



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project





Table of Contents

1. Executive Summary	3
• Map of Corridor.....	4
• Contract Log	5
2. Cost Overview	7
• Project Budget Status	9
• Plan vs. Actual.....	11
• Contingency Drawdown.....	12
• CNPA Project Budget Status.....	13
3. Schedule Overview	15
• Critical Path	17
• Procurement Bid Status Report.....	19
4. Quality Assurance	20
5. Public Involvement	22
6. Disadvantage Business Enterprise Program	27
• DBE Summary Log.....	31
7. System Safety and Security	32
8. Environmental Management	33
9. Real Estate	35
10. Utilities.....	38
• Prior Rights Utility Cost Status	41
11. Architecture	42
• Public Art	42
• Station Finishes	45
12. Facilities.....	49
• Line Section 1	49
• Line Section 2.....	53
• Line Section 3.....	57
• Line Section 4.....	61
• Line Section 5.....	65
• 48 th Street Bridge Replacement	69
• Town Lake Bridge.....	70
• Operations and Maintenance Center	72
• Park-and-Ride	75
• Track Material Procurement	77
• Traffic Signal Procurement.....	79
• Underfloor Wheel Profiling Machine	81
13. Systems.....	83
• Automated Fare Collection System	83
• Light Rail Vehicle.....	86
• Signals and Communications	90
• Traction Electrification System	94
• Rail Activation/System Integration.....	99



14. Appendix.....	101
• Presentation Schedule	101
• Acronyms.....	111



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 (VMR), is a sub-recipient to the grantee, the City of Phoenix. The Project has a budget of \$1,412,000,000, with a Revenue Operations Date of December 2008.

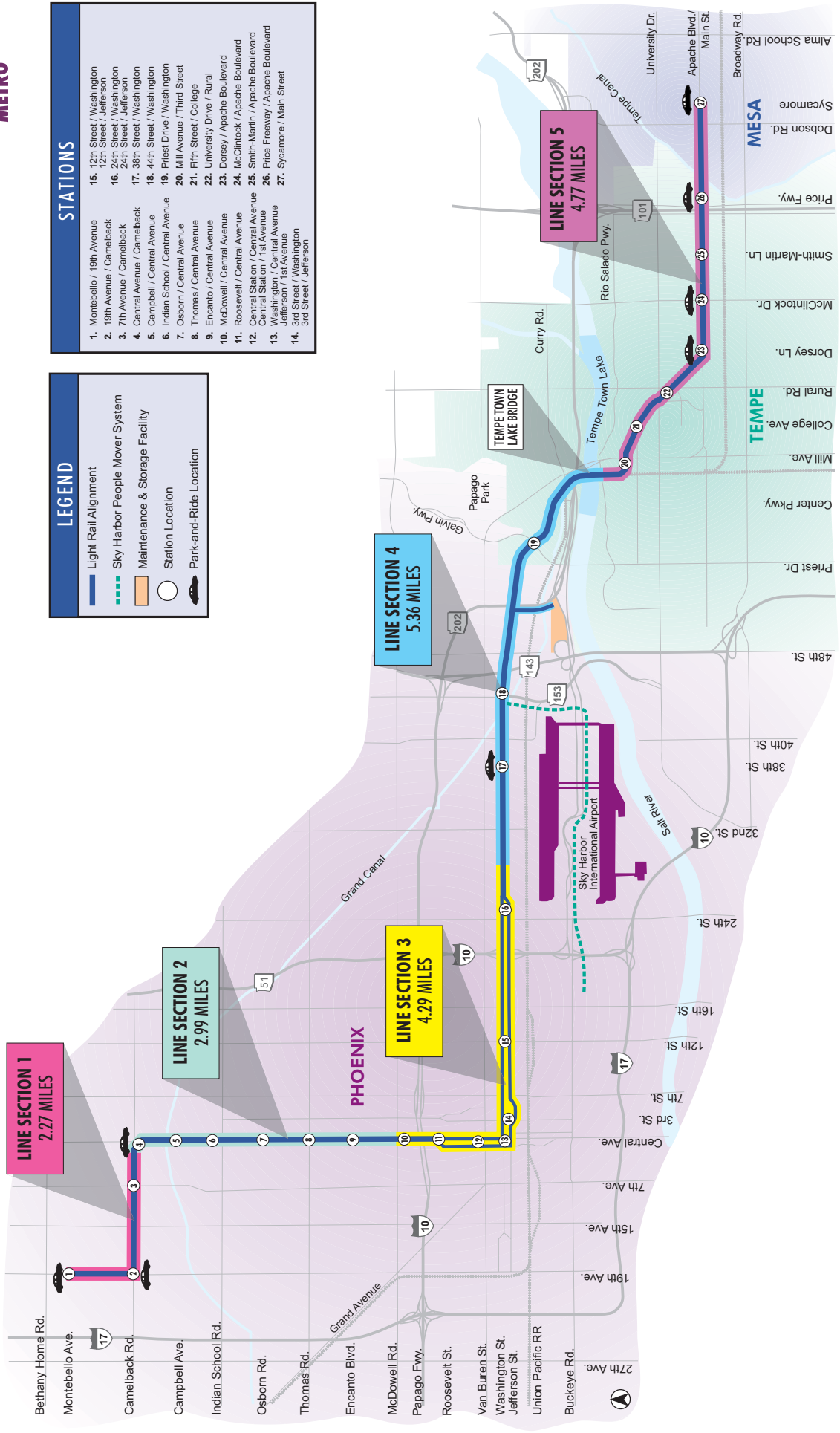
Construction neared 60 percent completion this month with the overall project reaching nearly 66 percent completion and the project remains on budget.

Total track constructed to date has nearly reached 142,000 linear feet or about 63 percent of the total. Line Section Four continues to progress toward an on-time completion with over 88 percent of their guideway completed. Line Sections Three and Five have also completed substantial amounts of guideway with Line Section Five having guideway complete up to McClintock on Apache Boulevard. Line Sections One and Two continue to progress utility relocations and roadway widening in support of guideway construction. Also, in these two line sections major paving projects were completed in the month of June. Station Finishes continues to work on structural steel placement and installation of canopies, seating, tactile warning and other station components on nine station platforms along with construction of transit center facilities.

The systems contracts continue to work in Line Section 4 to install OCS. Poles have been set in many line sections, with significant progress on the east end of the alignment (LS4 and LS5) along with pole setting in the downtown Phoenix business districts. Systems components including communications cabinets, CCTVs, speakers and variable message boards have also started to be installed at station locations.

Community Advisory boards continued to meet in the month of June. Line Section CAB awards continued to be 100 percent in Line Section Five. At some CAB meetings this month, concerns about business access and vitality were voiced by effected businesses along the alignment. METRO is working with its partners and businesses to develop different and more effective programs for the remainder of construction.

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	
3rd Street / Jefferson	



**METRO
CONTRACT LOG - JUNE 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 - JUNE 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
69	LRT-07-088-PALS	Policy and Advisory Legal Services	Thompson Coburn, LLP
6. OWNER FURNISHED MATERIALS			
70	LRT-04-009-MP1	Rail (MP1)	Progress Rail Corporation
71	LRT-04-010-MP2	Concrete Crossties (MP2)	CXT Inc
72	LRT-04-030-MP5	Ballasted Special Trackwork (MP5)	VAE Nortrak North America Inc
73	LRT-04-032-MP8	Girder Rail (MP8)	VAE Nortrak North America Inc
74	LRT-04-033-MP9	Girder Rail Special Trackwork (MP9)	VAE Nortrak North America Inc
75	LRT-04-015-MP3	Traffic Signal Hardware (MP3)	Various
76	LRT-06-072-SE	Shop Equipment for Maintenance Facility	Wissota Supply Company, Inc
77	LRT-07-078-MLE	Spray Paint Booth Manlifts at MSF	MGM Equipment Source
7. FUTURE LIGHT RAIL EXTENSIONS			
78	LRT-06-050-DCS	Design Criteria & Standards	Stantec Consulting
79	LRT-06-055-PSS	Planning Support Services	HDR Engineering, Inc.
80	LRT-07-077-PCES	Planning, Conceptual Engineering & Environmental Studies for Future Light Rail Extensions - Mesa-Tempe	HDR / S.R. Beard & Associates
81	LRT-07-077-PCES	Planning, Conceptual Engineering & Environmental Studies for Future Light Rail Extensions - I-10/Glendale	URS Corporation



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 \$45,097,272 of the available \$85,247,024 planned contingency.

Including Project Reserve, this leaves \$57,245,743 of budgeted contingency funds available to the project.

The project is 65.5 percent complete. Construction is 59.2 percent complete.

Program Management & Administration

Forecast is within budget. The Board approved a transfer of \$4,000,000 from Management and Administration contingency to fund other elements of the project.

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

The Board approved \$4,400,000 to fund the scope of work for the fiscal year 2008 staffing plan.

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 60.3 percent complete. Executed and pending change orders are expected to utilize \$22,700,000 of the \$49,000,000 available contingency. Additional expected change orders for required acceleration, additional work and expected requests for equitable adjustment are challenging the available balance of contingency.



Since the last reporting period, the contingency budget for facilities increased by \$7,600,000, the result of a Board approved transfer of funds to Prior Rights Utilities.

Systems

Systems work is 45.0 percent complete. Remaining contingency will be required for unforeseen conditions and to accelerate the systems work.

Construction Administration Services

Budget and forecast for work through fiscal year 2008 are in sync. The Board approved \$10,500,000 to fund fiscal year 2008 staffing plan based scope of work.

Testing & Startup

The Board approved a reduction to the budget of \$4,000,000 bringing budget and forecast in line at \$26,000,000.

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

The budget is currently \$17,095,991 as a result of Board approved transfers to fund Prior Rights Utilities, CAC and the GEC contracts. The forecast is currently at \$12,400,000.

Financing Costs

The budget and forecast is \$128,000,000. Further reductions are possible and anticipated, though not included in the forecast yet.

Concurrent Non Project Activities Project

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

During the reporting period eight change orders were initiated at a net credit of \$145,753 to the CNPA budget. ASU and COM each had one change order processed for \$14,088 and \$10,867 respectively. These change orders were covered by approved contingencies. The forecasts for ASU and COM remained unchanged. Phoenix Public Transit had two change order processed for \$65,721. Public Transit's forecast decreased by \$29,024 due to the change orders and reduced costs for the Civic Plaza Expansion. Phoenix Streets Department had one change order processed for \$5,989. The Streets Department forecast was unchanged. Phoenix Water Services had five change orders processed for a net credit of \$239,718 resulting in the forecast decrease of \$287,115.

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

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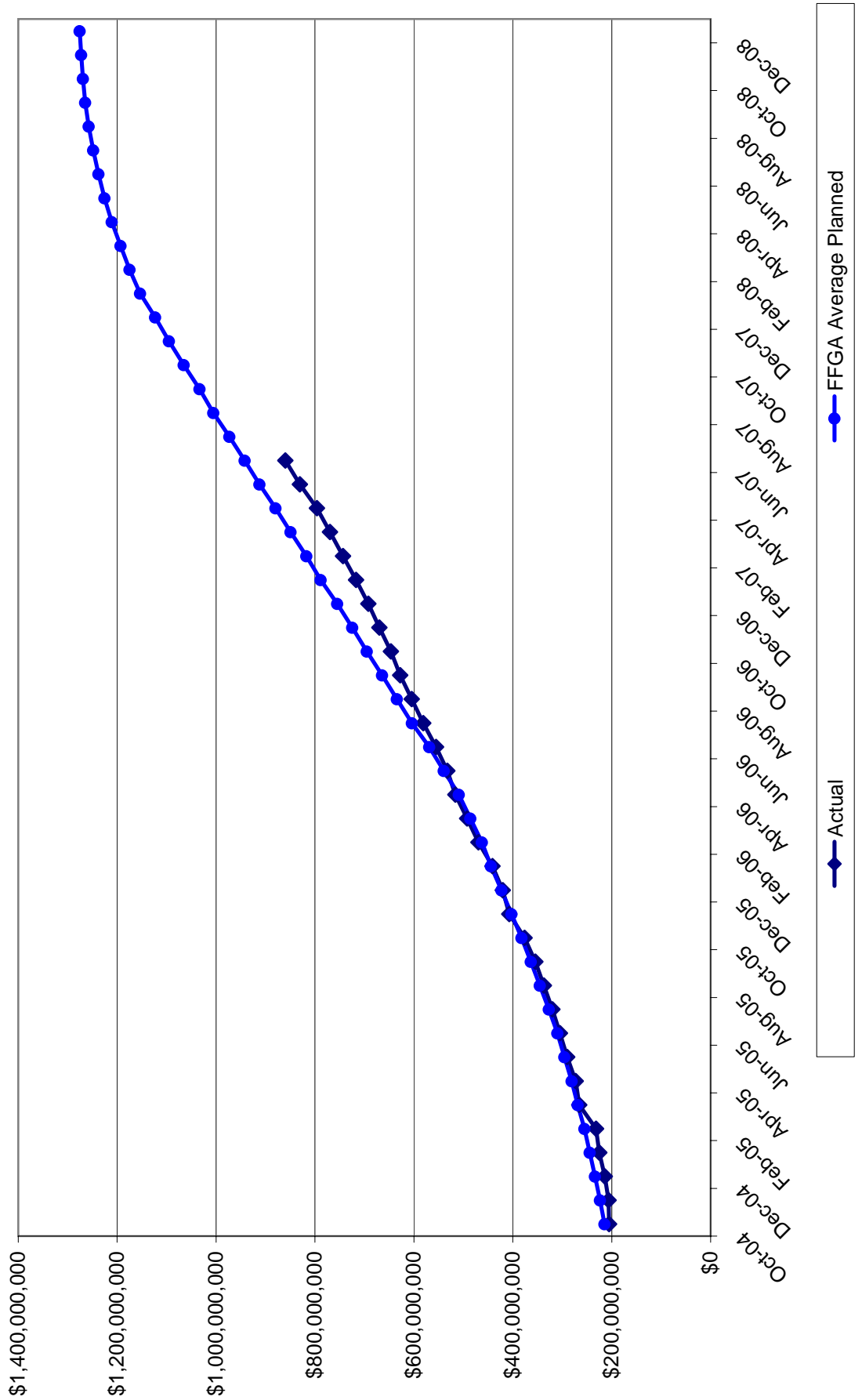
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$38,538,641	\$14,980,638	\$38,313,204	\$225,437
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$50,422,690	\$22,751,373	\$53,280,574	(\$2,857,884)
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$80,885,207	\$51,353,147	\$81,904,885	(\$1,019,678)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$51,882,418	\$42,392,128	\$51,446,941	\$435,477
54	LS5 1st Street - Sycamore	\$49,680,435	\$69,632,830	\$52,111,478	\$69,599,025	\$33,805
55	Station Finishes	\$38,701,950	\$52,398,188	\$11,478,891	\$52,467,440	(\$69,252)
56	Park and Ride Facilities	\$15,104,339	\$15,104,339	\$0	\$20,907,699	(\$5,803,360)
57	Miscellaneous Construction	\$7,505,200	\$4,176,234	\$0	\$750,000	\$3,426,234
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$5,497,114	\$4,209,677	\$6,503,235	(\$1,006,121)
58	MSF Construction/Equipment Installation	\$57,637,721	\$64,474,643	\$64,474,644	\$64,633,822	(\$159,179)
5G	MSF Underfloor Wheel Profiling System	\$0	\$980,107	\$784,086	\$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	\$21,759,752	\$21,759,752	\$21,759,752	\$0
5B	Prior Rights Utility Relocations	\$22,938,000	\$25,316,961	\$28,058,212	\$34,000,000	(\$8,683,039)
81	Contingency	\$37,491,841	\$29,792,506	\$0	\$20,116,799	\$9,675,707
	Facilities	\$422,341,688	\$513,685,862	\$317,178,258	\$519,487,715	(\$5,801,853)
4A	Rail Procurement	\$1,306,200	\$1,271,080	\$1,251,101	\$1,290,405	(\$19,325)
4B	Concrete Crosstie Procurement	\$900,000	\$751,492	\$718,285	\$751,492	\$0
4C	Traffic Signal Hardware	\$8,060,100	\$8,060,100	\$6,834,141	\$8,060,100	\$0
4D	Ballasted Special Trackwork Procurement	\$2,532,414	\$2,291,497	\$2,253,875	\$2,291,497	\$0
4E	Crossing Panel Procurement	\$380,100	\$360,096	\$0	\$0	\$360,096
4F	Girder Rail Procurement	\$15,079,742	\$14,726,085	\$14,497,970	\$14,726,085	\$0
4G	Girder Rail Special Trackwork Procurement	\$0	\$5,712,656	\$3,606,988	\$5,850,569	(\$137,913)
81	Contingency	\$1,412,863	\$666,194	\$0	\$489,956	\$176,238
	Owner Furnished Materials/Equipment	\$29,671,419	\$33,839,200	\$29,162,360	\$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	\$57,770,025	\$34,883,243	\$57,760,025	\$10,000
5F	Communications/Signals	\$38,220,002	\$38,729,373	\$17,375,488	\$38,729,373	\$0
81	Contingency	\$8,674,000	\$4,261,902	\$0	\$4,270,303	(\$8,401)
	Systems	\$119,790,902	\$107,861,312	\$52,258,731	\$107,861,313	(\$1)
	Sub Total, Construction	\$571,804,009	\$655,386,374	\$398,599,349	\$660,809,132	(\$5,422,758)
4K	Vehicle Contract	\$115,501,823	\$116,875,456	\$52,289,475	\$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	\$52,289,475	\$119,422,565	\$0
22	ROW Acquisition	\$116,214,150	\$116,786,065	\$131,211,848	\$134,000,000	(\$17,213,935)
23	ROW Contingency	\$20,081,000	\$19,509,087	\$0	\$0	\$19,509,087
20	ROW	\$136,295,150	\$136,295,152	\$131,211,848	\$134,000,000	\$2,295,152

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

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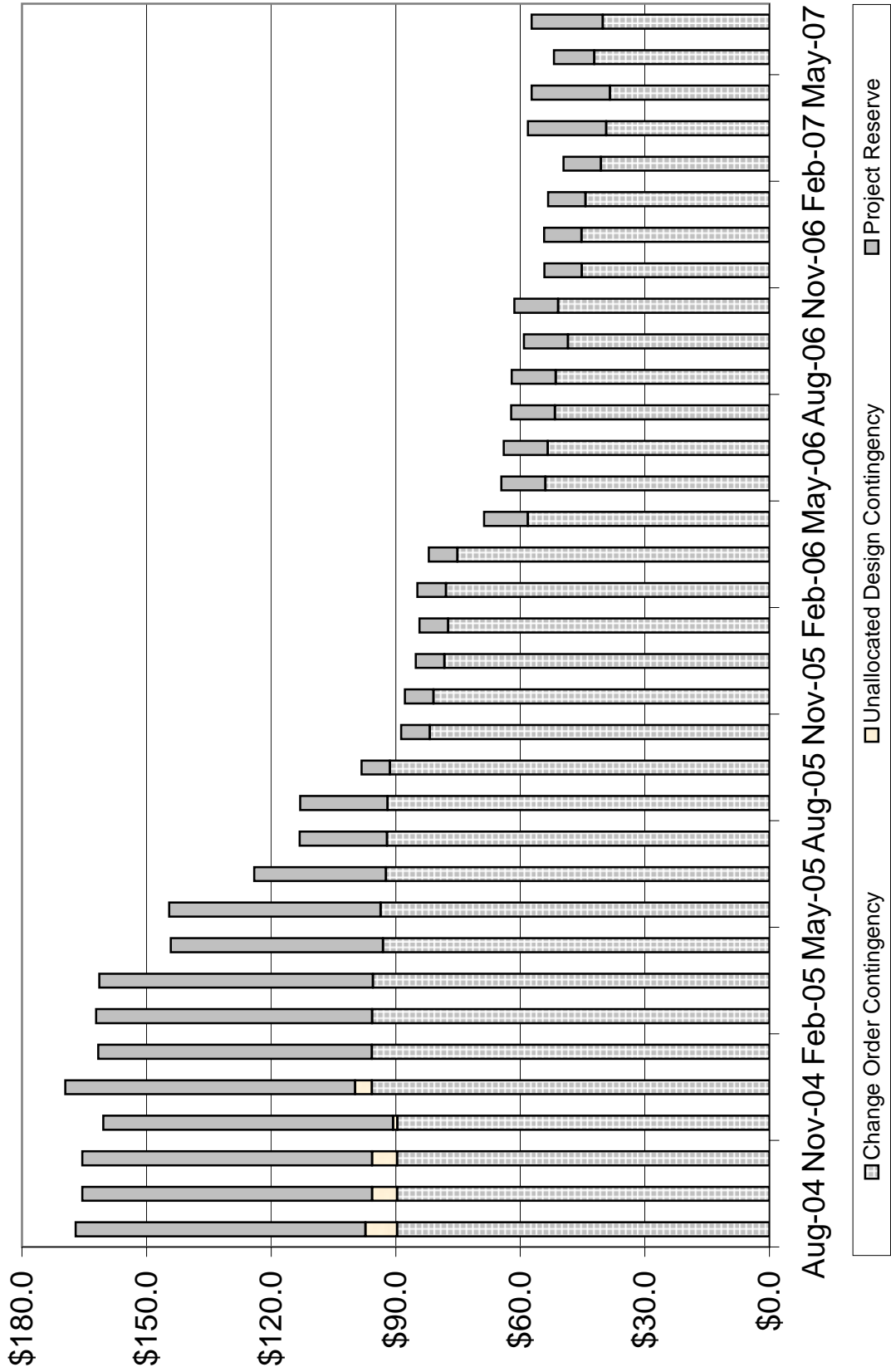
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$25,054,938	\$25,054,938	\$0
31	Engineering	\$76,780,935	\$76,346,254	\$76,030,861	\$76,673,425	(\$327,171)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$6,018,727	\$6,260,413	(\$5,055)
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	\$22,049,464	\$17,648,825	\$23,516,195	(\$1,466,731)
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$105,972,239	\$101,084,585	\$107,836,205	(\$1,863,966)
60	Construction Administration Services	\$37,759,127	\$52,311,124	\$36,848,849	\$53,011,124	(\$700,000)
61	CAC Contingency	\$15,244,622	\$0	\$0	\$0	\$0
	Construction Administration Services	\$53,003,749	\$52,311,124	\$36,848,849	\$53,011,124	(\$700,000)
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	\$28,786,607	\$42,186,394	\$2,041,922
62	Construction Administration Services - VMR	\$1,697,232	\$3,087,589	\$979,944	\$1,779,589	\$1,308,000
67	CAB Program	\$0	\$2,500,000	\$1,455,713	\$2,281,882	\$218,118
21	Administrative ROW Costs	\$696,712	\$696,712	\$590,169	\$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	\$510,365	\$1,269,053	(\$339,053)
17	Agency Insurance Cost	\$7,000,000	\$7,000,000	\$5,407,259	\$7,000,000	\$0
18	Administrative/Management Contingency	\$0	\$1,388,523	\$0	\$608,212	\$780,311
	Program Management	\$58,507,149	\$64,609,298	\$42,093,583	\$60,600,000	\$4,009,298
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	\$28,078,142	\$36,748,721	(\$4,012,395)
4M	Administrative Vehicle Costs	\$1,337,322	\$1,337,322	\$561,908	\$1,273,192	\$64,130
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	\$45,039,657	\$56,553,279	(\$3,000,000)
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	\$5,816,288	\$5,816,288	(\$368,288)
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$5,585,336	\$5,516,712	\$368,288
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	\$19,969,742	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,083,177	\$3,226,783	\$6,083,177	\$0
77	Art Program Contingency	\$999,000	\$199,956	\$0	\$199,956	\$0
	Public Art	\$6,283,133	\$6,283,133	\$3,226,783	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$26,000,000	\$4,593,437	\$26,000,000	\$0
80	Unallocated Design Contingency	\$7,575,241	\$0	\$0	\$0	\$0
85	Project Reserve	\$69,829,000	\$17,095,991	\$0	\$12,413,717	\$4,682,274
SUBTOTAL		\$1,253,258,000	\$1,284,169,532	\$860,012,246	\$1,284,169,532	\$0
90	Financing Costs	\$158,867,346	\$127,955,814	\$13,968,253	\$127,955,814	\$0
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$873,980,499	\$1,412,125,346	\$0

Plan versus Actual Costs



CP/EV LRT Contingency Drawdown

\$ Million



Valley Metro Rail Program Control
 CPIEV LRT Project
 Project Budget Status
 CNPA Project

2007_06

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A1	Bus Bays (LS2)	\$963,403	\$984,756	\$632,828	\$1,013,138	(\$28,382)
A2	Phoenix Art Museum Left Turn Signal	\$99,083	\$108,770	\$22,088	\$99,083	\$9,687
A5	19th/Montebello Transit Center (SF)	\$5,555,929	\$6,344,742	\$5,367,444	\$7,035,332	(\$690,590)
A6	117 Central/Camelback Transit Center (SF)	\$7,022,524	\$6,968,745	\$2,737,905	\$5,594,282	\$1,374,463
A7	44th Street/Washington Transit Center Real Estate	\$4,900,509	\$4,649,580	\$4,398,289	\$4,872,992	(\$223,412)
B1	Washington Street Bike Lane (LS4)	\$930,293	\$912,714	\$630,406	\$941,519	(\$28,805)
C3	Fiber Optic Backbone Conduits	\$0	\$0	\$0	\$17,844	(\$17,844)
F4	Civic Plaza Track Support System	\$2,595,811	\$2,208,231	\$269,000	\$348,432	\$1,859,799
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	\$69,943	\$113,153	(\$22,403)
H2	Fiber Optic COP	\$602,233	\$476,896	\$78,928	\$650,593	(\$173,697)
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$2,628,002	\$3,845,895	\$2,897,362	\$3,562,889	\$283,006
K7	11th Street Loop Track	\$4,377,606	\$4,352,606	\$347,341	\$4,352,606	\$0
M1	Removable Steel Curb at 7th/Jefferson	\$0	\$0	\$0	\$5,989	(\$5,989)
	Sub Total Public Transit Department	\$30,058,812	\$31,226,035	\$17,513,796	\$28,890,202	\$2,335,833
A3	6th Lane - Camelback (LS1)	\$9,820,210	\$9,883,190	\$7,822,494	\$8,954,921	\$928,269
D1	Additional Street/Pedestrian Lighting (LS3)	\$509,602	\$509,602	\$398,594	\$509,602	\$0
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	\$1,485,876	\$90,509	\$1,482,845	\$3,031
E5	Seal Coat versus Rubber Overlay (LS 4)	\$430,896	\$430,896	\$312,841	\$430,896	\$0
K3	Red Light Enforcement	\$79,667	\$61,067	\$31,098	\$79,667	(\$18,600)
	Sub Total Streets Department	\$12,584,531	\$12,634,973	\$8,672,640	\$11,722,273	\$912,700
A7	44th Street/Washington Transit Center (SF)	\$2,822,429	\$2,821,531	\$1,665,833	\$2,821,531	\$0
C6	APM Utility Connections	\$22,997	\$22,997	\$19,440	\$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	\$56,441	\$60,000	\$0
	Sub Total Aviation Department	\$3,963,733	\$3,964,800	\$2,511,339	\$3,962,835	\$1,965
B3	LS 1 Water/Sanitary Sewer	\$9,887,790	\$9,718,406	\$3,025,871	\$9,417,295	\$301,111
B4	LS 2 Water/Sanitary Sewer	\$6,255,348	\$5,656,414	\$3,159,339	\$5,820,480	(\$164,066)
B5	LS 3 Water/Sanitary Sewer	\$15,367,099	\$14,944,373	\$11,483,375	\$15,010,511	(\$66,138)
B6	LS 4 Water/Sanitary Sewer	\$5,325,583	\$6,659,677	\$5,937,316	\$6,672,613	(\$12,936)
B7	Water and Sanitary Sewer Lines - 48th St. Bridge Replacement Contract	\$415,420	\$155,767	\$155,767	\$155,767	\$0
J1	Catholic Protection for Waterlines LS1	\$1,099,400	\$739,855	\$100,975	\$739,855	\$0
J2	Catholic Protection for Waterlines LS2	\$1,094,162	\$979,408	\$223,770	\$608,835	\$370,573
J3	Catholic Protection for Waterlines LS3	\$29,192	\$0	\$0	\$29,192	(\$29,192)
J5	Catholic Protection for Waterlines LS4	\$350,000	\$435,620	\$85,620	\$435,620	\$0
	Sub Total Water Services Department	\$39,823,994	\$39,289,520	\$24,172,033	\$38,890,168	\$399,352
	Total - Phoenix	\$86,431,070	\$87,115,328	\$52,869,808	\$83,465,478	\$3,649,850

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

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A8	5th/College Transit Center	\$500,000	\$752,738	\$673,992	\$752,738	\$0
AA	COT SRP Prior Rights TC Relocation	\$244,080	\$235,400	\$0	\$117,831	\$117,569
B8	Terrace / Apache Waterline Coordination (Design Only)	\$54,639	\$37,999	\$35,291	\$54,534	(\$16,535)
C1	Additional Communications Conduits	\$32,499	\$32,499	\$24,271	\$30,747	\$1,752
C2	COT ASU Pedestrian Signal	\$114,338	\$122,000	\$55,976	\$122,000	\$0
C7	Parking Facility 5th/Farmer	\$110,701	\$116,990	\$110,781	\$117,070	(\$80)
C8	COT Waterline @ Cremery 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
D7	COT Additional Conduit @ McClintock/Apache	\$0	\$7,990	\$7,990	\$7,990	\$0
E6	Rubberized Asphalt LS5	\$624,874	\$624,874	\$18,258	\$624,874	\$0
E7	COT CNPA - Additional Conduits for Missions Palms	\$0	\$8,243	\$8,243	\$8,243	\$0
F2	McClintock / Apache Storm Drain	\$75,345	\$72,419	\$57,052	\$72,419	\$0
F9	Rubber Asphalt - Tempe	\$610,983	\$523,603	\$148,156	\$523,603	\$0
H3	Fiber Optic COT	\$427,239	\$421,934	\$73,963	\$441,978	(\$20,044)
J4	Catholic Protection of Waterline LS4 CO#15	\$158,638	\$158,638	\$110,538	\$158,638	\$0
J9	University Drive Station Bus Interface	\$509,186	\$509,186	\$0	\$509,186	\$0
K1	Veteran's Way- 5th/College TC	\$7,645	\$7,645	\$6,689	\$7,645	\$0
K2	Bus Shelter Electrification	\$11,076	\$11,076	\$7,315	\$11,076	\$0
K4	Washington/Center Parkway Station	\$4,989,270	\$4,919,490	\$920,976	\$4,919,490	\$0
N4	Tempe Market Analysis	\$44,378	\$44,378	\$43,577	\$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	\$9,066,197	\$2,602,637	\$8,983,535	\$82,662
A9	Main Sycamore Transit Center	\$5,532,721	\$5,519,839	\$2,976,924	\$5,653,132	(\$133,293)
C3	Fiber Optic Backbone Conduits	\$0	\$0	\$0	\$10,867	(\$10,867)
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$847,325	\$836,798	\$66,999	\$847,328	(\$10,530)
N3	Mesa Market Analysis	\$18,542	\$18,542	\$13,890	\$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	\$3,060,551	\$6,534,869	(\$154,690)
C3	Fiber Optic Backbone Conduits	0	0	0	\$14,088	(\$14,088)
C9	ASU Logo Additions	\$86,463	\$59,039	\$0	\$81,280	(\$22,241)
E2	ASU Steam Line	\$0	\$8,189	\$8,189	\$8,189	\$0
H1	Fiber Optic ASU	\$959,445	\$1,188,930	\$358,541	\$1,198,300	(\$9,370)
	Sub Total ASU	\$1,045,908	\$1,256,158	\$366,730	\$1,301,857	(\$31,611)
E1	(APS) Duct Bank at 48th St. Utility Bridge, Archaeological Support	\$76,309	\$74,344	\$57,870	\$76,309	(\$1,965)
F8	Rojo Lofts Property	\$81,999	\$14,786	\$0	\$81,998	(\$67,212)
	Sub Total Other	\$158,308	\$89,130	\$57,870	\$158,307	(\$69,177)
	Grand Total CNPA	\$103,012,860	\$103,906,992	\$58,957,596	\$100,444,046	\$3,477,034



3. Schedule Overview

The current Status of the Master Schedule is based on a data date of

July 1, 2007. The current forecast continues to be an on-time Program completion date of Saturday, December 27, 2008.

Line Sections Contracts 2 and 5 continue work through utility relocation issues. 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.

Steel Erection is complete on 9 of the 27 Stations.

Nearly 142,000 linear feet (26.9 miles) of track has been placed in Line Sections 1, 2, 3, 4, 5 and OMC. Over 850 of the 1400 OCS Foundations have been placed and pole setting by the TES Contractor is ongoing.

Signals and Communications work in the stations started in Early June.

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

Track Installation							
Line Section	Bid Quantity		Installed		Remaining		% Complete
	LF	Miles	LF	Miles	LF	Miles	
M&SF	19,261	3.65	19,261	3.65	0	0.00	100.0%
Line Section 1	23,454	4.44	7,193	1.36	16,261	3.08	30.7%
Line Section 2	30,752	5.82	8,165	1.55	22,587	4.28	26.6%
Line Section 3	44,629	8.45	32,453	6.15	12,176	2.31	72.7%
Line Section 4	56,054	10.62	49,360	9.35	6,694	1.27	88.1%
Line Section 5	50,818	9.62	25,500	4.83	25,318	4.80	50.2%
Total	224,968	42.61	141,932	26.88	83,036	15.73	63.1%

Major Milestones

Civil:

Line Section 1 Completion:	July, 2008
Line Section 2 Completion:	May, 2008
Line Section 3 Completion:	April, 2008
Line Section 4 Completion:	December, 2007
Line Section 5 Completion:	March, 2008



Station Finishes: October, 2008

Park and Ride October, 2008

Systems:

Signals and Communications: October, 2008

Fare Collection: November, 2008

Traction Electrification: August, 2008

Startup:

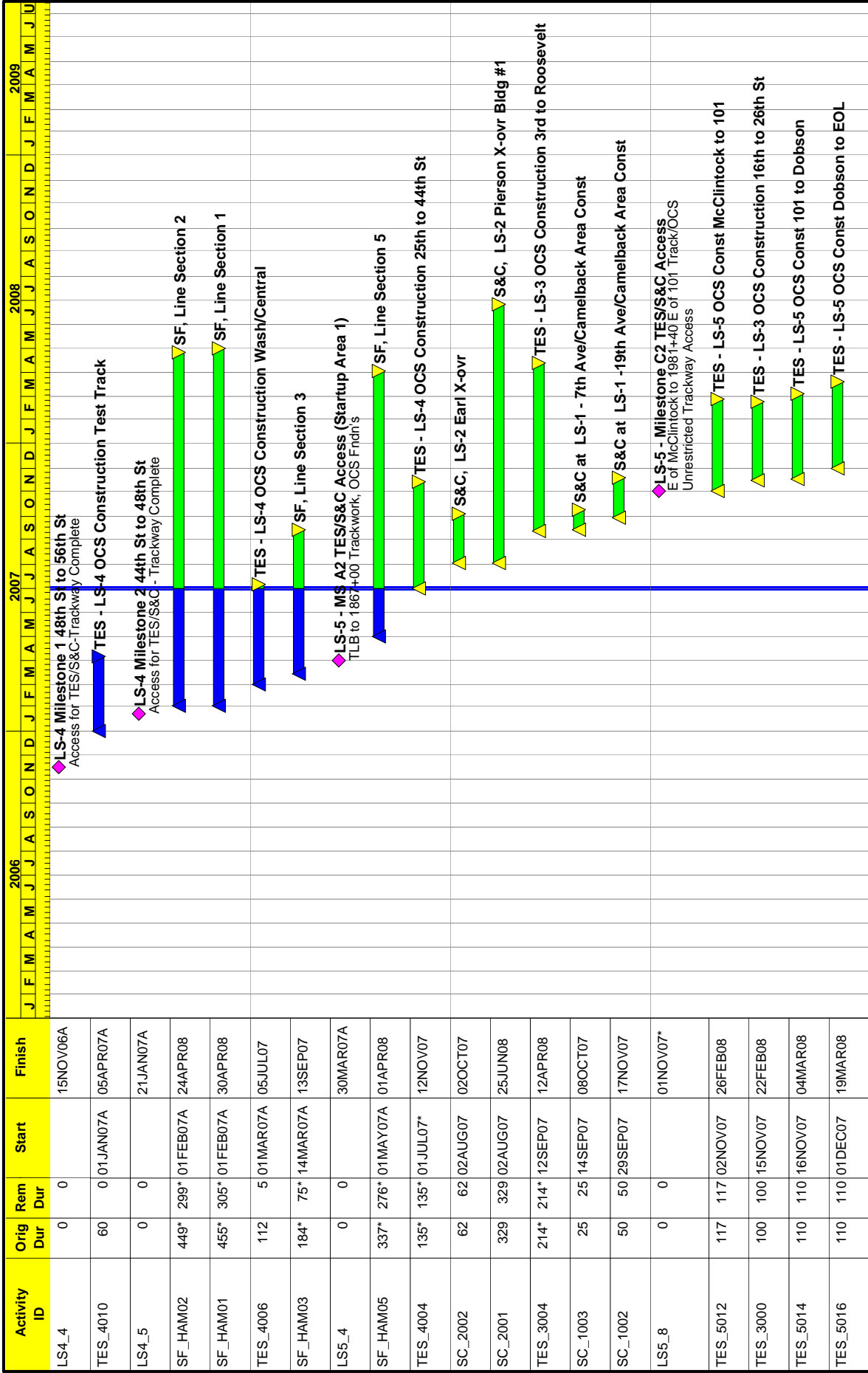
Start Integrated Testing Area 1 (24th Street to the Mill Pocket Track): March, 2008

Start Integrated Testing Area 2 (LS-3 and Balance of LS-4 and 5): June, 2008

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

Critical Path(s):

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



Activity ID	Orig Dur	Rem Dur	Start	Finish
LS4_4	0	0	15NOV06A	
TES_4010	60	0	01JAN07A	05APR07A
LS4_5	0	0	21JAN07A	
SF_HAM02	449*	299*	01FEB07A	24APR08
SF_HAM01	455*	305*	01FEB07A	30APR08
TES_4006	112	5	01MAR07A	05JUL07
SF_HAM03	184*	75*	14MAR07A	13SEP07
LS5_4	0	0	30MAR07A	
SF_HAM05	337*	276*	01MAY07A	01APR08
TES_4004	135*	135*	01JUL07*	12NOV07
SC_2002	62	62	02AUG07	02OCT07
SC_2001	329	329	02AUG07	25JUN08
TES_3004	214*	214*	12SEP07	12APR08
SC_1003	25	25	14SEP07	08OCT07
SC_1002	50	50	29SEP07	17NOV07
LS5_8	0	0	01NOV07*	
TES_5012	117	117	02NOV07	26FEB08
TES_3000	100	100	15NOV07	22FEB08
TES_5014	110	110	16NOV07	04MAR08
TES_5016	110	110	01DEC07	19MAR08

Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 01JUL07
 Run Date: 03JUL07 12:30

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

Sheet 1 of 2

Valley Metro Rail
 Central Phoenix/East Valley LRT

Critical Path

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Procurement Bid Status Report as of 6/28/07						
Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)	
PART I – CP/IEV LRT PROJECTS						
Park and Rides	04/23/07	05/02/07	06/05/07	TBD	TBD	
LRT Systems and Facilities Maintenance - RFP	04/02/07	04/18/07	06/05/07	10/17/07	12/01/07	
Power Consulting Services	TBD	TBD	TBD	TBD	TBD	
Marketing & Public Relations Consultant	07/02/07	07/10/07	07/31/07	11/21/07	12/17/07	
Broker Services	TBD	TBD	TBD	TBD	TBD	
Event Planning Consultant – System Opening	TBD	TBD	TBD	TBD	TBD	
PART II – LONG RANGE DEVELOPMENT PROJECTS						
Northwest LRT Extension Engineering Services	10/16/06	10/31/06	11/20/06	07/03/07	07/16/07	
Construction Manager at Risk for Northwest Extension Light Rail Transit Project	04/30/07	05/14/07	06/06/07	09/19/07	10/02/07	
Artist for Northwest Extension Light Rail Transit Project	TBD	TBD	TBD	TBD	TBD	
Architectural/Engineering On-Call Consultant Services - Future Extension Projects	TBD	TBD	TBD	TBD	TBD	
Public Involvement On-Call Support Services – Future Extension Projects	04/23/07	N/A	05/07/07	07/03/07 Info Item	TBD	
Non-Engineering On-Call Consultant Services – Future Extension Projects	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

METRO Activities

Civil and Systems

- Attended CAC weekly Resident Engineer meetings.
- Attended various Line Section weekly re-sequencing and coordination meetings.
- Attended OMC meeting regarding the status of punch list, close-out activities.
- Conducted audit for Line Section 2 Resident Engineer's (RE) compliance with selected sections of the RE Manual. Audit closed.
- Conducted audit for Line Section 2 Contractor compliance with selected sections of the Quality Control Plan. Audit closed.
- Accompanied CAC QA & QC managers during audit of Signals & Communications Contract.

Light Rail Vehicle

- Audits
 - Engineering Change Notice books for the light rail vehicles, updated May 29, 2007.
- Inspections
 - Dimensional, continuity and megger testing, and visual inspection of power and center trucks
 - Witnessed low speed traction power and AW3 testing in the OMC yard.



- Witnessed car wash facility/LRV interface testing.
- Witnessed assembly, testing, installation, etc. of numerous LRV components.

Construction Administration Consultant Activities

Quality Manuals Reviewed:

- A revised Automated Fare Collection Quality Manual was received and reviewed. The manual was returned to Scheidt & Bachmann USA, Inc for additional revisions.

Quality Assurance Audits/Surveillances

- Conducted surveillance at VAE Nortrak's facility in Seattle, Washington for the Expansion Joint Assembly – Double Sliding Rail 115RE.
- Performed audits on Line Section 1 and Signals and Communications CAC Resident Engineers.

General

- Attended weekly Resident Engineer meetings.
- Attended various Line Section weekly coordination meetings.
- Nonconformance Report Log (NCR), 46 items.
 - Eleven items were closed in June.
 - Thirty-five outstanding NCR's in process.
 - Five items are projected to be closed in July.
- Quality Action Request Log (QAR), 42 items.
 - Zero items were closed in June.
 - Forty-two outstanding QAR's in process.
 - Six items are projected to be closed in July.

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- MEC provided a third response to Quality Action Request (QAR) S2006-001 dated May 18, 2007 outlining the steps that they have implemented to correct the issues associated with this QAR. Their response is currently being evaluated.

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

Camelback/Central Avenue Retail Merchants Group attended Community Advisory Board (CAB) Meetings to request that effectiveness of CAB be added as an agenda item. METRO staff worked closely with the CABs to ensure the concerns raised by the Retail Merchants Group would be placed on future agendas.

METRO Staff is working with the City of Phoenix Business Assistance Staff, ensuring the METRO Business Assistance Program is complementing programs offered by the City. METRO Staff will continue to explore opportunities to enhance business programs or provide some flexibility to the programs.

Business Assistance



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through June, **651** signs and **383** banners (**1034** total) 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)	76	75	151
Line Section Two (LS2)	94	56	150
Line Section Three (LS3)	237	76	313
Line Section Four (LS4)	41	37	78
Line Section Five (LS5)	203	139	342
Totals	651	383	1034

METRO Business Outreach Program

The following is a break down of business outreach statistics as of June 30, 2007:

- METRO Max Program Participants – **267** businesses
- Construction Signage Program – **1,034** (651 signs and 383 banners)
- City of Tempe Asset Assistance Program – **1**
- City of Mesa/U.S. Bank Asset Assistance Program – Outreach continues
- Management Technical Assistance (MTA) Program – **304** businesses
- ASU Market Needs Assessment – **128** businesses (107 Complete / 21 In-Progress)
- SELF Seminars / Micro Loan Assistance – **22** Businesses
- SBDC One-on-One Consultation - **18** Businesses
- Prestamos – Chicanos Por La Causa – **4** 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

- The LS1 CAB meeting was held on June 12, 2007. Stakeholders expressed concern on how the CAB evaluates the contractor. It was suggested that awarding incentive money to the contractor should be stopped and the money funneled to businesses that are struggling due to construction. A business coalition has been formed that will send a representative to discuss the intent of the coalition, the goals and objectives. The motion was tabled to future agenda items. Mr. Wulf Grote provided information on future light rail corridors. He reviewed the project schedules and the 57-mile high capacity/light rail transit corridor map. Mr. Grote shared issues METRO faced, the Phoenix City Council's actions, a map outlining phase one and the second phase, and a timeline for the project. METRO is initiating three studies: the alternatives analysis for Central Mesa, the I-10 corridor, and south Tempe. CAB members recommended, for future extensions, METRO study the impacts on businesses and improve the management of third party utility companies. Mr. Dennis Onstott, Kiewit, displayed construction progress photos and provided an update on the schedule. Kiewit received an overall rating of 75 percent, for their effort going "above and beyond" the contract specifications. The next LS1 CAB meeting is scheduled for Tuesday, July 10, 2007.

LS2

- LS2 held the monthly CAB meeting Tuesday, June 19th, at Brophy College Preparatory. Mr. Rick Simonetta thanked the CAB members for their service and distributed rail pieces to them as a token of appreciation. Several stakeholders spoke about how construction is affecting businesses in LS2. Suggestions were made regarding the incentive disbursements and acceleration of construction. Mr. Larry Engleman, METRO Chief of Safety and Security, provided an overview of METRO's safety and security measures during construction, vehicle testing, and operations. He explained METRO staff reviewed other light rail systems to determine best practices for the train, traffic, and pedestrians and incorporated their findings into the design of CPEV project. Mr. Engleman explained the safety and security features on the vehicle and station platform. Members asked questions about how cars can safely cross the tracks and accident rates. Members voted to discuss the evaluation scale related to contract requirements and a possible recommendation to METRO's Board of Directors on accelerating



construction. An update on Herzog's schedule was requested. Herzog received an overall rating of 75 percent, for their effort going "above and beyond" the contract specifications. The next LS2 CAB meeting is scheduled for Tuesday, July 10, 2007.

LS3

- The LS3 CAB conducted the monthly meeting on Tuesday, June 12, 2007 in the METRO Board Room. Members of the general public addressed the CAB on traffic intersection maintenance, assistance for struggling businesses and accessibility issues. Rick Simonetta, METRO Chief Executive Officer, made a State of the System presentation to the CAB. Mr. Simonetta presented CAB members a rail piece as a token of METRO's thanks for their services. Kerry Wilcoxon, City of Phoenix Streets Department, presented an analysis of crash data at four major intersections in LS 3. The data was presented with the intent to answer questions regarding Archer Western Contractors (AWC) barricades. A motion to discontinue the contractor incentive and to use the monies for marketing purposes was tabled. Archer Western Contractors (AWC) staff delivered a contractor presentation, highlighting the progress and successes achieved during the month, and displayed examples of AWC going "above and beyond" the contract specifications. AWC received an overall rating of 80 percent, for their efforts in going "above and beyond" contract specifications. The next LS3 CAB meeting is scheduled for Tuesday, July 10, 2007.

LS4

- LS4 CAB held the monthly meeting on Wednesday June 13, 2007, at METRO Operations and Maintenance Center. The LS4 CAB was greeted by METRO Chief Executive Officer, Rick Simonetta, who thanked the board members for their efforts in executing the CAB program and patience as light rail construction continues. The members were given pieces of light rail in appreciation for their serving on the LS4 CAB. METRO staff reviewed construction surveys for the month, and CAB members discussed common protocol when engaging stakeholders in this process. Erik Yingling, Sundt Stacey and Witbeck Joint Venture (SSWJV) delivered a landscaping presentation that provided information about current and future landscaping efforts in LS4. Mr. Yingling also provided a presentation highlighting "before and after" pictures of construction progress in the last year. Mr. Yingling discussed roadway widening and guideway construction activities. SSWJV received an overall rating of 100 percent for the month of June. The next LS4 CAB Meeting is scheduled for Wednesday, July 11, 2007.

LS5

- LS5 conducted its CAB meeting on Thursday, June 14, 2007 at the LS5 METRO Field Office. The LS5 CAB welcomed Ken Smith, METRO Deputy Project Manager, to the June meeting. Mr. Smith presented an overview of the station finishes contract, including the process from early design and public input to current prosecution of construction activities. The presentation was followed by a question and answer session. Ryan Snow, SSWJV Project Engineer, discussed past, current, and upcoming construction activities for Tempe and Mesa and upcoming road widening, guideway and track construction. Sundt/Stacey and Witbeck received an overall rating of 100 percent. The next LS5 meeting is scheduled Thursday, July 12, 2007.



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 April is at **\$ 1,524,989**

Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS1	\$241,181.00	\$120,591	\$120,591	100%
LS2	\$317,680.00	\$190,608	\$177,901	93%
LS3	\$865,916.00	\$606,141	\$484,913	80%
LS4	\$567,361.00	\$453,889	\$436,858	96%
LS5	\$507,862.00	\$304,717	\$304,717	100%

Schedule Status

- Public Involvement activities remain on schedule.

Issues and Solutions

- Issue:** Ongoing meetings with individual business' in Phoenix Line Sections to address concerns with METRO's Business Outreach Programs and ineffectiveness in mitigation during construction.
Solution: In order to address the business owners concerns, METRO has agreed to: investigate the potential acceleration of construction schedule in various line sections, enhance and/ or expand the courtesy signage program and adjust the advertising campaign so messages reflect individual, retail-specific businesses.



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 14.85 percent, participation including change order work is at 14.98 percent and DBE's have been paid 13.60 percent of construction dollars to date.

Procurement Activities

- The Systems and Facilities Maintenance procurement is scheduled for release in late March, 2007. The DBE participation goal is 6.8 percent. The Proposal opening date is June 5, 2007. There will be no further DBE program activity related to this procurement until the contract price has been negotiated and DBE documents have been submitted for review.

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 - Kiewit Western Contractors
 - 12.10 percent Minimum DBE Participation
 - 13.77 percent Committed at Bid
 - 13.64 percent Current DBE Participation (adjusted contract amounts)
 - \$7,645,822 Total DBE Subcontracted Amount



- Line Section 2 - Herzog
 - 12.10 percent Minimum DBE Participation
 - 15.69 percent Committed at Bid
 - 20.20 percent Current DBE Participation (adjusted contract amounts)
 - \$11,484,648 Total DBE Subcontracted Amount
- Line Section 3 - Archer Western Contractors
 - 12.30 percent Minimum DBE Participation
 - 13.59 percent Committed at Bid
 - 14.92 percent Current DBE Participation (adjusted contract amounts)
 - \$14,867,404 Total DBE Subcontracted Amount
- Line Section 4 - Sundt/Stacy and Witbeck
 - 11.50 percent Minimum DBE Participation
 - 14.47 percent Committed at Bid
 - 12.08 percent Current DBE Participation (adjusted contract amounts)
 - \$7,294,677 Total DBE Subcontracted Amount
- Line Section 5 - Sundt/Stacy and Witbeck
 - 14.90 percent Minimum DBE Participation
 - 16.73 percent Committed at Bid
 - 19.94 percent Current DBE Participation (adjusted contract amounts)
 - \$14,323,014 Total DBE Subcontracted Amount
- Station Finishes - Archer Western Contractors
 - 12.20 percent Minimum DBE Participation
 - 12.98 percent Committed at Bid
 - 15.05 percent Current DBE Participation (adjusted contract amounts)
 - \$9,459,868 Total DBE Subcontracted Amount
- Operations and Maintenance Center - Sundt/Stacy and Witbeck
 - 7.34 percent Minimum DBE Participation
 - 7.54 percent Committed at Bid



- 8.21 percent Current DBE Participation (adjusted contract amounts)
- \$4,73,643 Total DBE Subcontracted Amount
- Traction Electrification - Mass Electric
 - 10.00 percent Minimum DBE Participation
 - 10.20 percent Committed at Bid
 - 10.57 percent Current DBE Participation (adjusted contract amounts)
 - \$6,045,566 Total DBE Subcontracted Amount
- Signals and Communications - Mass Electric
 - 11.00 percent Minimum DBE Participation
 - 11.67 percent Committed at Bid
 - 11.24 percent Current DBE Participation (adjusted contract amounts)
 - \$4,512,729 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
 - 32.29 percent Current DBE Participation (adjusted contract amounts)
 - \$12,390,770 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)
 - \$1,704,758 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 (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 (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 (adjusted contract amounts)
 - \$1,770,322.77 Total DBE Subcontracted Amount
- Tempe Town Lake Bridge - PCL Civil Constructors – Contract Closed Out
 - Final Participation 20.80 percent (adjusted contract amounts)
 - \$4,559,765.58 Total DBE Subcontracted Amount

Outreach Activities

- Effective June 2007, the DBE Outreach Advisory Committee will start meeting on a quarterly basis. The next meeting is scheduled for August 2007.
- METRO is revisiting the schedule and focus of outreach activities. Activities will be scheduled to coincide with large procurement opportunities.

Cost and Schedule – Variance Analysis

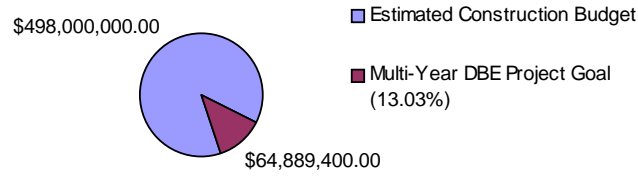
- DBE activities remain within budget and on schedule.

Issues and Solutions

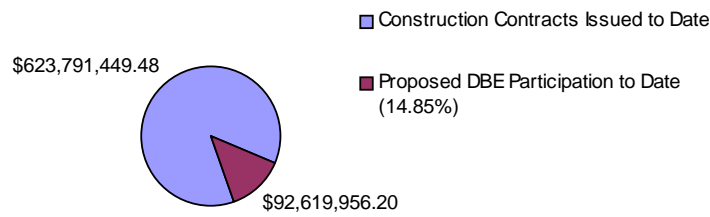
- There are no issues to report this period.



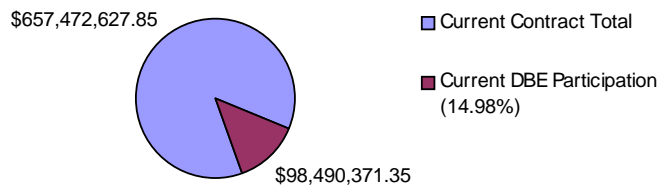
DBE Program Overview



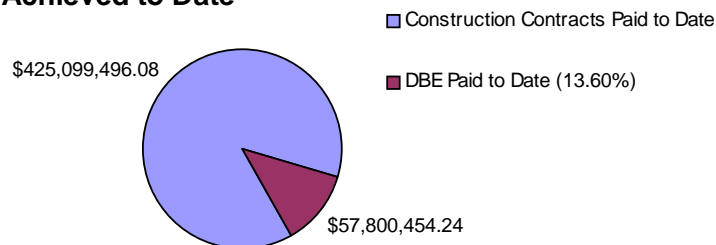
Original Contract Amounts



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

- Conducted Track Access Training for 88 METRO, consultant, contractor, utility company, and City of Phoenix personnel. 790 people have received this training to date.
- Revised the System Security Program Plan and Emergency Management Plan to conform to the ADOT System Safety Program Standard, Revision 1.
- Prepared “Fact Reports” on incidents involving an automobile into guideway and catenary wire pulled down by a truck.
- Began investigating methods for providing perimeter intrusion detection at the Operations and Maintenance Center, in conjunction with systems engineering.
- Met with the new Tempe Police Department commander responsible for light rail security.
- Delivered 104 METRO Briefing for Emergency Services Personnel CD’s to Phoenix, Tempe and Mesa Police and Fire Departments, and the Arizona State University Police.
- 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.
- There was no Fire/Life Safety and Security Committee meeting (every other month schedule).
- Conducted the Safety and Security Certification Review Committee meeting.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- None.



8. Environmental Management

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. Ground disturbing construction has been completed in La Plaza and Pueblo Grande. Therefore monitoring is complete in the highly sensitive areas.
- No significant resources were discovered this month.
- ACS is providing 2 field archaeologists and one half time supervisor.
- Draft work plan for archaeological analysis and reporting has been distributed to Phoenix, Tempe, Mesa, US Dept of the Interior and Arizona State Museum for review and comment. To date we have received comments from the US Dept. of the Interior, City of Phoenix and the Arizona State Museum. Comments state that the plan is consistent with the Secretary of the Interior Standards, the *City of Phoenix Guidelines for Archaeology* and the terms and conditions of our permit. The comments have stated that the level of effort is appropriate and consistent with professional standards. The City of Phoenix and US Department of the Interior estimated that the cost of the report should be approximately \$3,000,000 based on the extent of field activities.

Contaminated and Hazardous Materials

- No Activities.

Regulatory Compliance

- Conducted field observations for contractor compliance with the Stormwater Pollution Prevention Plan. No substantial problems were identified.

Cost and Schedule – Variance Analysis

Archaeology (Includes invoicing to CAC and METRO)

Original Contract Value (CAC)	\$1,500,064
Approved Change Orders (CAC)	\$2,137,936



METRO Contract Monitoring FY '07	\$325,000
Contract Value to date (CAC + METRO)	\$3,963,000
Invoiced through February 28, 2007 to CAC	(\$3,634,795)
Invoice to METRO March 1 – June 30, 2007	(\$313,362)
Estimated cost for construction monitoring FY '08	\$218,536
Contingency for data recovery through end of construction	\$100,000
Total estimated costs for field archaeology	\$4,266,693

Hazardous Materials Assessment (CAC) (To be up dated upon receipt of invoices)

Original Contract Value	\$499,488
Contract Value to date	\$499,488
Invoiced as of April 30, 2006	(\$425,076)
Task orders open	(\$28,331)
Expended or Committed	\$453,407
Estimated Cost to Complete	45,000
Estimated total Cost	\$498,407

Remediation and Treatment Fund (METRO)

Budget	\$1,004,000
Expended or Committed	(\$188,680)
Data Recovery Report	(\$84,956)
ERI	(\$103,724)
Transferred to Archaeology Monitoring-Data Recovery	\$650,000
Funds Available	<u>\$165,320</u>

Issues and Solutions

- **Issue:** Current budget for archaeology analysis and reporting is less then required to comply with federal, state and local standards and permit conditions.

Solution: Scope of Work, Work Plan and Schedule will be finalized by July 20, 2007. METRO will prepare independent cost estimate and request cost proposal from ACS in order to complete negotiations. We are currently evaluating all options to minimize costs. Based on results of negotiations, we will submit a request for budget adjustment to METRO Board in August. Our current Rough Order of Magnitude is \$3,500,000.



9. Real Estate

Description

The LRT Project travels down main business arterials in the cities of Phoenix, Tempe and Mesa and approximately 777 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 98 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, all 183 relocations have been completed. One-hundred forty-nine parcels are under City control and a total of 145 parcels are available for construction. Line Section 1 contains 150 parcels.
- In Line Section 2, all 29 relocations have been completed. A total of 89 parcels are under City control and are available for construction. Line Section 2 contains 92 parcels.
- In Line Section 3, all 36 relocations have been completed. All 259 parcels are under City control and 255 parcels are available for construction. Line Section 3 contains 259 parcels.
- In Line Section 4, all 28 relocations have been completed. All 109 parcels are under City control and are available for construction. Line Section 4 contains 109 parcels.
- In Line Section 5, all 40 relocations have been completed. All 167 parcels are under City control and are 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; seventeen have been completed and one is currently underway. These building modifications required a structural engineering analysis, architectural and utility modifications, the procurement of relevant contractors and an extensive permitting process.
- The FTA Real Estate Program Compliance Review cited nine areas of noncompliance. Presently, five of these citations have been resolved and accepted by the FTA. As of June 1, 2007, the remaining four issues have been fully addressed and are being reviewed and certified by METRO prior to FTA review and approval.
- 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	\$ 19,509,087	\$ 1,753,931	\$ 21,263,018
Total	\$135,723,237	\$23,975,136	\$159,698,373
Spent To Date	\$127,063,747	\$22,310,611	\$149,374,358
Balance Available	\$ 8,659,490	\$ 1,664,525	\$ 10,324,015

Cost and Schedule – Variance Analysis

- A focused real estate effort was initiated to accelerate the acquisition process and thus eliminate a negative impact to the project schedule. The cities worked diligently with METRO to improve and streamline processes wherever possible.
- The overall real estate forecast is still within the budget and actual costs are within the budget plus contingency for the real estate contract unit.

Issues and Solutions

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



**CENTRAL PHOENIX / EAST VALLEY
LIGHT RAIL TRANSIT PROJECT
REAL ESTATE ACQUISITION SUMMARY
June 30, 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	110	92	250	106	1	109	46	714
Total Affected Parcels	150	92	259	108	1	121	46	777
Projected Relocations	183	29	36	28	0	40	0	316
Title Reports Completed	150	92	259	108	1	121	46	777
Legals sent to City	150	92	259	108	1	121	46	777
Appraisals Requested	150	92	259	108	1	121	46	777
Appraisals Completed	150	92	259	108	1	121	46	777
Offers Made	150	92	259	108	1	121	46	777
Offers Accepted	109	65	224	85	1	90	36	610
Escrow Closed Acquisition Complete	108	66	227	87	1	98	39	626
Condemnation Filed	26	12	25	11	0	29	17	120
OIP Received	23	8	20	9	0	21	7	88
ROE Signed	18	15	12	12	0	2	0	59
Relocations Underway	0	0	0	0	0	0	0	0
Relocations Completed	183	29	36	28	0	40	0	316
Parcels Under City Control	149	89	259	108	1	121	46	773
Parcels Available for Construction	145	89	255	108	1	121	46	765
Parcels Pending Release for Construction	4	0	4	0	0	0	0	8



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.
 - Kiewit needs to complete Salt River Project Irrigation (SRPI) facilities crossing 19th Avenue at Missouri Avenue.
 - SRP - Power has removed overhead 12 kV electric line, and Qwest /Cox has removed overhead cable along the north side of Camelback Road from 15th Avenue to 19th Avenue.
 - SRP-Power, Qwest and Cox have started pulling cable along 19th Avenue from Camelback Road to Missouri Avenue.
 - The joint trench on 19th Avenue from Missouri Avenue to Bethany Home Road still needs to be constructed by Kiewit.
- Line Section 2
 - Utility conflicts and coordination issues are being addressed on a case-by-case basis in the field.
 - SRP Water Irrigation facilities at Central Avenue and Encanto Boulevard will be constructed by the LS2 Contractor in mid July 2007.
 - METRO has established a punch list for utility companies to address:
 - Adjust Utility Pull Boxes/manholes as requested by LS2 Contractor.
 - Power to landscape controllers and traffic signals, to ensure that the proper clearance letters are submitted by both parties.
 - Project team continues to work with APS, COP and Herzog on design modifications for street lights and traffic signals.



- Line Section 3
 - Utility conflicts and coordination issues are being addressed on a case by case basis in the field.
 - METRO has established a punch list for utility companies to address:
 - Adjust Utility Pull Boxes/manholes as requested by Line Section Three Contractor.
 - Power to landscape controllers and traffic signals to ensure that the proper clearance letters are submitted by both parties.
 - APS has completed the majority of the street light pole installations throughout the alignment. A check list has been generated to address any items pending between APS and Archer Western.

- Line Section 4
 - Utility conflicts and coordination issues are being addressed on a case by case basis in the field.
 - METRO has established a punch list for utility companies to address:
 - Adjust Utility Pull Boxes/manholes as requested by LS3 Contractor.
 - Power to landscape controllers and traffic signals, to ensure that the proper clearance letters are submitted by both parties.
 - APS has completed the majority of the street light pole installations throughout the alignment. A check list has been generated to address any items pending between APS and SSWJV.

- Line Section 5
 - Solutions for utility issues are addressed weekly in the LS5 Utilities Coordination meeting.
 - SRP Irrigation along Main Street from Dobson Road to Sycamore has delayed street widening efforts and track-way work along this corridor. SRP irrigation relocations were delayed due to design, conflicts and easement issues. The Contractor has altered scheduled work sequences to enable the utilities to complete their work expeditiously.
 - SRP-Power - Electric duct bank on the east side of Dobson Road crossing Main Street was potholed and was identified as a major conflict with the proposed SRP – Irrigation.
 - SRP Water (Irrigation) relocation in Mesa from Main Street and Dobson to Sycamore is being revised so that the water lines and a gas line at Dobson Road and Main Street would not need to be relocated.
 - Cox Communication is expediting placement of fiber at Main Street and Sycamore so SRP Irrigation can start their relocation.

- Traction Power Substations
 - APS and SRP are in the process of writing remaining Legal's and Easements for Traction Power Substations Numbers 1, 2, 12 and 14.

Cost and Schedule – Variance Analysis

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

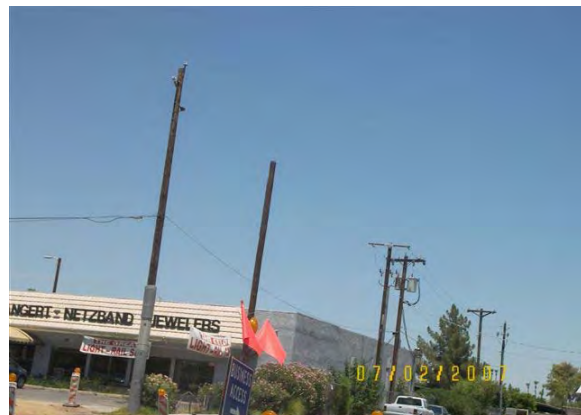
Issues and Solutions

- SRP Irrigation relocation in LS5 on Main Street from Dobson Road to Sycamore is a big concern for this project. METRO has requested that SRP accelerate their relocation, even if it includes providing additional resources.
- Definition of the remaining APS and SRP Power easements for TPSS Site Numbers 1, 2, 4, 6, 8, 10, 11, 12 and 14 is an issue. Project team is working diligently with the two utilities to resolve this issue.

Construction Photographs



SRP Power removing overhead 12 kV along Camelback Road in LS1



SRP Power removing overhead 12 kV along Camelback Road in LS1



SRP Power removing overhead 12 kV along 19th Avenue south of Camelback Road in LS1



Qwest and Cox removing overhead cable on north side of Camelback Road in LS1



**Prior Rights Utility Cost Status
Federal 5309 Project**

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	75.7%	\$6,344,834	\$4,801,865	\$7,935,247	\$8,212,392
Line Section 2	85.2%	\$1,905,951	\$1,623,855	\$635,041	\$2,369,186
Line Section 3	98.6%	\$3,067,860	\$3,024,582	\$3,113,208	\$5,723,871
Line Section 4	97.6%	\$4,780,945	\$4,664,273	\$2,837,975	\$6,417,325
Line Section 5	85.1%	\$7,747,141	\$6,592,345	\$12,275,612	\$9,296,727
Maintenance Storage Facility	100.0%	\$320,230	\$320,230	\$452,132	\$756,801
Town Lake Bridge	100.0%	\$1,150,000	\$1,150,000	\$808,997	\$1,223,698
	87.6%	\$25,316,961	\$22,177,150	\$28,058,212	\$34,000,000
Sub Total	87.6%	\$25,316,961	\$22,177,150	\$28,058,212	\$34,000,000
Contingency	0.0%	\$8,683,039	\$0	\$0	\$0
	0.0%	\$8,683,039	\$0	\$0	\$0
	65.2%	\$34,000,000	\$22,177,150	\$28,058,212	\$34,000,000

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: Installation issues have been resolved, waiting for new shop drawings from artist.
 - Camelback/7th Avenue: Test pavers from Advanced Terrazzo are expected in July. The artist is modifying the design to accommodate new requirements made by Advanced Terrazzo.
- Line Section 2
 - Camelback: Stone and steel fabrication is almost complete and art is in storage. We are awaiting weld certification information.



- Osborn: Bronze footprint casting complete; water-jet-cut pavers in progress. Finished pavers expected in late summer for spring installation.
- Encanto: Bronze sculpture and boxes are carved and waiting to be cast. The entry way, Canterra Stone, is blocked out.
- Line Section 3
 - McDowell: Approximately one half of the bronze books are cast.
 - Van Buren: Fabrication is 95 percent complete.
 - Central/Washington – 1st Avenue/Jefferson: Porcelain tile in production. Terrazzo pour is scheduled in August.
 - Third Street: Steel fabrication has begun. Archer Western has poured foundations for all three sculptures.
 - Twelfth Street: The artist was unable to come out for the June 7th community meeting. It will be rescheduled for August so that stakeholders can preview his hand-painted photo tiles and his metal railing designs.
 - Twenty-Fourth Street: Steel panel fabrication is complete and final bronze fabrication is ongoing.
- Line Section 4
 - Forty-Fourth Street: Lighting issues are currently being resolved.
 - Priest/Washington: Fabrication has begun and installation issues have been resolved.
- Tempe Town Lake
 - Artwork has been completed except for the final programming of the bridge lighting. The artist came out to work on programming in conjunction with the 4th of July bridge light-up. Along with regular programming, a special patriotic lighting program was displayed during the fireworks exhibit.
- Line Section 5
 - Mill/3rd Avenue: The lighting issues have been resolved, and the art canopies are completed.
 - College/5th Avenue: The bronze models are three-fourths completed.
 - Apache Boulevard Stations – Bronze models for “Hands” are approximately 50 percent complete. The hands will not be ready for installation until late summer 2008 due to a complex casting process that can only be done during the winter months.
 - Sycamore/Main: Fabrication has begun.

- General Progress
 - Working with Archer Western Contractors (AWC) to resolve foundation installation and scheduling issues.
 - Working with artists and GEC to resolve the outstanding request for information issues.

Cost and Schedule – Variance Analysis

- Working with AWC to install artwork at the Priest/Washington station and the Dorsey/Apache station. This is out of sequence with their construction schedule due to art fabrication delays. Public Art activities remain within budget.

Issues and Solutions

- Continuing to monitor contract schedule issues. Except for the stations noted above, artwork installation is on schedule within the latest AWC construction schedule.

Construction Photos



Artwork foundations at 3rd Street and Jefferson

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: Work continues south of the realigned Montebello Avenue. Roundabout North Entrance integration with Spectrum Mall is under way.
- Central Avenue and Camelback Transit Center: Work on underground utilities is ongoing; Mariposa Cul-De-Sac site work has resumed; excavation for Bus Shelter foundations is underway.



- Washington and 44th Street Transit Center: Installation of colored concrete around bus shelters has begun. Installation of site utilities is ongoing. Parapet framing, interior framing, and interior plumbing at Operator Facility Building (OPF3) is under way.
- Sycamore and Main Street Transit Center: Site grading and curb/gutter construction is ongoing. Installation of site utilities is ongoing. Parapet framing, interior framing, and interior plumbing at Operator Facility Building (OPF4) is under way.
- Stations: Van Buren and 1st Ave Station - Installation of Canopies is underway; Van Buren and Central Station - Installation of Tactile Warning Pavers has begun; University Dr and Rural Station – Installation of Structural Steel is underway; General - Electrical and other utility work is on going at all available stations
- A total of sixteen station foundations have been substantially completed by Line Section Contractors and made available to the Station Finishes Contractor for Area Access.

Cost and Schedule – Variance Analysis

- A revised schedule has been prepared and reviewed by METRO. Substantial agreement has been reached between METRO and Archer Western Contractors, and the revised schedule is nearly ready to be implemented.

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. Affected work is currently underway.

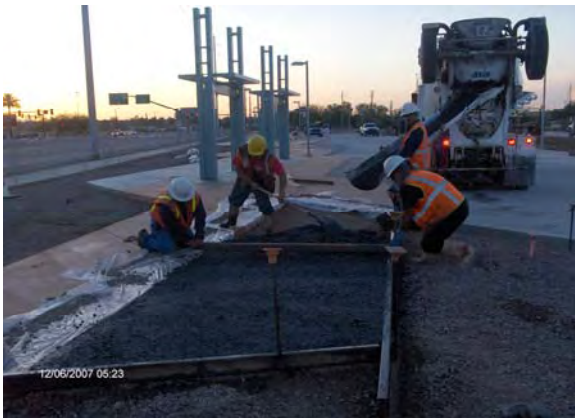
Construction Photographs



3rd St/Washington Station



Central Avenue/Camelback TC



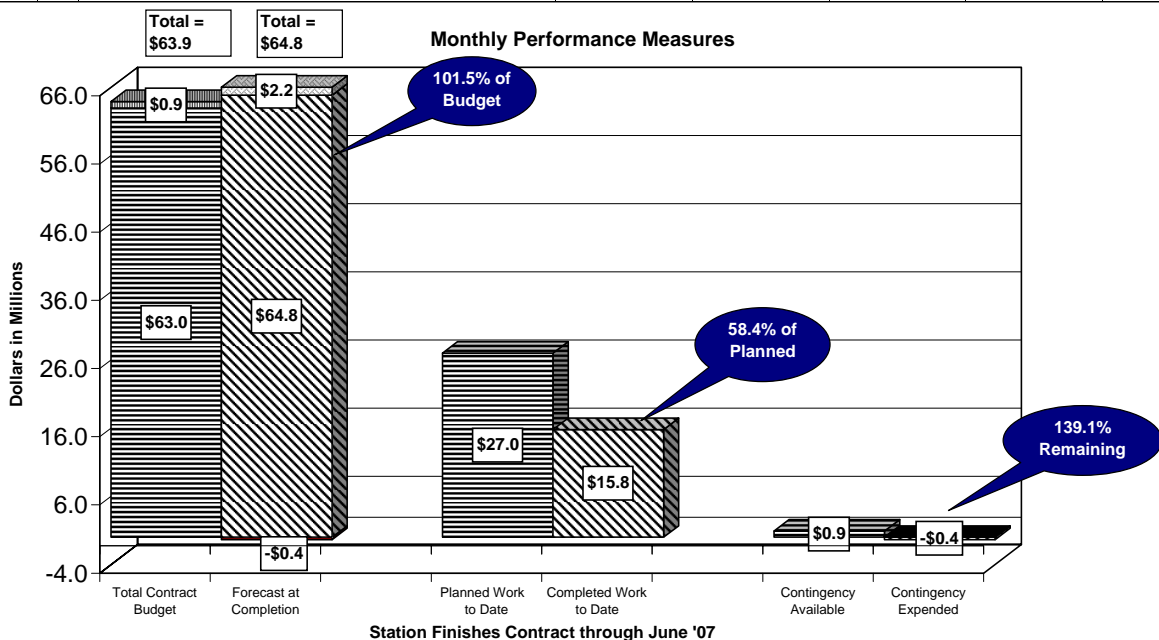
44th Street/Washington TC



Operator Facility Building Number 3



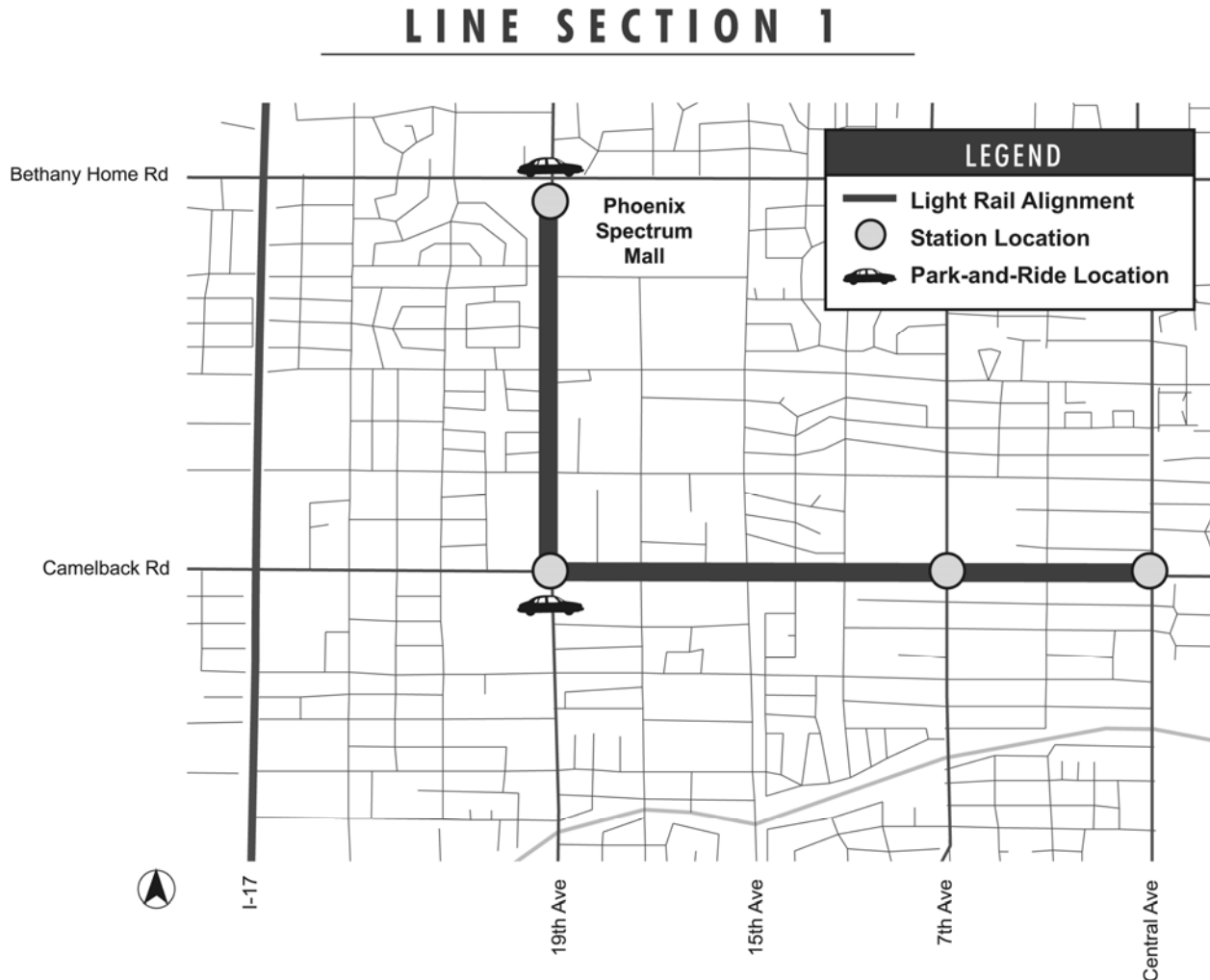
Description:		3.2.1 Station Finishes			
PE/PA:					
Contractor:		Archer Western Contractors			
Resident Architect:		Doaa Aboul-Hosn			
Data Through:		April 30, 2007			
		Cumulative	5309	CNPA	Total
1	Original Budget		\$52,985,000	\$9,988,000	\$62,973,000
2	Executed Change Orders		-\$580,812	\$221,829	-\$358,983
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$52,404,188	\$10,209,829	\$62,614,017
5	Work Scheduled		\$22,372,217	\$4,651,057	\$27,023,274
6	Work Earned		\$11,629,833	\$4,158,576	\$15,788,409
7	Actual Expenditures		\$11,478,891	\$4,150,874	\$15,629,765
8	Forecast to Complete Base (4-7)		\$40,925,297	\$6,058,955	\$46,984,252
9	Change Orders Pending Execution		\$69,252	\$2,135,559	\$2,204,811
10	Forecast at Completion (7+8+9)		\$52,473,440	\$12,345,388	\$64,818,828
11	Percent Budget Expended (7/4)		21.9%	40.7%	25.0%
12	Percent Planned (5/4)		42.7%	45.6%	43.2%
13	Earned Percent Complete (6/4)		22.2%	40.7%	25.2%
14	Schedule Performance (6/5)		0.52	0.89	0.58
15	Cost Performance (6/7)		1.01	N/A	1.01
16	Contingency Budget		\$546,000	\$371,603	\$917,603
17	Remaining Contingency		\$1,126,812	\$149,774	\$1,276,586
18	Percent Contingency Remaining (17/16)		206.4%	40.3%	139.1%
		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)		\$52,404,188	\$10,209,829	\$0
5	Work Scheduled (Cumm - Last Period)		\$1,801,191	\$502,737	\$2,303,928
6	Work Earned (Cumm - Last Period)		\$0	\$0	\$0
7	Actual Expenditures (Cumm - Last Period)		\$0	\$0	\$0
8	Forecast to Complete Base (4-7)		\$52,404,188	\$10,209,829	\$62,614,017
9	Change Orders Pending Execution		\$45,000	\$206,588	\$251,588
10	Forecast at Completion (7+8+9)		\$52,449,188	\$10,416,417	\$62,865,605
11	Percent Budget Expended (7/4)		0.0%	0.0%	0.0%
12	Percent Planned (5/4)		3.4%	4.9%	3.7%
13	Earned Percent Complete (6/4)		0.0%	0.0%	0.0%
14	Schedule Performance (6/5)		0.00	0.00	0.00
15	Cost Performance (6/7)		#N/A	N/A	#N/A
16	Contingency Budget				
17	Remaining Contingency				
18	Percent Contingency Remaining (17/16)				



Please Note: No update was received during the reporting period

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

- Asphalt base paving has been successfully completed on the south side of Camelback from Central Avenue to just east of 19th Avenue and on the west side of 19th Avenue from Bethany Home Road to Montebello Avenue. The 24-inch sewer line installation on



19th Avenue continues working north from the Camelback intersection and should tie into the previously installed 24-inch line at Missouri Avenue around mid-July. The civil work (curbs, gutters, sidewalks, utilities, and traffic signals) is ongoing. The utility work is approximately 75 percent complete.

- The 7th Avenue and Camelback station foundation work has been completed and the 19th Avenue and Camelback station foundation should be completed by early July.
- Traffic control continues to be coordinated between all participants on the project and has been relatively successful by construction standards. However, formal complaints from some merchants have been received this past month. The owner and Kiewit continue to work together to identify acceleration opportunities, especially as they relate to business access. Kiewit plans to restructure future paving and traffic switches on Camelback to mitigate stakeholders concerns. COP Transit Buses are still being rerouted so that they no longer stop at the intersection of 19th Avenue and Camelback Road and the bus operations on 19th Avenue have not resumed.
- Guideway and systems civil work on Camelback is virtually complete from Central Avenue, at the eastern limits of the job, west to 13th Avenue.

Cost and Schedule – Variance Analysis

- The revised project schedule was reviewed and a new Change Order will be issued revising the project milestone dates.

Issues and Solutions

- Presently there are no known issues that should adversely impact the re-revised contract completion date. At this time it appears that the real estate, cost-to-cure, and utility easement concerns that have been noted as major past concerns no longer pose a major problem for future construction operations.

Construction Photos



Guideway - RGG crews placing concrete for the Guideway section



KWC crews placing slurry in the devil Strip



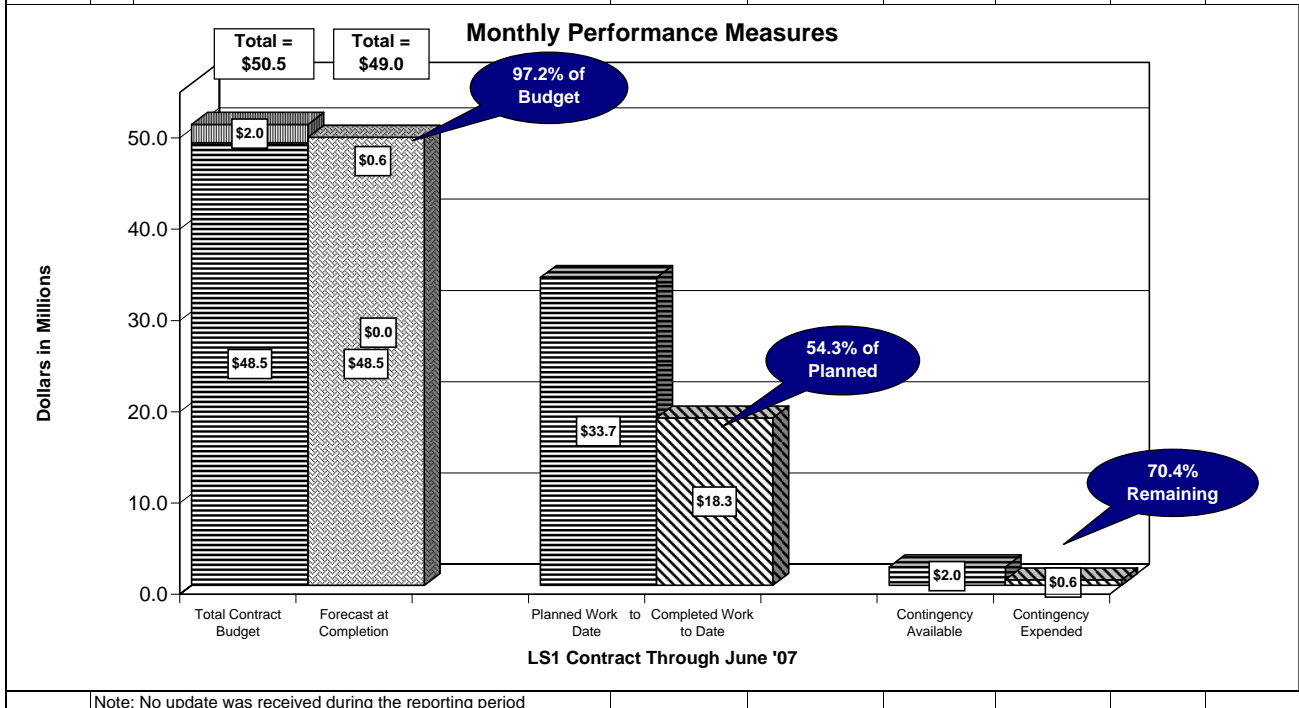
KWC crew installs new 18 inch RGRCP for the SD lateral at CBC15 425+18



Installation of the 2.5" Conduit For Roadway Lighting

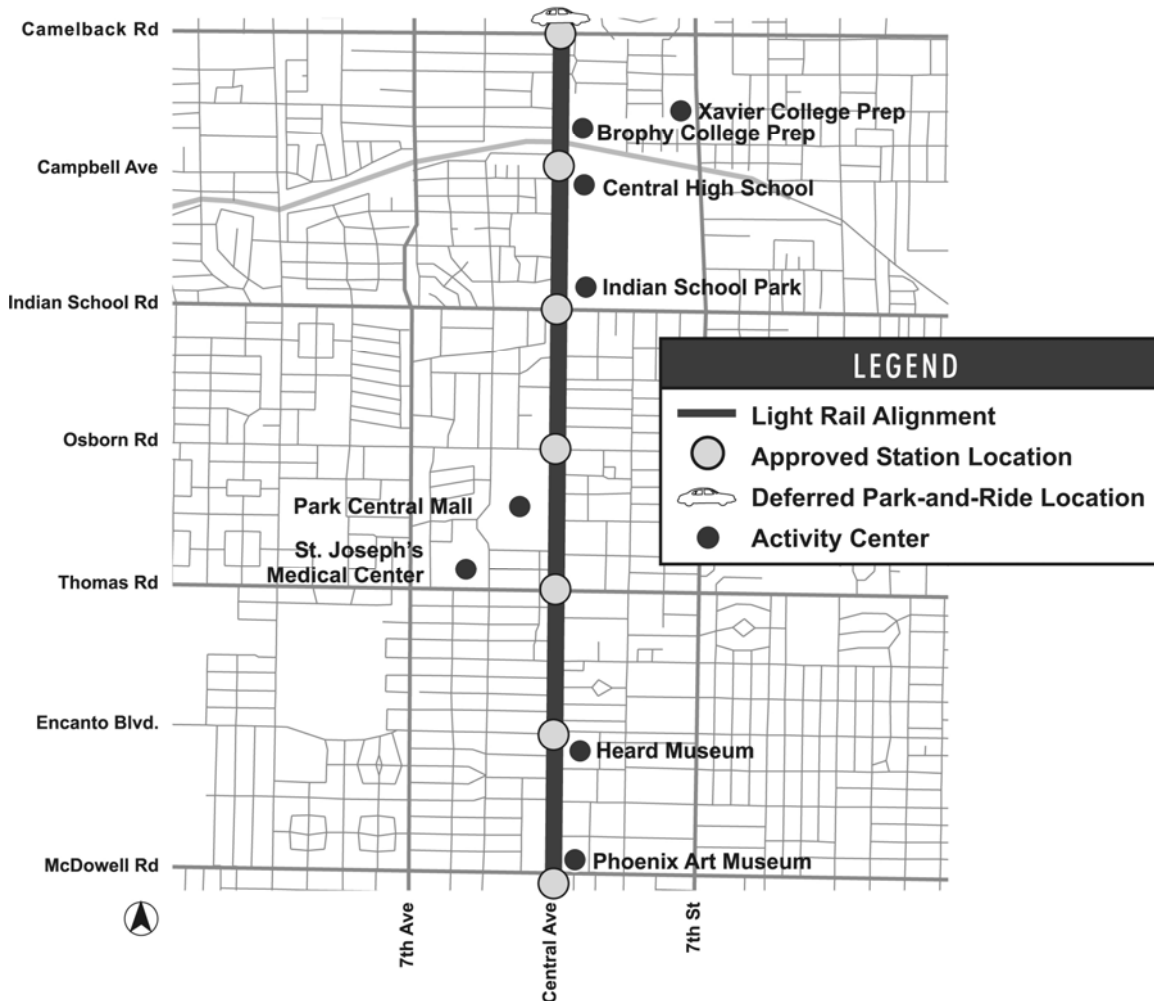


Description:		3.1.1 Line Section 1		
PE/PA:		Alvin Livingstone		
Contractor:		Kiewit Western Co.		
Resident Engineer:		Bill Blane		
Data Through:		April 30, 2007		
Cumulative		5309	CNPA	Total
1	Budget	\$37,951,658	\$10,533,342	\$48,485,000
2	Executed Change Orders	\$594,325	\$0	\$594,325
3	Budget Transfers	\$0	\$565,351	\$565,351
4	Current Budget (1+2+3)	\$38,545,983	\$11,098,693	\$49,644,676
5	Work Scheduled	\$25,981,511	\$7,744,824	\$33,726,335
6	Work Earned	\$15,198,651	\$3,127,626	\$18,326,277
7	Actual Expenditures	\$14,980,638	\$3,126,846	\$18,107,484
8	Forecast to Complete Base (4-7)	\$23,565,345	\$7,971,847	\$31,537,192
9	Change Orders Pending Execution	\$225,437	-\$243,934	-\$18,497
10	Forecast at Completion (7+8+9)	\$38,771,420	\$10,854,759	\$49,626,179
11	Percent Budget Expended (7/4)	38.9%	28.2%	36.5%
12	Percent Planned (5/4)	67.4%	69.8%	67.9%
13	Earned Percent Complete (6/4)	39.4%	28.2%	36.9%
14	Schedule Performance (6/5)	0.58	0.40	0.54
15	Cost Performance (6/7)	1.01	1.00	1.01
16	Contingency Budget	\$1,963,056	\$44,811	\$2,007,867
17	Remaining Contingency	\$1,368,731	\$44,811	\$1,413,542
18	Percent Contingency Remaining (17/16)	69.7%	100.0%	70.4%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$53,412	\$0	\$53,412
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,545,983	\$11,098,693	\$49,644,676
5	Work Scheduled (Cumm - Last Period)	\$1,652,225	\$431,365	\$2,083,590
6	Work Earned (Cumm - Last Period)	\$0	\$0	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0	\$0
8	Forecast to Complete Base (4-7)	\$38,545,983	\$11,098,693	\$49,644,676
9	Change Orders Pending Execution	\$175,437	-\$226,429	-\$50,992
10	Forecast at Completion (7+8+9)	\$38,721,420	\$10,872,264	\$49,593,684
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	4.3%	3.9%	4.2%
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)	0.00	0.00	0.00
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



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 Indian School to McDowell, including storm drainage, off setting manholes, catch basin installation/relocations, and sanitary sewer installations from Indian School to McDowell. Installation of water mains from Osborn to McDowell continues, scheduling water shutdowns to transfer water service from old mains to the new mains. Removal and reinstallation of new 36" sanitary sewer and placement of Insituform liner in 42-inch sanitary sewer through the Osborn Intersection.
- Herzog, METRO's GEC, and Brown and Caldwell developed the redesign for the amended 18-inch sewer installation from Columbus to Osborn per the City's request and HCC continues with the installation.
- Herzog placed a total of 8000-feet of guideway to date. They placed guideway curbs and devil strip and continued the layout and placement of additional guideway crossing through Central into the Camelback Station.
- Herzog continues to work on guideway grading, duct bank installation, placement of OCS Foundations and Rail installation between Indian School and Columbus. Herzog is also working on demolition for guideway south of Columbus.
- Herzog has completed the excavation, installation of infrastructure, OCS foundations and placement of forms for the Thomas Station platform foundation.
- Herzog continues to work on the roadway widening, clear/grub, demolition of curb/gutter, sidewalks and placing new curb and gutter, sidewalks, walls, water services, street lights and traffic signals from Camelback Road, south to McDowell. They have placed AC Pavement south bound lanes Camelback to Campbell and Palm Lane to McDowell.
- Herzog continues to work on installing sidewalk, sandstone borders, tree wells, and is currently working on the installation of landscaping, relocation of Palm Trees, planting trees and shrubs at various locations. They 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



Demolition of Roadway Highland to Cannel Bridge



Excavation for Thomas Station



Curve Rail installation at Central crossing



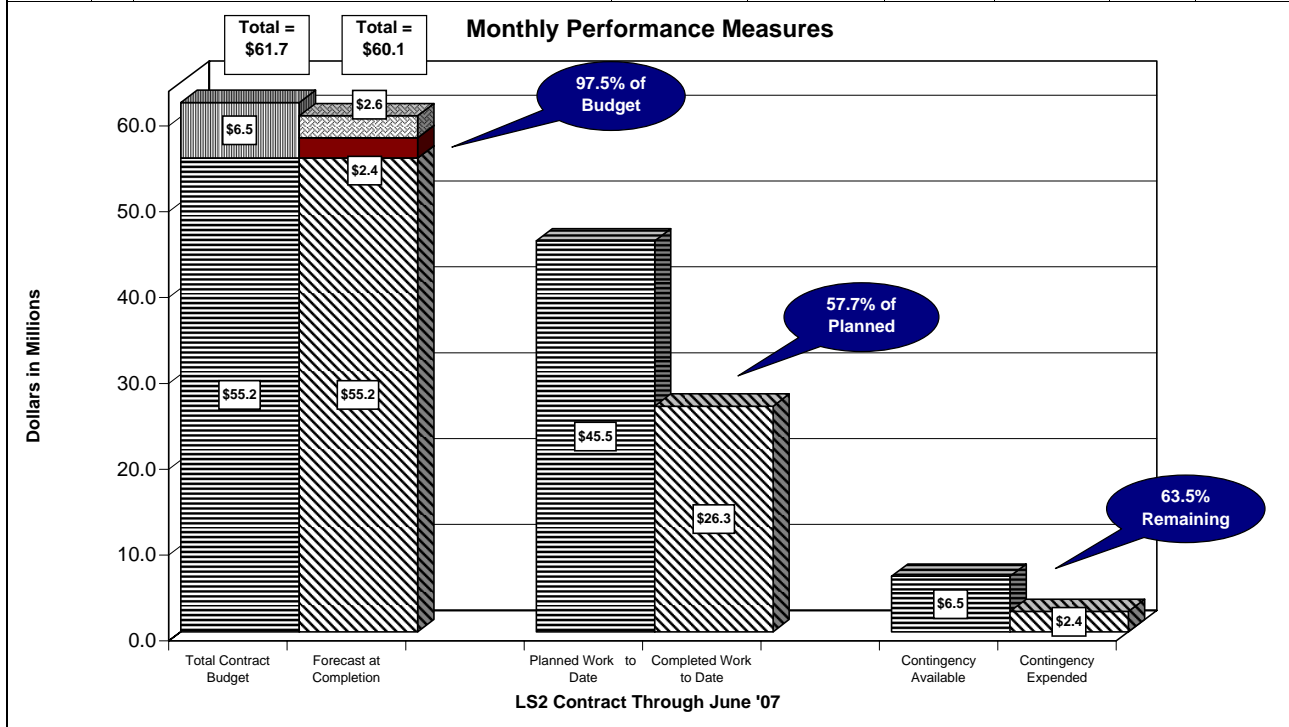
Guideway Placement Columbus to Indian School



Installation of Sanitary Sewer

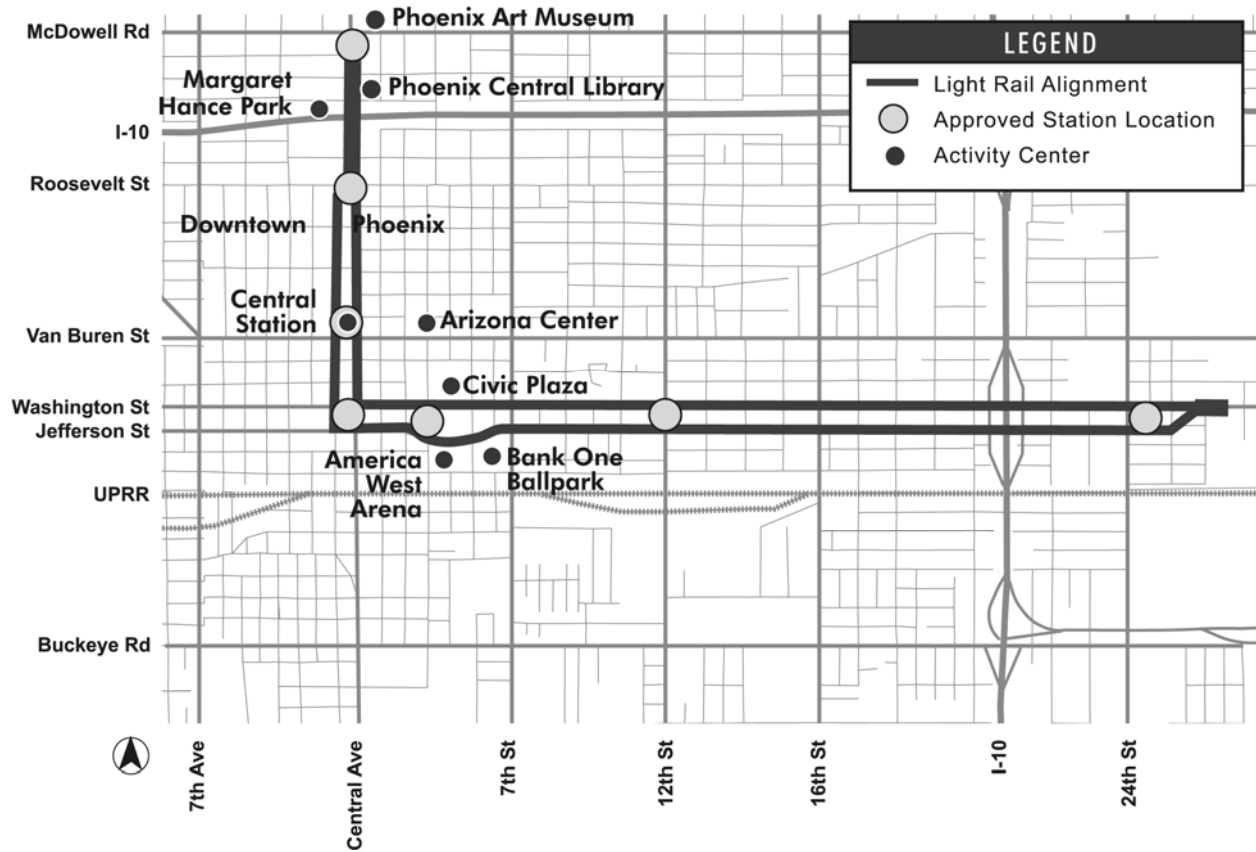


Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		May 31, 2007		
Cumulative		5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$6,762,248	\$55,187,372
2	Executed Change Orders	\$1,997,293	\$65,668	\$2,062,961
3	Budget Transfers		\$297,810	\$297,810
4	Current Budget (1+2+3)	\$50,422,417	\$7,125,726	\$57,548,143
5	Work Scheduled	\$39,470,092	\$6,067,314	\$45,537,406
6	Work Earned	\$22,753,157	\$3,529,673	\$26,282,830
7	Actual Expenditures	\$22,751,373	\$3,578,080	\$26,329,453
8	Forecast to Complete Base (4-7)	\$27,671,044	\$3,547,646	\$31,218,690
9	Change Orders Pending Execution	\$2,857,884	-\$301,385	\$2,556,499
10	Forecast at Completion (7+8+9)	\$53,280,301	\$6,824,341	\$60,104,642
11	Percent Budget Expended (7/4)	45.1%	50.2%	45.8%
12	Percent Planned (5/4)	78.3%	85.1%	79.1%
13	Earned Percent Complete (6/4)	45.1%	49.5%	45.7%
14	Schedule Performance (6/5)	0.58	0.58	0.58
15	Cost Performance (6/7)	1.00	0.99	1.00
16	Contingency Budget	\$6,450,401	\$13,293	\$6,463,694
17	Remaining Contingency	\$4,453,108	\$13,293	\$4,102,923
18	Percent Contingency Remaining (17/16)	69.0%	100.0%	63.5%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$85,417	\$0	\$85,417
3	Budget Transfers	\$0	\$28,237	\$28,237
4	Current Budget (1+2+3)	\$50,422,417	\$7,125,726	\$57,548,143
5	Work Scheduled (Cumm - Last Period)	\$1,884,721	\$280,690	\$2,165,411
6	Work Earned (Cumm - Last Period)	\$1,704,954	\$216,585	\$1,921,539
7	Actual Expenditures (Cumm - Last Period)	\$1,702,271	\$333,007	\$2,035,278
8	Forecast to Complete Base (4-7)	\$48,720,146	\$6,792,719	\$55,512,865
9	Change Orders Pending Execution	\$489,080	-\$76,860	\$412,220
10	Forecast at Completion (7+8+9)	\$50,911,497	\$7,048,866	\$57,960,363
11	Percent Budget Expended (7/4)	3.4%	4.7%	3.5%
12	Percent Planned (5/4)	3.7%	3.9%	3.8%
13	Earned Percent Complete (6/4)	3.4%	3.0%	3.3%
14	Schedule Performance (6/5)	0.90	N/A	0.89
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 9 through 12 and 15 installing storm sewer, sanitary sewer and water services. AWC is continuing to install traffic features and wiring on traffic signals in segments 9 through 15. Additionally, AWC is proceeding with OCS foundations, flatwork and irrigation work as required along ROW and stations.
- AWC is working their day and night crews five ten-hour shifts a week, with sidewalk crews working on Saturdays in the Copper Square area to expedite restoration to the downtown area by the end of July.
- The McDowell station foundation completion has been pushed to September/October 2007. Eleven of the twelve station foundations have been substantially completed and the Station Finishes contractor has started work on the majority of them.
- AWC currently has six rail headings in progress and has installed approximately 33,000 linear feet of guideway throughout the alignment. Embedded track has been completed on Central and 1st Avenue from Washington/Jefferson to the Deck Park Bridge, Washington from Central to west of 11th Street, Jefferson from 1st Avenue to west of 11th Street, Washington from 14th Street to 26th Street and Jefferson from 20th Street to 26th Street. The 11th Street loop modification work is scheduled to start upon the City of Phoenix Council approval.
- APS has completed the majority of the street light pole installations throughout the alignment. COP Water Services contractor is continuing with installation of 12-inch water line on Central from Roosevelt to Fillmore to accommodate the demands of the proposed ASU facilities.
- AWC is placing roadway paving and sidewalk throughout the alignment.

Cost and Schedule – Variance Analysis

- AWC and METRO continue negotiations concerning the master schedule milestone revision change order and requests for equitable adjustment. The current progress schedule indicates the contractor has completed 65 percent of the work.

Issues and Solutions

- Bi-weekly meetings with system integration contractor are being held 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 Photographs



Concrete encasement of 48-inch water line



Ramp and sidewalk placement at
1st Avenue/Washington



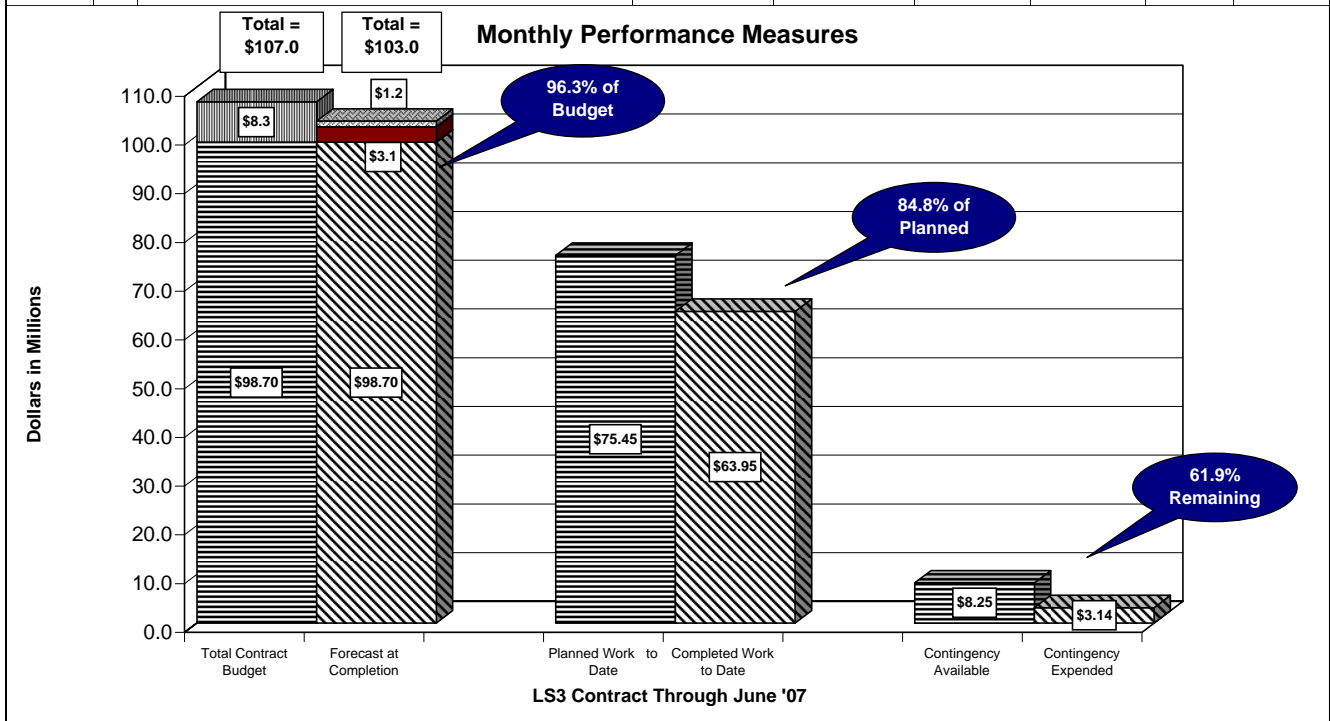
Roadway paving on 1st Avenue



Sidewalk placement on 1st Avenue
at Federal Building

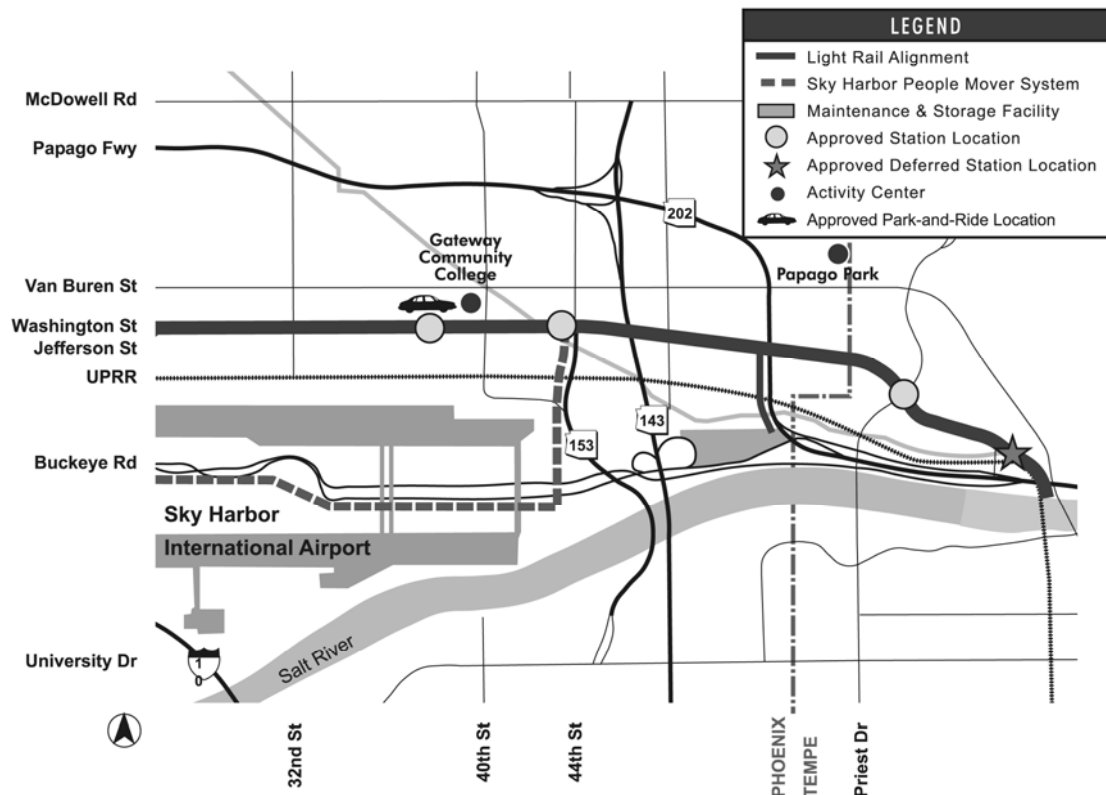


Description:		3.1.3 Line Section 3		
PE/PA:		William Gustafson		
Contractor:		Archer Western		
Resident Engineer:		William Atesis		
Data Through:		May 25, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$79,248,617	\$19,452,352	\$98,700,969
2	Executed Change Orders	\$1,695,376	\$340,277	\$2,035,653
3	Budget Transfers	\$0	\$1,109,325	\$1,109,325
4	Current Budget (1+2+3)	\$80,943,993	\$20,901,954	\$101,845,947
5	Work Scheduled	\$60,879,713	\$14,569,998	\$75,449,711
6	Work Earned	\$50,891,892	\$13,055,955	\$63,947,847
7	Actual Expenditures	\$51,353,147	\$13,102,889	\$64,456,036
8	Forecast to Complete Base (4-7)	\$29,590,846	\$7,799,065	\$37,389,911
9	Change Orders Pending Execution	\$970,731	\$182,138	\$1,152,869
10	Forecast at Completion (7+8+9)	\$81,914,724	\$21,084,092	\$102,998,816
11	Percent Budget Expended (7/4)	63.4%	62.7%	63.3%
12	Percent Planned (5/4)	75.2%	69.7%	74.1%
13	Earned Percent Complete (6/4)	62.9%	62.5%	62.8%
14	Schedule Performance (6/5)	0.84	0.90	0.85
15	Cost Performance (6/7)	0.99	1.00	0.99
16	Contingency Budget	\$7,848,232	\$402,730	\$8,250,962
17	Remaining Contingency	\$6,152,856	\$377,445	\$5,105,984
18	Percent Contingency Remaining (17/16)	78.4%	93.7%	61.9%
	Period	N/A	N/A	N/A
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$120,847	\$0	\$120,847
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$80,943,993	\$20,901,954	\$101,845,947
5	Work Scheduled (Cumm - Last Period)	\$2,043,914	\$544,707	\$2,588,621
6	Work Earned (Cumm - Last Period)	\$1,810,575	\$647,117	\$2,457,692
7	Actual Expenditures (Cumm - Last Period)	\$1,816,857	\$710,944	\$2,527,801
8	Forecast to Complete Base (4-7)	\$79,127,136	\$20,191,010	\$99,318,146
9	Change Orders Pending Execution	\$882,358	\$59,602	\$941,960
10	Forecast at Completion (7+8+9)	\$81,826,351	\$20,961,556	\$102,787,907
11	Percent Budget Expended (7/4)	2.2%	3.4%	2.5%
12	Percent Planned (5/4)	2.5%	2.6%	2.5%
13	Earned Percent Complete (6/4)	2.2%	3.1%	2.4%
14	Schedule Performance (6/5)	0.89	1.19	0.95
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	\$6,277,385	\$1,231,072	\$7,508,457
18	Percent Contingency Remaining (17/16)	98.1%	100.0%	98.4%



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: The track expansion joints and anchors were delivered and are now being installed.
- Town Lake Bridge to 44th Street: Landscape planting and irrigation work is nearing completion. City of Phoenix (COP) traffic signal punch list work is nearing completion and the punch list work has started in the City of Tempe (COT).
- Forty-Fourth Street to 40th Street: Work has begun to modify the deck of the Washington Street Bridge over the Grand Canal to accommodate the track profile



changes that have been made. Some remaining gaps in the right guideway were poured.

- Fortieth Street to 38th Street: The guideway slab across the north half of 38th Street has been completed. The guideway slab through the 40th Street intersections has been constructed and reopened to traffic along with base course of paving of the south half of 40th Street intersection. Sidewalk construction was completed on the south side of Washington Street. The guideway between 40th Street through the 38th Street intersection was excavated, all OCS foundations constructed, combined system duct banks (CSD) and offset storm drainage manholes installed, and rail placed.
- Thirty-eighth Street to 36th Street: The east and west ramps to the 38th Street Station were constructed, thereby completing the station foundation.
- Thirty-sixth Street to 34th Street: Curb/gutter, driveway and sidewalk were completed along the north side of Washington Street. The guideway slab construction across 34th Street was completed and opened to traffic.
- Thirty-fourth Street to 30th Street: The guideway slab was substantially completed between 34th and 32nd Streets. Street widening along the north side of Washington Street was started along with the construction of the retaining wall foundation at Parcel 4029. The guideway slab across 32nd Street was completed and opened to traffic.
- Thirtieth Street to 26th Street: The added 12-inch waterline relocation work from 30th Street to 26th Streets is now complete, curb/gutter and sidewalk has been demolished, and street widened and paved along the south side of Washington Street between 28th and 26th Streets. New curb/gutter, driveway, bus stop and sidewalk construction is in progress. The roof drainage piping for the ADOT building on Parcel 3741 is nearing completion. The guideway was excavated and OCS foundations constructed between 28th and 26th Streets. Also, track drainage piping and CSD installation are nearing completion within the guideway between 28th and 26th Streets.

Cost and Schedule – Variance Analysis

- Line Section 4's successful on time completion of Milestones 1, 2 and 3A have been integrated into the follow-on contractor's schedules to determine forecasts for train and line testing and overall project completion in December 2008.
- Milestone Number 3B (44th to 26th streets) will be subdivided to reflect portions of the line with early completion of track guideway. This will allow early starts by follow-on contractors.
- Milestone 3C for completion of track guideway from 44th to 26th streets will complete ahead of the scheduled milestone of October 5, 2007.
- Milestone Number 4 was completed per schedule on June 15, 2007
- Overall project completion (Milestone F) is on schedule for a timely completion of December 27, 2008.

Issues and Solutions

- None.

Construction Photographs



Girder Rail Installation in the Guideway



Ramp Construction at the 38th Street Station



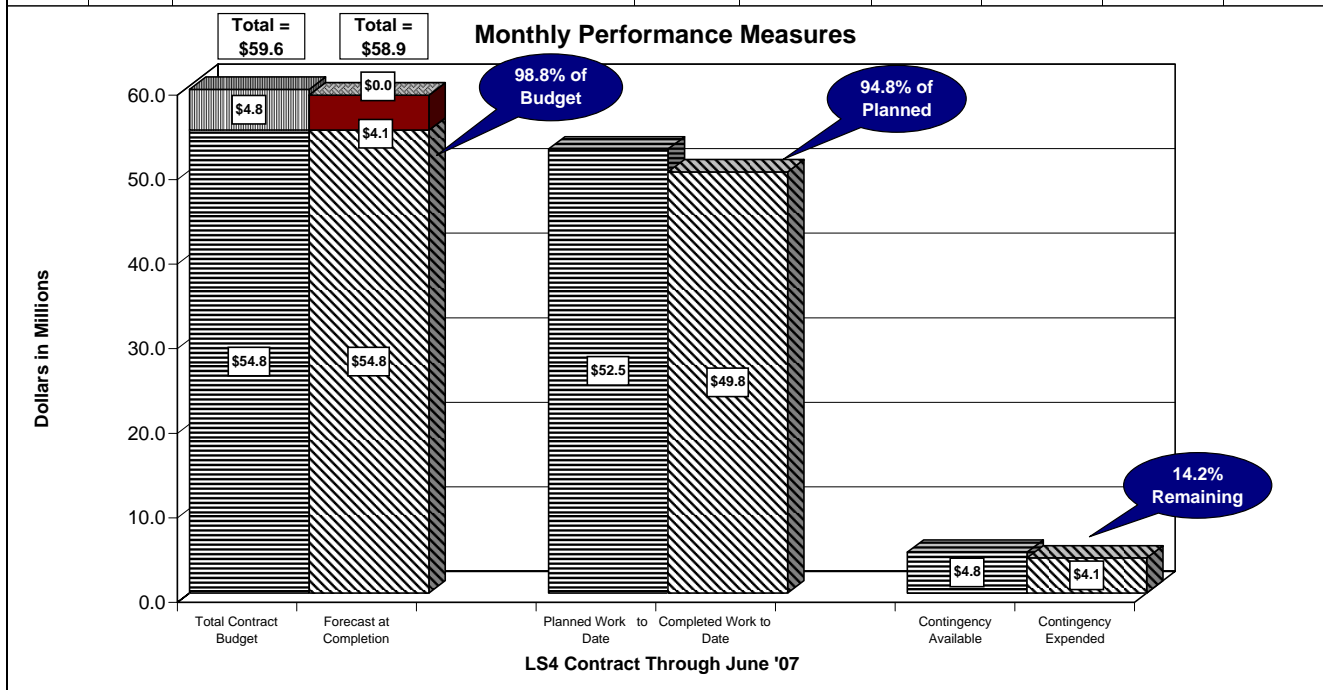
Checking of Sub-Grade Compaction in the Guideway



12-inch Water Line tie-in at 28th Street

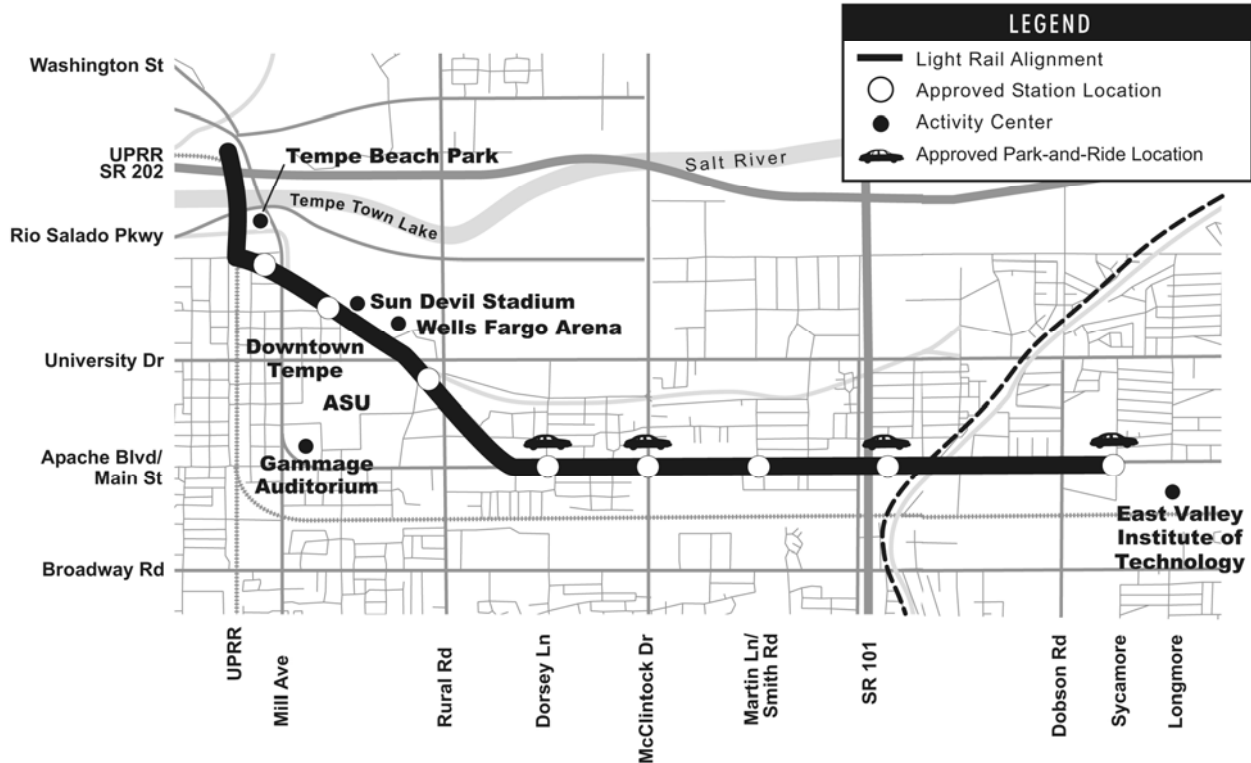


	Description:	3.1.4 Line Section 4		
	PE/PA:	Avrum Loewenstein		
	Contractor:	Sundt/Stacey Witbeck		
	Resident Engineer:	Frank Aber		
	Data Through:	May 31, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$47,869,894	\$6,880,853	\$54,750,747
2	Executed Change Orders	\$4,012,658	\$1,238,336	\$5,250,994
3	Budget Transfers	-\$625,000	\$2,289,298	\$1,664,298
4	Current Budget (1+2+3)	\$51,257,552	\$10,408,487	\$61,666,039
5	Work Scheduled	\$44,137,018	\$8,389,401	\$52,526,419
6	Work Earned	\$41,287,620	\$8,517,495	\$49,805,115
7	Actual Expenditures	\$42,392,128	\$8,393,602	\$50,785,730
8	Forecast to Complete Base (4-7)	\$8,865,424	\$2,014,885	\$10,880,309
9	Change Orders Pending Execution	\$136,813	\$1,965	\$138,778
10	Forecast at Completion (7+8+9)	\$51,394,365	\$10,410,452	\$61,804,817
11	Percent Budget Expended (7/4)	82.7%	80.6%	82.4%
12	Percent Planned (5/4)	86.1%	80.6%	85.2%
13	Earned Percent Complete (6/4)	80.5%	81.8%	80.8%
14	Schedule Performance (6/5)	0.94	1.02	0.95
15	Cost Performance (6/7)	0.97	1.01	0.98
16	Contingency Budget	\$4,662,188	\$172,633	\$4,834,821
17	Remaining Contingency	\$512,717	\$172,633	\$685,350
18	Percent Contingency Remaining (17/16)	11.0%	100.0%	14.2%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	-\$506,996	\$0	-\$506,996
3	Budget Transfers	\$0	\$731,737	\$731,737
4	Current Budget (1+2+3)	\$51,257,552	\$10,408,487	\$61,666,039
5	Work Scheduled (Cumm - Last Period)	\$1,331,248	\$71,123	\$1,402,371
6	Work Earned (Cumm - Last Period)	\$2,295,122	\$1,057,003	\$3,352,125
7	Actual Expenditures (Cumm - Last Period)	\$2,297,443	\$1,076,362	\$3,373,805
8	Forecast to Complete Base (4-7)	\$8,865,424	\$2,014,885	\$10,880,309
9	Change Orders Pending Execution	\$114,350	-\$729,772	-\$615,422
10	Forecast at Completion (7+8+9)	\$11,277,217	\$2,361,475	\$13,638,692
11	Percent Budget Expended (7/4)	4.5%	10.3%	5.5%
12	Percent Planned (5/4)	2.6%	0.7%	2.3%
13	Earned Percent Complete (6/4)	4.5%	10.2%	5.4%
14	Schedule Performance (6/5)	1.72	14.86	2.39
15	Cost Performance (6/7)	1.00	0.98	0.99
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 25,790 track feet of embedded track, with scheduled weekly placements until completion.
- The Contractor is coordinating with follow-on contractors in various locations along Milestone A2 since its substantial completion.



- The Contractor has installed the track crossing and intersection at First Street. This includes the welding of the R153N girder rail to the 115 RE “Tee” rail at the south end of the Tempe Town Lake Bridge.
- The Contractor has completed the track along Apache Boulevard, and is progressing with track placements eastward from McClintock Drive.
- The Contractor has substantially completed the grade beam foundations and walls at the Apache Boulevard/ Dorsey Road Station.
- The Contractor has milled out center pavement and begun guideway placement on Apache Boulevard from McClintock Drive to east of River Road.
- The Contractor is nearing completion of the work on the south side and approaches of the Apache over 101 Loop Bridge.
- The Contractor continued street widening from Price Road to the Tempe Canal Bridge.
- The Contractor continued utility relocations and street light and traffic signal foundation installations eastward from the Tempe Canal Bridge to Sycamore Street in the City of Mesa.

Cost and Schedule – Variance Analysis

- Milestone A2 is substantially complete. 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’s acceleration proposal to offset these delays has been negotiated with and accepted by the Agency.

Issues and Solutions

- Utility relocations continue on the very east end of the alignment in Mesa. SRP irrigation and other relocations still need to be completed in order to complete full roadway widening in this area.
- 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 and utility relocations, continues to be a challenge. The scope of work continues to require significant traffic control measures along the entire project alignment, and coordinating barrier and closure plans with the numerous special events in this area requires major effort. Close coordination with local cities and ADOT for closures and for shifting traffic patterns has, thus far, resulted in workable production schemes.
- Public support for the project remains reasonably good. The Contractor has continued positive efforts to assure stakeholder support through advance notices and rapid resolution of stakeholder concerns, and continues to receive 100 percent ratings by the Community Advisory Board. Additionally, the METRO public involvement personnel assigned to the Project continue to provide excellent and critical support in conflict avoidance and resolution.

Construction Photos



First Street Crossing, Milestone A



Guideway on Apache Boulevard, Milestone B2



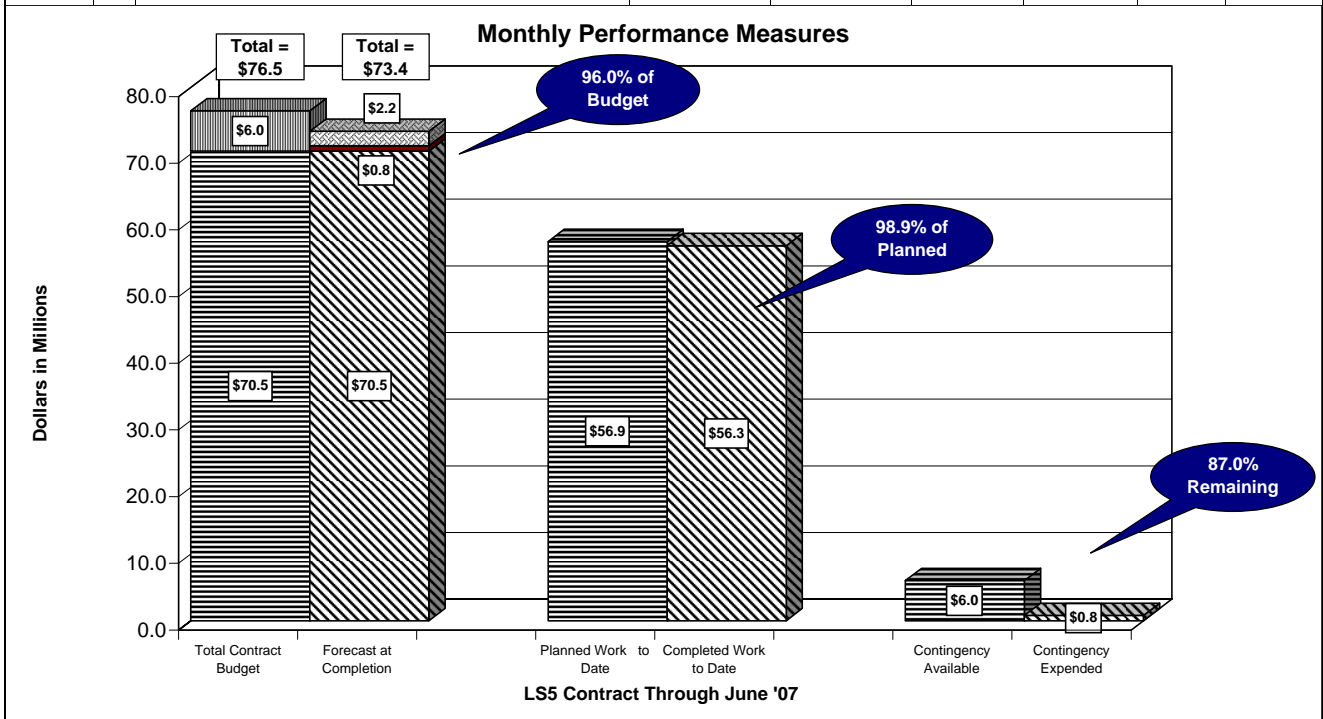
Guideway Ductbank on Apache Boulevard,
Milestone C2



Traffic Signal Work in Mesa, Milestone E2



Description:		3.1.5 Line Section 5		
PE/PA:		Brian Buchanan		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Sam Graham		
Data Through:		June 15, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$1,573,317	\$70,456,286
2	Executed Change Orders	\$779,528	\$221,829	\$1,001,357
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,662,497	\$1,795,146	\$71,457,643
5	Work Scheduled	\$52,228,978	\$4,651,057	\$56,880,035
6	Work Earned	\$52,101,059	\$4,158,576	\$56,259,635
7	Actual Expenditures	\$52,111,478	\$4,150,874	\$56,262,352
8	Forecast to Complete Base (4-7)	\$17,551,019	-\$2,355,728	\$15,195,291
9	Change Orders Pending Execution	\$33,805	\$2,135,559	\$2,169,364
10	Forecast at Completion (7+8+9)	\$69,696,302	\$3,930,705	\$73,627,007
11	Percent Budget Expended (7/4)	74.8%	231.2%	78.7%
12	Percent Planned (5/4)	75.0%	259.1%	79.6%
13	Earned Percent Complete (6/4)	74.8%	231.7%	78.7%
14	Schedule Performance (6/5) (SPI)	1.00	0.00	0.99
15	Cost Performance (6/7) (CPI)	1.00	0.00	1.00
16	Contingency Budget	\$5,908,135	\$107,679	\$6,015,814
17	Remaining Contingency	\$5,128,607	\$106,767	\$5,235,374
18	Percent Contingency Remaining (17/16)	86.8%	99.2%	87.0%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$31,004	(\$18,413)	\$12,591
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,662,497	\$1,795,146	\$71,457,643
5	Work Scheduled (Cumm - Last Period)	\$2,731,641	\$3,087,752	\$5,819,393
6	Work Earned (Cumm - Last Period)	\$3,454,085	\$3,184,397	\$6,638,482
7	Actual Expenditures (Cumm - Last Period)	\$3,307,902	\$3,431,074	\$6,738,976
8	Forecast to Complete Base (4-7)	\$66,354,595	-\$1,635,928	\$64,718,667
9	Change Orders Pending Execution	\$2,801	\$2,119,024	\$2,121,825
10	Forecast at Completion (7+8+9)	\$69,665,298	\$3,914,170	\$73,579,468
11	Percent Budget Expended (7/4)	4.7%	191.1%	9.4%
12	Percent Planned (5/4)	3.9%	172.0%	8.1%
13	Earned Percent Complete (6/4)	5.0%	177.4%	9.3%
14	Schedule Performance (6/5)	1.26	0.00	1.14
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 remaining work was completed and accepted by METRO and the City of Phoenix in May 2007.

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 is complete and the Contract has been closed as of March 2007.

Cost and Schedule – Variance Analysis

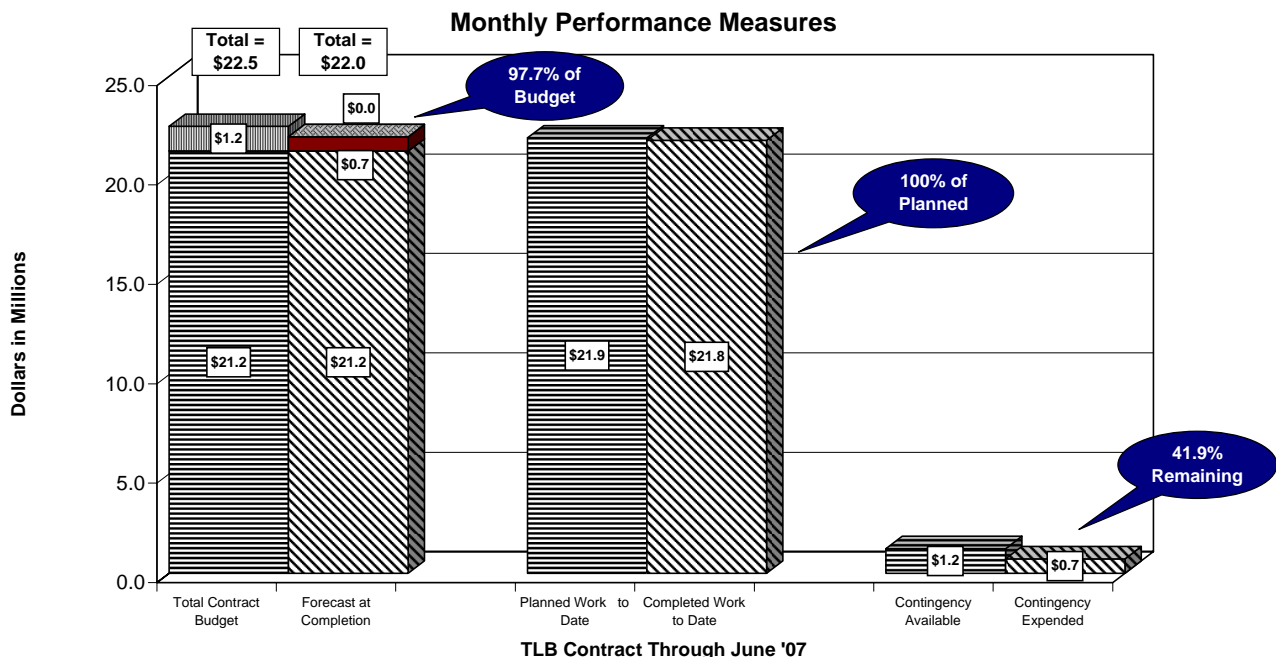
- This Contract has been closed.

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		
Cumulative		5309	CNPA	Total
1	Budget	\$21,219,861	\$17,523	\$21,237,384
2	Executed Change Orders	\$722,891	\$0	\$722,891
3	Budget Transfers	-\$183,000	\$0	-\$183,000
4	Current Budget (1+2+3)	\$21,759,752	\$17,523	\$21,777,275
5	Work Scheduled	\$21,884,369	\$17,523	\$21,901,892
6	Work Earned	\$21,759,752	\$15,771	\$21,775,523
7	Actual Expenditures	\$21,759,752	\$15,771	\$21,775,523
8	Forecast to Complete Base (4-7)	\$0	\$1,752	\$1,752
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$21,759,752	\$17,523	\$21,777,275
11	Percent Budget Expended (7/4)	100.0%	90.0%	100.0%
12	Percent Planned (5/4)	100.0%	100.0%	100.6%
13	Earned Percent Complete (6/4)	100.0%	90.0%	100.0%
14	Schedule Performance (6/5)	0.99	0.90	0.99
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$1,242,400	\$1,402	\$1,243,802
17	Remaining Contingency	\$519,509	\$1,402	\$520,911
18	Percent Contingency Remaining (17/16)	41.8%	0.0%	41.9%
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)	\$21,759,752	\$17,523	\$21,777,275
5	Work Scheduled (Cumm - Last Period)	\$0	\$0	\$0
6	Work Earned (Cumm - Last Period)	\$0	\$0	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0	\$0
8	Forecast to Complete Base (4-7)	\$21,759,752	\$17,523	\$21,777,275
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$21,759,752	\$0	\$21,759,752
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	\$519,509	\$0	\$519,509
18	Percent Contingency Remaining (17/16)	41.8%	0.0%	41.8%



Note: Contract complete

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

- Final City of Phoenix (COP) approval of the spray paint booth is contingent on a special mechanical inspection report, which is now complete.
- Testing of the LRV wash equipment is in progress and testing of the sand distribution system is complete.
- The site entrance lift gates have been installed. Permanent power is complete and testing is pending.
- The Contractor continues to work on the remaining Completion List items.

Cost and Schedule – Variance Analysis

- The contract closeout and final acceptance activities are in progress.

Issues and Solutions

- None.

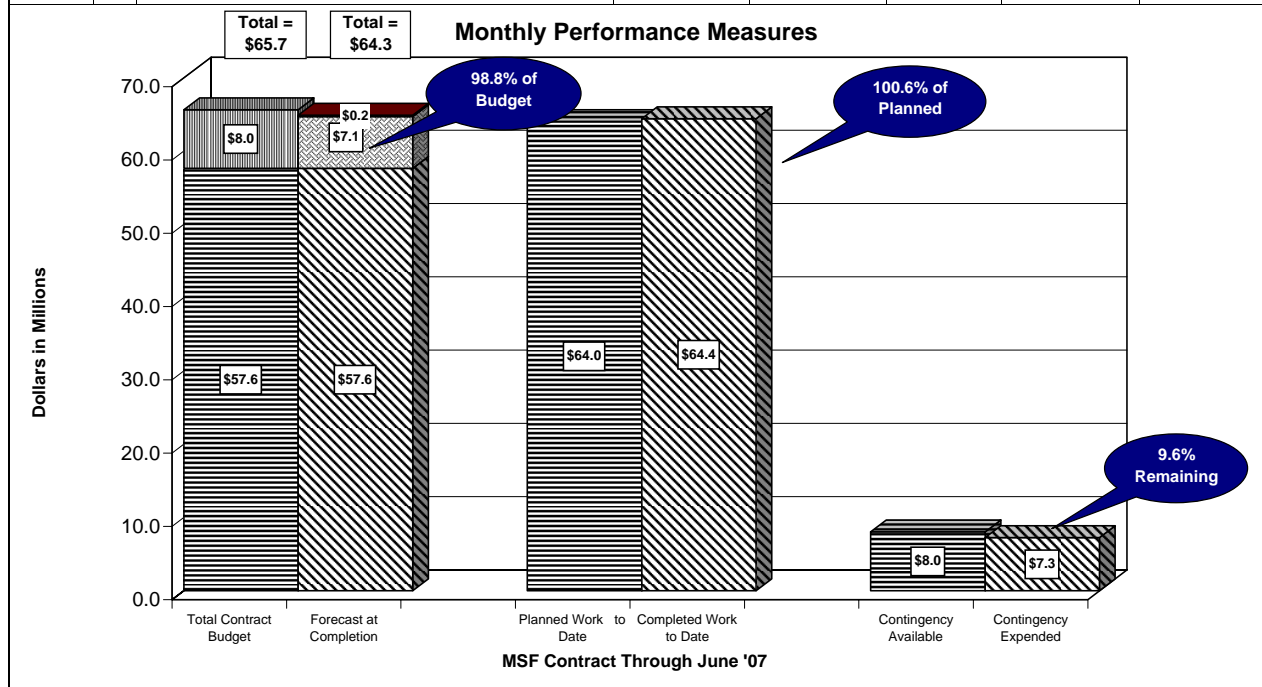
Construction Photographs



Maintenance of Equipment Building Shop Floor

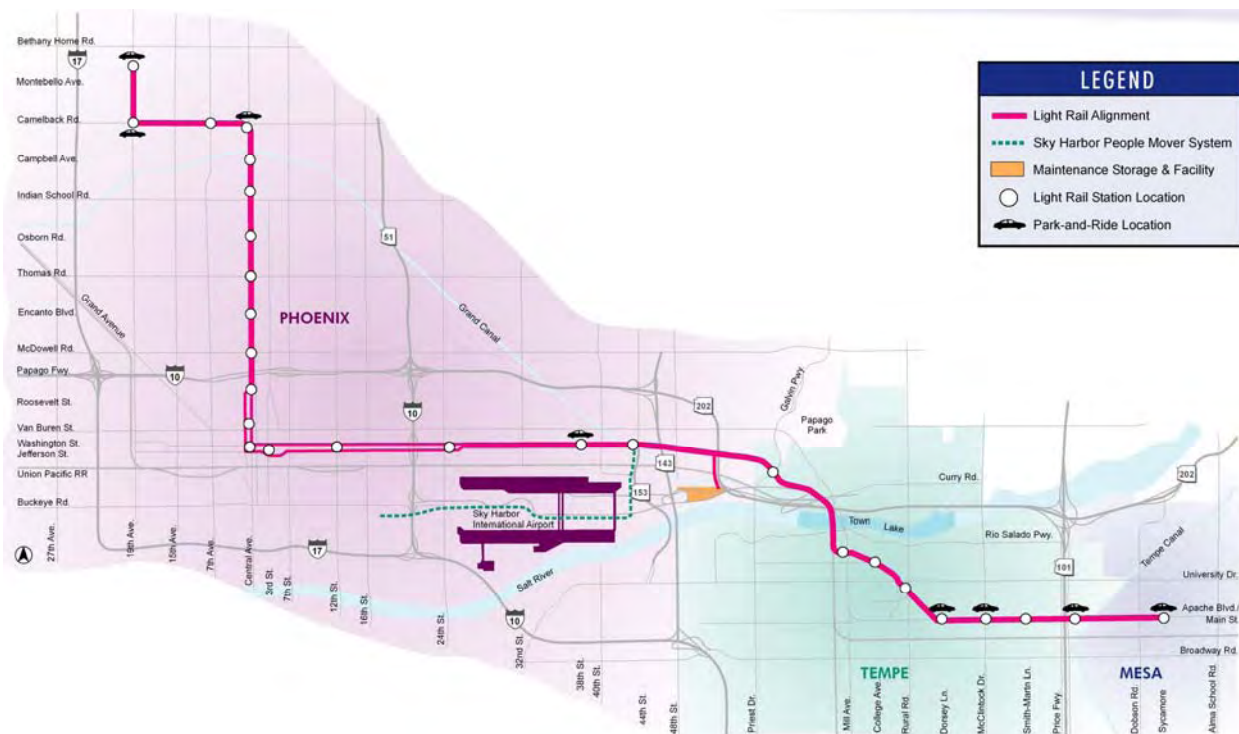


Description:		3.5.1 Maintenance Support Facility/Operations and Maintenance Center	
PE/PA:		Avrum Loewenstein	
Contractor:		Sundt/Stacy Witbeck	
Resident Engineer:		Brian Mason	
Data Through:		March 31, 2007	
		5309	Total
Cumulative			
1	Budget	\$57,637,721	\$57,637,721
2	Executed Change Orders	\$7,094,906	\$7,094,906
3	Budget Transfers	-\$257,984	-\$257,984
4	Current Budget (1+2+3)	\$64,474,643	\$64,474,643
5	Work Scheduled	\$64,042,938	\$64,042,938
6	Work Earned	\$64,406,243	\$64,406,243
7	Actual Expenditures	\$64,474,643	\$64,474,643
8	Forecast to Complete Base (4-7)	\$0	\$0
9	Change Orders Pending Execution	\$159,179	\$159,179
10	Forecast at Completion (7+8+9)	\$64,633,822	\$64,633,822
11	Percent Budget Expended (7/4)	100.0%	100.0%
12	Percent Planned (5/4)	99.3%	99.3%
13	Earned Percent Complete (6/4)	99.9%	99.9%
14	Schedule Performance (6/5)	1.01	1.01
15	Cost Performance (6/7)	1.00	1.00
16	Contingency Budget	\$8,020,263	\$8,020,263
17	Remaining Contingency	\$766,178	\$766,178
18	Percent Contingency Remaining (17/16)	9.6%	9.6%
Period			
1	Budget	N/A	N/A
2	Executed Change Orders	\$0	\$0
3	Budget Transfers	\$0	\$0
4	Current Budget (1+2+3)	\$64,042,938	\$64,042,938
5	Work Scheduled (Cumm - Last Period)	\$0	\$0
6	Work Earned (Cumm - Last Period)	\$742,578	\$742,578
7	Actual Expenditures (Cumm - Last Period)	\$255,565	\$255,565
8	Forecast to Complete Base (4-7)	\$63,787,373	\$63,787,373
9	Change Orders Pending Execution	\$608,729	\$608,729
10	Forecast at Completion (7+8+9)	\$64,651,667	\$64,651,667
11	Percent Budget Expended (7/4)	0.4%	0.4%
12	Percent Planned (5/4)	0.0%	0.0%
13	Earned Percent Complete (6/4)	1.2%	1.2%
14	Schedule Performance (6/5)	#N/A	#N/A
15	Cost Performance (6/7)	2.91	2.91
16	Contingency Budget		
17	Remaining Contingency		
18	Percent Contingency Remaining (17/16)		



Note: No update submitted during the reporting period; adjustments ongoing for final close-out

Park-and-Ride



Description

Surface Park-and-Rides (PNR) are proposed at eight sites along the alignment, 3,439 spaces are currently 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 Drive and Main Street. The lots are adjacent to Transit Centers at 19th Street and Montebello, Central and Camelback and Sycamore and Main Street. On site security buildings are provided at 19th Avenue and Montebello, 19th Avenue and Camelback Road, McClintock Road and Apache Boulevard, Price Freeway and Apache Boulevard, and Sycamore Drive and Main Street.

The PNR 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

- Bids were received for seven individual sites on June 5, 2007. Six sites including 19th Avenue and Montebello, 19th Avenue and Camelback Road, Central Avenue and Camelback Road, 38th Street and Washington Street, Price Freeway and Apache Boulevard, and Sycamore Drive and Main Street were included for the base bids. The seventh site, McClintock Road and Apache Boulevard, was included as an alternative or option. The Montebello/19th Avenue and 19th Avenue/Camelback sites received single bids from a lone Contractor; while the Central/Camelback and 38th Street/Washington



sites received single bids from a different lone Contractor. The other three sites received no bids.

Cost and Schedule – Variance Analysis

- The budget for all sites is \$15,104,339 with a contingency of \$1,208,300.
- A revised Engineers Estimate, June 2007, indicates a base cost (without soft costs) of \$25,000,000. A transfer of the McClintock/Apache cost to the private Developer would reduce the construction estimate for the six remaining sites to approximately \$22,300,000.

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.

Park and Ride Construction Data

No.	Park and Ride Site	Number of Spaces	Notice to Proceed Date	Notes
1	Montebello/19 th Ave.	794	December 31, 2007	*
2	19 th Ave./Camelback	410	December 31, 2007	*
3	Central/Camelback	135	November 28, 2007	*
4	38 th St./Washington	189	TBD	
5	Dorsey/Apache (2-Sites)	190	August 2007, Tentative	By City of Tempe
6	McClintock/Apache--Garage	300	July 2007, Tentative	By Developer
7	Price Freeway/Apache	693	March 3, 2008	*
8	Sycamore/Main	802	TBD	
	Opening Day Total	3,513		

* Notice to Proceed Date may be delayed due to a site's current use as a Line Section construction yard.

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 MSF and direct fixation fasteners for the MSF, 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 MSF.
- T Rail – rail for the MSF, TLB including approaches and Deck Park Bridge.

Progress

- Girder Rail
- Embedded Special Trackwork
 - The Contractor continues to produce special trackwork castings and other miscellaneous materials for this contract.
- Two material deliveries were made during this month. The Contractor delivered two 100 Meter Single Crossovers (one for Line Section 1 and one for Line Section 4).

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.

Material Delivery Photos



Delivery of a 100 Meter single crossover to the Contractor's rail yard at Line Section 1



Delivery of a 100 Meter single crossover to the Contractor's rail yard at Line Section 1



100 Meter single crossover for Line Section 4 being delivered to METRO's Storage Yard



100 Meter single crossover for Line Section 4 being delivered to the 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 have been completed.
- A table showing the status of costs incurred to-date versus budget is shown below:

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

Description	Contract/Budget Amount	Total Payments
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
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

- None.

Construction Photographs



Traffic Signal Poles and Mast Arms being issued to the Line Section 3 Contractor



Traffic Signal Poles and Mast Arms being issued to the Line Section 3 Contractor

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 MSF 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 installation of the machine is now underway and is more than 90 percent complete.

Cost and Schedule – Variance Analysis

- Wheel profiling machine activities are now behind schedule but still within budget.

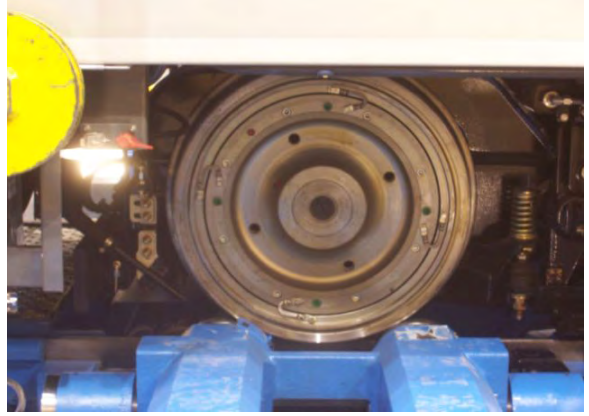
Issues and Solutions

- There is need for the Contractor to modify the machine because of a conflict with the LRV. The design and manufacturing of replacement parts is underway but are not expected in Phoenix until the end of next month. METRO has notified the Contractor that this proposed schedule is not acceptable. The Contractor's response is pending.

Construction Photographs



Wheel Profiling Machine (looking east)



LRV on the Wheel Profiling Machine

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 - Complete.
- Milestone 2 Progress - Complete.
- Milestone 3 Progress - Awaiting completion and approval of Preliminary Design Review re-submittals from the Contractor.
- Milestone 4 Progress - Final Design Submittals on-going.



Cost and Schedule – Variance Analysis

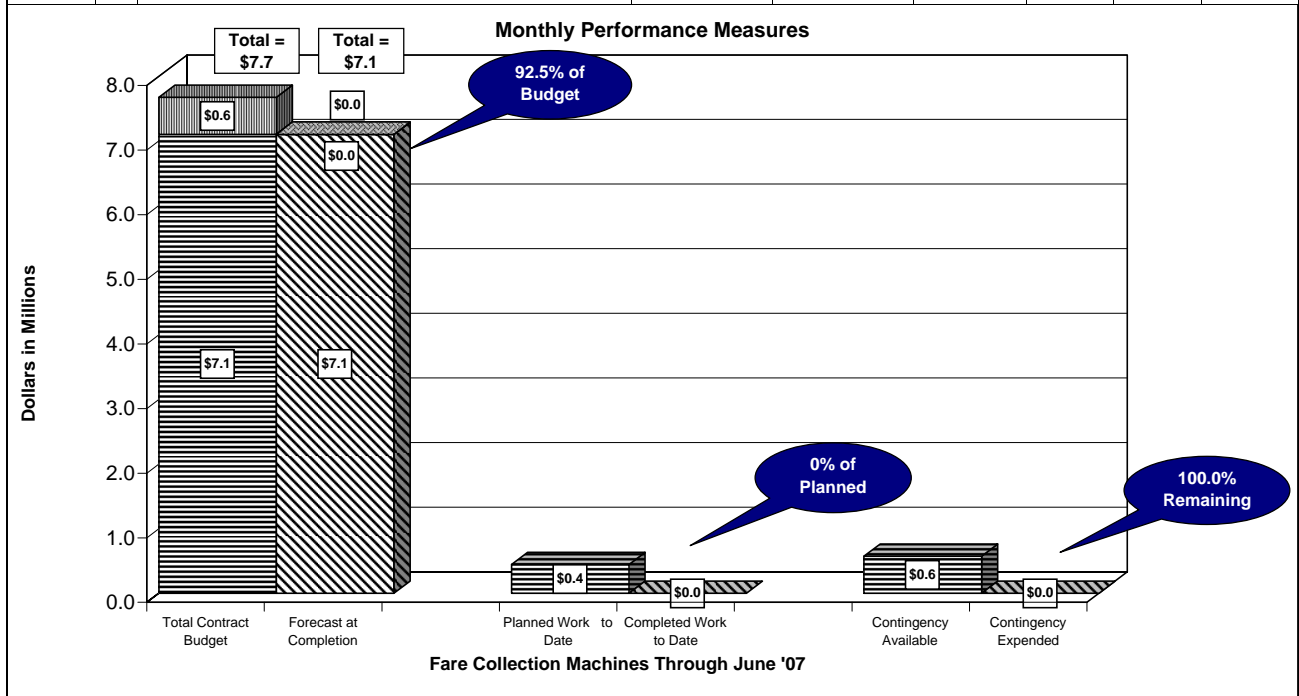
- Master Baseline Schedule has been approved with comments. These review comments shall be incorporated into the next Monthly Progress Update Report.

Issues and Solutions

- Ticket Validator Requirements. Contractor design continues to reflect non-conformance with contract requirements. Currently discussing ticket validator design issues with Contractor.
- Ticket Vending Machine Servicing Envelope. Continuing to await Contractor's concurrence of the revised layouts.



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	\$443,735
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)	\$1,590
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 held Design Review Meeting Number 24 with KI on June 20th and 21st. The next review is scheduled for August 2007. The main topics for presentation by KI and discussion were: special tools; spare parts; operator training course; application; closing open items; vehicle delivery schedule and GE and GEO Focus Interface.



- 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 – 50 Trains are now in production.
 - An inspection of the interior is being performed and ongoing. No defects noted.
 - An inspection of the exterior paint and finish 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 139 and 145. 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.
- METRO resident inspections in Phoenix final assembly:
 - 13 Vehicles are in final assembly at the MOE.
 - LRV 101 thru 119 arrived at the OMC between December 2006 and April 2007. 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 number 5, the test track will be available on or before April 1, 2007.
 - Cars 101 thru 124 have arrived at the OMC for final assembly. Truck frames and components were also shipped from Osaka to Phoenix for final assembly. A total of 36 trucks have been built for the 12 cars in final assembly.
 - 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 sent a team to the United States and repairs 103 – 106 are completed. This welding issue is completed on the entire fleet.

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. Contract remains within budget.

Issues and Solutions

- Elin is investigating gear box noise at their US manufacturing plant and here at the OMC. METRO is awaiting engineering reports regarding parts shortages which may impact interim delivery milestones.

Construction Photographs



Vehicle Assembly



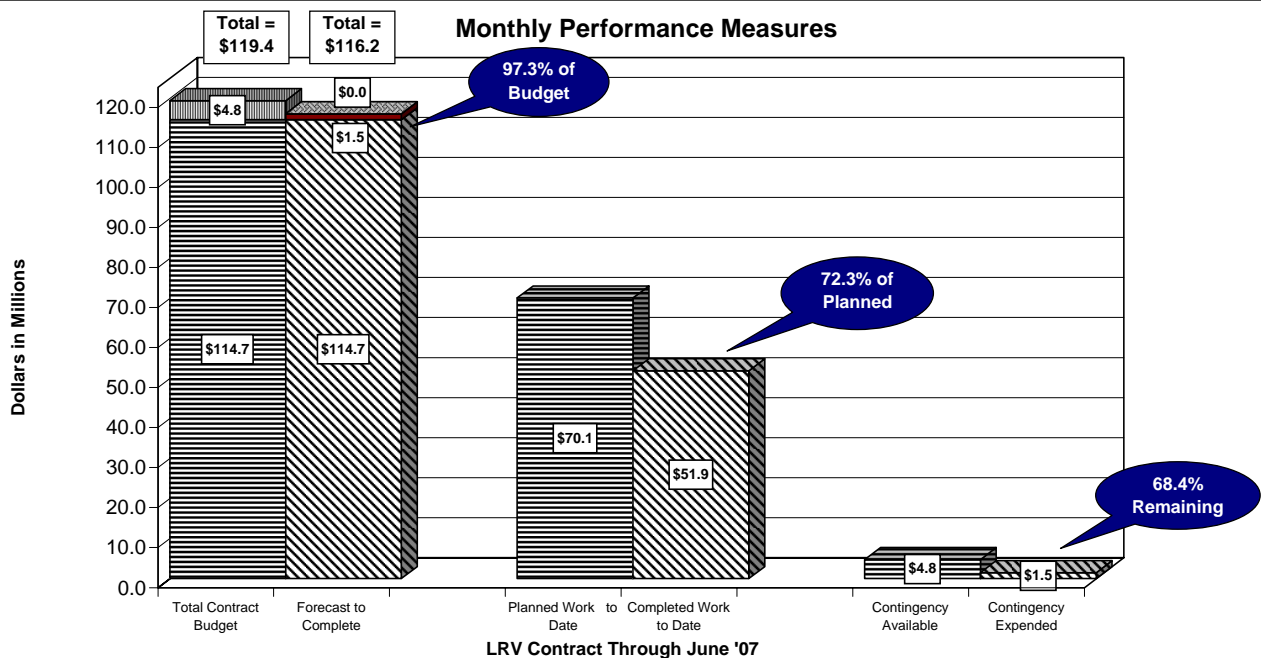
Truck Assembly



Vehicle on shop hoist at OMC



Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		May 31, 2007		
Cumulative				
		5309	COP Funded	Total
1	Original Budget	\$114,654,076	\$40,050,160	\$154,704,236
2	Executed Change Orders	\$1,505,676	\$0	\$1,505,676
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$116,159,752	\$40,050,160	\$156,209,912
5	Work Scheduled	\$70,141,113	N/A	\$70,141,113
6	Work Earned	\$51,928,932	N/A	\$51,928,932
7	Actual Expenditures	\$52,289,475	N/A	\$52,289,475
8	Forecast to Complete Base (4-7)	\$63,870,277	N/A	\$63,870,277
9	Change Orders Pending Execution	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$116,159,752	\$40,050,160	\$156,209,912
11	Percent Budget Expended (7/4)	45.0%	N/A	N/A
12	Percent Planned (5/4)	60.4%	N/A	N/A
13	Earned Percent Complete (6/4)	44.7%	N/A	N/A
14	Schedule Performance (6/5)	0.74	N/A	N/A
15	Cost Performance (6/7)	0.99	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	\$114,654,076	\$40,050,160	\$154,704,236
2	Executed Change Orders	-\$750,000	\$0	-\$750,000
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$116,159,752	\$40,050,160	\$156,209,912
5	Work Scheduled (Cumm - Last Period)	\$13,641,359	N/A	\$13,641,359
6	Work Earned (Cumm - Last Period)	\$12,168,390	N/A	\$12,168,390
7	Actual Expenditures (Cumm - Last Period)	\$12,423,172	N/A	\$12,423,172
8	Forecast to Complete Base (4-7)	\$103,736,580	N/A	\$103,736,580
9	Pending Changes	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$116,159,752	\$40,050,160	\$156,209,912
11	Percent Budget Expended (7/4)	10.7%	N/A	N/A
12	Percent Planned (5/4)	60.4%	N/A	N/A
13	Earned Percent Complete (6/4)	60.4%	N/A	N/A
14	Schedule Performance (6/5)	1.00	N/A	N/A
15	Cost Performance (6/7)	0.99	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 Maintenance and Storage Facility (MSF), 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 and Signal Cases
 - Continuing to install signal cases in City of Tempe.
 - Performing irrigation and landscaping at Signal Building Numbers 3, 4, and 6.



- Communications System
 - Site Specific Book of Plans Final Design Submittals are being resubmitted.
 - Performed Communications Factory Acceptance Testing for Hardware Systems.
- OCC Build Out
 - Currently performing punchlist activities.
- Coordinating with other Contracts
 - LS5 - UPRR/1st Crossing. Completed signal installations to support UPRR cutover. Awaiting test report documentation.
 - Station Finishes. Scheduling coordination of turnover and access activities between Station Finishes Contractor and Signals and Communications Contractor.
 - LRV Contractor - Coordinating logistics for interfacing data radio protocol testing with GeoFocus. Planning to test the data radio protocol system after vehicle qualification testing.

Cost and Schedule – Variance Analysis

- The contract is in the advanced stages of submittals, design and procurement with field construction work in progress. Field construction to date has included the civil and architectural parts of six signal buildings, signal equipment installation at four signal buildings and two shared substations, architectural work at the OCC, track bonding at MSF Yard, LS4 Yard Entrance and some mainline track areas, signaling equipment installation at the MSF Yard Entrance and at some intersections in Tempe, and Communications Device installation at several LRT Passenger Stations.

Issues and Solutions

- Fiber and Microduct Installation. MEC procurement for blowing demonstration of microduct fiber has been postponed until August 2007 due to material procurement issues.

Construction Photos



Signal Room Number 2
Completed Exterior Metal Panels



MSF Yard Entrance Ductbank Modifications



Station Public Address Speaker Installed



Mounting Station Visual Message Board



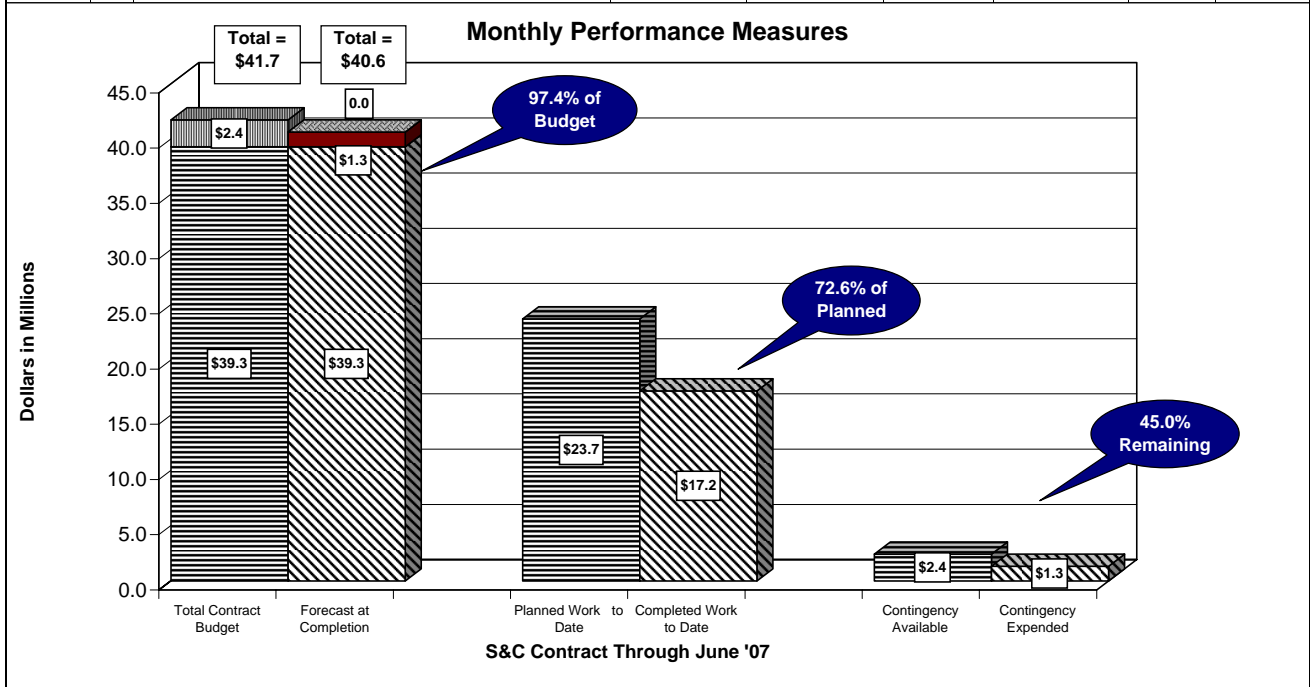
Performing Communications Factory
Acceptance Testing of SCADA Hardware



Performing Communications Factory
Acceptance Testing of Rack Equipment



	Description:	3.7.4 Signals & Communications		
	PE/PA:	Leslee O' Conell		
	Contractor:	Mass Electric		
	Resident Engineer:	Steve Kyauk		
	Data Through:	May 15, 2007		
	Cumulative	5309	CNPA	Total
1	Original Budget	\$37,476,762	\$1,832,240	\$39,309,002
2	Executed Change Orders	\$1,252,611	\$78,561	\$1,331,172
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,729,373	\$1,910,801	\$40,640,174
5	Work Scheduled	\$23,452,368	\$273,637	\$23,726,005
6	Work Earned	\$17,110,247	\$82,970	\$17,193,217
7	Actual Expenditures	\$17,375,488	\$30,000	\$17,405,488
8	Forecast to Complete Base (4-7)	\$21,353,885	\$1,880,801	\$23,234,686
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$38,729,373	\$1,910,801	\$40,640,174
11	Percent Budget Expended (7/4)	44.9%	1.6%	42.8%
12	Percent Planned (5/4)	60.6%	14.3%	58.4%
13	Earned Percent Complete (6/4)	44.2%	4.3%	42.3%
14	Schedule Performance (6/5)	0.73	0.30	0.72
15	Cost Performance (6/7)	0.98	2.77	0.99
16	Contingency Budget	\$2,308,000	\$111,942	\$2,419,942
17	Remaining Contingency	\$1,055,389	\$33,381	\$1,088,770
18	Percent Contingency Remaining (17/16)	45.7%	29.8%	45.0%
	Period			
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$0	-\$339,000	-\$339,000
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,729,373	\$1,910,801	\$40,640,174
5	Work Scheduled (Cumm - Last Period)	\$1,082,750	\$15,669	\$1,098,419
6	Work Earned (Cumm - Last Period)	\$1,293,769	\$0	\$1,293,769
7	Actual Expenditures (Cumm - Last Period)	\$1,299,124	\$0	\$1,299,124
8	Forecast to Complete Base (4-7)	\$37,430,249	\$1,910,801	\$39,341,050
9	Change Orders Pending Execution	\$0	-\$53,000	-\$53,000
10	Forecast at Completion (7+8+9)	\$38,729,373	\$1,857,801	\$40,587,174
11	Percent Budget Expended (7/4)	3.4%	0.0%	3.2%
12	Percent Planned (5/4)	2.8%	0.8%	2.7%
13	Earned Percent Complete (6/4)	3.3%	0.0%	3.2%
14	Schedule Performance (6/5)	1.19	0.00	1.18
15	Cost Performance (6/7)	1.00	N/A	1.00
16	Contingency Budget	\$2,308,000	\$111,942	\$2,419,942
17	Remaining Contingency	\$1,055,389	\$33,381	\$1,088,770
18	Percent Contingency Remaining (17/16)	45.7%	29.8%	45.0%



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 850 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 Number 1
 - TPSS Equipment installation has commenced.
- Traction Power Substation Number 3
 - Rectifier-Transformer has been delivered.
 - Installation of HVAC system continued.



- Traction Power Substation Number 4
 - Di-electric floor has been tested.
 - Rectifier-Transformer has been delivered.
- Traction Power Substation Number 5
 - Wire and cable installation for auxiliary equipment progressed.
 - Concrete placed for housekeeping pads.
- Traction Power Substation Number 6
 - Installation of irrigation system progressed.
 - Fire and security system installation progressed.
- Traction Power Substations Number 9, 15, and 16
 - Ongoing punchlist work is being performed. These substations are currently being used by the Vehicle Manufacturer to supply power for vehicle testing.
- Traction Power Substation Number 10
 - Wire and cable installed to communications interface cabinet.
 - Door hardware installations progressed.
- Traction Power Substation Number 11
 - Concrete placed for curbs.
 - TPSS Equipment installation progressed.
- Traction Power Substation Number 12
 - Pre-Construction coordination with the City of Tempe.
- Traction Power Substation Number 13
 - CMU walls have been constructed and grouted.
- Overhead Contact System
 - OMC Yard and Test Track (Wire Runs 35 through 38).
 - Punchlist work is being performed on an ongoing basis.
 - Repair of Wire Run 36 has commenced.
 - MOE Shop
 - Emergency Trip Station installation progressed.
 - Monorail Limit Switch installation progressed.



- LS1 16th Ave to Minnezona Ave (Wire Runs 5 through 8)
 - Installation of OCS Poles has commenced.
- LS3 Fillmore St. to 10th St. (Wire Runs 19 through 22) and 20th St. to 26th St. (Wire Runs 27 and 28)
 - Installation of OCS Poles has commenced.
- LS4 Washington Street from east of 56th Street to east of Center Parkway (Wire Runs 39 and 40).
 - Acceptance measurements have been taken.
- LS5 1st Street to Rural Road (Wire Runs 43 to 46)
 - Installation of OCS Poles progressed.
- Site Access/Permits
 - TPSS Number 14 was approved for permitting on June 25, 2007. This is the final building permit required for the traction power substations. The remaining permits are for fire alarm systems in the City of Phoenix. These are requested through DSD within 6 months of alarm activation so the permit does not expire.
 - TPSS Number 12 (McClintock Park-and-Ride). Permits have been issued for both grading & drainage and building. Tempe has requested that the TES Contractor construct an 8-foot CMU wall along the south and east sides of the TPSS site. A site plan and permit was prepared by the City of Tempe and was issued to the TES Contractor the week of June 18, 2007.
- Coordination with other Contracts/Entities
 - Ongoing coordination meetings are being held with the Facility Contractors on an as-needed basis.

Cost and Schedule – Variance Analysis

- The contract is in the final stages of design, procurement and material delivery. Field construction progress to date has included the civil and architectural parts of fourteen of the sixteen traction power substations, TPSS electrical equipment installation in thirteen of the traction power substations, OCS components installation in the OMC yard, OMC shop and Line Sections 1, 3, 4 and 5. Start up testing and commissioning has been done at the OMC and Line Section 4 Test Track areas.

Issues and Solutions

- Mitigation Schedule. A change orders which revises the milestone and access dates was returned by the Contactor unsigned. The Agency is currently revising the milestone and access dates one more time prior to issuing the Contractor a unilateral change order.

Construction Photographs



TPSS Number 3 – Installing HVAC Lines to Condenser Unit



LS3 – Preparing to Install OCS Poles Downtown



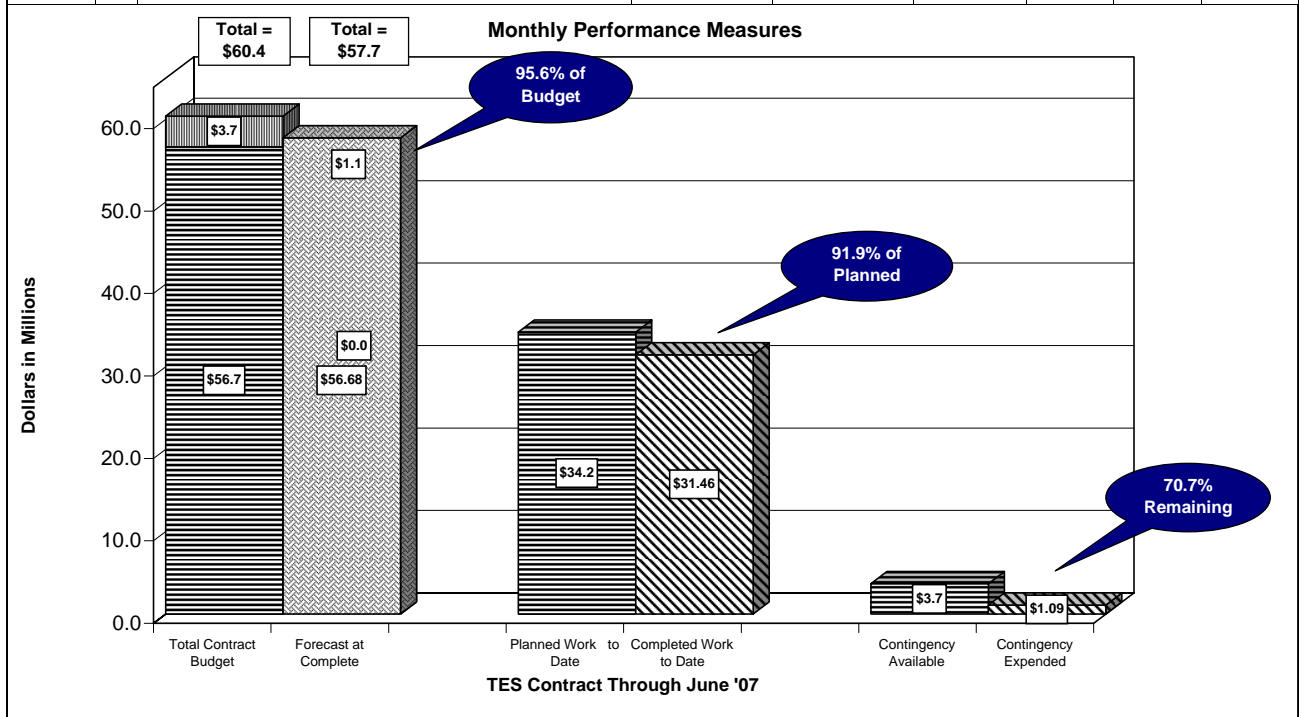
TPSS Number 13 – Final Lift of CMU Walls



LS5 – Installation of OCS Poles (WR 43 and 44)



Description:		3.7.3 Traction Electrification Systems
PE/PA:		Alan Friend
Contractor:		Mass Electric Corporation
Resident Engineer:		Ron Wong
Data Through:		June 15, 2007
Cumulative		5309
1	Budget	\$56,681,003
2	Executed Change Orders	\$1,089,022
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$57,770,025
5	Work Scheduled	\$34,217,044
6	Work Earned	\$31,456,812
7	Actual Expenditures	\$34,883,243
8	Forecast to Complete Base (4-7)	\$22,886,782
9	Change Orders Pending Execution	-\$10,000
10	Forecast at Completion (7+8+9)	\$57,760,025
11	Percent Budget Expended (7/4)	60.4%
12	Percent Planned (5/4)	59.2%
13	Earned Percent Complete (6/4)	54.5%
14	Schedule Performance (6/5)	0.92
15	Cost Performance (6/7)	0.90
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$2,631,978
18	Percent Contingency Remaining (17/16)	70.7%
Period		
1	Budget	N/A
2	Executed Change Orders	\$30,392
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$57,770,025
5	Work Scheduled (Cumm - Last Period)	\$1,397,051
6	Work Earned (Cumm - Last Period)	\$156,142
7	Actual Expenditures (Cumm - Last Period)	\$3,627,271
8	Forecast to Complete Base (4-7)	\$54,142,754
9	Change Orders Pending Execution	\$29,842
10	Forecast at Completion (7+8+9)	\$57,799,867
11	Percent Budget Expended (7/4)	6.3%
12	Percent Planned (5/4)	2.4%
13	Earned Percent Complete (6/4)	0.3%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$2,631,978
18	Percent Contingency Remaining (17/16)	70.7%





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

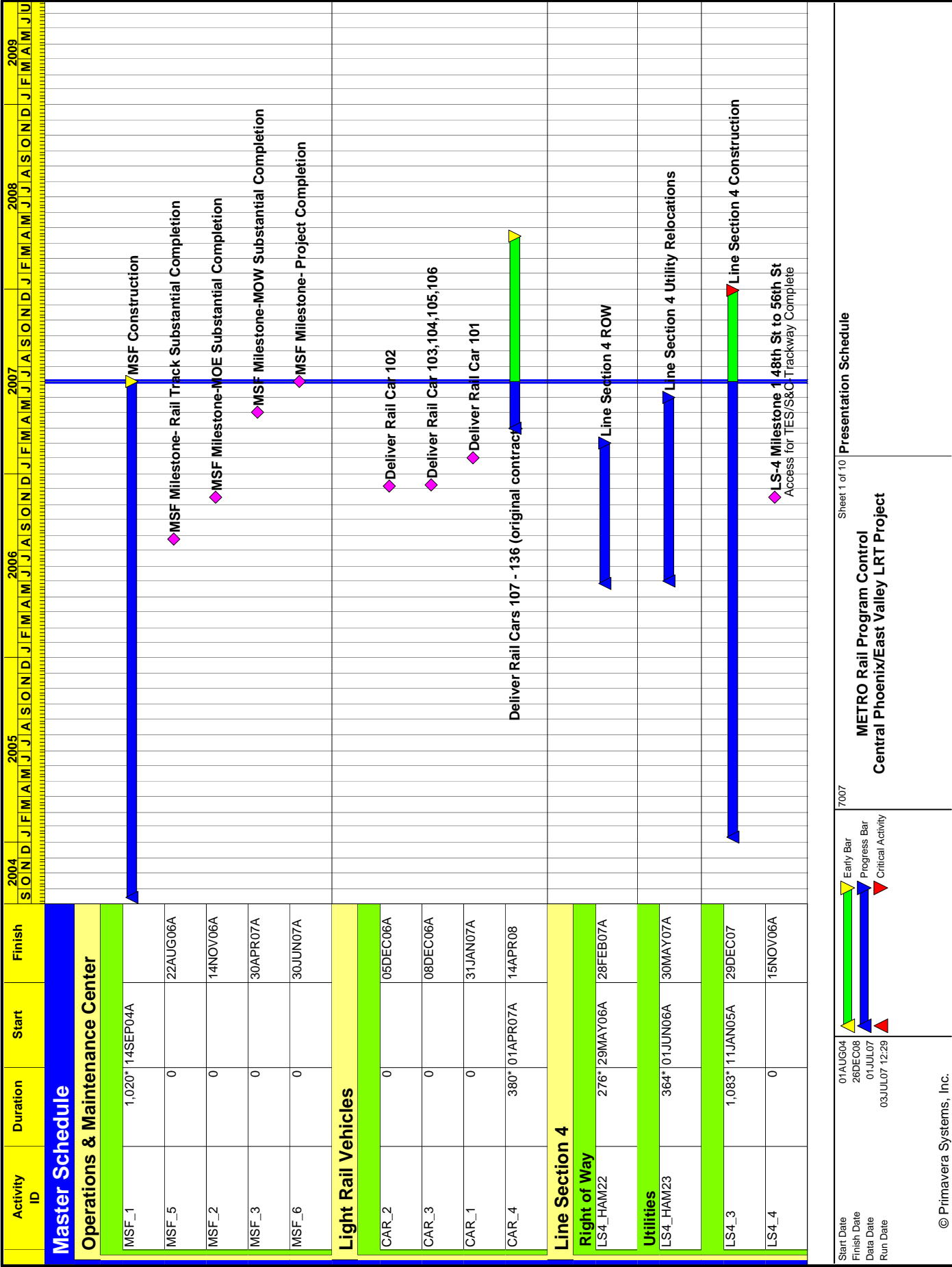
- METRO and consulting staffs are developing test plans and procedures related to track allocation, rail/wheel interface, clearance and LRV dynamic testing.
- METRO Operations and Maintenance Personnel (including contractors) and consulting staff have completed numerous walk-throughs of the test track. 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 was produced by Mass Electric for dynamic clearance testing through out the alignment.
 - Clearance testing in the OMC yard and test track with the clearance cart is complete.
 - Live wire testing in the entire yard and test track is complete.
 - Substation adjustments and interface tests are ongoing with LRV Number 101 and TPSS Number 15 and TPSS Number 9.
 - Ongoing meetings have been established with the car manufacturer, substation manufacturer engineers from GEC and a third party substation expert to solve the LRV/substation interface problems.
 - Conducting meetings to solve LRV/Rail interface.
 - High speed testing is ongoing with LRV Number 101 on test track.



- Track Allocation meetings are being held every Wednesday at the OMC conference room.
- Track Access Training is ongoing every Monday at the OMC.
- Next section of track to be activated is from 56th Street to Center Parkway.

Issues and Solution

- METRO Integrated Test Team is working closely with third party contractors on two significant systems integration challenges related to LRV interface with Traction Power Distribution and Track Systems.



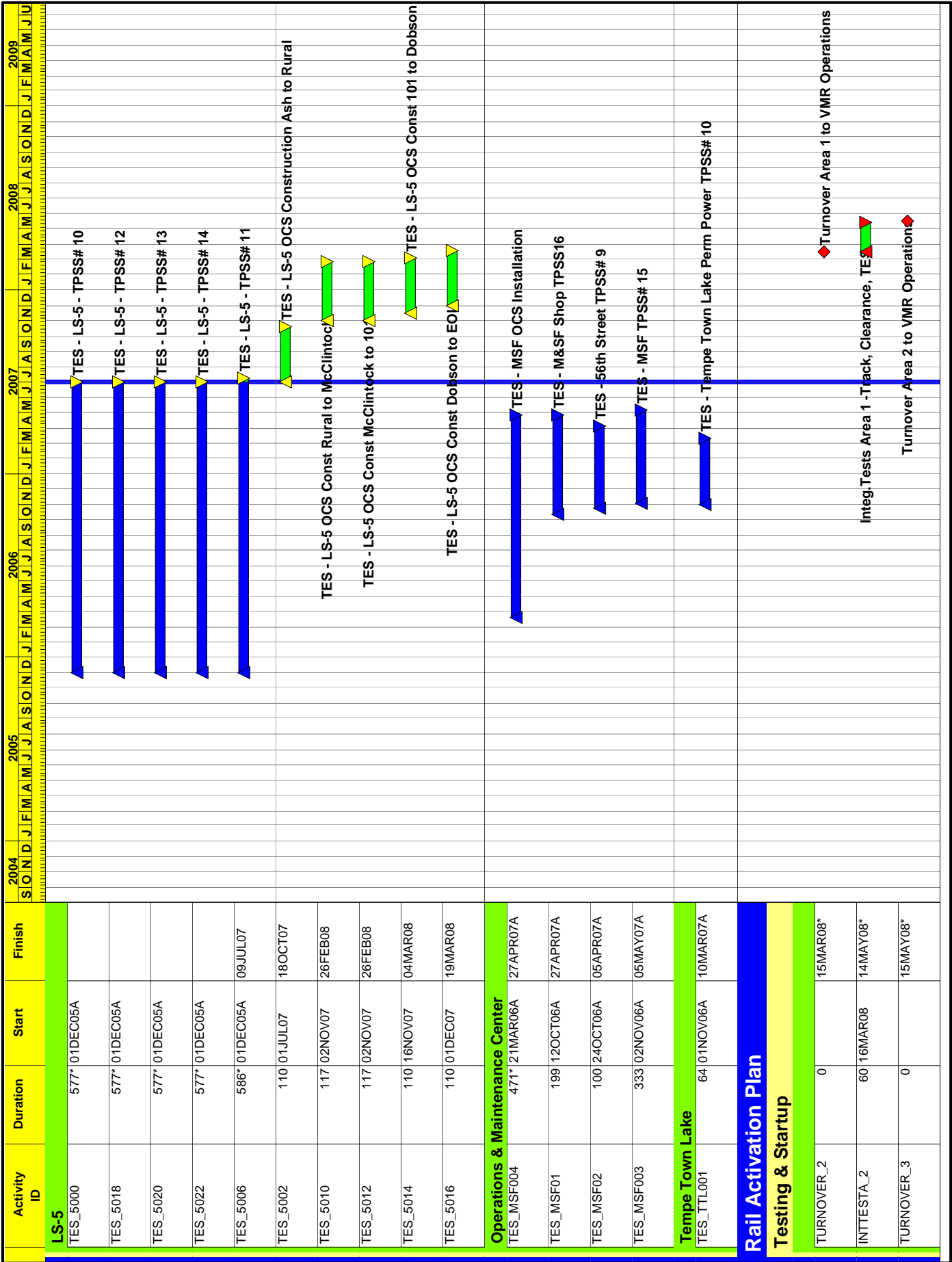
Sheet 1 of 10 Presentation Schedule

METRO Rail Program Control
Central Phoenix/East Valley LRT Project

7007

Start Date 01AUG04
 Finish Date 28DEC08
 Data Date 01JUL07
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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	Resident 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