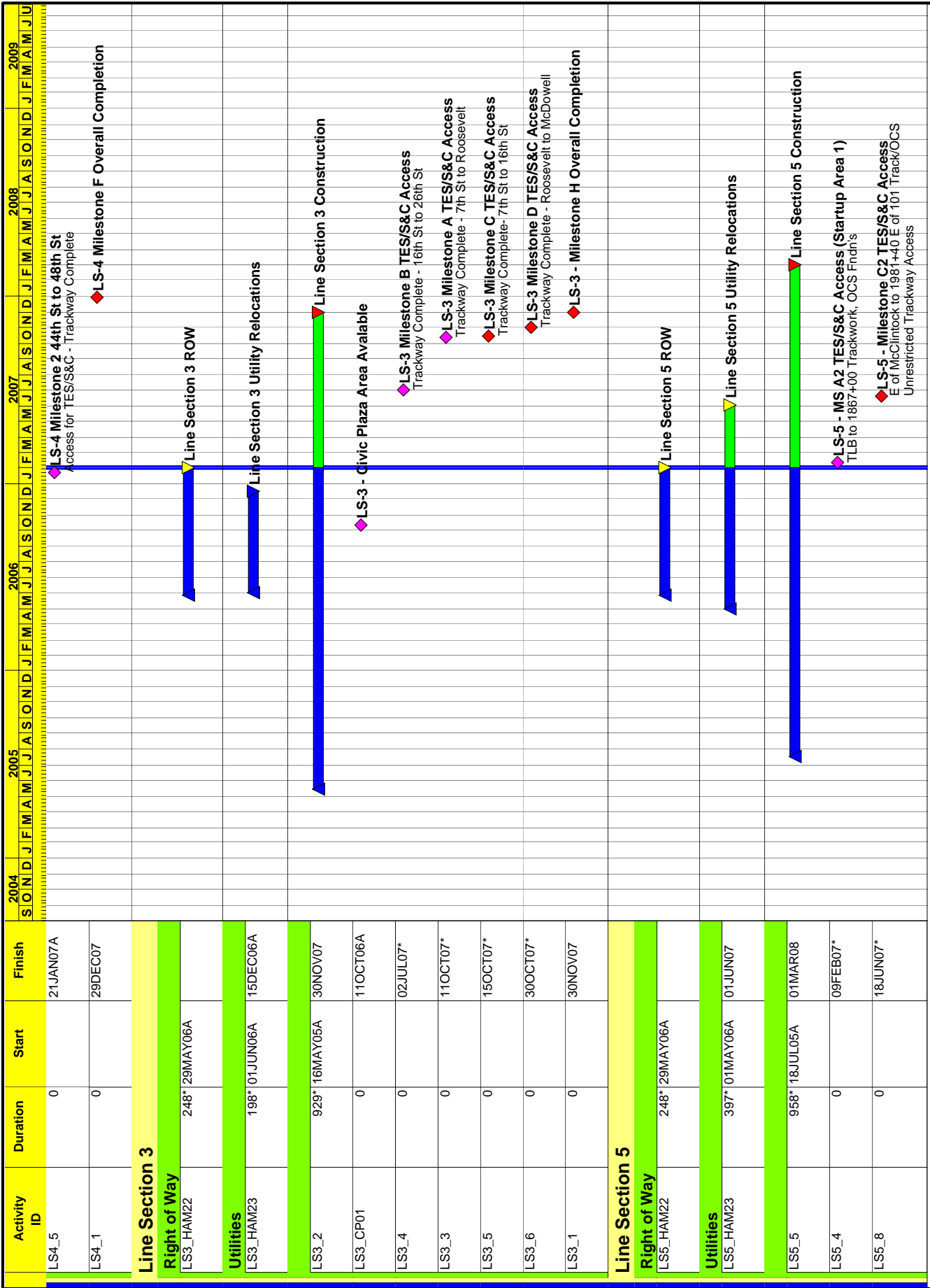
METRO Rail Program Control
Central Phoenix/East Valley LRT Project
February 1, 2007

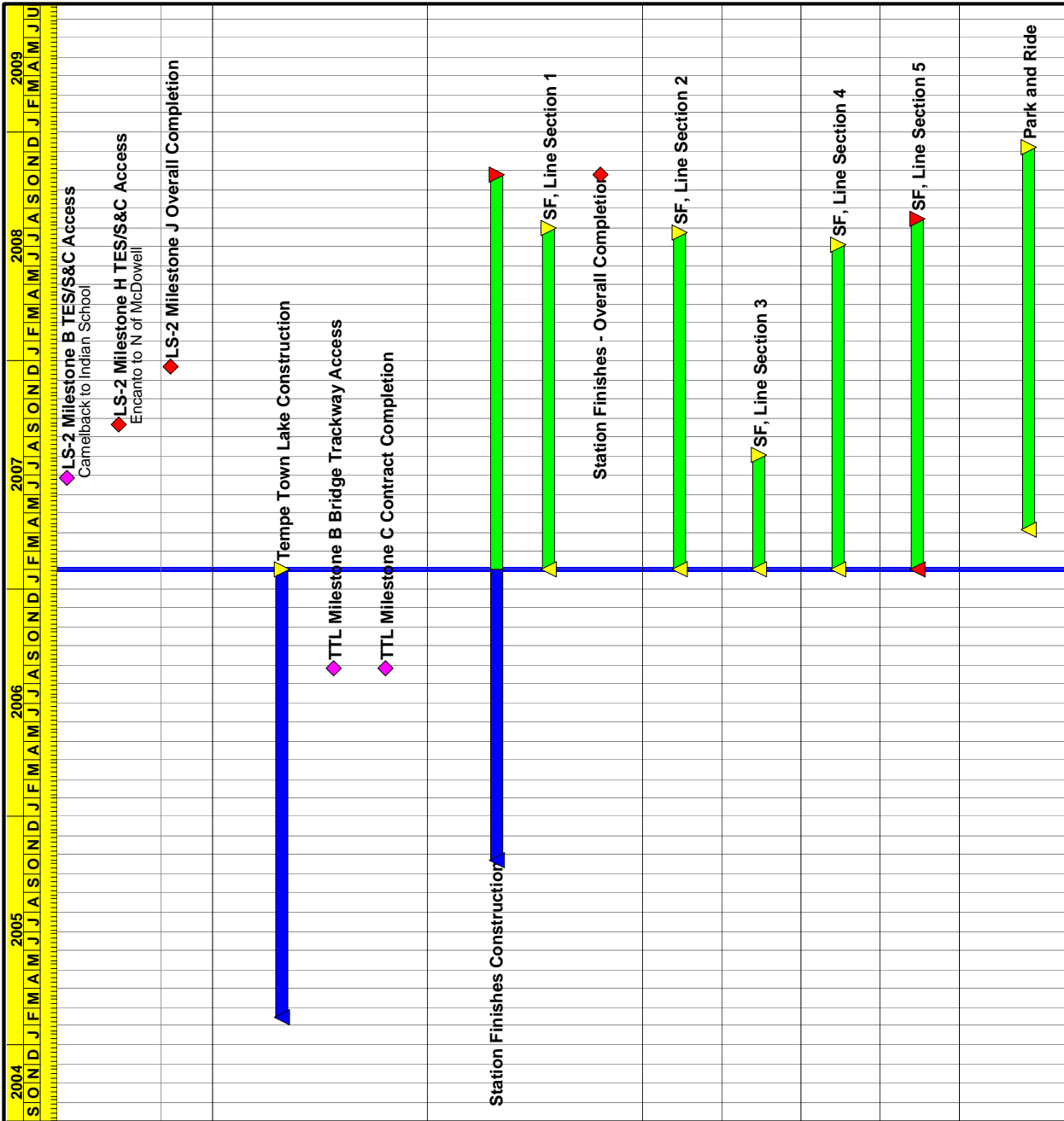
7002

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Finish Date: 26DEC08
Data Date: 01FEB07
Run Date: 01FEB07 08:39

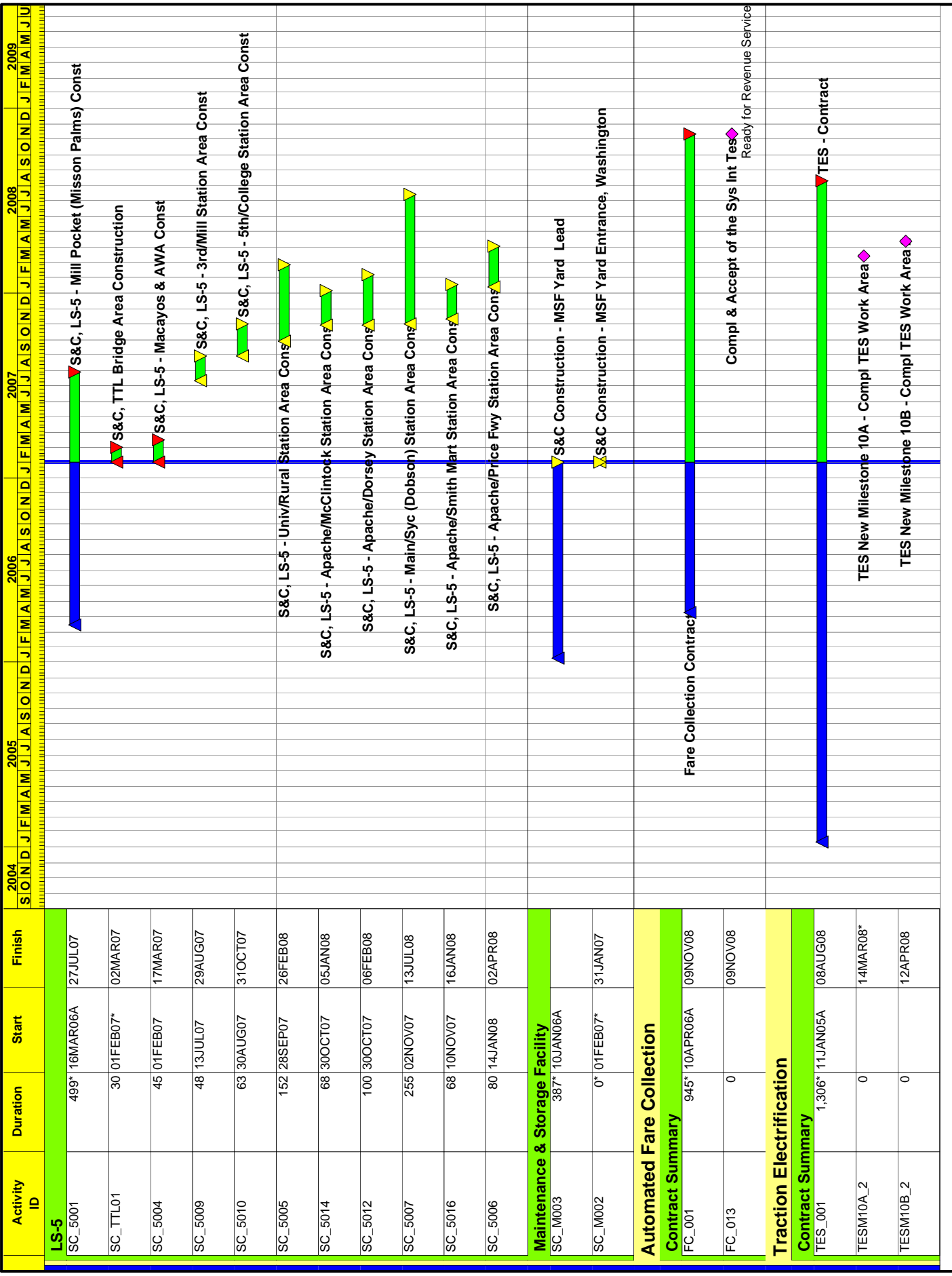
Legend:
 Early Bar
 Progress Bar
 Critical Activity

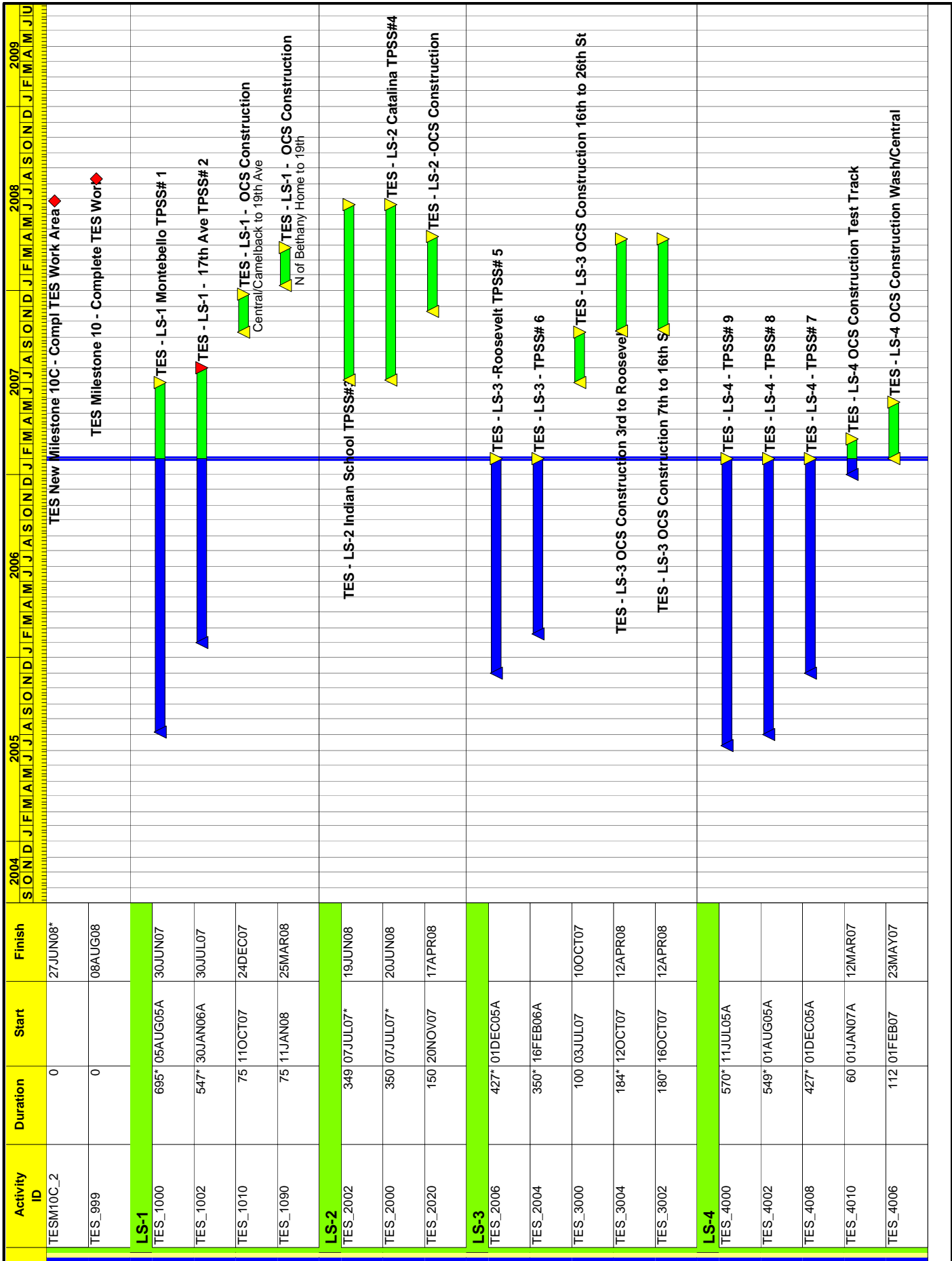
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Activity ID	Duration	Start	Finish
LS2_4	0		26JUN07*
LS2_10	0		20SEP07*
LS2_1	0		22DEC07
Tempe Town Lake			
TTL_1	717* 14FEB05A		
TTL_2	0		25AUG06A
TTL_3	0		25AUG06A
Station Finishes			
LS-1			
SF_2	1,096* 24OCT05A		23OCT08
SF_HAM01	547* 01FEB07		31JUL08
SF_1	0		23OCT08
LS-2			
SF_HAM02	540* 01FEB07		24JUL08
LS-3			
SF_HAM03	182* 01FEB07		01AUG07
LS-4			
SF_HAM04	520* 01FEB07		04JUL08
LS-5			
SF_HAM05	561* 01FEB07		14AUG08
Park and Ride			
PR_HAM01	612* 06APR07		07DEC08







Acronyms

AASHTO	American Association of State Highway and Transportation Officials
AC	Alternating Current
ACI	American Concrete Institute
ADA	Americans with Disabilities Act
ADOT	Arizona Department of Transportation
AISC	American Institute of Steel Construction
AISI	American Iron and Steel Institute
APM	Automatic People Mover
APPROX	Approximately
APS	Arizona Public Service
AREMA	American Railway Engineering and Maintenance-of-Way Association
ASTM	American Society for Testing and Materials
ASU	Arizona State University
ATS	Automatic Train Stop
AT&T	American Telephone and Telegraph Company
AWG	American Wire Gauge
AWS	American Welding Society
BTU	British Thermal Unit
CAC	Construction Administration Consultant
CALCS	Calculations
CCTV	Closed Circuit Television
CFM	Cubic Feet Per Minute
CFS	Cubic Feet Per Second
CMU	Concrete Masonry Unit
CNPA	Concurrent Non-Project Activity
COE	US Corp of Engineers
COM	City of Mesa
COMM	Communications
COP	City of Phoenix
COT	City of Tempe
CPU	Central Processing Unit
CRSI	Concrete Reinforcing Steel Institute
CRT	Cathode Ray Tube
CTS	Carrier Transmission System



CWR	Continuous Welded Rail
CY	Cubic Yard
DBE	Disadvantaged Business Enterprise
DC	Direct Current
DSD	Development Services Department
DWG	Drawing(s)
EPA	Environmental Protection Agency
EST	Estimate, Estimated
FAA	Federal Aviation Administration
FAI	First Article Inspection
FHWA	Federal Highway Administration
FPS	Feet Per Second
FTA	Federal Transit Administration
GEC	General Engineering Consultant
HVAC	Heating, Ventilating, Air Conditioning
ICBO	International Conference of Building Officials
IEEE	Institute of Electrical and Electronic Engineers
IFB	Invitation For Bid
IPI	In Process Inspection
LAN	Local Area Network
LF	Linear Feet
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LS	Line Section
MAG	Maricopa Association of Governments
MEC	Mass Electric Company
MISC	Miscellaneous
MOE	Maintenance of Equipment
MOW	Maintenance of Way
MPH	Miles Per Hour
MSF	Maintenance and Storage Facility
MUTCD	Manual on Uniform Traffic Control Devices
NEC	National Electrical Code
NEMA	National Electrical Manufacturers Association
NESC	National Electrical Safety Code
NFPA	National Fire Protection Association



NRHP	National Register of Historic Places
OCC	Operations Control Center
OCS	Overhead Contact System
O&M	Operations And Maintenance
OMC	Operations and Maintenance Center
OPS	Operations
PA	Public Address
PAN	Pantograph
PBAX	Telephone Private Exchange And Controls
PCI	Prestressed Concrete Institute
PSI	Pre Shipment Inspection
PED	Pedestrian
PMC	Program Management Consultant
PNR	Park-and-Ride
PSF	Pounds Per Square Foot
PSI	Pounds Per Square Inch
PTZ	Pan Tilt Zoom
QA	Quality Assurance
QC	Quality Control
RE	Registered Engineer
RFI	Request For Information
RI	Receiving Inspection
RPM	Revolutions Per Minute
ROW	Right-of-Way
RTU	Remote Terminal Unit
S&C	Signals and Communications
SCADA	Supervisory Control and Data Acquisition
SDI	Steel Deck Institute
SJI	Steel Joist Institute
SONET	Synchronous Optical Network
SPEC	Specification
SRP	Salt River Project
SSPC	Structural Steel Painting Council
SSW	Sundt/Stacy and Witbeck
SSWJV	Sundt/Stacy and Witbeck Joint Venture
SWG	Southwest Gas Corporation



TBD	To Be Determined
TCE	Temporary Construction Easement
TES	Traction Electrification System
TTLB	Tempe Town Lake Bridge
TPSS	Traction Power Substation
TTY	Text Teletype ADA Device
TVM	Ticket Vending Machine
TWC	Train to Wayside Communications
UBC	Uniform Building Code
UL	Underwriters Laboratories Incorporated
UPRR	Union Pacific Railroad
UPS	Uninterruptible Power System
VCR	Video Cassette Recorder
VETAG	Vehicle Tagging System
VMB	Variable Message Board
VMR	Valley Metro Rail
VMS	Vehicle Management System
WAN	Wide Area Network