



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project





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1. Executive Summary

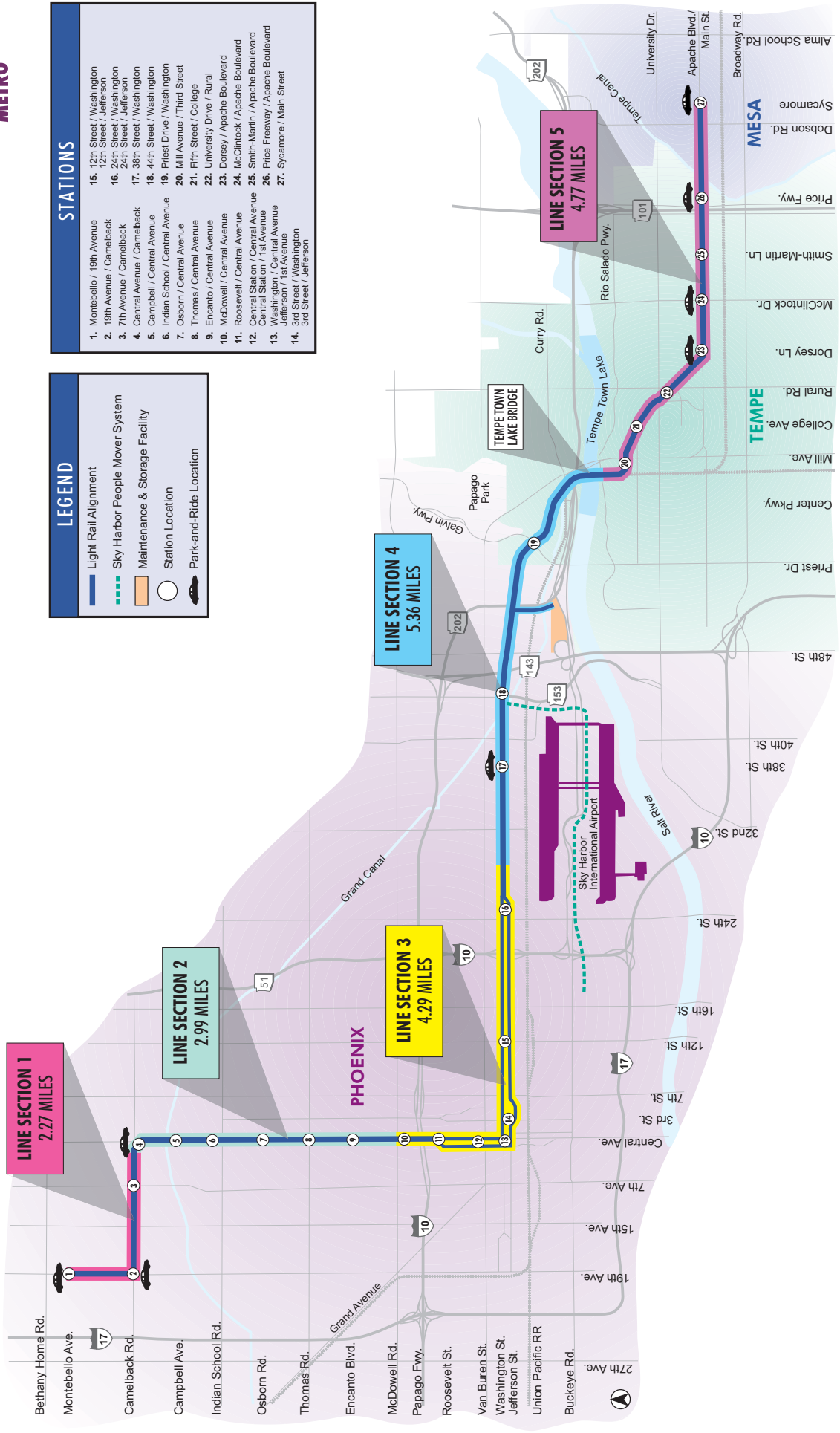
The Central Phoenix/East Valley (CP/EV) Light Rail Transit Project includes the design and construction of a 19.6 mile, double track, Minimum Operable Segment that extends from 19th Avenue near Bethany Home Road in North Central Phoenix through the downtown area to and through the City of Tempe, then 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.

The project is nearing 52 percent completion and over 84,000 linear feet of track has been constructed. The Maintenance and Operation Center is currently in project punchlist stage and is expected to achieve a Certificate of Occupancy in the month of March. The project critical path continues to be guideway and station foundations as they are critical to the follow on system contractors. Real Estate continues to have 99 percent of the parcels under control and one property came under city control during the month of February.

Traction Power substations No. 9, No. 15 and signal building No. 4 now have power from the utility grid. Work has also begun in earnest at the Montebello, 44th Street and Washington and Sycamore Transit centers along with other general civil work being completed at all stations in preparation for the start of structural steel placement in March. The Line Section contracts continue track construction and general roadway and utility construction. Mass Electric began OCS construction at the end of February from 44th Street to 56th Street on Washington to support the test track operation.

The community advisory boards continue to be a great success. Over \$1,200,000 has been paid out to the contractors for their efforts to attend to community expectations and construction related issues. Line Section 1 and Line Section 5 continue to achieve 100 percent ratings from their advisory boards.

LIGHT RAIL STARTER SEGMENT



LEGEND

- Light Rail Alignment
- Sky Harbor People Mover System
- Maintenance & Storage Facility
- Station Location
- Park-and-Ride Location

STATIONS

1. Montebello / 19th Avenue	15. 12th Street / Washington
2. 19th Avenue / Camelback	16. 24th Street / Washington
3. 7th Avenue / Camelback	17. 38th Street / Jefferson
4. Central Avenue / Camelback	18. 44th Street / Washington
5. Campbell / Central Avenue	19. Priest Drive / Washington
6. Indian School / Central Avenue	20. Mill Avenue / Third Street
7. Osborn / Central Avenue	21. Fifth Street / College
8. Thomas / Central Avenue	22. University Drive / Rural
9. Encanto / Central Avenue	23. Dorsey / Apache Boulevard
10. McDowell / Central Avenue	24. McClintock / Apache Boulevard
11. Roosevelt / Central Avenue	25. Smith-Martin / Apache Boulevard
12. Central Station / Central Avenue	26. Price Freeway / Apache Boulevard
13. Washington / Central Avenue	27. Sycamore / Main Street
14. 3rd Street / Washington	
14. 3rd Street / Jefferson	



**METRO
CONTRACT LOG - FEBRUARY 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/Stacy & 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/Stacy & Witbeck, Joint Venture
12	LRT-04-022-LS5	Line Section 5	Sundt/Stacy & 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
23	LRT-06-060-MMIS	Maintenance Management Information System	Mincom, Inc.
4. PUBLIC ART			
24	02-002-04	LS4 Design Team Artist/Station Artist	Laurie Lundquist
25	02-002-03	LS2 Design Team Artist/Station Artist	Ilan Averbuch
26	02-002-04	LS1 Design Team Artist/Station Artist	Robert Adams
27	02-002-05	LS5 Design Team Artist/Station Artist	Norie Sato/Bill Will
28	02-002-01	LS3 Design Team Artist	Janet Zweig
29	05-041-ART	Bridge Design Team Artist	Buster Simpson
30	02-002-07	LS3 Design Team Artist	Laurie Lundquist
31	02-002-08	LS3 Design Team Artist	Robert Adams
32	02-002-09	44th Street Station Artist	Mona Higuchi
33	02-002-10	38th Street Station Artist	Stuart Keeler/Michael Machnic
34	02-002-11	Central / Roosevelt Station Artist	Peter Richards
35	02-002-12	Central / McDowell Station Artist	Michael Maglich
36	02-002-13	First Street Station Artist	Stephen Farley
37	02-002-14	Third Street Station Artist	Cliff Garten
38	02-002-15	Central Station, Station Artist	Ries Niemi
39	02-002-16	12th Street Station Artist	Victor Zaballa
40	02-002-17	Fifth Street / College Station Artist	Tad Savinar
41	02-002-18	Central / Campbell Station Artist	Al Price
42	02-002-19	Central / Indian School Station Artist	Mary Lucking
43	02-002-20	Central / Osborn Station Artist	Thomas Sayre
44	02-002-21	Central / Thomas Station Artist	Brian Goldbloom
45	02-002-23	Third Street / Mill Station Artist	Catherine Widgery
46	02-002-24	Apache Stations - Lighting Artist	Dan Corson
47	02-002-25	Apache Stations - Cultural Weave Artist	Christine Bourdette
48	02-002-26	Apache Stations - Vertical Objects Artist	Suikang Zhao
49	02-002-27	Apache Stations - Paving Artist	Benson Shaw
50	02-002-28	Longmore Station Artist	Brad Konick
51	02-002-29	19th Avenue / Camelback Station Artist	Josh Garber
52	02-002-30	7th Avenue / Camelback Station Artist	Nubia Owens
53	02-002-31	24th Street Station Artist	Kevin Berry
54	02-002-32	Central / Encanto Station Artist	Jamex & Einar de la Torre



**METRO
CONTRACT LOG - FEBRUARY 2007**

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
5. MISC. CONSTRUCTION & SERVICES			
55	LRT-05-046-ERS	Environmental Remediation Service	Environmental Response Inc
56	LRT-04-031-PCS	Power Consulting Services	RW Beck
57	LRT-06-052-MF	Modular Furniture	Facilitec, Inc.
58	LRT-06-065-TCS	Telecom Carrier Services	Time Warner Telecom
59	LRT-06-057-WLI	WAN/LAN and IPT Voice Sys Equipment	Calence, Inc.
60	LRT-04-034-SPC	Strategic Planning Consulting Services	Davis Consulting
61	LRT-05-045-DCS	Document Control Services	LKG-CMC, Inc
62	LRT-05-037-ACS	Audit Consulting Services	Clifton Gunderson LLP
63	LRT-05-038-RMS	Risk Management Services	Ashton Tiffany, LLC
64	LRT-06-069-SSC	Safety & Security Certification Services	Booz Allen Hamilton, Inc.
65	LRT-06-067-ITS	Info Technology-Office Network Support	World Wide Technology, Inc.
66	LRT-07-082-TCS	Telecommunications Services for MSF	Qwest Communications
67	LRT-07-073-TS	Transportation Services	Alternate Concepts, Inc.
68	LRT-07-086-MSFM	Interim Maintenance Services for MSF	DMS Facility Services
6. OWNER FURNISHED MATERIALS			
69	LRT-04-009-MP1	Rail (MP1)	Progress Rail Corporation
70	LRT-04-010-MP2	Concrete Crossties (MP2)	CXT Inc
71	LRT-04-030-MP5	Ballasted Special Trackwork (MP5)	VAE Nortrak North America Inc
72	LRT-04-032-MP8	Girder Rail (MP8)	VAE Nortrak North America Inc
73	LRT-04-033-MP9	Girder Rail Special Trackwork (MP9)	VAE Nortrak North America Inc
74	LRT-04-015-MP3	Traffic Signal Hardware (MP3)	Various
75	LRT-06-072-SE	Shop Equipment for Maintenance Facility	Wissota Supply Company, Inc
76	LRT-07-078-MLE	Spray Paint Booth Manlifts at MSF	MGM Equipment Source
7. FUTURE LIGHT RAIL EXTENSIONS			
77	LRT-06-050-DCS	Design Criteria & Standards	Stantec Consulting
78	LRT-06-055-PSS	Planning Support Services	HDR Engineering, Inc.
79	LRT-07-077-PCES	Planning, Conceptual Engineering & Environmental Studies for Future Light Rail Extensions - Mesa-Tempe	HDR / S.R. Beard & Associates



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 \$32,304,724 of the available \$72,904,121 planned contingency. Including Project Reserve, this leaves \$49,602,870 of contingency funds available to the project.

The project is 58.4 percent complete. Construction is 50.7 percent complete.

Since the last reporting period, the contingency decreased by \$3,710,033. \$1,600,000 was used for construction and \$2,100,000 was set aside to fund the difference between real estate budget and actual real estate costs.

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 51.7 percent complete. Executed and pending change orders are expected to utilize \$16,800,000 million of the \$32,600,000 million available contingency. Additional expected change orders for required acceleration, additional work and expected requests for equitable adjustment are challenging the available balance of contingency.



Board action reduced the Line Section 4 contingency by \$1,000,000 and increased the contingency for the OMC by \$550,000.

Systems

Systems work is 36.2 percent complete. Remaining contingency will likely be required for unforeseen conditions and 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 the forecast at \$6,800,000.

Financing Costs

The forecast remains at \$140,000,000.

Concurrent Non Project Activities Project

The budget for Concurrent Non Project Activities is \$103,012,860, based on the January 2007 METRO Board approved amount.

During the reporting period 1 new CNPAs were initiated for the City of Phoenix Streets Department with at total cost of \$8,000. A total of eight change orders were initiated for a total cost of \$378,643. The City of Mesa had one change order processed for a total of \$1,422. The Phoenix Public Transit Department had two change orders processed for a total cost of \$136,711. Phoenix Water Services had six change orders processes for a total cost of \$240,510.

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

2007_02

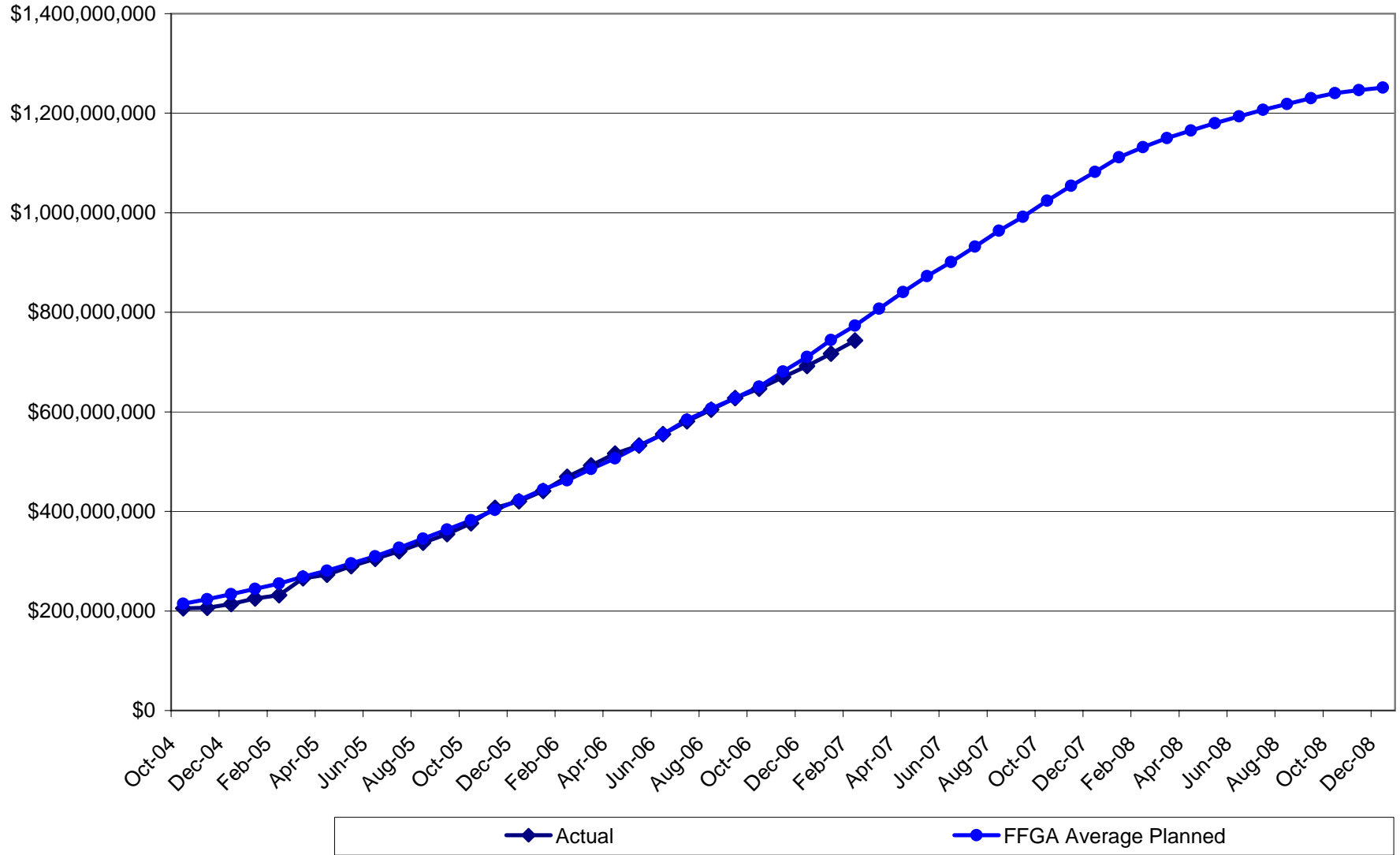
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$38,381,469	\$12,347,861	\$38,406,469	(\$25,000)
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$49,391,983	\$15,733,313	\$49,776,925	(\$384,942)
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$80,062,918	\$38,455,869	\$80,945,750	(\$882,832)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$51,421,871	\$34,498,803	\$50,616,282	\$805,589
54	LS5 1st Street - Sycamore	\$49,680,435	\$69,161,567	\$40,377,402	\$69,172,067	(\$10,500)
55	Station Finishes	\$38,701,950	\$52,464,603	\$5,745,929	\$52,545,008	(\$80,405)
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	\$3,695,264	\$6,604,170	(\$3,600,211)
58	MSF Construction/Equipment Installation	\$57,637,721	\$64,290,942	\$63,128,634	\$64,105,074	\$185,868
5G	MSF Underfloor Wheel Profiling System	\$0	\$980,107	\$686,075	\$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	\$24,878,840	\$20,795,897	\$30,861,647	(\$5,982,807)
81	Contingency	\$37,491,841	\$16,788,075	\$0	\$18,280,152	(\$1,492,077)
	Facilities	\$422,341,688	\$495,140,474	\$260,049,031	\$508,659,951	(\$13,519,477)
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	\$6,828,175	\$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	\$27,131,839	\$33,460,104	\$379,096
5D	Automated Fare Collection System	\$10,755,800	\$7,100,012	\$0	\$7,101,612	(\$1,600)
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$57,149,316	\$25,807,684	\$57,315,022	(\$165,706)
5F	Communications/Signals	\$38,220,002	\$38,617,810	\$13,409,013	\$38,617,810	\$0
81	Contingency	\$8,674,000	\$4,994,174	\$0	\$4,826,868	\$167,306
	Systems	\$119,790,902	\$107,861,312	\$39,216,697	\$107,861,312	\$0
	Sub Total, Construction	\$571,804,009	\$636,840,986	\$326,397,567	\$649,981,367	(\$13,140,381)
4K	Vehicle Contract	\$115,501,823	\$116,875,456	\$32,631,116	\$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	\$32,631,116	\$119,422,565	\$0
22	ROW Acquisition	\$116,214,150	\$116,737,949	\$124,597,532	\$134,000,000	(\$17,262,051)
23	ROW Contingency	\$20,081,000	\$19,557,203	\$0	\$0	\$19,557,203
20	ROW	\$136,295,150	\$136,295,152	\$124,597,532	\$134,000,000	\$2,295,152

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

2007_02

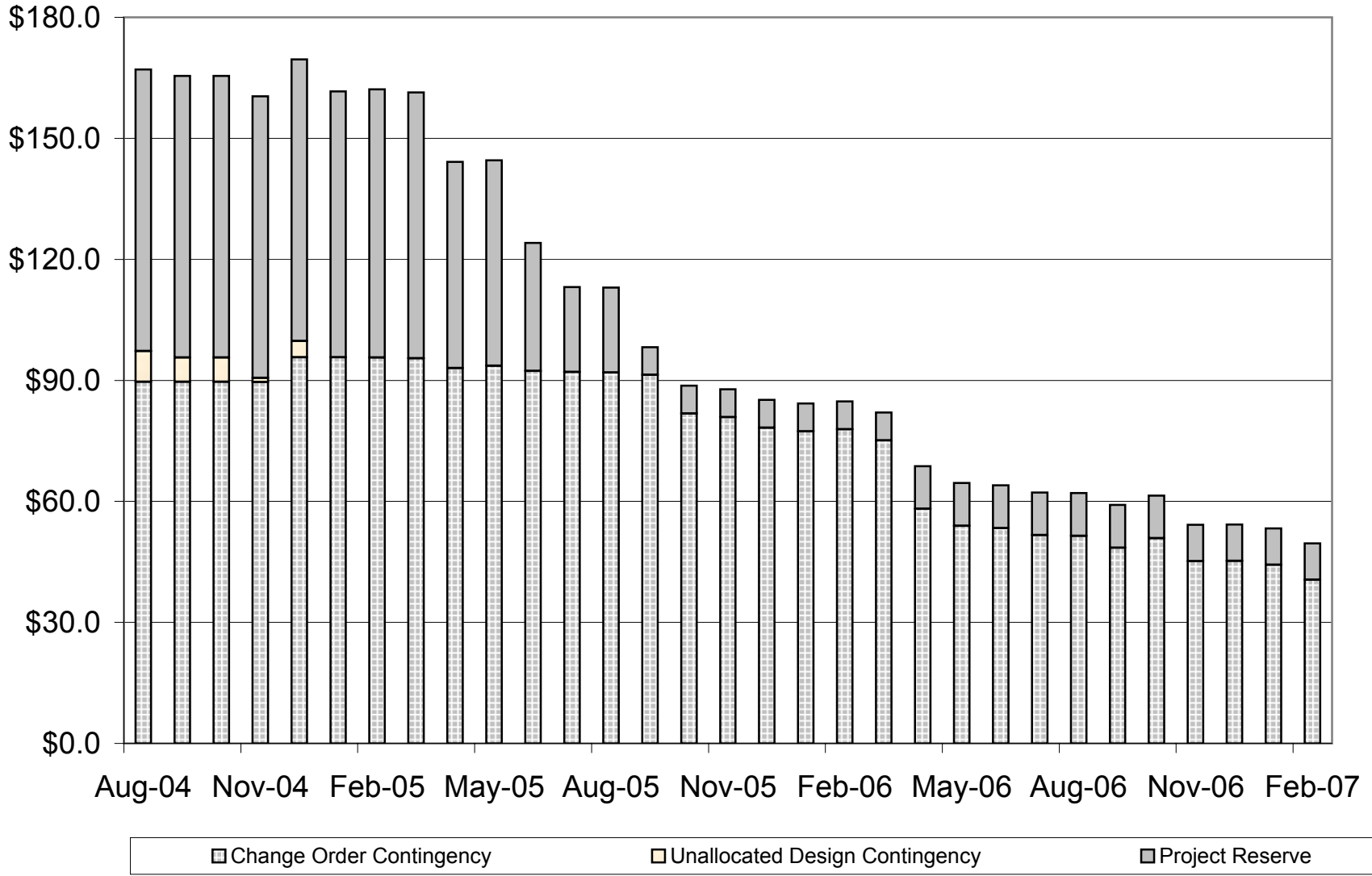
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$25,054,938	\$25,054,938	\$0
31	Engineering	\$76,780,935	\$76,346,254	\$75,777,144	\$76,678,480	(\$332,226)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$5,572,927	\$6,255,358	\$0
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	\$15,294,063	\$23,442,984	(\$5,762,804)
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$101,602,955	\$98,030,306	\$107,762,994	(\$6,160,039)
						\$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	\$26,732,968	\$43,908,510	\$319,806
62	Construction Administration Services - VMR	\$1,697,232	\$3,087,589	\$884,060	\$1,724,319	\$1,363,270
67	CAB Program	\$0	\$2,500,000	\$1,164,841	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$561,652	\$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	\$5,260,492	\$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	\$39,352,904	\$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	\$25,216,320	\$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	\$42,177,835	\$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	\$5,511,684	\$5,689,538	(\$241,538)
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$4,360,146	\$5,643,462	\$241,538
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	\$18,439,948	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,095,129	\$2,810,904	\$6,095,129	\$0
77	Art Program Contingency	\$999,000	\$188,004	\$0	\$188,004	\$0
	Public Art	\$6,283,133	\$6,283,133	\$2,810,904	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$30,000,000	\$2,610,136	\$26,000,000	\$4,000,000
80	Unallocated Design Contingency	\$7,575,241	\$0	\$0	\$0	\$0
85	Project Reserve	\$69,829,000	\$9,453,473	\$0	\$6,839,643	\$2,613,830
SUBTOTAL		\$1,253,258,000	\$1,253,258,000	\$743,415,623	\$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	\$749,133,024	\$1,412,125,346	\$0

Plan versus Actual Costs



\$ Million

CP/EV LRT Contingency Drawdown



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

2007_02

	Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
Phoenix Public Transit	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	\$3,239,073	\$5,783,968	\$560,774
	A6	117 Central/Camelback Transit Center (SF)	\$7,022,524	\$6,968,745	\$2,110,276	\$5,511,035	\$1,457,710
	A7	44th Street/Washington Transit Center Real Estate	\$4,900,509	\$4,649,580	\$4,339,742	\$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	\$172,031	\$401,266	\$1,806,965
	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)
	H2	Fiber Optic COP	\$602,233	\$476,896	\$61,814	\$650,593	(\$173,697)
	J6	Washington/Jefferson 16th to 26th Street, Property Access	\$2,628,002	\$3,932,769	\$1,834,264	\$2,831,780	\$1,100,989
	K7	11th Street Loop Track	\$4,377,606	\$4,352,606	\$40,891	\$4,352,606	\$0
	Sub Total Public Transit Department		\$30,058,812	\$31,312,909	\$13,334,619	\$26,836,802	\$4,476,107
Phoenix Streets	A3	6th Lane - Camelback (LS1)	\$9,820,210	\$9,883,190	\$7,336,319	\$8,954,921	\$928,269
	D1	Additional Street/Pedestrian Lighting (LS3)	\$509,602	\$530,722	\$368,785	\$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	\$65,855	\$0	\$84,455	(\$18,600)
	Sub Total Streets Department		\$12,584,531	\$12,657,850	\$7,823,549	\$11,724,030	\$933,820
Phoenix Aviation	A7	44th Street/Washington Transit Center (SF)	\$2,822,429	\$2,821,531	\$796,022	\$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	\$781,038	\$1,965
	D6	People Mover - APS Duct Bank @ 40th Place	\$214,035	\$216,000	\$115,997	\$216,000	\$0
	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	\$1,613,450	\$3,962,835	\$1,965
Phoenix Water	B3	LS 1 Water/Sanitary Sewer	\$9,887,790	\$9,569,517	\$1,589,659	\$9,691,601	(\$122,084)
	B4	LS 2 Water/Sanitary Sewer	\$6,255,348	\$5,564,755	\$1,614,166	\$5,453,749	\$111,006
	B5	LS 3 Water/Sanitary Sewer	\$15,367,099	\$14,642,287	\$9,615,159	\$14,851,020	(\$208,733)
	B6	LS 4 Water/Sanitary Sewer	\$5,325,583	\$5,927,940	\$4,695,050	\$5,940,876	(\$12,936)
	B7	Water and Sanitary Sewer Lines - 48th St. Bridge Replacement Contract	\$415,420	\$155,767	\$155,767	\$155,767	\$0
	J1	Cathodic Protection for Waterlines LS1	\$1,099,400	\$739,855	\$96,775	\$739,855	\$0
	J2	Cathodic Protection for Waterlines LS2	\$1,094,162	\$979,408	\$111,912	\$1,083,586	(\$104,178)
	J3	Cathodic Protection for Waterlines LS3	\$29,192	\$0	\$0	\$29,192	(\$29,192)
	J5	Cathodic Protection for Waterlines LS4	\$350,000	\$435,620	\$85,620	\$435,620	\$0
	Sub Total Water Services Department		\$39,823,994	\$38,015,149	\$17,964,108	\$38,381,266	(\$366,117)
	Total - Phoenix		\$86,431,070	\$85,950,708	\$40,735,726	\$80,904,933	\$5,045,775

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

2007_02

	Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
Tempe	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 @ Cremerly Route	\$94,081	\$94,081	\$67,264	\$94,081	\$0
	D4	COT Additional Street Lighting (LS5)	\$345,014	\$345,014	\$221,597	\$345,014	\$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
	F9	Rubber Asphalt - Tempe	\$610,983	\$523,603	\$15,221	\$523,603	\$0
	H3	Fiber Optic COT	\$427,239	\$421,934	\$113,563	\$441,978	(\$20,044)
	J4	Cathodic 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	\$1,773,870	\$316,550	\$4,985,005	(\$3,211,135)
	N4	Tempe Market Analysis	\$44,378	\$44,378	\$39,038	\$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	\$5,904,344	\$1,855,052	\$9,184,630
Mesa	A9	Main Sycamore Transit Center	\$5,532,721	\$5,519,839	\$2,268,324	\$5,771,037	(\$251,198)
	H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$847,325	\$836,798	\$32,434	\$847,328	(\$10,530)
	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	\$2,303,496	\$6,641,907
Arizona State University	C9	ASU Logo Additions	\$86,463	\$0	\$0	\$89,469	(\$89,469)
	H1	Fiber Optic ASU	\$959,445	\$1,198,930	\$322,994	\$1,198,300	\$630
		Sub Total ASU		\$1,045,908	\$1,198,930	\$322,994	\$1,287,769
Various	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
Grand Total CNPA			\$103,012,860	\$99,523,291	\$45,275,138	\$98,177,546	\$1,345,745



3. Schedule Overview

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

Line Sections 1 and 2 continue work through 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.

Over 84,000 linear feet (16 miles) of track has been placed in Line Sections 1, 2, 3, 4, 5 and OMC. Over 700 of the 1400 OCS Foundations have been placed and pole setting by the TES Contractor is ongoing.

Light Rail Vehicles are now on-site and being assembled at the OMC.

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:	March, 2007
Tempe Town Lake:	August, 2006
Station Finishes:	October, 2008
Park and Ride	October, 2008

Systems:

S&C:	October, 2008
Fare Collection:	November, 2008
Traction Electrification:	August, 2008



Startup:

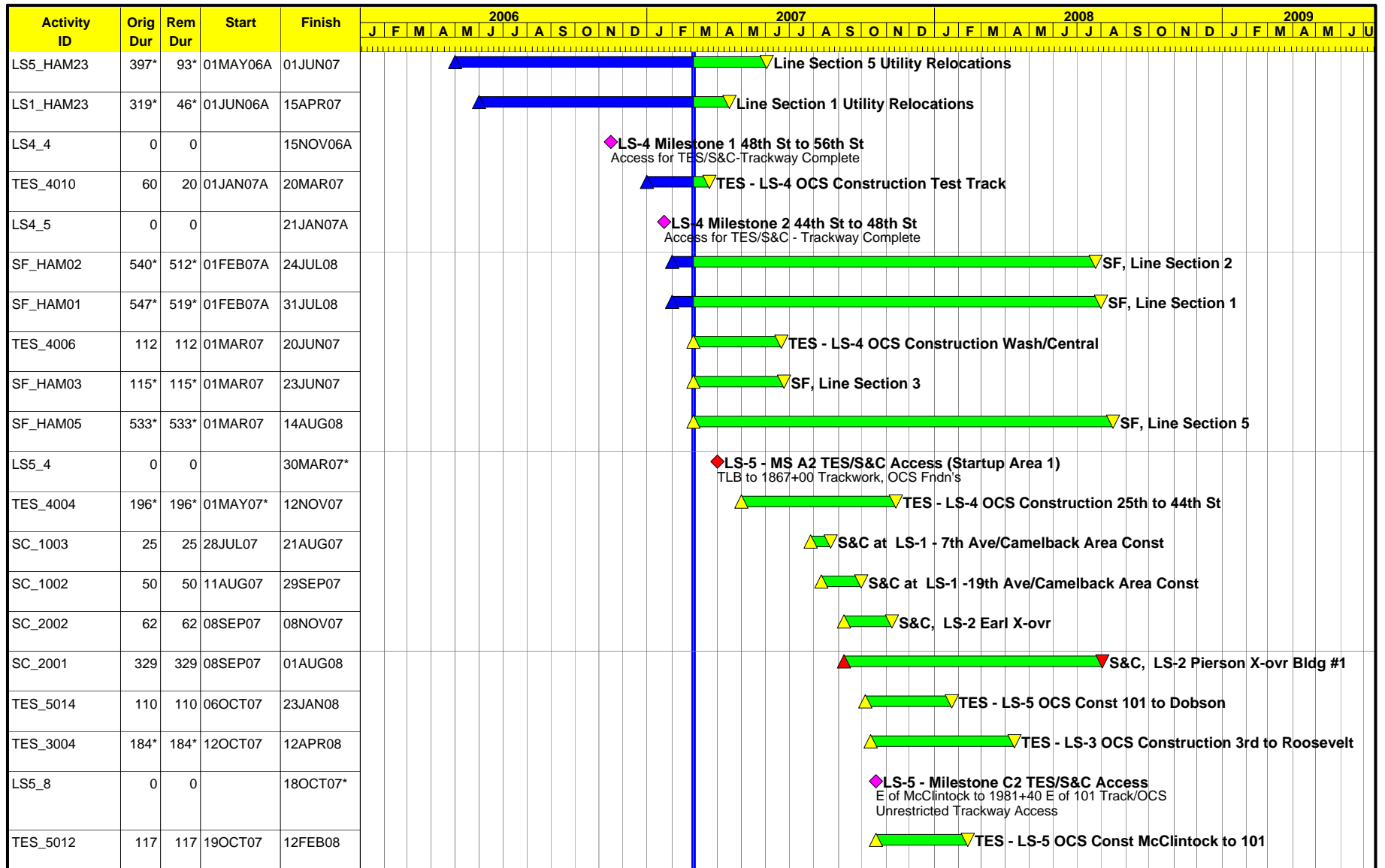
Start Integrated Testing Area 1 (Part of LS4 and majority of LS5): March, 2008

Start Integrated Testing Area 2 (LS3 and Balance of LS4 and 5): June, 2008

Start Integrated Testing Area 3 (All of LS2 and LS1): July, 2008

Critical Path(s):

The Program critical Paths run through 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.



Start Date	01AUG04		Early Bar
Finish Date	26DEC08		
Data Date	01MAR07		Progress Bar
Run Date	07MAR07 08:13		Critical Activity

7003

Sheet 1 of 2

Valley Metro Rail

Central Phoenix/East Valley LRT

Revised Master

Critical Path



Procurement Bid Status Report as of 2/22/07

Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)
PART I – CP/EV 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	03/10/07
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	02/26/07
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	03/15/07
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	04/18/07	05/15/07
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 nonconforming materials, parts and services and assuring effective corrective action.

Progress

Personnel

- The Construction Administration Consultant's QA manager position was filled.

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 TES Preparatory Meeting for installation of equipment in the electrical substations.
- Conducted audit for Resident Engineer's (RE) compliance with selected sections of the RE Manual for the Line Section 1. Audit closed.
- Conducted audit for Resident Engineer's (RE) compliance with selected sections of the RE Manual for the Line Section 4. Audit closed.

Construction Administration Consultant Activities

Quality Manuals Reviewed:

- To date all Line Section Contractor's Quality Plans have been approved. The Automated Fare Collection Quality Manual was received and reviewed in November and rejected and revision required. No revision submitted to date.

Quality Assurance Audits/Surveillances:

- CAC QA performed two surveillances on the fabricator of the Station's columns and beams.



General:

- Attended weekly Resident Engineer meetings.
- Attended various Line Section weekly coordination meetings.
- Nonconformance Report Log (NCR), 57 open items
 - Fourteen items were closed in February.
 - Twenty three items are projected to be closed in March.
 - Three items are projected to be closed in April

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. The second response was rejected. The 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. MEC and CAC have both responded to QAR, however, it still remains open until MEC provides acceptable corrective action response and implementation of corrective action.

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

- Line Section 1 Community Outreach Coordinator, Cristina Lenko, has decided to pursue other career options and departed from METRO on February 28th. She has been an asset to the Public Involvement (PI) Department and the Project for several years, and she will be missed. Dee Hidalgo-Coe has been promoted to replace Mrs. Lenko and assumed full Area Coordinator responsibilities for Line Section LS1 on Thursday, March 1, 2007. In addition, to replace Ms. Hidalgo-Coe, Joe Cosgrove has added to his current scope of work by providing support to the LS4 Community Advisory Board.

Business Assistance



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through December, 532 signs and 339 banners (**871** 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)	58	63	121
Line Section Two (LS2)	81	54	135
Line Section Three (LS3)	204	67	271
Line Section Four (LS4)	35	33	68
Line Section Five (LS5)	154	122	276
Totals	532	339	871

METRO Business Outreach Program

The following is a break down of Phoenix business outreach statistics as of February 1, 2007:

- METRO Max Program Participants – 140 businesses
- Construction Signage Program – 871 (532 signs and 339 banners)
- City of Tempe Asset Assistance Program – 2
- City of Mesa/U.S. Bank Asset Assistance Program – Outreach continues
- Management Technical Assistance (MTA) Program – 250 businesses
- ASU Market Needs Assessment – 108 businesses (96 Complete/12 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.



LS1

- LS1 conducted its Community Advisory Board (CAB) meeting on Tuesday, February 13th, at AmeriSchools Academy. Ms. Susan Hyatt, City of Phoenix, Project Manager, Downtown Development Office, provided an update on development projects along the METRO alignment in Phoenix. Members inquired about future development at 17th, 11th, 7th, and Central Avenues and Camelback and the safety and security of TOD projects. CAB members again expressed frustration with the third party utility companies not committing to their contract requirements. Mr. Bill McBride, Goodwill, and Mr. Gary LeBlanc, AmeriSchools, shared positive stories of SRP Power working in front of their business. Kiewit received an overall rating of 100 percent, for their effort going "above and beyond" the contract specifications. The next LS1 CAB meeting is scheduled for Tuesday, March 13th.

LS2

- LS2 held their monthly meeting Tuesday, February 20th at Brophy College Preparatory Academy. The City of Phoenix Community and Economic Development Department presented an update on the business outreach and marketing campaign. Information was presented on the allocation of funds, the MTA program and business advocate, and phase one and two of the marketing plan. Mr. Robert Ito explained the City is expanding its marketing efforts by focusing on consumers and creating new strategies to publicize existing assistance programs to the corridor businesses. The CAB reviewed reports regarding complaints of concrete trucks traveling repeatedly through a residential area. Members suggested Herzog provide the stakeholder with a video camera so it can be proven which trucks are utilizing the route. Herzog stated they would accommodate the request of the CAB. The CAB welcomed a new member to the board: Ms. Juliet Martin of the Heard Museum. Ms. Martin is replacing Mr. Jason Meyers. Herzog received an overall rating of 90 percent, for their effort going "above and beyond" the contract specifications. The next LS2 CAB meeting is scheduled for Tuesday March 20th at the Heard Museum.



LS3

- LS3 conducted their monthly meeting on Tuesday, February 13th, 2006. Members of the general public addressed the CAB on pedestrian safety issues and details of the CAB evaluation process. AWC delivered their contractor presentation, highlighting the progress and successes they have achieved during the last month. The contractor also presented information regarding upcoming intersection closures and restrictions, and phases of construction. Mr. Brian Scalzo highlighted presentations available to share with the board, including testing and start-up operations and safety and security of the system. Mr. Calvin Goode inquired about additional business assistance programs (loans) for those affected by light rail construction. METRO Staff indicated loan programs have been developed in both Tempe and Mesa but is not offered in Phoenix. Mr. Goode also asked if METRO or the City of Phoenix is tracking businesses that have seen a significant reduction in income. METRO Staff indicated that neither METRO nor City of Phoenix has a mechanism to conclude that construction has been a sole source for business that has struggled. AWC received an overall rating of 80 percent for their efforts to work with the community while meeting contractual specifications. The next LS3 CAB meeting is scheduled for March 13th, 2007 at METRO.

LS4

- LS4 held their monthly CAB Meeting on Wednesday, February 14th, at Papago Buttes Corporate Plaza. Mr. Erik Yingling, Project Manager for SSWJV, conducted the contractor presentation and showed various photos of construction. He highlighted SSWJV major milestones in January and noted future work will include track work at Tempe Towne Lake Bridge. Vice Chair Geering inquired about the schedule to formally turn on the newly installed traffic lights. CAB members discussed property restoration and commented on scoring in this category. SSWJV received an overall rating of 100 percent for the month of February. The next LS4 CAB Meeting is scheduled for March 13, 2007 at the Papago Buttes Corporate Plaza.

LS5

- LS5 conducted it's CAB meeting on Thursday, February 8, 2007 at the Escalante Center. New members were welcomed to the Board: Jimmy Sears of City Billiards and Chick Westwood of Total Transit (Discount Cab). Construction in LS5 has shifted further east as work has increased along Apache Boulevard and in Mesa and decreased in the downtown Tempe area. Sundt/Stacy and Witbeck received an overall rating of 100 percent for their efforts notifying businesses of upcoming work, responding to several community concerns and requests, and maintaining orderly construction zones and keeping dust to a minimum. Sundt/Stacy and Witbeck was commended by Maricopa County Dust Control Department on their efforts of dust control during a recent audit of LS5 construction areas. The next meeting is scheduled for Thursday, March 8, 2007 at the Escalante Community Center.



Cost Status

- 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 February is at **\$ 1,295,484**

Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS1	\$241,181.00	\$96,472	\$96,472	100%
LS2	\$317,680.00	\$158,840	\$149,310	94%
LS3	\$865,916.00	\$519,550	\$415,639	81%
LS4	\$567,361.00	\$397,153	\$380,131	96%
LS5	\$507,862.00	\$253,931	\$253,931	100%

Schedule Status

- Public Involvement activities remain on schedule.

Issues and Solutions

- Issue:** Night time noise has become an increasing issue in Line Sections 2 and 3.

Solution: Both impacted contractors, Herzog and Archer Western, are developing plans to avoid conducting extremely loud activities, such as; jack-hammering, concrete/asphalt saw cutting and rail cutting. City of Phoenix also indicates that night work permits are subject to revocation.



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 Valley Metro Rail, 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 in 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

- The Systems & Facilities Maintenance procurement is scheduled for release in late March, 2007. The DBE participation goal is 8.6 percent. Five companies were pre-qualified for this procurement. A procurement-specific networking session will be held April 26, 2007 so that DBE subcontractors interested in pursuing this work can meet with the pre-qualified primes.
- The Park-N-Ride procurement will be released in early April, 2007. METRO is preparing an Invitation for Bid(s) that will enable contractors to bid on single, multiple, or all Park-N-Ride locations. The DBE Participation goal for the contract has been set at 21 percent. The DBE, and small business community as a whole, has expressed great interest in these projects. A procurement-specific networking session will be hosted by METRO on May 10, 2007 to assist DBEs in meeting with potential primes.



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 Contractors
 - 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
 - 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
 - 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
 - Sundt/Stacy and 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
 - Sundt/Stacy and 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 and 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

- The DBE Outreach Advisory Committee met February 23, 2007. During this meeting Ricardo Carlo, Executive Director of the AMCA, was formally recognized as the new Committee Chair. Patti Tellez, Kuniklo and Board Member of the United Latino Business Coalition, was recognized as Vice Chair. Ron Williams, President/CEO of the Grand Canyon Minority Supplier Development Council, will serve as Immediate Past Chair. Ron's efforts over the past two years were recognized with a Certificate of Appreciation presented by Rick Simonetta.

Cost and Schedule – Variance Analysis

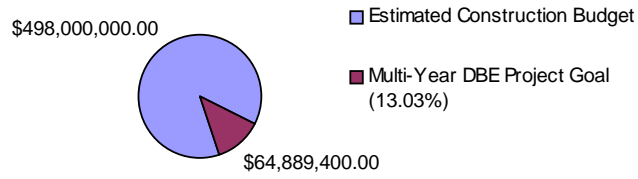
- DBE activities remain within budget and on Schedule.

Issues and Solutions

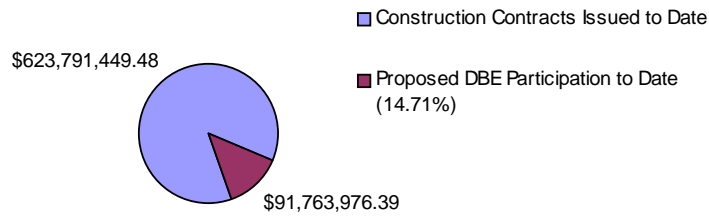
- An issue has been raised related to the survey work completed by a DBE subcontractor on Line Section 5. The general contractor is withholding final payment and reporting that rework was completed by a second subcontractor that results in a credit due the prime. The net loss to the DBE is approximately \$40,000. METRO has scheduled a meeting with the prime contractor and sub to mediate this issue.



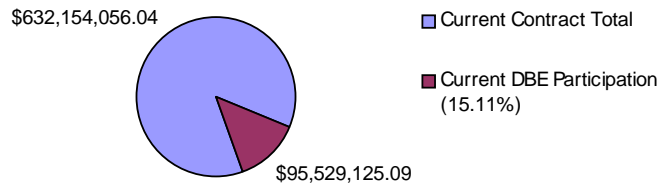
DBE Program Overview



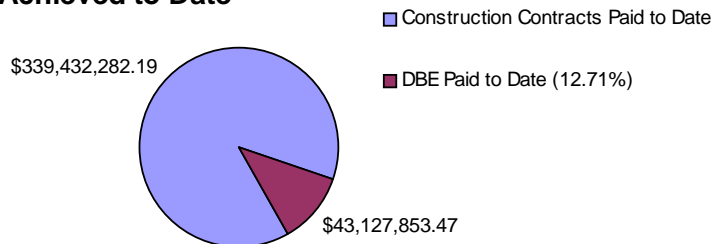
Original Contract Amounts



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

- Prepared and distributed the Fire/Life Safety Procedure and Parking Procedure for the Operations and Maintenance Center.
- Developed the security plan for the ribbon cutting ceremony at the Operations and Maintenance Center.
- Began planning with the Phoenix Fire Department to train their personnel on the test track and the Operations and Maintenance Center.
- Developed a draft Hazard Awareness training course for the test track.
- Met with the Tempe Police Department METRO liaison officer to begin planning for how security services for METRO will be provided.
- Attended a meeting with the Phoenix Police Department, Transit Bureau, to agree on a plan for providing security for the test track.
- Participated in planning for the Friends of Transit meeting to be held at the Operations and Maintenance Center.
- Made presentations on Collision Avoidance Planning, and the Safety and Security Program at the Federal Transit Administration quarterly meeting.
- Resolved budget issues with the Arizona Department of Transportation for the State Safety Oversight Program.
- 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 safety and security certification support consultant to develop checklists and monitor implementation of the program.
- Continued review and comment process for METRO Standard Operating Procedures.
- The Fire/Life Safety and Security Committee met in February at the Operations and Maintenance Center. A tour was provided for this well attended meeting.
- There was no Safety and Security Certification Review Committee meeting in February.



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.
- No new burials or features were discovered.
- ACS is wrapping up base data entry for all discoveries.

Contaminated and Hazardous Materials

- *The Soil Monitoring and Management Plan Central and Camelback:* We have received the soil analysis for stockpiled materials and forwarded to City of Phoenix for review and concurrence. City of Phoenix has completed its legal review of the method of disposal of stockpiled materials and concurs that the material can be used on site as fill material.
- Materials from two contaminated sites (Mariposa and Central and 34th Street and Washington) were transported to and disposed at Apache Junction landfill per regulations.
- Two wells of unknown ownership and character were discovered by contractors. Wells were investigated and determined to be less the 200 feet in depth and not subject to Arizona department of Water quality regulations. Wells were slurry backfilled by contractor.
- Received soil analysis of contamination at 34th Street and Washington. Results of tests indicate that a small portion of the excavation materials will require special handling.

Regulator Compliance

- Conducted field observation of contractor compliance with dust control BMP. 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 February 28, 2007	(\$3,643,796)
Estimated cost February '07 through June '07	\$325,000
Additional funds required for FY '07 for field work only	\$175,000
Contingency for data recovery through end of construction	\$100,000
Total estimated costs for field archaeology	\$4,243,796

Hazardous Materials Assessment (CAC)

Original Contract Value	\$499,488
Contract Value to date	\$499,488
Invoiced as of February 28, 2007	(\$419,257)
Task orders open	(\$30,331)
Expended or Committed	\$449,588
Estimated Cost to Complete	50,000
Estimated total Cost	\$499,588

Remediation and Treatment Fund (METRO)

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 field work has exceeded funding level authorized by METRO through the CAC contract.

Solution: Staff is requesting that the Board authorize a change order to CAC and add \$240,000 to the archaeology sub-account for costs incurred through February 2007.



Staff is recommending that \$600,000 of the remaining Remediation and Treatment fund be allocated to complete archaeology field services.

Staff is recommending to the Board that the archaeology services be transferred from the CAC to METRO. METRO will directly manage archaeology services through the completion of the reporting process.

- **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: Staff is preparing a detailed scope of work and a management plan for the archaeology analysis and reporting. This plan will be reviewed by City of Phoenix and SHPO archaeologist to assure compliance with federal and state requirements. This scope and management plan will be the basis for developing a final cost estimate for the reporting process.



9. Real Estate

Description

The LRT Project travels down main business arterials in the cities of Phoenix, Tempe and Mesa and approximately 781 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

- 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 151 parcels.
- In Line Section 2, all 29 relocations have now been completed. A total of 91 parcels are under city control and 85 parcels are available for construction. 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 167 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 require a structural engineering analysis, architectural and utility modifications, the procurement of relevant contractors and an extensive permitting process.
- The FTA Real Estate Program Compliance Review cited nine infractions. Work to resolve these issues are still ongoing. Presently, five of the issues have been resolved to the FTA's satisfaction and only four issues remain.
- 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	\$121,139,044	\$18,366,724	\$139,505,768
Balance Available	\$ 14,634,538	\$ 5,608,412	\$ 20,242,950

Cost and Schedule – Variance Analysis

- 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

- None.



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

February 28, 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	111	94	251	106	1	109	46	718
Total Affected Parcels	151	94	260	108	1	121	46	781
Projected Relocations	183	29	36	28	0	40	0	316
Title Reports Completed	151	94	260	108	1	121	46	781
Legal's sent to City	151	94	260	108	1	121	46	781
Appraisals Requested	151	94	260	108	1	121	46	781
Appraisals Completed	151	94	260	108	1	121	46	781
Offers Made	151	94	260	108	1	121	46	781
Offers Accepted	109	65	224	85	1	90	36	610
Escrow Closed Acquisition Complete	107	59	216	85	1	90	29	587
Condemnation Filed	26	12	25	11	0	29	17	120
OIP Received	24	8	22	9	0	29	17	109
ROE Signed	18	24	22	14	0	2	0	80
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.

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 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.
 - The Contractor continues to work on Salt River Project Irrigation (SRPI) facilities.
 - The Salt River Project Power (SRPP) main trench and conduit installation on the south side of Camelback Road is done. SRP has pulled wire, and started energizing some of the equipment. Kiewit has started installation of street lights on the south side of Camelback Road from 8th Avenue to 15th Avenue which will allow Kiewit to switch traffic to the south side of Camelback Road.
 - SRP KJC-3002 will be starting on the north side of Camelback Road from 19th Avenue to 15th Avenue in March. SRP is waiting on traffic control to switch traffic to the south side.
 - Kiewit continues trenching along the west side of 19th Avenue from Camelback Road to Missouri Avenue (SRP – KJC-5001 and KJC-3000) for joint trench with SRPP, Qwest and Cox, including street light conduits.
 - SRPP JJC-5003 for the removal of overhead facilities on Camelback Road from 9th Avenue to 15th Avenue will start first week of March and will be completed by the end of March.
 - SRPP KJC-5000 and KJC-3001 for the joint trench along the west side of 19th Avenue from Missouri Avenue to Bethany Home Road tentative schedule to start the first part of April 2007.
 - 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 has started doing the crossing on 19th Avenue at nine different locations. This will be a joint trench.
- Cox needs to complete two crossings, one at 17th Avenue and the other at 15th Avenue and Camelback Road.
- Line Section 2
 - Utility meetings are being held bi-weekly in the LS2 Utilities Coordination meeting held at Herzog office. These meetings increase contractor communication and utility company accountability.
 - Salt River Project Water Irrigation relocation at the southwest corner of Central Avenue and Camelback Road is complete.
 - Salt River Project Water Irrigation facilities at Central Avenue and Encanto Boulevard will be done by LS2 Contractor; tentatively projected for June of 2007.
 - SWG has a vent stack that needs to be relocated at the northwest corner of Weldon and Central Avenue. SWG is waiting on the LS2 Contractor to survey the proposed back of sidewalk.
 - APS 230 kV spare pipe is scheduled jointly with the LS2 Contractor activities crossing Central Avenue and Encanto Boulevard. APS is planning on starting April 1, 2007. Herzog requested APS to start on June 30, 2007 due to Herzog's revised schedule. The sewer and the water line will not be installed in time for APS to get started. METRO met with APS and Brown & Caldwell to see if the City will approve removing the top of two manholes so APS can get started the first week of April. Written request was sent to Brown & Caldwell and we are awaiting response. These will allow APS to get started sooner.
 - Cox still needs to place spare conduits crossing Central Avenue at Encanto Boulevard. Coordination between all parties is a must.
 - 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.
 - METRO has started a punchlist 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 weekly coordination meeting that is held with APS, COP, METRO and Archer Western representatives has been instrumental in facilitating the necessary changes of this work.

- Line Section 4
 - Utility conflicts and coordination issues are being addressed on a case by case basis in the field.
 - METRO has started a punchlist for utility companies to address:
 - APS needs to remove power poles and abandoned aerial cables.
 - Qwest needs to remove abandoned aerial cable.
 - Installation of microduct remains an issue for LS4. The prime contractor has hired a new subcontractor with more experience on microduct installation. They will attempt installation from 56th Street to Priest upon repair of damaged conduits in the area.
- Line Section 5
 - Solutions for utility issues are addressed weekly in the LS5 Utilities Coordination meeting.
 - SRP Irrigation design is done at SR101 and Apache Boulevard. We are waiting for SRP to release for construction.
 - SRPP jobs KJC-3008, KJC-5011, and KJC-3011 were delayed due to SRP Irrigation relocation at Apache and River/Smith, but are back on schedule.
 - SRPP underground electrical duct bank was identified to be shallow on the north side of Apache Boulevard and SR 101. SRP is in the process of designing and will lower their facilities, but will wait until SSW finishes with the installation of the water line.
 - SWG gas line was identified to be shallow on Apache Boulevard east of McClintock. SWG has submitted for a permit and it has been approved and issued, has completed potholing the length of the conflict to lower 600-feet of gas main. The work is scheduled to start on March 8, 2007 and be done by March 24, 2007.
 - The Union Pacific Railroad Signal Arm and cantilever needs to be relocated. UPRR committed to install and control the Pedestrian Gate on their side. Design is in the process but no date has been given as to when the Pedestrian Gate will be installed by UPRR. Met with City of Tempe and Signals and Communications to discuss a solution to getting power to the new Gate/Cantilever. City approved temporary power until TPSS No.10 is powered up (Tentatively set for January 2008). This will allow the TES Contractor to power up new Gate/Cantilever so UPRR can remove their Gate/Cantilever the week of June 4, 2007. LS5 will install the conduit to get temporary power.
 - Foundations that were installed in the wrong location will need to be reinstalled by SSW.



- Street closure is scheduled for June 4, 2007. METRO has notified UPRR, but has received no response.
- Traction Power Substations
 - APS, GEC and METRO continue defining electrical easements that are still needed for Traction Power Substation numbers 3, 4, 5, 6, 7, 8, 10, 11 and 15.
 - Easement for No. 5, and 7 were identified and were not needed
 - SRP continues defining electrical easements for Traction Power Substation numbers 1, 2, 9, 12, 13 and 14.
 - TPSS No.9 SRP has provided power to the site in good faith until the easements issues are resolved.
 - TPSS No. 9, No.15 and Signal Building No. 4 now have power (energized).
- 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 Ride, Station Platform and Signal/Comm Building.

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 run over budget due to material costs and the fact that traffic control costs have increased.

Issues and Solutions

- Need to define APS and SRP Power easements for the TPSS Site numbers 1 thru 12 and number 14.
- The contractor is working with APS on street lights in area to mitigate any delays within LS3.

Construction Photographs



SRP-Power relocation at the Fry's property along Camelback Road in Line Section 1



SRP-Irrigation relocation at River and Apache Boulevard. in Line Section 5



SRP-Irrigation relocation at Smith and Apache Boulevard in Line Section 5



SRP Power - boring place conduits for 12 kV on Apache Boulevard in Line Section 5

Prior Rights Utility Cost Status
Federal 5309 Project

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	56%	\$6,234,834	\$3,473,513	\$6,110,267	\$8,114,810
Line Section 2	89%	\$1,765,355	\$1,567,855	\$368,062	\$1,512,951
Line Section 3	116%	\$3,067,860	\$3,565,439	\$2,171,143	\$3,067,860
Line Section 4	94%	\$4,780,945	\$4,511,736	\$2,558,575	\$5,291,982
Line Section 5	78%	\$7,555,076	\$5,865,245	\$8,359,981	\$12,172,471
Maintenance Storage Facility	100%	\$320,230	\$320,230	\$418,332	\$418,332
Town Lake Bridge	100%	\$1,150,000	\$1,150,000	\$808,997	\$850,348
TPSS	12%	\$4,540	\$540	\$540	\$4,540
Sub Total	82%	\$24,878,840	\$20,454,558	\$20,795,897	\$31,433,294
Contingency	0%	\$1,500,452	\$0	\$0	\$966,145
Total Prior Rights Utilities	78%	\$26,379,292	\$20,454,558	\$20,795,897	\$32,399,439

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 and at the Tempe Town Lake Bridge. 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, Park-and-Ride, and Town Lake Bridge construction schedule.

Progress

- Line Section 1
 - Montebello: resolving installation issues.
- Line Section 2
 - Camelback: stone and steel fabrication almost complete, art in storage.
 - Osborn: Bronze footprint casting complete; water-jet-cut pavers in progress.
 - Encanto: Bronze sculpture and boxes carved waiting to be cast; entry way Canterra Stone blocked out.
- Line Section 3
 - McDowell: approximately one half of bronze books cast.



- Van Buren: fabrication 90 percent complete.
- Central/Washington – 1st/Jefferson: porcelain tile production is on hold for field measurements following station steel erection.
- 3rd Street: steel fabrication begun.
- 12th Street: paver fabrication begun.
- 24th Street: Steel panel fabrication complete, final bronze fabrication ongoing.
- Line Section 4
 - 44th Street: Resolving lighting issues.
 - Priest/Washington: fabrication begun.
- Tempe Town Lake
 - Artwork completed except for final bridge lighting programming.
- Line Section 5
 - 3rd/Mill: resolving lighting issues.
 - 5th/College: bronze models completed.
 - Apache Boulevard Stations – sculpture: bronze models for “Hands” approximately 50 percent complete.
 - Sycamore/Main: engineering drawings submitted and under review by GEC.
- General Progress
 - Working with Archer Western Contractors (AWC) to resolve foundation installation and scheduling issues.
 - Working with artists and GEC to resolve outstanding request for information 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 METRO Station Finishes (SF) Contract includes twenty-eight 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 by Archer Western Contractors, the METRO Station Finishes Contractor.

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) automated ticket vending machines (TVM) and Stand-alone Validators (SAV).

Progress

- Montebello and 19th Avenue Transit Center: Installation of storm drain pipe catch basins and manholes, SRP lighting conduit, and site electrical is completed. 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. A request to extend the road closure until March 23, 2007 was sent to the City of Phoenix due to



coordination issues with Spectrum Mall construction as well as weather delays that affected progress. 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 to facilitate the phasing of Station Finishes contract work when resumed (expected in March 2007).
- 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/Stacy Witbek (Line Section 4 Contractor) 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. Masonry block work is underway.
- 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 is installing electrical conduit and pull boxes at: Central and Van Buren, 1st Avenue and Van Buren, 1st Street and Jefferson, 3rd Street and Jefferson, and 24th Street and Jefferson Stations.
- Contractor completed placement of pull boxes at the Central Avenue and Washington Station. Concrete deck placement is underway at this location.
- Sycamore and Main Street Transit Center: Contractor completed clearing, demolition and excavation for the shade canopy structure foundations. Contractor began placing concrete foundations for the canopy shade structure and grading the site.
- Contractor completed foundation and began masonry block work of the Operator Building (OPF-4) at the Sycamore and Main Street Transit Center.
- METRO has filed for an amendment to the current Sycamore and Main Street Transit Center construction permit. This includes the Sycamore and Main Street Station platform elements. METRO has been assured by the City of Mesa's Building Safety office that their review will be expedited and design change requests are not expected. Contract schedule should remain undisturbed by this amendment filing.
- A total of eleven station foundations have been substantially completed by Line Section Contractors and made available to the Station Finishes Contractor for Area Access.
- 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 starting March 14, 2007.
- A proposal for rotating concrete pads at various stations for the Ticket Vending Machines (TVM's) due to further revisions in machine design and required maintenance access is expected from Archer Western by METRO in March 2007. Provisions for new Stand-alone Validator (SAV) concrete pads and power connections to the system for six stations are also included in this upcoming change order.

- 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 by the Agency and issued back to the Contractor for corrections. Agreement between Archer Western and METRO on the revised schedule is anticipated during the month of March 2007.

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.
- Remaining determination of all other Stand-alone Validator locations at stations is expected from METRO Systems and Operations staff no later than early March 2007 so that any schedule delays and/or additional costs for the Station Finishes Contract are minimized. Subsequently, a new change order to the Station Finishes Contract reflecting this work will be issued with all deliberate speed.

Construction Photographs



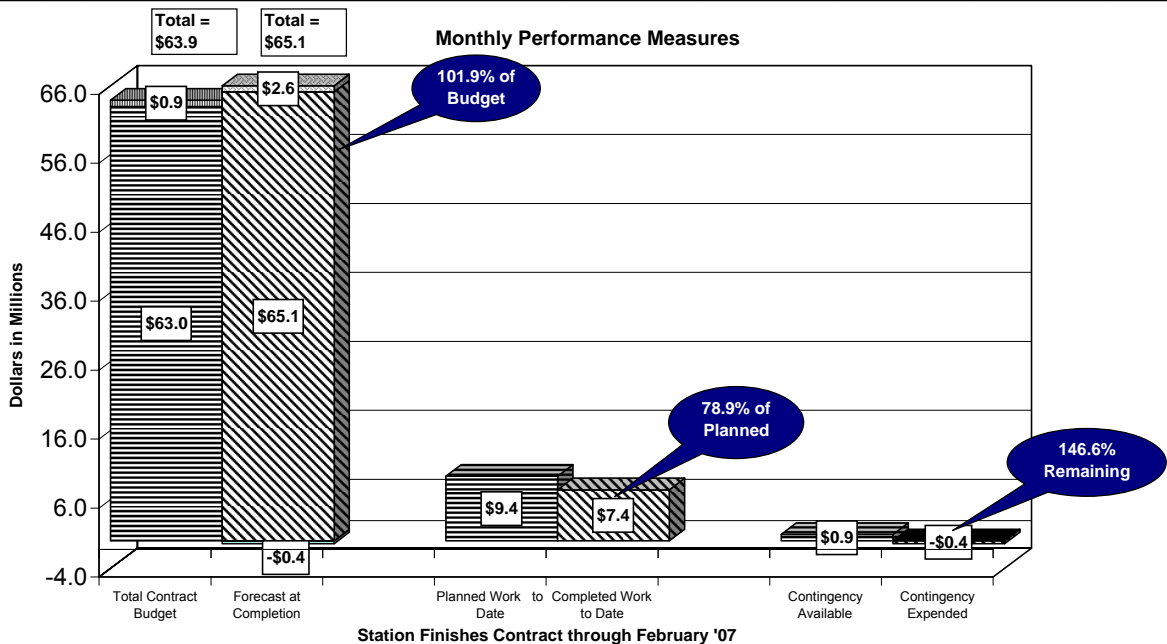
Station Shade Structure - Steel Fabrication
at Skyline Steel, Gilbert, AZ
(Archer Western Subcontractor and
steel installer)



3rd and Washington Station
Underground utility conduit installation



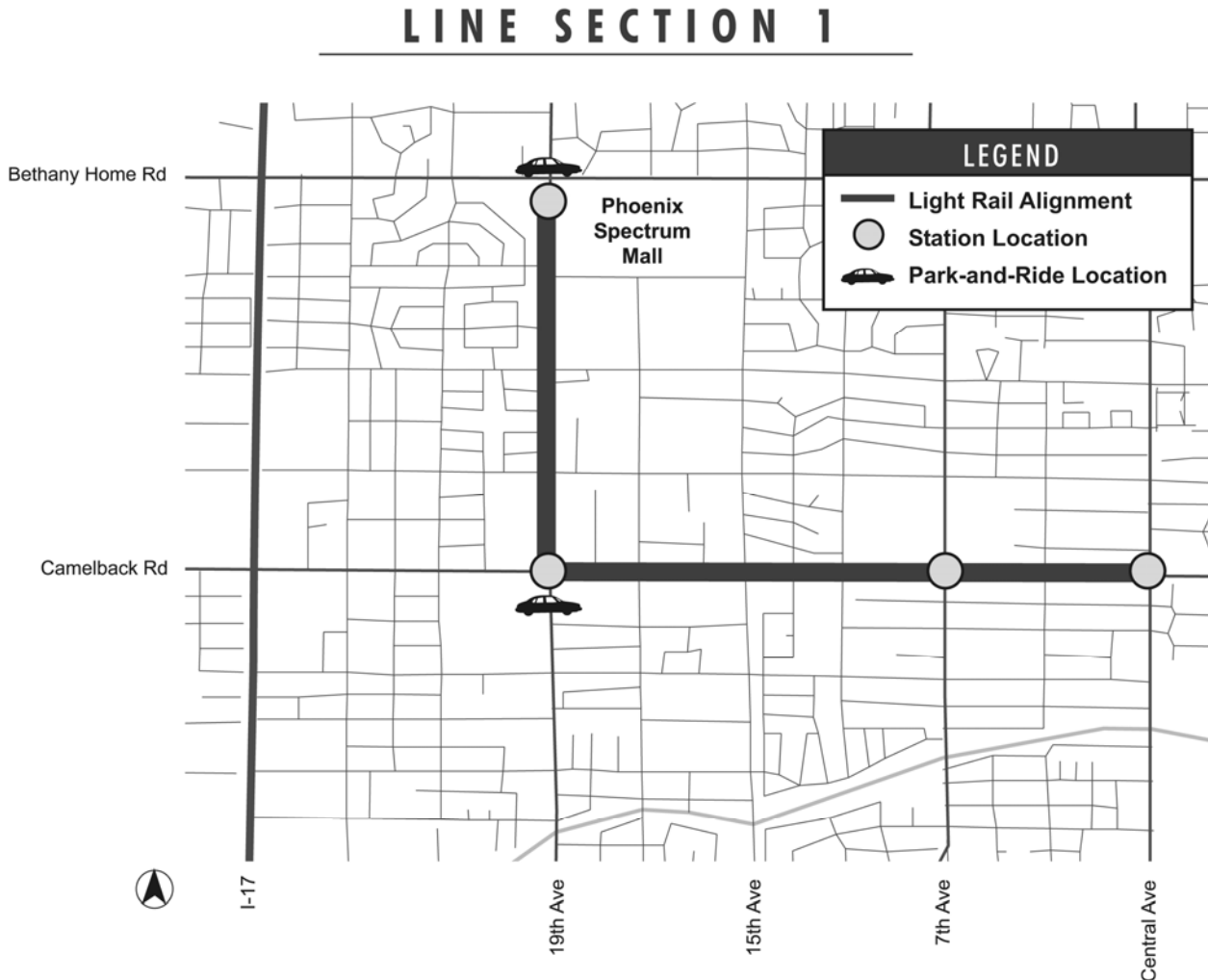
Description:		3.2.1 Station Finishes		
PE/PA:		Steve Gottesman		
Contractor:		Archer Western Contractors		
Resident Architect:		Doaa Aboul-Hosn		
Data Through:		December 31, 2006		
Cumulative		5309	CNPA	Total
1	Original Budget	\$52,985,000	\$9,988,000	\$62,973,000
2	Executed Change Orders	-\$520,397	\$95,290	-\$425,107
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$52,464,603	\$10,083,290	\$62,547,893
5	Work Scheduled	\$6,898,686	\$2,479,781	\$9,378,467
6	Work Earned	\$5,725,559	\$1,678,256	\$7,403,815
7	Actual Expenditures	\$5,745,929	\$1,672,526	\$7,418,455
8	Forecast to Complete Base (4-7)	\$46,718,674	\$8,410,764	\$55,129,438
9	Change Orders Pending Execution	\$80,405	\$2,488,213	\$2,568,618
10	Forecast at Completion (7+8+9)	\$52,545,008	\$12,571,503	\$65,116,511
11	Percent Budget Expended (7/4)	11.0%	16.6%	11.9%
12	Percent Planned (5/4)	13.1%	24.6%	15.0%
13	Earned Percent Complete (6/4)	10.9%	16.6%	11.8%
14	Schedule Performance (6/5)	0.83	0.68	0.79
15	Cost Performance (6/7)	1.00	N/A	1.00
16	Contingency Budget	\$546,000	\$371,603	\$917,603
17	Remaining Contingency	\$1,066,397	\$276,313	\$1,342,710
18	Percent Contingency Remaining (17/16)	195.3%	74.4%	146.3%
Period				
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$2,321	\$0	\$2,321
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$2,321	\$0	\$2,321
5	Work Scheduled (Cumm - Last Period)	\$652,878	\$538,394	\$1,191,272
6	Work Earned (Cumm - Last Period)	\$700,500	\$278,244	\$978,744
7	Actual Expenditures (Cumm - Last Period)	\$732,090	\$278,626	\$1,010,716
8	Forecast to Complete Base (4-7)	\$51,732,513	\$9,804,664	\$61,537,177
9	Change Orders Pending Execution	\$78,084	\$57,999	\$136,083
10	Forecast at Completion (7+8+9)	\$52,542,687	\$10,141,289	\$62,683,976
11	Percent Budget Expended (7/4)	1.4%	2.8%	1.6%
12	Percent Planned (5/4)	1.2%	5.3%	1.9%
13	Earned Percent Complete (6/4)	1.3%	2.8%	1.6%
14	Schedule Performance (6/5)	1.07	0.52	0.82
15	Cost Performance (6/7)	0.96	N/A	0.97
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, and begins 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, et cetera.

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

Progress

- Kiewit completed the water line installation, storm drain, private irrigation, and sewer line work on the South Side of Camelback Road and switched traffic in mid-February. They are now working on other areas of the project to complete traffic switches so as not to



interfere with trackway construction. They have completed the 24-inch sewer line on 19th Avenue between Missouri and Bethany Home Road. The crew has moved to the 19th and Camelback intersection and are working north from Camelback heading toward Missouri.

- Southwest Gas (SWG) has completed and plan on abandoning their old facilities in conjunction with Kiewit's excavation work. No scheduling problems should arise due to this coordination.
- 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 continues to be seamlessly combined between all participants on the project and as a consequence has been 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.

Cost and Schedule – Variance Analysis

- The revised project schedule should be ready for submission by March 5th. It is anticipated that due to the re-sequence all interim track milestones will hit the dates as required by the unilateral Change Order.

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



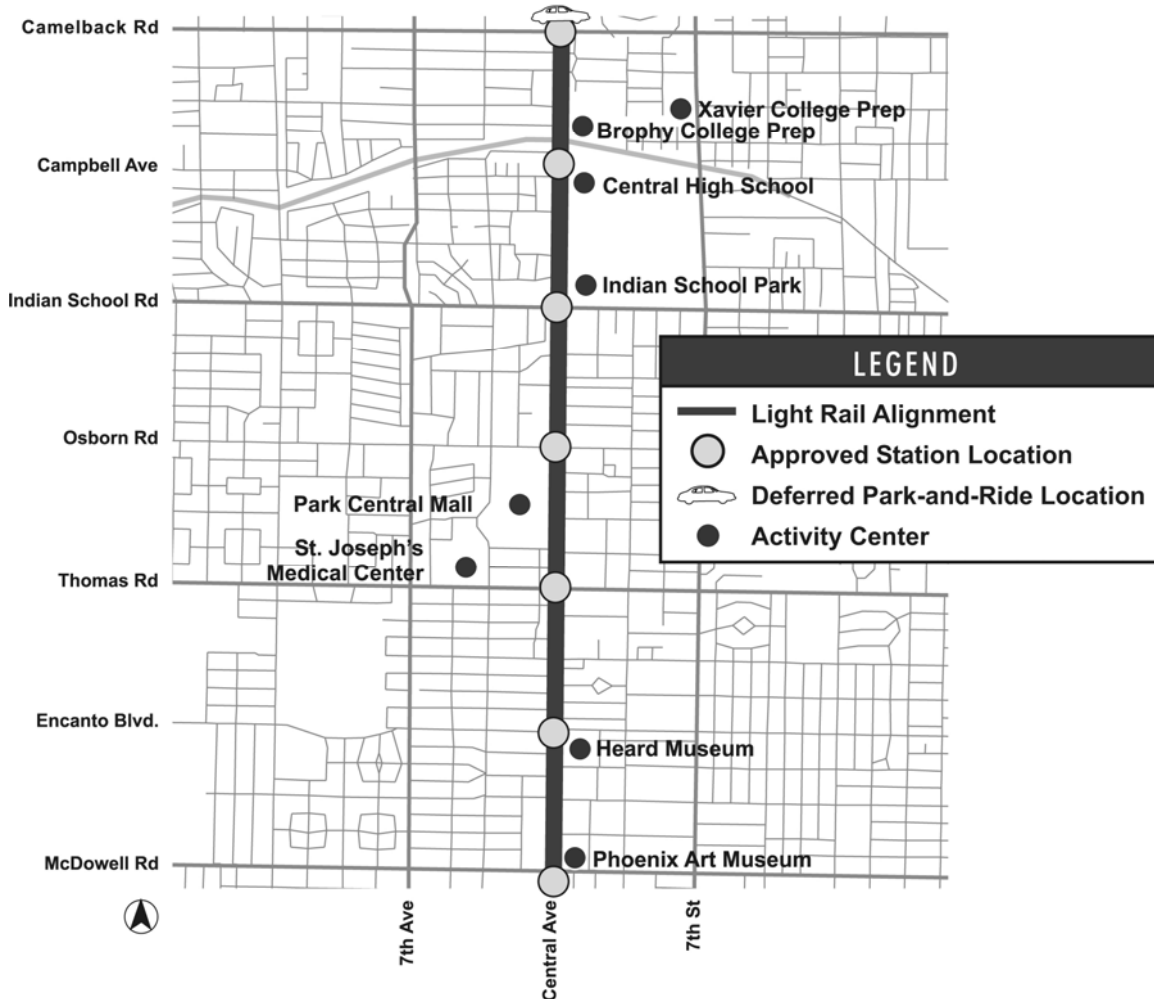
KWC placing the top lift of bedding over the new 12 inch DIP water line between 415+50 and 416+50



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 infrastructure from Camelback to McDowell in various states of completion, including storm drainage and catch basin installation and relocation. Sanitary sewer installations from Thomas to Osborn have been completed. Change Orders 98 and 99 were issued to Herzog for acceleration of Water Mains and Storm Drain installation between Thomas and McDowell.
- Completed redesign for the amended sewer installation at Mitchell per the City's request. Installed water main at Thomas intersection, Indian School intersection, McDowell to Thomas and completed the reconstruction of 24' main at Osborne. Continue removing SRP lines at various locations between Grand Canal Bridge and Indian School.
- Herzog continues to work on guideway fine grading between Highland and Glenrosa. Placed over 600-feet of guideway this month and continued layout of additional guideway. Campbell Station foundation completed final punchlist, Camelback Station placed north bound Station, started the forming of the south bound Station.
- Continued with OCS foundation construction from Campbell, proceeding north and south.
- The Grand Canal Bridge is fully opened to traffic and the pedestrian crossing signals are operational.
- Street light poles and traffic signal poles restored or installed new, painted and placed on new foundations with new infrastructure.
- Roadway widening, clear/grub, demolition of curb/gutter, sidewalks and paving is continuing south from Camelback to Thomas and Palm Lane to McDowell on the west side. Intersection reconstruction at 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.
- Continued the relocation of Palm Trees on the west side of Central, Thomas to McDowell. Also, continue to amend existing irrigation system to facilitate the new irrigation system interface.

Cost and Schedule – Variance Analysis

- The contractor is developing a new schedule to reflect re-sequencing the work to support overall Program Milestones.

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 conflicts from Indian School to Encanto remain a challenge on LS2. METRO Design is working with the City of Phoenix

to resolve ongoing conflicts. Variances have been issued and Change Notices issued to resolve some of the conflicts.

Construction Photos



Installing Guideway reinforcing south of Campbell Station



Guideway Placement south of Campbell Station



Compacting Water Main Trench south of Palm Lane



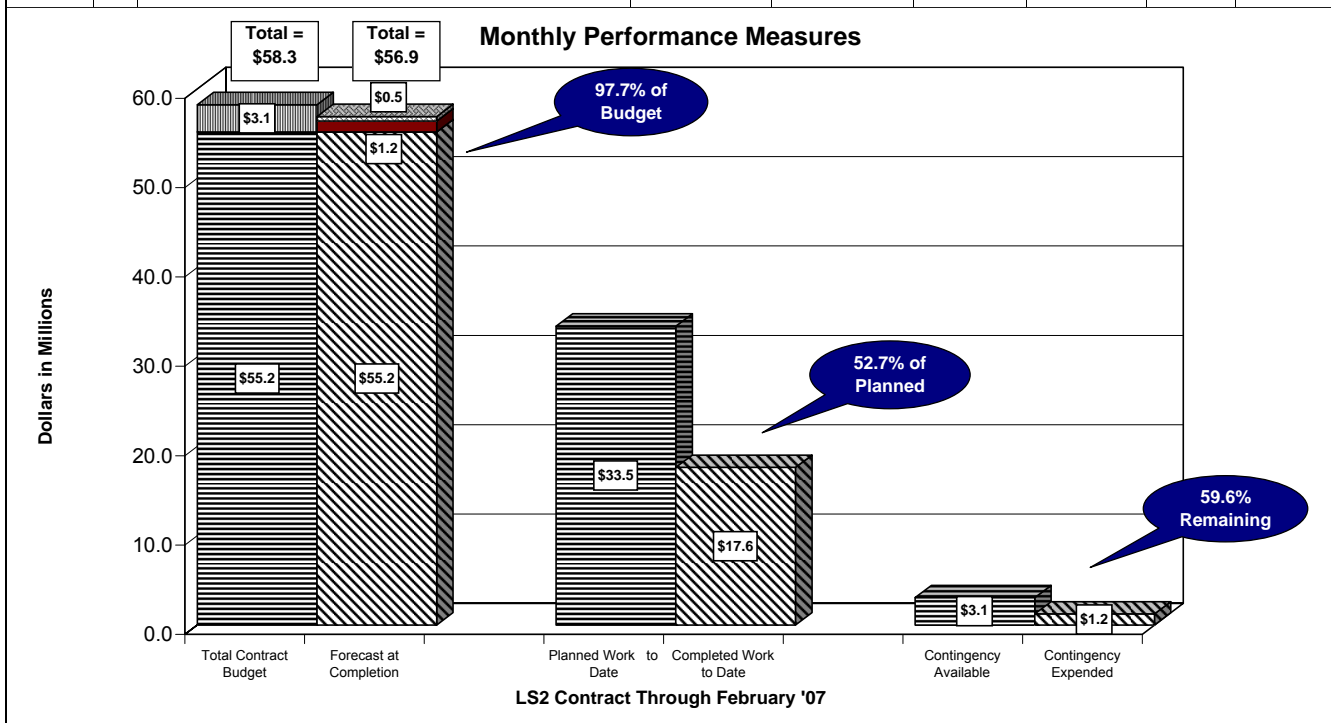
Installing Cathodic Protection jumpers on Water Main



Grading for sidewalk South of Campbell West side of Central

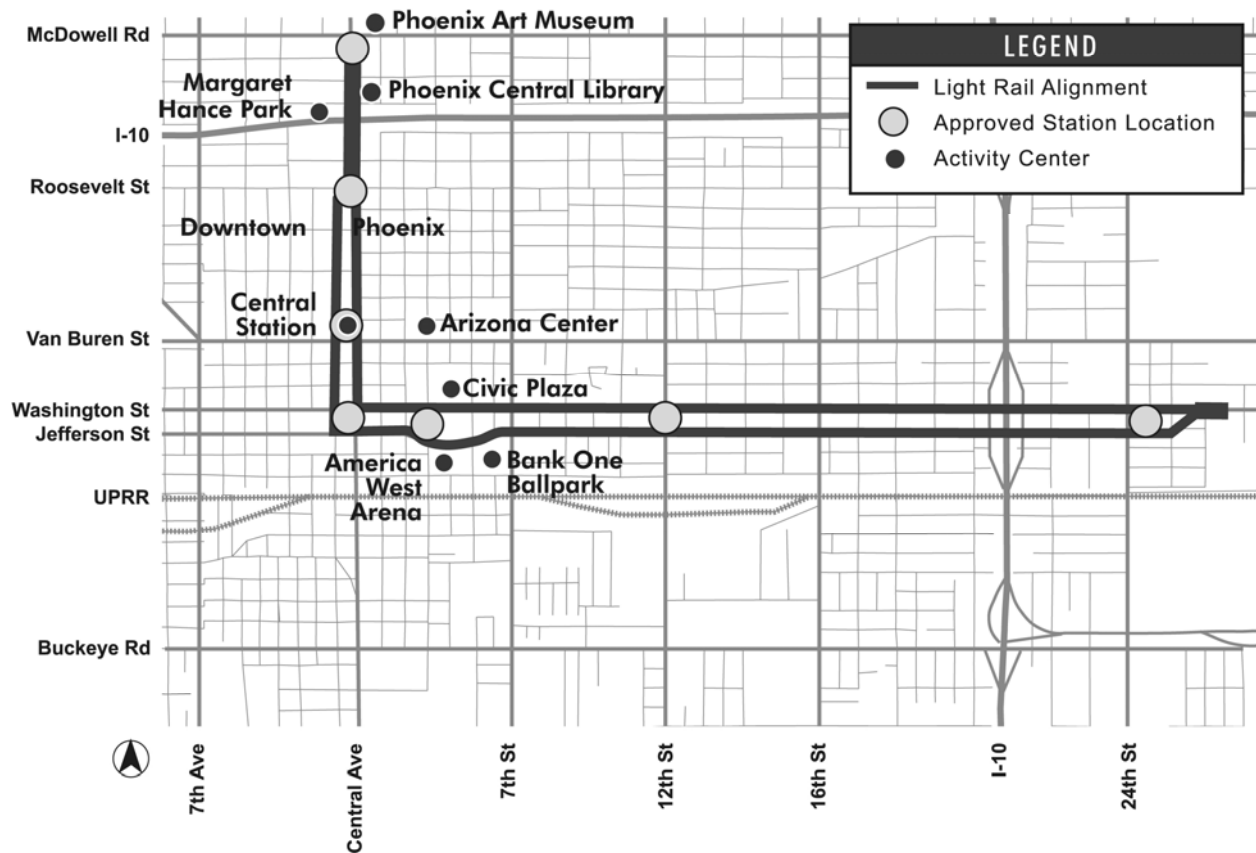


Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		January 31, 2007		
	Cumulative	5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$6,762,248	\$55,187,372
2	Executed Change Orders	\$966,858	\$72,218	\$1,039,076
3	Budget Transfers		\$199,601	\$199,601
4	Current Budget (1+2+3)	\$49,391,982	\$7,034,067	\$56,426,049
5	Work Scheduled	\$28,852,658	\$4,599,192	\$33,451,850
6	Work Earned	\$15,702,656	\$1,938,940	\$17,641,596
7	Actual Expenditures	\$15,733,313	\$1,870,989	\$17,604,302
8	Forecast to Complete Base (4-7)	\$33,658,669	\$5,163,078	\$38,821,747
9	Change Orders Pending Execution	\$384,942	\$101,706	\$486,648
10	Forecast at Completion (7+8+9)	\$49,776,924	\$7,135,773	\$56,912,697
11	Percent Budget Expended (7/4)	31.9%	26.6%	31.2%
12	Percent Planned (5/4)	58.4%	65.4%	59.3%
13	Earned Percent Complete (6/4)	31.8%	27.6%	31.3%
14	Schedule Performance (6/5)	0.54	0.42	0.53
15	Cost Performance (6/7)	1.00	1.04	1.00
16	Contingency Budget	\$3,050,401	\$13,293	\$3,063,694
17	Remaining Contingency	\$2,083,543	\$13,293	\$1,825,017
18	Percent Contingency Remaining (17/16)	68.3%	100.0%	59.6%
Period				
1	Budget		N/A	N/A
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$318,928	\$318,928
4	Current Budget (1+2+3)	\$49,391,982	\$7,034,067	\$56,426,049
5	Work Scheduled (Cumm - Last Period)	\$2,727,453	\$481,353	\$3,208,806
6	Work Earned (Cumm - Last Period)	\$1,464,961	\$347,329	\$1,812,290
7	Actual Expenditures (Cumm - Last Period)	\$1,502,682	\$280,122	\$1,782,804
8	Forecast to Complete Base (4-7)	\$47,889,300	\$6,753,945	\$54,643,245
9	Change Orders Pending Execution	\$280,602	-\$294,842	-\$14,240
10	Forecast at Completion (7+8+9)	\$49,672,584	\$6,739,225	\$56,411,809
11	Percent Budget Expended (7/4)	3.0%	4.0%	3.2%
12	Percent Planned (5/4)	5.5%	6.8%	5.7%
13	Earned Percent Complete (6/4)	3.0%	4.9%	3.2%
14	Schedule Performance (6/5)	0.54	N/A	0.56
15	Cost Performance (6/7)	0	0	0
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 five to six days per week and night crews four nights a week.
- AWC has started construction of the 12th St/Jefferson station and has received substantial completion on nine of the twelve proposed station foundations. The 12th St/Jefferson, 2nd St/Washington and McDowell station foundations are scheduled for an April 2007 completion.
- AWC currently has six rail headings in progress throughout the alignment and has installed approximately 19,600 linear feet 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.
- APS continues with street light pole installations throughout the alignment. SWG completed relocation of their facilities on Central between Polk and Fillmore. Proposed City of Phoenix water line improvements on Central will start in March.
- AWC is placing roadway paving throughout the downtown portion of the alignment and is approaching completion in the downtown area within the next several months.
- JOC contractor Centennial Contractors has completed punchlist items and will be requesting final completion for the vehicle access work on alleys between 16th and 24th streets.

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 51 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



Roadway Paving on Central Avenue



Paving Preparation for Central Station



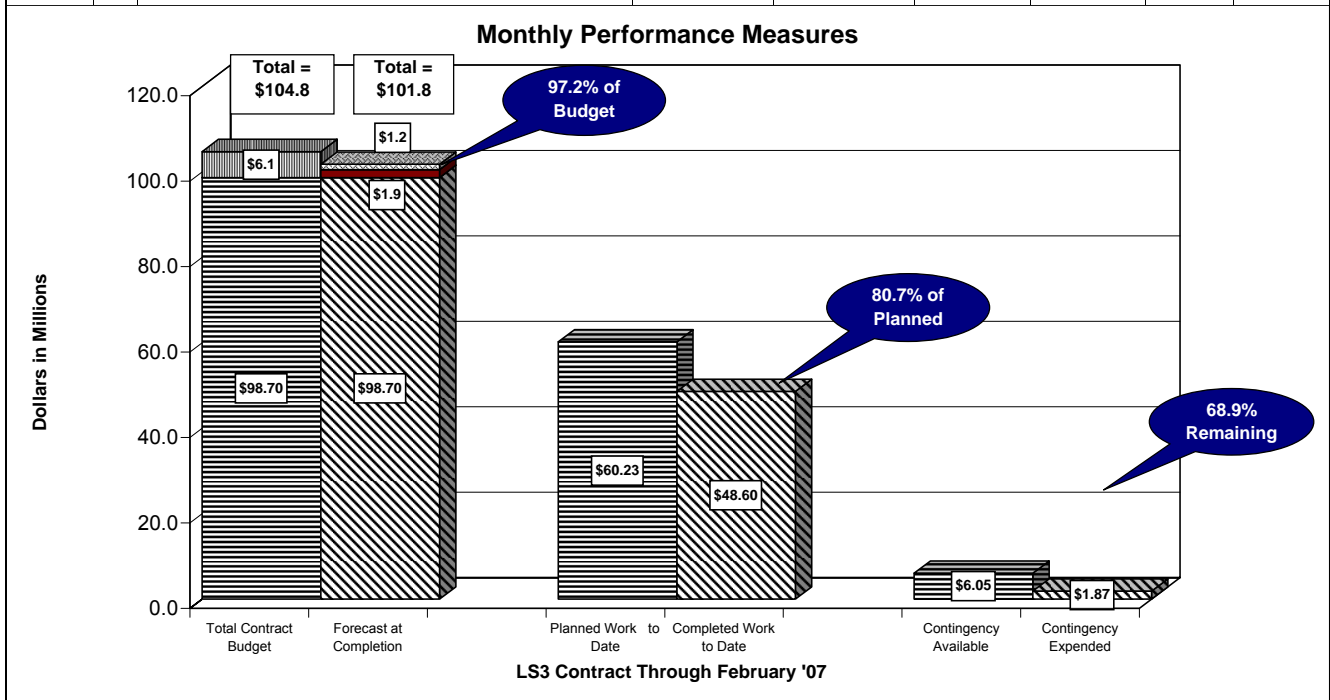
Excavation for Guide Way on 1st Ave



Excavating for Frontage Road on Jefferson at Chase Ball Park

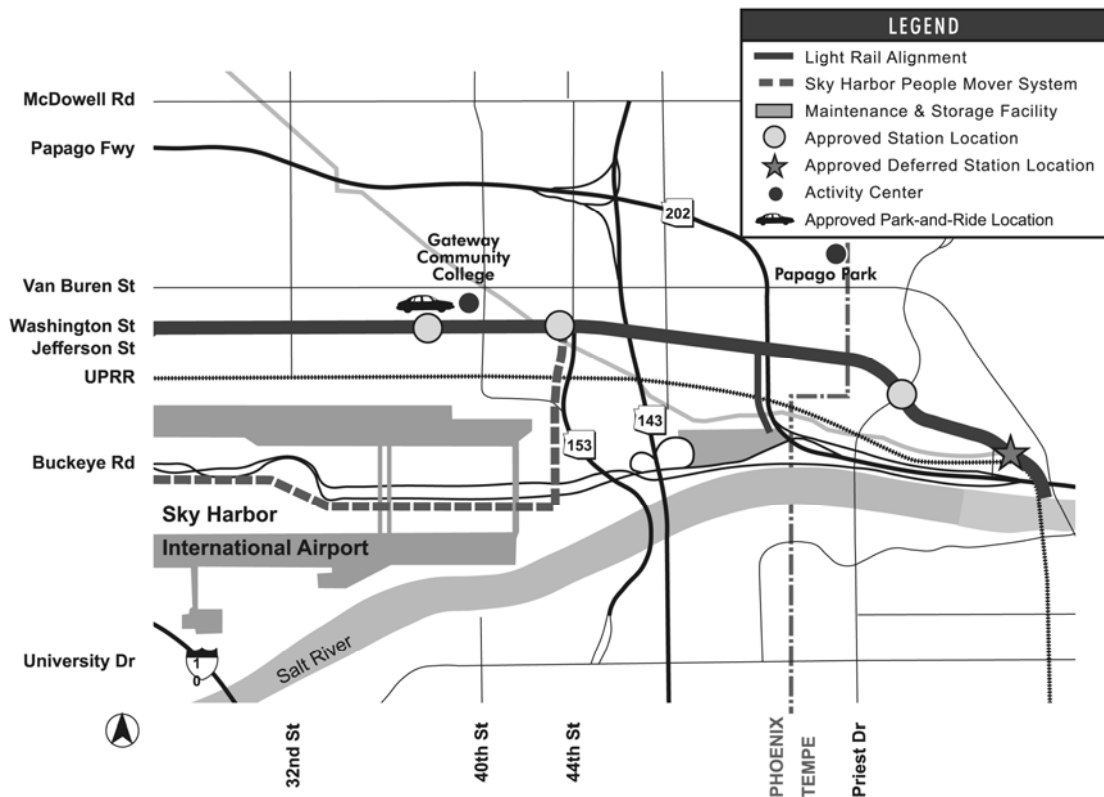


Description:		3.1.3 Line Section 3		
PE/PA:		William Gustafson		
Contractor:		Archer Western		
Resident Engineer:		William Atesis		
Data Through:		January 26, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$79,248,617	\$19,452,352	\$98,700,969
2	Executed Change Orders	\$814,300	\$340,277	\$1,154,577
3	Budget Transfers	\$0	\$717,801	\$717,801
4	Current Budget (1+2+3)	\$80,062,917	\$20,510,430	\$100,573,347
5	Work Scheduled	\$48,302,863	\$11,923,643	\$60,226,506
6	Work Earned	\$37,913,752	\$10,690,397	\$48,604,149
7	Actual Expenditures	\$38,326,073	\$10,671,713	\$48,997,786
8	Forecast to Complete Base (4-7)	\$41,736,844	\$9,838,717	\$51,575,561
9	Change Orders Pending Execution	\$872,685	\$365,383	\$1,238,068
10	Forecast at Completion (7+8+9)	\$80,935,602	\$20,875,813	\$101,811,415
11	Percent Budget Expended (7/4)	47.9%	52.0%	48.7%
12	Percent Planned (5/4)	60.3%	58.1%	59.9%
13	Earned Percent Complete (6/4)	47.4%	52.1%	48.3%
14	Schedule Performance (6/5)	0.78	0.90	0.81
15	Cost Performance (6/7)	0.99	1.00	0.99
16	Contingency Budget	\$5,648,232	\$402,730	\$6,050,962
17	Remaining Contingency	\$4,833,932	\$381,610	\$4,178,584
18	Percent Contingency Remaining (17/16)	85.6%	94.8%	69.1%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$408,619	\$0	\$408,619
3	Budget Transfers	\$0	\$282,637	\$282,637
4	Current Budget (1+2+3)	\$80,062,917	\$20,510,430	\$100,573,347
5	Work Scheduled (Cumm - Last Period)	\$3,116,021	\$747,821	\$3,863,842
6	Work Earned (Cumm - Last Period)	\$2,405,329	\$971,796	\$3,377,125
7	Actual Expenditures (Cumm - Last Period)	\$3,077,107	\$978,409	\$4,055,516
8	Forecast to Complete Base (4-7)	\$76,985,810	\$19,532,021	\$96,517,831
9	Change Orders Pending Execution	\$414,248	-\$320,637	\$93,611
10	Forecast at Completion (7+8+9)	\$80,477,165	\$20,189,793	\$100,666,958
11	Percent Budget Expended (7/4)	3.8%	4.8%	4.0%
12	Percent Planned (5/4)	3.9%	3.6%	3.8%
13	Earned Percent Complete (6/4)	3.0%	4.7%	3.4%
14	Schedule Performance (6/5)	0.77	1.30	0.87
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget	\$6,398,232	\$1,231,072	\$7,629,304
17	Remaining Contingency	\$5,989,613	\$948,435	\$6,938,048
18	Percent Contingency Remaining (17/16)	93.6%	77.0%	90.9%



Line Section 4

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 nearing completion.
- Wells Fargo to Tempe Town Lake Bridge: Roadway, curb and gutter, sidewalk, and driveway construction has begun on the north side of Washington Street east of Center Parkway; the curb, gutter and pavement base course was completed on the south side of Washington Street east of Center Parkway; the guide-way slabs are now substantially complete between Wells Fargo and the approach to Tempe Town Lake Bridge; work



continues on the combined system duct bank and signal foundations south of Washington Street opposite the Center Parkway station.

- 56th Street to Priest Drive: The guideway slab construction is nearing completion just west of Priest Drive along with remaining guideway curb work and installation of slotted drain pipes.
- 56th Street to 48th Street: Punchlist work is on going.
- 48th Street to 44th Street: A preliminary punchlist of the guideway and the 44th Street Station was issued and this work has begun.
- 44th Street to 40th Street: Roadway demolition and excavation of the guide-way was completed; rail was installed and placement of guide-way reinforcement has begun; the guide-way approach slabs to the Washington Street Bridge were completed.
- 40th Street to 26th Street: Roadway demolition and guideway excavation was completed from 38th Street to 36th Street; construction of offset storm drain manholes and drilling of OCS foundations have begun in this guideway section; installation of the 38th Street Station ground grid is now in progress; placement of advanced utility crossings under the guideway between 32nd Street and 28th Street is nearing completion; at the 28th and 30th Street intersections the traffic signal conduits and associated foundations were constructed.

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 No. 1- November 15, 2006 for the first portion of the test track was completed on time November 15, 2006.
- Milestone No. 1A -Priest Station was successfully completed on October 20, 2006.
- Milestone No. 2- January 21, 2007 the second half of the Test Track milestone was completed on schedule January 21, 2007.
- Milestones 3, 3A, 3B for east end track and the TLB are on track for completion March 30, 2007 and April 30, 2007 with no impact to follow-on contractors.
- A large portion of Milestone 3 (East end track) will complete ahead of the March 30, 2007 target schedule.

Issues and Solutions

- There remains a concern about the Contractor's ability to install the fiber optic micro-duct in the CSD inner duct; the Contractor attempted to the install a longer run of micro-duct without success; a specialty subcontractor tried at another location but discovered damaged inner ducts; a mitigation plan to repair these ducts is being discussed.

- An existing 6-inch water line from 30th Street to 26th Street was found to be too shallow after Washington Street is widened; the discovery of potential conflicts with other existing utilities has delayed the completion of the design.
- OCS foundations have been found to be in conflict with an existing COP storm drain line; the design of many of the OCS foundations is almost complete.

Construction Photographs



Roadway demolition in preparation for guide-way construction



Punchlist work near 48th Street



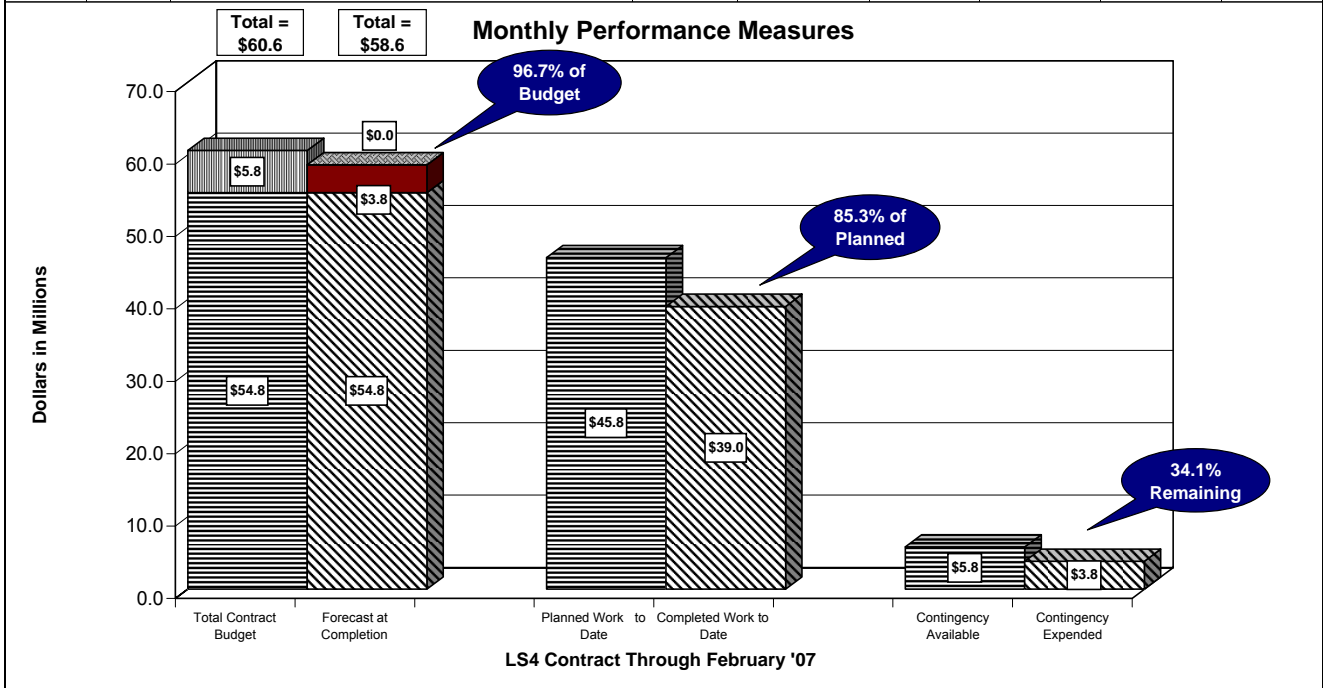
Guide-way placement at the Washington Street Bridge



Offset manhole installation

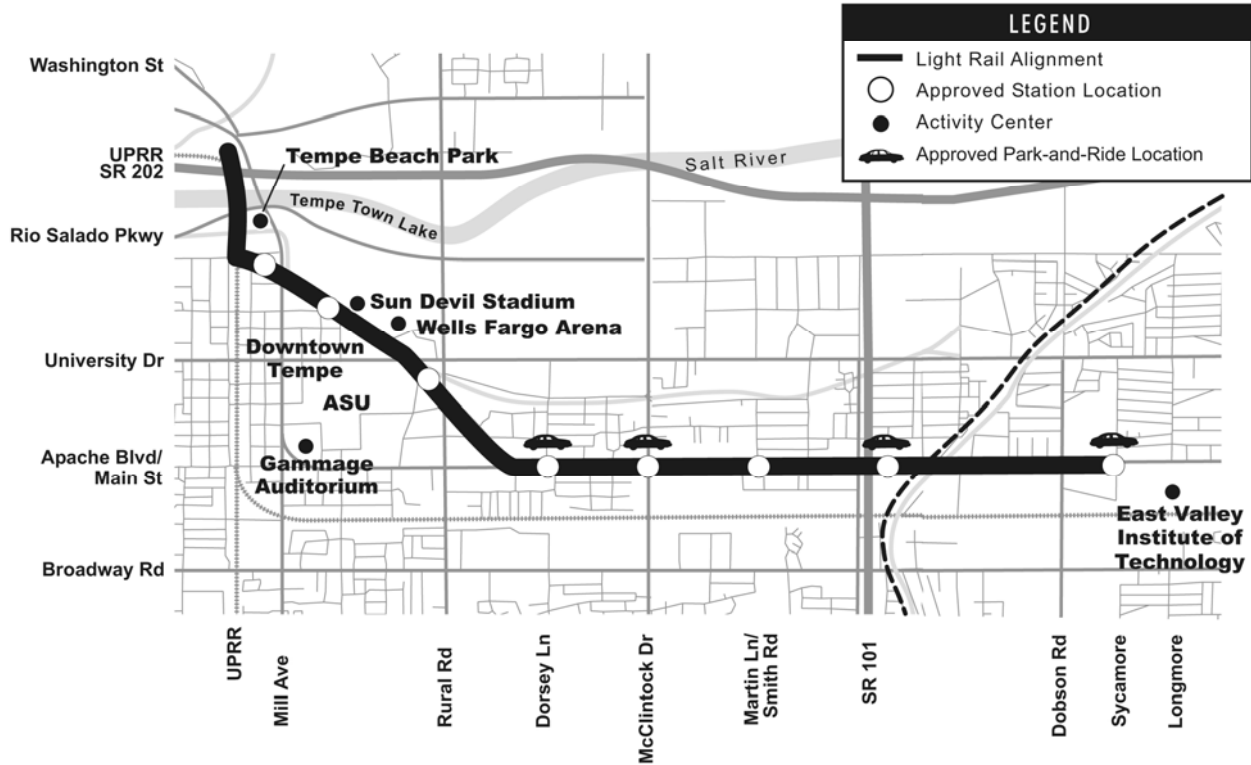


Description:		3.1.4 Line Section 4		
PE/PA:		Avrum Loewenstein		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Frank Abner		
Data Through:		January 31, 2007		
Cumulative				
		5309	CNPA	Total
1	Budget	\$47,869,894	\$6,880,853	\$54,750,747
2	Executed Change Orders	\$4,176,978	\$1,228,336	\$5,405,314
3	Budget Transfers	-\$625,000	\$1,567,561	\$942,561
4	Current Budget (1+2+3)	\$51,421,872	\$9,676,750	\$61,098,622
5	Work Scheduled	\$37,637,668	\$8,149,359	\$45,787,027
6	Work Earned	\$32,988,608	\$6,057,110	\$39,045,718
7	Actual Expenditures	\$34,498,803	\$6,053,879	\$40,552,682
8	Forecast to Complete Base (4-7)	\$16,923,069	\$3,622,871	\$20,545,940
9	Change Orders Pending Execution	-\$330,212	\$1,147	-\$329,065
10	Forecast at Completion (7+8+9)	\$51,091,660	\$9,677,897	\$60,769,557
11	Percent Budget Expended (7/4)	67.1%	62.6%	66.4%
12	Percent Planned (5/4)	73.2%	84.2%	74.9%
13	Earned Percent Complete (6/4)	64.2%	62.6%	63.9%
14	Schedule Performance (6/5)	0.88	0.74	0.85
15	Cost Performance (6/7)	0.96	1.00	0.96
16	Contingency Budget	\$5,662,190	\$172,633	\$5,834,823
17	Remaining Contingency	\$1,815,424	\$172,633	\$1,988,057
18	Percent Contingency Remaining (17/16)	32.1%	100.0%	34.1%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$30,513	\$753,547	\$784,060
3	Budget Transfers	\$0	\$605,170	\$605,170
4	Current Budget (1+2+3)	\$51,421,872	\$9,676,750	\$61,098,622
5	Work Scheduled (Cumm - Last Period)	\$1,727,691	\$510,398	\$2,238,089
6	Work Earned (Cumm - Last Period)	\$5,761,995	\$201,972	\$5,963,967
7	Actual Expenditures (Cumm - Last Period)	\$2,278,258	\$34,003	\$2,312,261
8	Forecast to Complete Base (4-7)	\$16,923,069	\$3,622,871	\$20,545,940
9	Change Orders Pending Execution	-\$370,725	-\$755,080	-\$1,125,805
10	Forecast at Completion (7+8+9)	\$18,830,602	\$2,901,794	\$21,732,396
11	Percent Budget Expended (7/4)	4.4%	0.4%	3.8%
12	Percent Planned (5/4)	3.4%	5.3%	3.7%
13	Earned Percent Complete (6/4)	11.2%	2.1%	9.8%
14	Schedule Performance (6/5)	3.34	0.40	2.66
15	Cost Performance (6/7)	2.53	5.94	2.58
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, beginning at the 1st Street grade crossing in Tempe and progressing 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 12,547 track feet of embedded track, with scheduled weekly placements until completion.



- The Contractor is waiting to conduct a coordinated track crossing installation at First Street, in conjunction with Union Pacific Railroad and the METRO Signals and Communications contractor during early June.
- The Contractor has substantially completed the column foundations and walls at the 3rd Street and Mill Avenue Station.
- The Contractor continued placement of the east switch special trackwork at the base of Hayden Butte, as well as right track through the 5th Street and College Avenue station.
- The Contractor completed all trackwork eastward along Veterans Way to 6th Street, except for block-outs related to rail de-stressing.
- The Contractor has completed the column foundations and walls at the University Avenue and Rural Road station.
- The Contractor placed 240 feet of track along Terrace Road.
- The Contractor continued guideway milling, subgrade, ductbank, and OCS foundation work on Apache Boulevard, from Terrace Road to the west side of McClintock Drive.
- The Contractor continued coordination with third-party utility relocations eastward along Apache Boulevard, from McClintock Drive to the Tempe Canal Bridge, while placing 24" storm drain and a 12" waterline main. The Contractor also continued significant preparatory work on the north side of Apache Boulevard, between Smith and Price Roads, to facilitate an SRP irrigation line relocation.
- The Contractor continued street widening in the Apache Boulevard and McClintock Drive Station area.
- The Contractor continued wingwall, approach slab, and highway restoration work on the Apache over 101 Freeway Bridge.
- The Contractor continued street widening and street light placements from Price Road to the Tempe Canal Bridge.
- The Contractor continued 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. This will facilitate 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. Milestone B2 has been revised to August 28, 2007, and is on schedule. Milestones C2 and D2 are being challenged by utility relocation delays; the Contractor has submitted an acceleration proposal to offset these delays.



Issues and Solutions

- Utility relocation and coordination issues with Union Pacific Railroad have delayed the installation of the First Street crossing. This is being resolved by coordinating trackwork at that location with the placement of the light rail signal system during June. The Contractor will be given relief from his Milestone A requirement at this location to facilitate this arrangement.
- The Contractor continues to face challenges with existing utilities along the alignment eastward along Apache Boulevard. A water main, an electric line, and a gas line must be lowered to meet clearance requirements; these utility relocations were not previously noted in the drawings. The Agency is working to expedite the third-party utility relocations, and the Contractor is mobilizing to replace the water main.
- Utility relocations by SRP-Power along Apache Boulevard in Tempe, and Main Street in Mesa, have affected street widening efforts and trackway work along this corridor. It appears SRP will be four months later than originally projected in completing this work. SRP irrigation relocations also may impact design and easement issues. The Contractor has altered scheduled work sequences to enable the utilities to complete their work expeditiously.
- The Contractor's additional support work to facilitate third party utility relocations, and to resolve conflicts with city and private utilities, is drawing resources from guideway production. 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. Close coordination with local cities and ADOT for closures and for shifting traffic patterns has resulted in workable production schemes.

Construction Photos



Switch Placement, East Bathtub



Track Placement: 5th and College Station



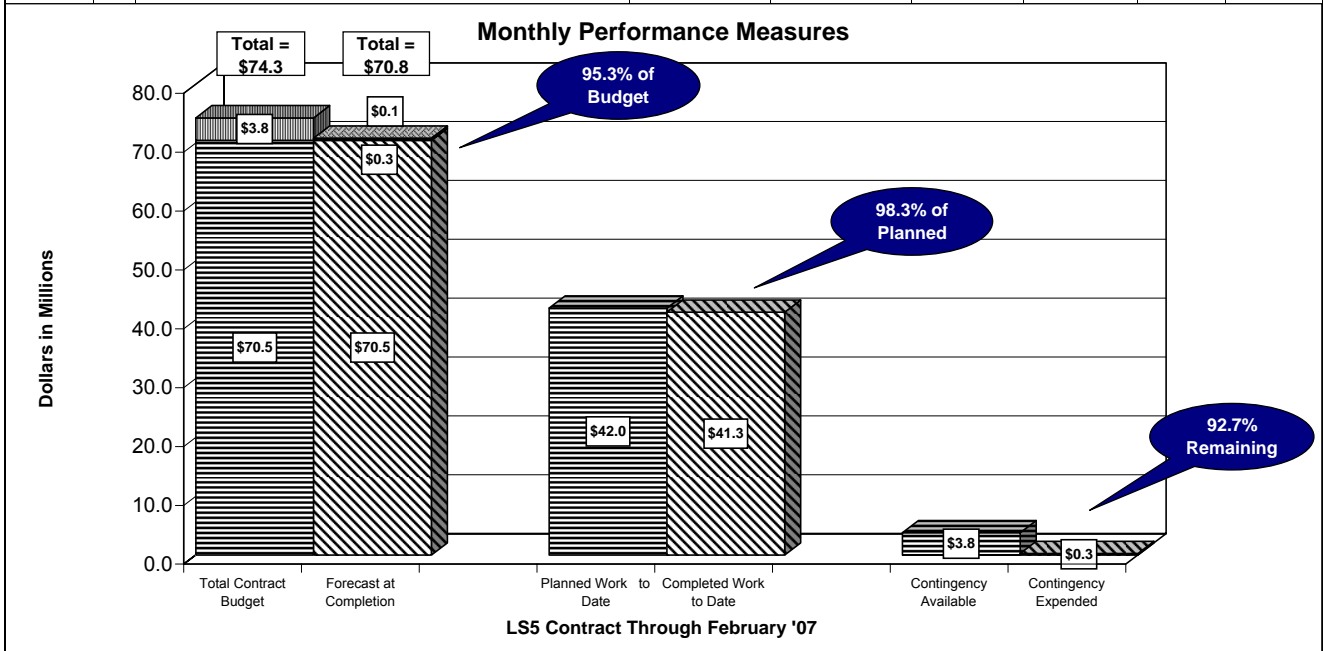
Guideway Ductbank Placement
Apache Boulevard



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:		February 15, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$1,573,317	\$70,456,286
2	Executed Change Orders	\$278,599	\$215,820	\$494,419
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,161,568	\$1,789,137	\$70,950,705
5	Work Scheduled	\$40,698,108	\$1,283,882	\$41,981,990
6	Work Earned	\$40,364,774	\$909,670	\$41,274,444
7	Actual Expenditures	\$40,377,402	\$705,222	\$41,082,624
8	Forecast to Complete Base (4-7)	\$28,784,166	\$1,083,915	\$29,868,081
9	Change Orders Pending Execution	\$10,500	\$50,352	\$60,852
10	Forecast at Completion (7+8+9)	\$69,172,068	\$1,839,489	\$71,011,557
11	Percent Budget Expended (7/4)	58.4%	39.4%	57.9%
12	Percent Planned (5/4)	58.8%	71.8%	59.2%
13	Earned Percent Complete (6/4)	58.4%	50.8%	58.2%
14	Schedule Performance (6/5) (SPI)	0.99	0.00	0.98
15	Cost Performance (6/7) (CPI)	1.00	0.00	1.00
16	Contingency Budget	\$3,708,135	\$107,679	\$3,815,814
17	Remaining Contingency	\$3,429,536	\$106,767	\$3,536,303
18	Percent Contingency Remaining (17/16)	92.5%	99.2%	92.7%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$13,408	\$0	\$13,408
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,161,568	\$1,789,137	\$70,950,705
5	Work Scheduled (Cumm - Last Period)	\$2,697,609	\$87,550	\$2,785,159
6	Work Earned (Cumm - Last Period)	\$3,589,251	\$49,481	\$3,638,732
7	Actual Expenditures (Cumm - Last Period)	\$3,415,297	\$30,900	\$3,446,197
8	Forecast to Complete Base (4-7)	\$65,746,271	\$1,758,237	\$67,504,508
9	Change Orders Pending Execution	\$13	\$0	\$13
10	Forecast at Completion (7+8+9)	\$69,161,581	\$1,789,137	\$70,950,718
11	Percent Budget Expended (7/4)	4.9%	1.7%	4.9%
12	Percent Planned (5/4)	3.9%	4.9%	3.9%
13	Earned Percent Complete (6/4)	5.2%	2.8%	5.1%
14	Schedule Performance (6/5)	1.33	0.00	1.31
15	Cost Performance (6/7)	0.00	0.00	0.00
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 substantially complete. A joint final inspection was done with the City of Phoenix and a punchlist has been given to the Contractor for execution.

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 substantially complete.
- Final administrative contract closeout is anticipated to be completed in early March 2007.



Cost and Schedule – Variance Analysis

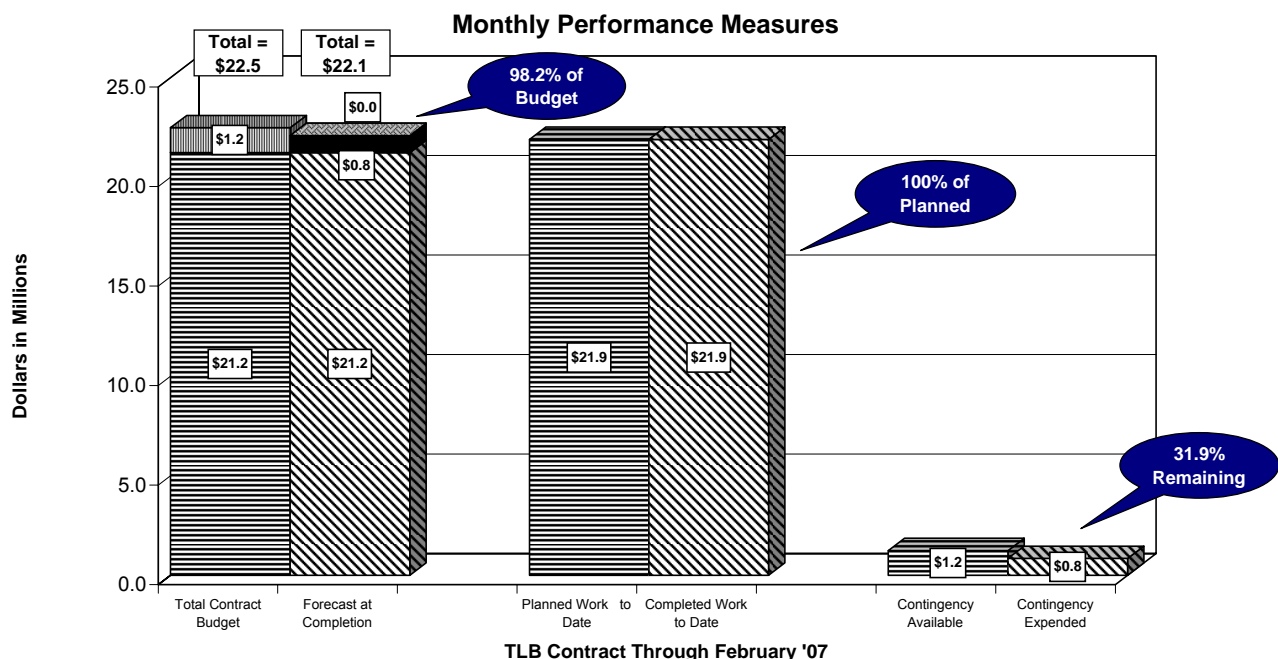
- Milestone C which was to “Complete the Work” in 560 days was achieved on schedule effective August 28, 2006 at 560 days following Notice to Proceed. Milestone B (Unimpeded track-way access by all follow-on contractors) was achieved early on July 20, 2006.

Issues and Solutions

- None.



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)		0.00	0.00	0.00
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, final punchlist work continues on all floors. Floor jacks have been tested using Car No. 101 and adjustments made. General cleanup work continues. Painting of the interior access stairs was completed along with adjustments to the easterly mezzanine stairs. Additional work on the fire alarm and fire sprinkler piping systems as required by the COP inspections continues. Kinkisharyo, the LRV car manufacturer, continues the assembly of subassemblies and cars as well as receipt of equipment and materials. Mass Electric began installation of electrical gear in TPSS No. 16 located in the basement.
- At the MOW building, the HVAC, plumbing, fire sprinklers, and electrical rough in work are complete. Dry wall and painting was substantially completed. Electrical testing, and HVAC testing and balancing is nearly complete. A punchlist walk through was performed and work has begun to address the same.

- At the yard service and cleaning platform, the sand distribution system pumps are nearly complete. Sand has been ordered. Work continues on the electrical systems in the office and utility closets.
- The assembly of the LRV wash equipment continues. Final plumbing is almost complete. Brushes and sprayers have been installed. Fire Department inspection and the punchlist walkthrough to be performed next month.
- Site signs were installed at most locations, including the buildings. Some signs are on order and will be completed next month. Some asphalt adjustments that need to be made are under investigation by the contractor and METRO. All track, including the yard lead, was reviewed and a punchlist created.

Cost and Schedule – Variance Analysis

- The contractor is presently developing a revised schedule of the remaining activities for OMC substantial completion.

Issues and Solutions

- None.

Construction Photographs



Car 101 being used to test the LRV car hoist



Car 101 on the new LRV car hoist



MOE building from the east side

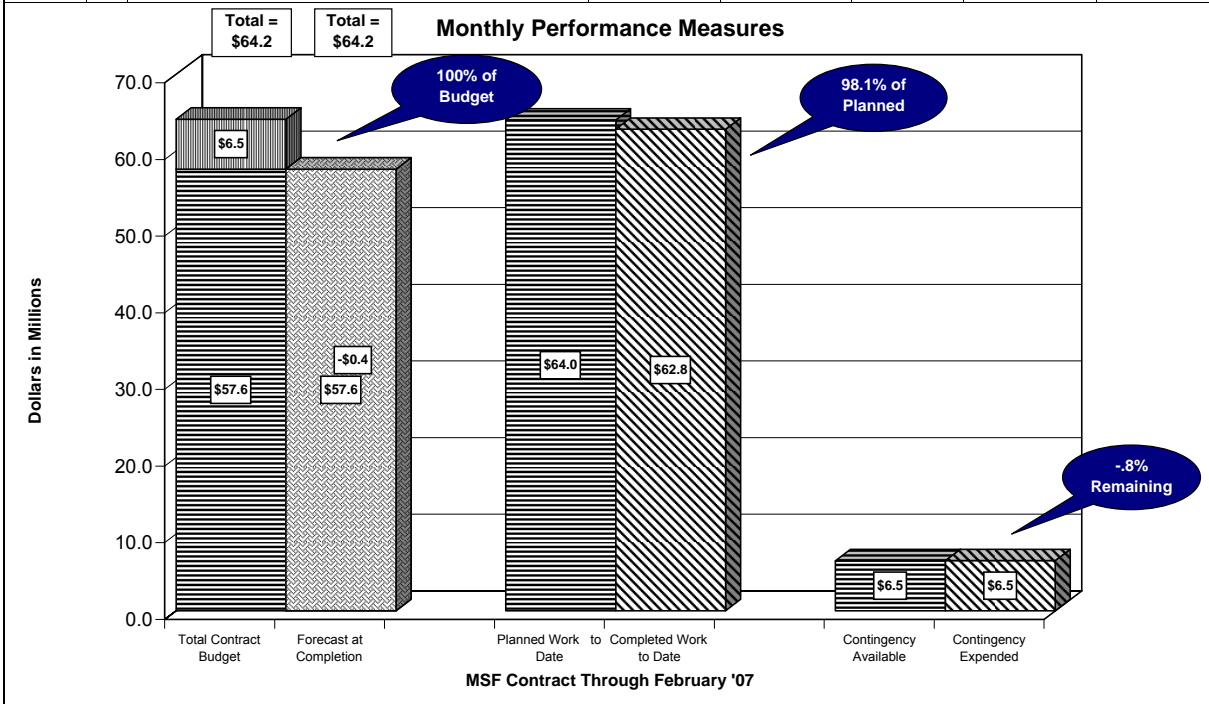


MOW building and the MOW storage yard



FEBRUARY 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:	January 31, 2007	
	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	\$64,040,052	\$64,040,052
6	Work Earned	\$62,840,300	\$62,840,300
7	Actual Expenditures	\$63,128,634	\$63,128,634
8	Forecast to Complete Base (4-7)	\$1,162,308	\$1,162,308
9	Change Orders Pending Execution	-\$371,304	-\$371,304
10	Forecast at Completion (7+8+9)	\$63,919,638	\$63,919,638
11	Percent Budget Expended (7/4)	98.2%	98.2%
12	Percent Planned (5/4)	99.6%	99.6%
13	Earned Percent Complete (6/4)	97.7%	97.7%
14	Schedule Performance (6/5)	0.98	0.98
15	Cost Performance (6/7)	1.00	1.00
16	Contingency Budget	\$6,513,772	\$6,513,772
17	Remaining Contingency	-\$26,129	-\$26,129
18	Percent Contingency Remaining (17/16)	-0.4%	-0.4%
	Period		
1	Budget	N/A	N/A
2	Executed Change Orders	\$0	\$0
3	Budget Transfers	\$0	\$0
4	Current Budget (1+2+3)	\$64,040,052	\$64,040,052
5	Work Scheduled (Cumm - Last Period)	\$180,655	\$180,655
6	Work Earned (Cumm - Last Period)	\$701,661	\$701,661
7	Actual Expenditures (Cumm - Last Period)	\$699,112	\$699,112
8	Forecast to Complete Base (4-7)	\$63,340,940	\$63,340,940
9	Change Orders Pending Execution	\$72,849	\$72,849
10	Forecast at Completion (7+8+9)	\$64,112,901	\$64,112,901
11	Percent Budget Expended (7/4)	1.1%	1.1%
12	Percent Planned (5/4)	0.3%	N/A
13	Earned Percent Complete (6/4)	1.1%	N/A
14	Schedule Performance (6/5)	3.88	3.88
15	Cost Performance (6/7)	1.00	1.00
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 130 spaces, the Central Avenue and Camelback PNR 95 percent design submittal has been received for review and comment. 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 Developer to design and construct a Transit Oriented Development that would include 300 parking spaces for park and ride use. As 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.

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 is necessarily re-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
 - VAE Nortrak delivered the 105 tons of girder rail purchased under Change Order No. 5 on February 09, 2007.
- Embedded Special Trackwork
 - The Contractor continues to produce crossover and turnout castings and other miscellaneous materials for this contract. Two material deliveries were made during this month.

- The revised Change Notice to modify the Equilateral Wye Track Turnouts on Line Section 3 was issued to VAE Nortrak on February 7, 2007. The cost proposal for this Change Notice should be received by the end of February 2007.

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.

- The Contractor delivered two 50 meter turnouts and a single 100 meter crossover for Line Section 3 during this month.

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 single right hand crossover for LS3

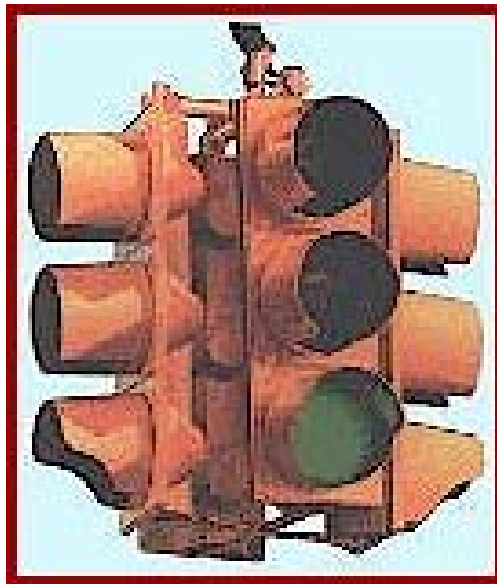


Delivery of two 50 meter turnouts for LS3



Girder rail delivered to METRO's Storage Yard

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 has 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
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

Description	Contract/Budget Amount	Total Payments
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



Contractor being issued traffic signal poles for Line Section 3 at METRO's Storage Yard.



Contractor being issued traffic signal poles for Line Section 4 at METRO's Storage Yard.

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 complete. Factory acceptance inspection is scheduled for early next month.

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

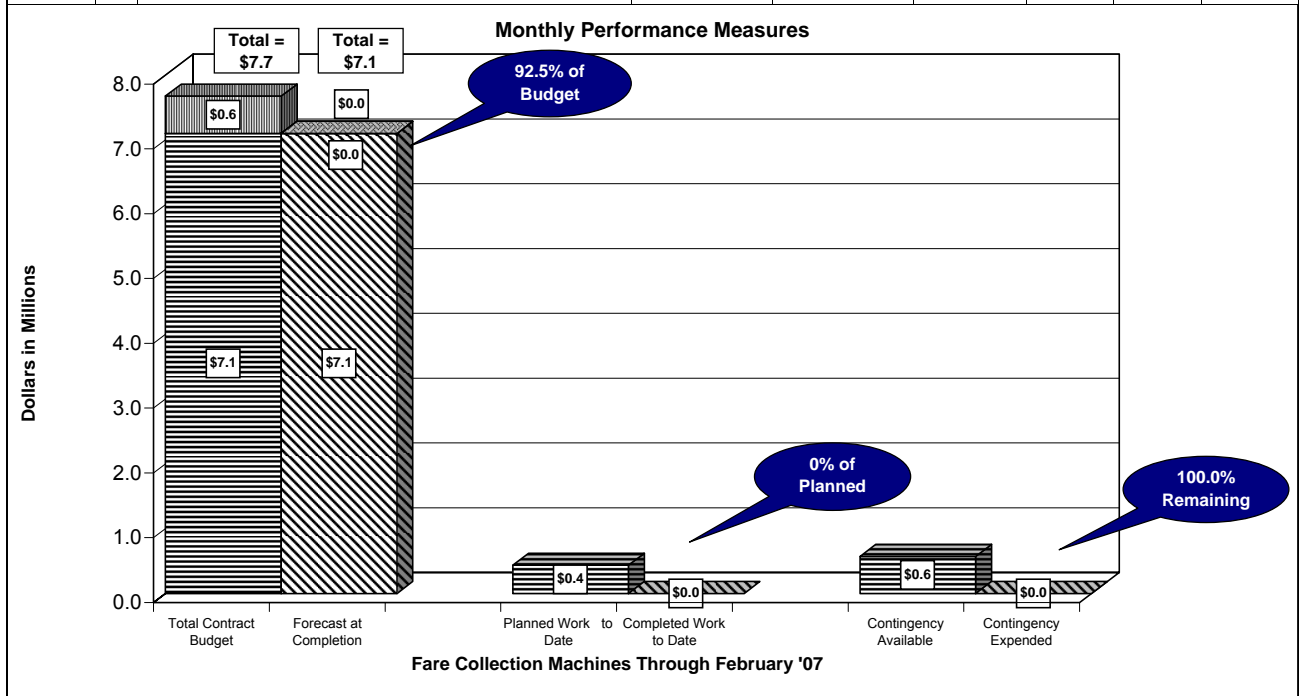
- Fare collection system schedule activities reflect impacts to interim milestones, however the Contractor has mitigated the schedule impacts to keep the overall project on schedule and within budget at this time.

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	\$439,015
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)	\$1,437
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 fifty (50) 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/KI dialogue continues regarding vehicle final assembly at the OMC. Final assembly began 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.
 - LRV 101 arrived at the OMC on December 5, 2006. LRV's 103, 104, 105, and 106 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 No.5, the test track will be available on or before April 1, 2007.
 - Cars 108 and 109 were shipped from Osaka and have arrived at the OMC for final assembly LRVs 120, 110 and 111 were also shipped from Osaka in February and have arrived. 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

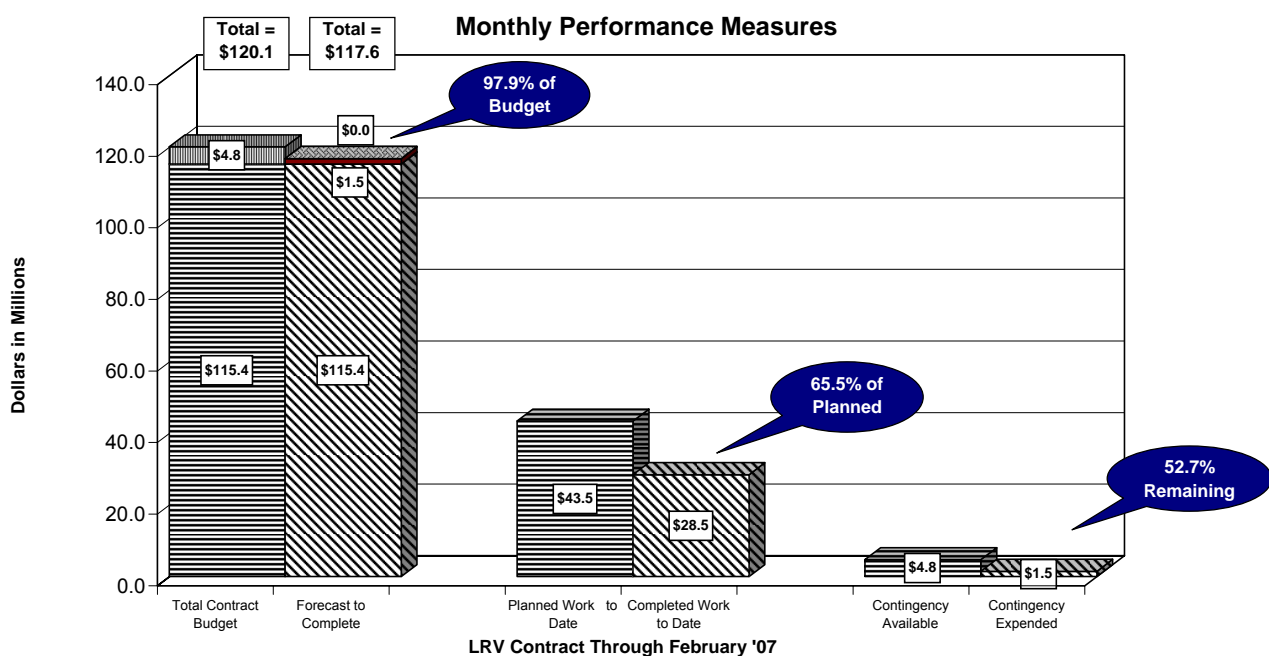
- No perceptible cost or schedule variance. Car delivery remains on schedule sufficient to meet the needs of the overall program. Cost Performance Indicator of 1.0 indicates that contract remains within budget.

Issues and Solutions

- None



Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		January 31, 2007		
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	-\$750,000	\$0	-\$750,000
4	Current Budget (1+2+3)	\$116,875,456	\$40,050,160	\$156,925,616
5	Work Scheduled	\$43,463,191	N/A	\$43,463,191
6	Work Earned	\$28,478,872	N/A	\$28,478,872
7	Actual Expenditures	\$32,631,116	N/A	\$32,631,116
8	Forecast to Complete Base (4-7)	\$84,244,340	N/A	\$84,244,340
9	Change Orders Pending Execution	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$116,875,456	\$40,050,160	\$156,925,616
11	Percent Budget Expended (7/4)	27.9%	N/A	N/A
12	Percent Planned (5/4)	37.2%	N/A	N/A
13	Earned Percent Complete (6/4)	24.4%	N/A	N/A
14	Schedule Performance (6/5)	0.66	N/A	N/A
15	Cost Performance (6/7)	0.87	N/A	N/A
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$3,262,813	\$2,135,840	\$5,398,653
18	Percent Contingency Remaining (17/16)	68.4%	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)	\$116,875,456	\$40,050,160	\$156,925,616
5	Work Scheduled (Cumm - Last Period)	\$5,792,296	N/A	\$5,792,296
6	Work Earned (Cumm - Last Period)	\$0	N/A	\$0
7	Actual Expenditures (Cumm - Last Period)	\$3,152,244	N/A	\$3,152,244
8	Forecast to Complete Base (4-7)	\$113,723,212	N/A	\$113,723,212
9	Pending Changes	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$116,875,456	\$40,050,160	\$156,925,616
11	Percent Budget Expended (7/4)	2.7%	N/A	N/A
12	Percent Planned (5/4)	37.2%	N/A	N/A
13	Earned Percent Complete (6/4)	37.2%	N/A	N/A
14	Schedule Performance (6/5)	1.00	N/A	N/A
15	Cost Performance (6/7)	0.87	N/A	N/A
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$3,262,813	\$2,135,840	\$5,398,653
18	Percent Contingency Remaining (17/16)	68.4%	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

- None.

Construction Photographs



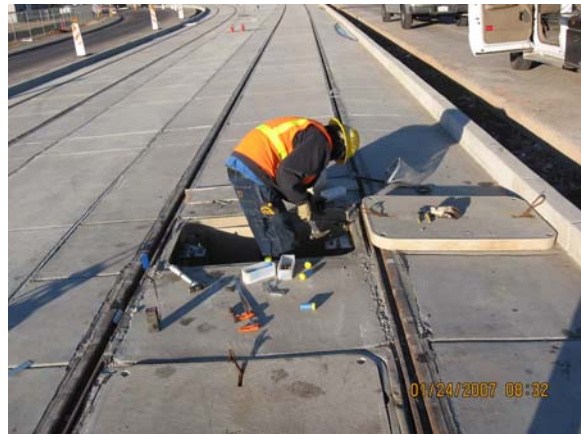
SB No.1 - Sandblasting Slab Concrete Cure



SB No.6 - Installing Mechanical Ductwork



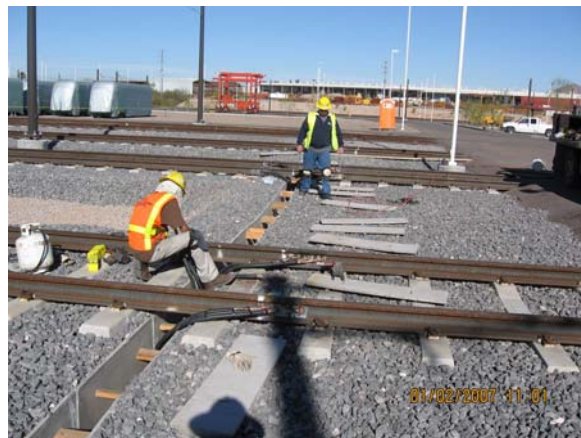
TPSS No.1 - Installing Signal Racks



Yard Entrance - Installing Crossbonds



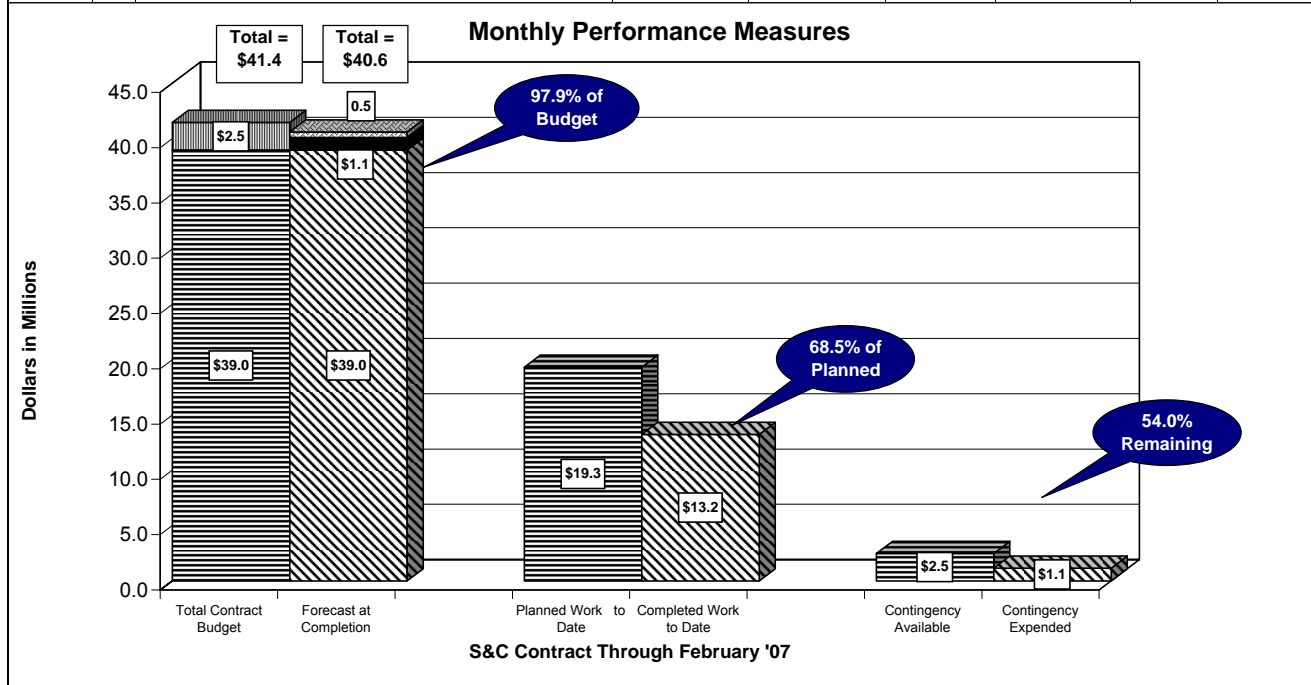
McKinley Loop - Installing Signal Cans



OMC Yard - Installing Crossbonds



Description:		3.7.4 Signals & Communications			
PE/PA:		Leslee O' Conell			
Contractor:		Mass Electric			
Resident Engineer:		Steve Kyauk			
Data Through:		January 15, 2007			
		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	\$19,107,886	\$209,510	\$19,317,396	
6	Work Earned	\$13,156,046	\$82,969	\$13,239,015	
7	Actual Expenditures	\$13,409,013	\$30,000	\$13,439,013	
8	Forecast to Complete Base (4-7)	\$25,208,797	\$1,450,805	\$26,659,602	
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)	34.7%	2.0%	33.5%	
12	Percent Planned (5/4)	49.5%	14.1%	48.2%	
13	Earned Percent Complete (6/4)	34.1%	5.6%	33.0%	
14	Schedule Performance (6/5)	0.69	0.40	0.69	
15	Cost Performance (6/7)	0.98	2.77	0.99	
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	\$0	\$0	\$0	
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)	\$921,392	\$33,399	\$954,791	
6	Work Earned (Cumm - Last Period)	\$472,684	\$0	\$472,684	
7	Actual Expenditures (Cumm - Last Period)	\$414,076	\$0	\$414,076	
8	Forecast to Complete Base (4-7)	\$38,203,734	\$1,480,805	\$39,684,539	
9	Change Orders Pending Execution	\$0	\$0	\$0	
10	Forecast at Completion (7+8+9)	\$38,617,810	\$1,480,805	\$40,098,615	
11	Percent Budget Expended (7/4)	1.1%	0.0%	1.0%	
12	Percent Planned (5/4)	2.4%	2.3%	2.4%	
13	Earned Percent Complete (6/4)	1.2%	0.0%	1.2%	
14	Schedule Performance (6/5)	0.51	0.00	0.50	
15	Cost Performance (6/7)	1.14	N/A	1.14	
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
 - Concrete placed for entry way landings.
 - Excavation of building site curbs progressed.
- Traction Power Substation No. 2
 - Concrete placed for entry way landings.
 - Site grading progressed.



- Traction Power Substation No. 3
 - Concrete encasement for ductbanks progressed.
 - Site grading progressed.
- Traction Power Substation No. 4 and 6
 - Concrete placed for entry way landings.
- Traction Power Substation No. 5
 - Interior rough-in activities progressed.
- Traction Power Substation No. 7
 - Interior rough-in activities progressed.
 - Fire Alarm System installation progressed.
- Traction Power Substation No. 8
 - TPSS Equipment installation progressed.
- Traction Power Substation No. 9 and 15
 - TPSS Equipment interconnections progressed.
 - Incoming utility power has been delivered.
 - Testing and Commissioning commenced.
- Traction Power Substation No. 10
 - Interior Rough-In progressed.
 - Concrete placed for entry way landings.
- Traction Power Substation No. 11
 - CMU wall construction has been completed.
 - Interior Rough-In commenced.
 - Roof installation commenced.
- TPSS No. 16
 - TPSS Equipment installation progressed.
 - Incoming power cables from the main AC panel have been pulled.
 - Testing and Commissioning has commenced.
- Overhead Contact System



- Test Track (Wire Runs 35 through 38)
 - OCS Poles and hardware have been erected.
 - Messenger wire has been strung.
- MOE Shop
 - Contact Wire installation complete with exception of final registration.
- Site Access/Permits
 - TPSS No. 13 - City of Mesa issued a permit to the TES Contractor on February 9, 2007.
 - TPSS No. 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 late February and submitted for permit in early March. Permit should be available March 23, 2007.
 - 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 factory design and production 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 in a series of negotiations for the Contractor Mitigation Schedule Cost Impacts.

Construction Photographs



TPSS No. 15 – Testing and Commissioning



Test Track – Messenger Wire Stringing



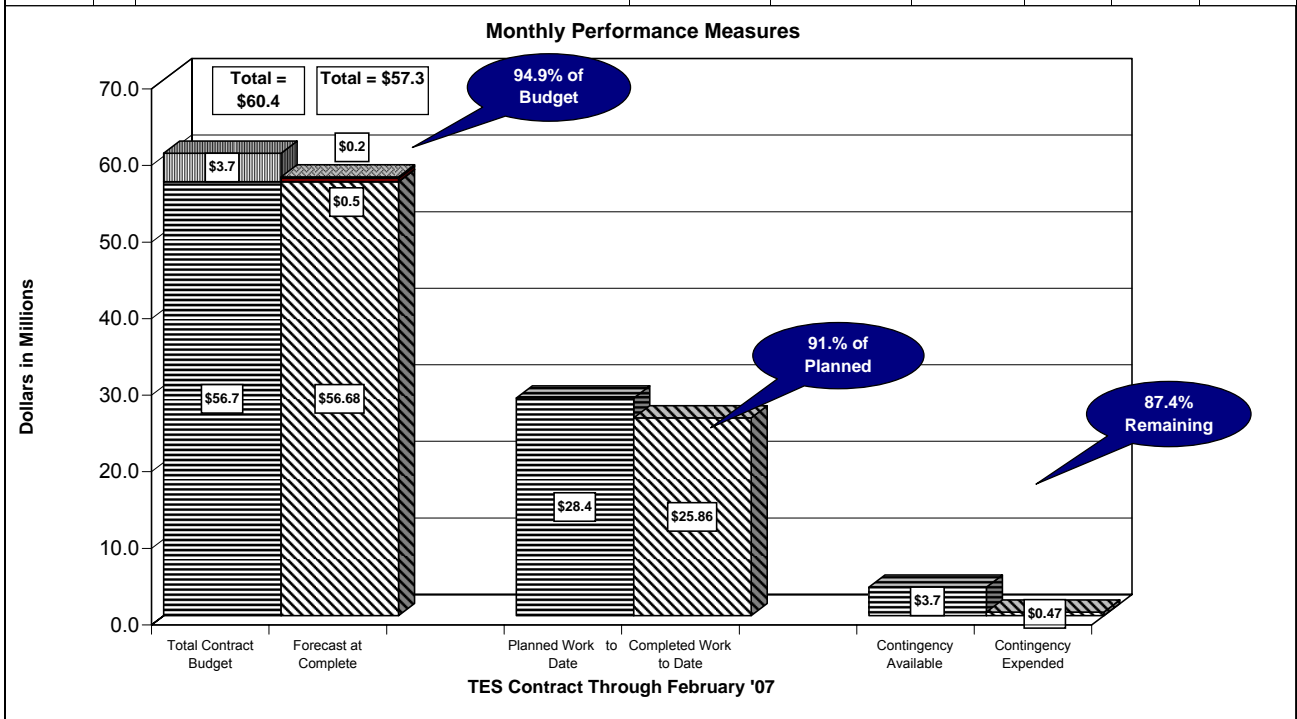
Loop 202 Underbridge Support Installation



Test Track – Cantilever Registration



Description:		3.7.3 Traction Electrification Systems
PE/PA:		Alan Friend
Contractor:		Mass Electric Corporation
Resident Engineer:		Ron Wong
Data Through:		January 15, 2007
Cumulative		5309
1	Budget	\$56,681,003
2	Executed Change Orders	\$468,313
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$57,149,316
5	Work Scheduled	\$28,424,884
6	Work Earned	\$25,855,957
7	Actual Expenditures	\$25,807,684
8	Forecast to Complete Base (4-7)	\$31,341,632
9	Change Orders Pending Execution	\$165,706
10	Forecast at Completion (7+8+9)	\$57,315,022
11	Percent Budget Expended (7/4)	45.2%
12	Percent Planned (5/4)	49.7%
13	Earned Percent Complete (6/4)	45.2%
14	Schedule Performance (6/5)	0.91
15	Cost Performance (6/7)	1.00
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$3,252,687
18	Percent Contingency Remaining (17/16)	87.4%
Period		
1	Budget	N/A
2	Executed Change Orders	\$213,917
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$57,149,316
5	Work Scheduled (Cumm - Last Period)	\$1,325,894
6	Work Earned (Cumm - Last Period)	\$1,128,722
7	Actual Expenditures (Cumm - Last Period)	\$1,134,559
8	Forecast to Complete Base (4-7)	\$56,014,757
9	Change Orders Pending Execution	-\$80,144
10	Forecast at Completion (7+8+9)	\$57,069,172
11	Percent Budget Expended (7/4)	2.0%
12	Percent Planned (5/4)	2.3%
13	Earned Percent Complete (6/4)	2.0%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$3,252,687
18	Percent Contingency Remaining (17/16)	87.4%





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 staffs are 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 staff has 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.
 - Clearance testing in the OMC yard will begin on Wednesday, March 14, 2007. 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.
 - The test track will be conditionally accepted and we will begin LRV testing April 1, 2007.



- Track Allocation meetings will be held at the OMC beginning on Wednesday, March 14, 2007.
- Track Access Training begins Monday, March 19, 2007.



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