



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project

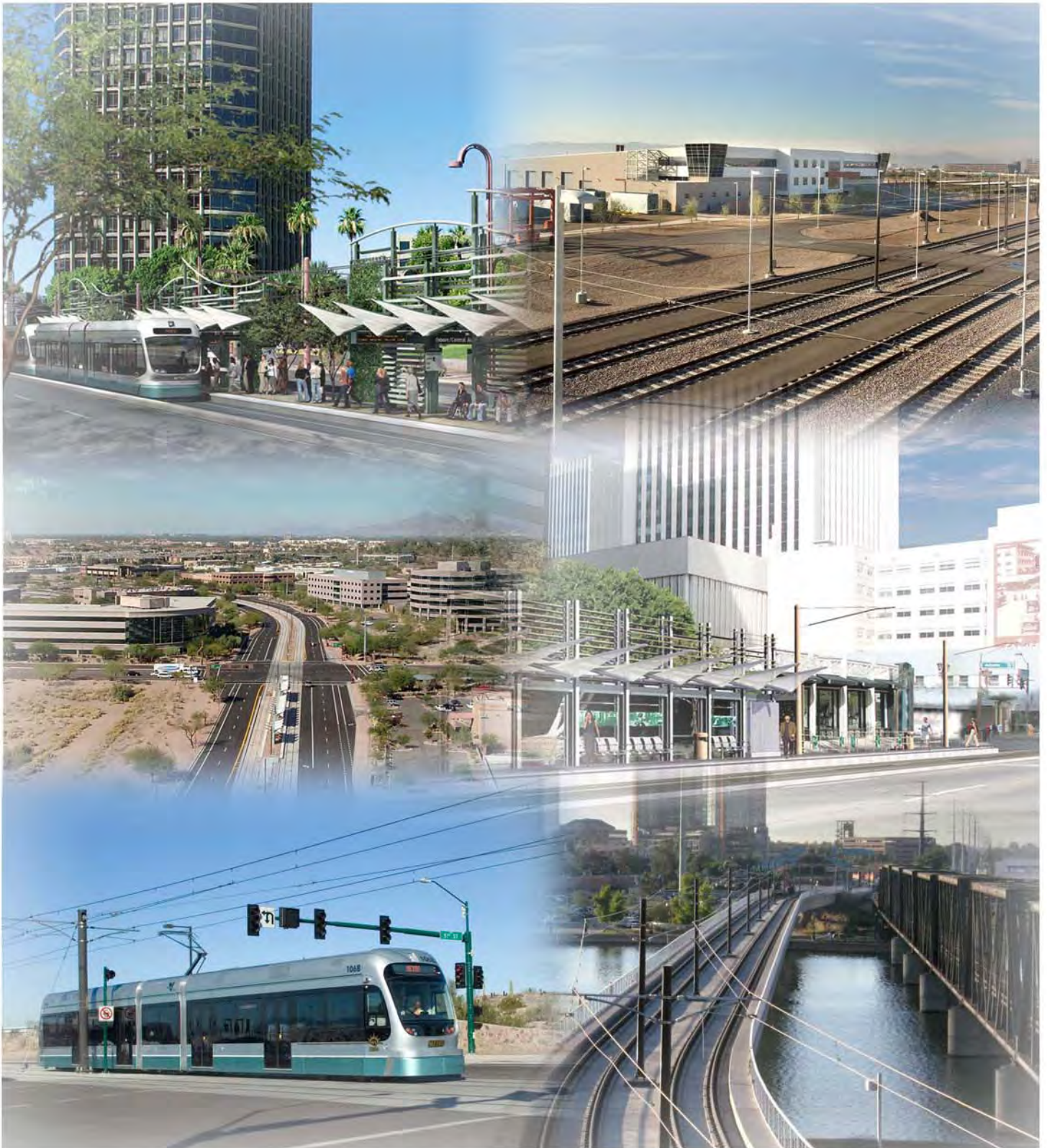




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1. Executive Summary

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

Construction has surpassed 82 percent completion this month with the overall project nearing 83 percent completion and remains on schedule for a December 2008 opening.

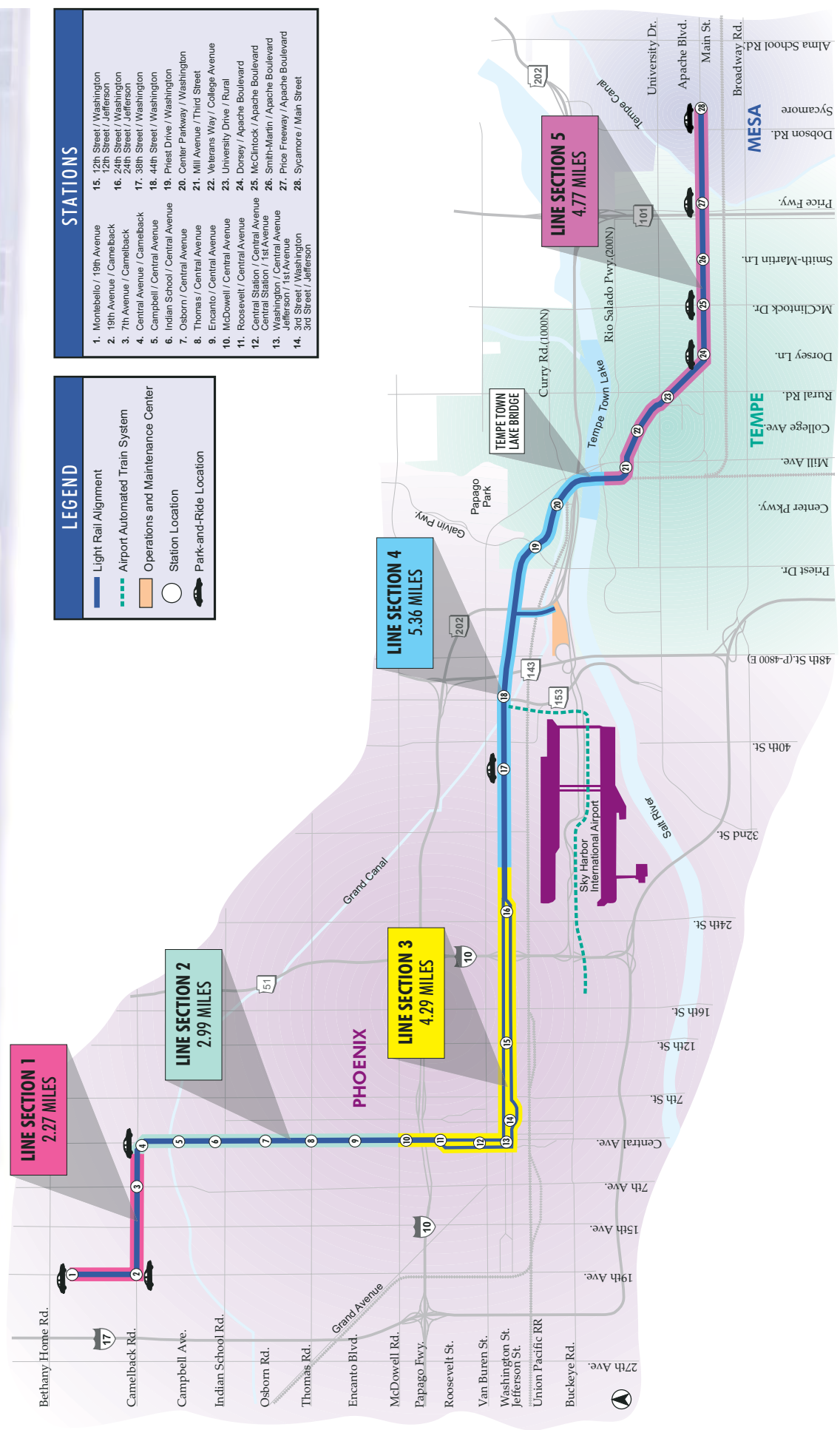
Total track constructed to date is almost 217,000 linear feet or about 96 percent of the total. Line Section Four is completing the final items on the punchlist and the field staff and contracts staff are working on closeout items. Line Section Three achieved 99 percent of its guideway during the month leaving only 134 LF left to place. Line Section Three also continues to pave, construct curb, gutter, and sidewalk east of downtown Phoenix and has done some landscaping and paint striping in Downtown Phoenix. Line Section Five continues to work on punchlist items and final civil and landscaping elements. Field staff and contract staff have begun the closeout process on this contract as well. Line Section One finished the installation of the new 48-inch waterline on 19th Avenue. With completion of this work guideway construction and roadway construction on 19th Avenue is progressing in earnest. Line Section Two continues to progress with roadway widening in support of guideway construction and has excavated for the formwork for the Encanto Station. The Encanto station is the last station foundation to be poured. Station Finishes continues to work on structural steel placement and installation of canopies, seating, tactile warning and other station components on twenty-five station platforms along with the construction of transit center facilities. The installation of louvers continues at many locations, working westbound from the Sycamore Transit Center.

The systems contracts continue to work in LS2, LS3, LS4 and LS5 to install OCS wire. Wire has been installed throughout LS4 and into LS5 to the 101 and to 16th Street in LS3. Almost 100 percent of the poles have been set in the line sections, with significant progress throughout the alignment. The Systems contractor has access to twenty three station platforms to continue installation of systems components including communications cabinets, CCTV's, speakers and variable message boards. Fiber optic cable has been pulled throughout LS4 and into LS3 and LS5.

During the month of February METRO continued to work with Zeta Tech in regards to the rail break issue. New rail laying procedures were issued to the contractors based on recommendations by Zeta Tech and removal and replacement of the initial rail break areas was underway.



METRO LIGHT RAIL STARTER LINE



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

LEGEND	
	Light Rail Alignment
	Airport Automated Train System
	Operations and Maintenance Center
	Station Location
	Park-and-Ride Location



CONTRACT LOG - FEBRUARY 2008

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
1. PROGRAM MANAGEMENT & ENGINEERING			
1	LRT-99-001	GEC - DEIS/FEIS/PE	PB Americas, Inc.
2	LRT-02-001	GEC - Final Design	PB Americas, Inc.
3	LRT-02-001	GEC - DSDC	PB Americas, Inc.
4	LRT-98-001-PMC	Project Management Consultant	HDR, Inc. 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 Montebello & 19th Avenue 19th Avenue & Camelback Central & Camelback 38th St. & Washington	Kiewit Western Company Kiewit Western Co. MRM Construction Services MRM Construction Services
14	LRT-05-042-PNR-RB	Park and Rides (Re-Bid) Price & Apache Sycamore & Main	Sundt / Stacy and Witbeck, Joint Venture
15	LRT-04-028-SF	Station Finishes	Archer Western Contractors
16	LRT-04-040-TLB	Town Lake Bridge	PCL Civil Constructors, Inc.
17	LRT-05-036-WPM	Wheel Profiling Machine	Simmons Machine Tool Corp
3. SYSTEM ELEMENTS			
18	LRT-03-001	Light Rail Vehicles (LRV)	Kinkisharyo International, L.L.C. and Mitsui & Co. (U.S.A), Inc., CPEV Joint Venture
19	LRT-04-039-S&C	Signals and Communications	Mass Electric Corp.
20	LRT-04-014-TES	Traction Electrification System	Mass Electric Corp.
21	LRT-06-053-FCS	Fare Collection System	Scheidt & Bachmann USA, Inc.
22	LRT-06-071-LCM	Light Rail Car Mover	Brandt Road Rail Corp
23	LRT-07-076-MSFF	Modular Furniture for MSF	Southwest Business Furnishings
24	LRT-06-060-MMIS	Maintenance Management Information System	Mincom, Inc.
4. PUBLIC ART			
25	02-002-04	LS4 Design Team Artist/Station Artist	Laurie Lundquist
26	02-002-03	LS2 Design Team Artist/Station Artist	Ilan Averbuch
27	02-002-04	LS1 Design Team Artist/Station Artist	Robert Adams
28	02-002-05	LS5 Design Team Artist/Station Artist	Norie Sato/Bill Will
29	02-002-01	LS3 Design Team Artist	Janet Zweig
30	05-041-ART	Bridge Design Team Artist	Buster Simpson
31	02-002-07	LS3 Design Team Artist	Laurie Lundquist
32	02-002-08	LS3 Design Team Artist	Robert Adams
33	02-002-09	44th Street Station Artist	Mona Higuchi
34	02-002-10	38th Street Station Artist	Stuart Keeler/Michael Machnic
35	02-002-11	Central / Roosevelt Station Artist	Peter Richards
36	02-002-12	Central / McDowell Station Artist	Michael Maglich
37	02-002-13	First Street Station Artist	Stephen Farley
38	02-002-14	Third Street Station Artist	Cliff Garten
39	02-002-15	Central Station, Station Artist	Ries Niemi
40	02-002-16	12th Street Station Artist	Victor Zaballa
41	02-002-17	Fifth Street / College Station Artist	Tad Savinar
42	02-002-18	Central / Campbell Station Artist	Al Price
43	02-002-19	Central / Indian School Station Artist	Mary Lucking
44	02-002-20	Central / Osborn Station Artist	Thomas Sayre
45	02-002-21	Central / Thomas Station Artist	Brian Goldbloom
46	02-002-23	Third Street / Mill Station Artist	Catherine Widgery
47	02-002-24	Apache Stations - Lighting Artist	Dan Corson
48	02-002-25	Apache Stations - Cultural Weave Artist	Christine Bourdette



CONTRACT LOG - FEBRUARY 2008

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
49	02-002-26	Apache Stations - Vertical Objects Artist	Suikang Zhao
50	02-002-27	Apache Stations - Paving Artist	Benson Shaw
51	02-002-28	Longmore Station Artist	Brad Konick
52	02-002-29	19th Avenue / Camelback Station Artist	Josh Garber
53	02-002-30	7th Avenue / Camelback Station Artist	Nubia Owens
54	02-002-31	24th Street Station Artist	Kevin Berry
55	02-002-32	Central / Encanto Station Artist	Jamex & Einar de la Torre
5. MISC. CONSTRUCTION & SERVICES			
56	LRT-05-046-ERS	Environmental Remediation Service	Environmental Response Inc
57	LRT-04-031-PCS	Power Consulting Services	RW Beck
58	LRT-06-052-MF	Modular Furniture	Facilitec, Inc.
59	LRT-06-065-TCS	Telecom Carrier Services	Time Warner Telecom
60	LRT-06-057-WLI	WAN/LAN and IPT Voice Sys Equipment	Calence, Inc.
61	LRT-04-034-SPC	Strategic Planning Consulting Services	Davis Consulting
62	LRT-05-045-DCS	Document Control Services	LKG-CMC, Inc
63	LRT-05-037-ACS	Audit Consulting Services	Clifton Gunderson LLP
64	LRT-05-038-RMS	Risk Management Services	Ashton Tiffany, LLC
65	LRT-06-069-SSC	Safety & Security Certification Services	Booz Allen Hamilton, Inc.
66	LRT-06-067-ITS	Info Technology-Office Network Support	World Wide Technology, Inc.
67	LRT-07-082-TCS	Telecommunications Services for MSF	Qwest Communications
68	LRT-07-073-TS	Transportation Services	Alternate Concepts, Inc.
69	LRT-07-086-MSFM	Interim Maintenance Services for MSF	DMS Facility Services
70	LRT-07-088-PALS	Policy and Advisory Legal Services	Thompson Coburn, LLP
71	LRT-07-095-MAC	Marketing & Advertising Consulting Services	Park & Co.
72	LRT-08-096-EPGO	Grand Opening Event Planning Consulting Services	Entertainment Solutions, Inc.
6. OWNER FURNISHED MATERIALS			
73	LRT-04-009-MP1	Rail (MP1)	Progress Rail Corporation
74	LRT-04-010-MP2	Concrete Crossties (MP2)	CXT Inc
75	LRT-04-030-MP5	Ballasted Special Trackwork (MP5)	VAE Nortrak North America Inc
76	LRT-04-032-MP8	Girder Rail (MP8)	VAE Nortrak North America Inc
77	LRT-04-033-MP9	Girder Rail Special Trackwork (MP9)	VAE Nortrak North America Inc
78	LRT-04-015-MP3	Traffic Signal Hardware (MP3)	Various
79	LRT-06-072-SE	Shop Equipment for Maintenance Facility	Wissota Supply Company, Inc
80	LRT-07-078-MLE	Spray Paint Booth Manlifts at MSF	MGM Equipment Source
7. FUTURE LIGHT RAIL EXTENSIONS			
81	LRT-06-050-DCS	Design Criteria & Standards	Stantec Consulting
82	LRT-06-055-PSS	Planning Support Services	HDR Engineering, Inc.
83	LRT-07-077-PCES	Planning, Conceptual Engineering & Environmental Studies for Future Light Rail Extensions - Mesa-Tempe	HDR / S.R. Beard & Associates
84	LRT-07-077-PCES	Planning, Conceptual Engineering & Environmental Studies for Future Light Rail Extensions - I-10/Glendale	URS Corporation
85	LRT-07-075-PENW	Northwest LRT Extension Engineering Services	DMJM+Harris, Inc.
86	LRT-07-091-PICS-HDR	On-Call Public Involvement Consulting Services	HDR, Inc.
87	LRT-07-087D-CMNW	Northwest LRT Extension Construction Manager at Risk Design Phase Services	Sundt/Stacy & Witbeck, Joint Venture
88	LRT-07-089-NWA	Northwest LRT Extension Public Art for Glendale Station	Merge Conceptual Design, LLC
89	LRT-07-089-NWA	Northwest LRT Extension Public Art for Northern Station	Deborah Mersky
90	LRT-07-089-NWA	Northwest LRT Extension Public Art for Dunlap Parking	PhenomenArts, Inc.
91	LRT-07-089-NWA	Northwest LRT Extension Public Art for Dunlap Station	Colab Studio, LLC
92	LRT-08-102-GIS	On-Call Geographic Information Systems Consulting Services	Jacobs Carter Burgess



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 \$74,331,431 of the available \$98,786,587 planned contingency.

Including Project Reserve, this leaves \$30,403,655 of budgeted contingency funds available to the project.

The project is 82.9 percent complete. Construction is 82.1 percent complete.

Program Management and Administration

Forecast is within budget.

Program Management Consultant

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

City Administration

Forecasts are per agreements with the cities.

Right of Way Acquisition

Forecast is being re-evaluated; currently at \$128,500,000. Contingency was reduced by \$7,832,741 consistent with the December 2007 Board approval to transfer funds to the Park and Ride lots.

PE/FEIS Engineering

Activity is complete.

Engineering

Budget and forecast for the remaining work are consistent with negotiated 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 84.2 percent complete. Executed and pending change orders are expected to utilize \$58.3 million of the \$70.4 million available contingency. Additional expected change orders for required acceleration, additional work and expected requests for equitable adjustment are challenging the available balance of contingency.



Board action increased the Line Section 5 contingency by \$1,000,000 and reduced the Miscellaneous Construction budget by \$1,000,000.

Systems

Systems work is 66.2 percent complete. Remaining contingency will be required for unforeseen conditions and to accelerate the systems work.

Construction Administration Services

Budget and forecast for remaining work is consistent with the negotiated staffing plan based scope of work.

Testing and Startup

Forecast appears sufficient to complete the work. Current detail expenditures are tracking favorably with annual budget and forecast.

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 remains at \$4,948,499 after the December 2007 Board Action that transferred \$7,500,000 to facilities and systems contingencies.

Financing Costs

The budget and forecast are \$118,400,000.

Concurrent Non Project Activities Project

The budget for Concurrent Non Project Activities is \$108,386,195, based on the February 2008 METRO Board approved amount.

During the reporting period eight change orders were processed for a total cost of \$1,463,280. ASU, Mesa, Tempe, Phoenix Streets and Phoenix Aviation all had zero change orders processed. ASU and Phoenix Aviation's forecasts remained unchanged. Mesa's forecast increased due to the addition of rubberized asphalt on Main Street and Dobson Road. Tempe's forecast decreased due to project close out adjustments. Phoenix Streets forecast increased due to increased engineering costs. Phoenix Public Transit had two change orders processed for a cost of \$1,128,263 for work at the 11th Street Turnaround and the forecast increased accordingly. Phoenix Water Services had six change orders processed for a total of \$334,717 and the forecast increased accordingly.

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

2008_02

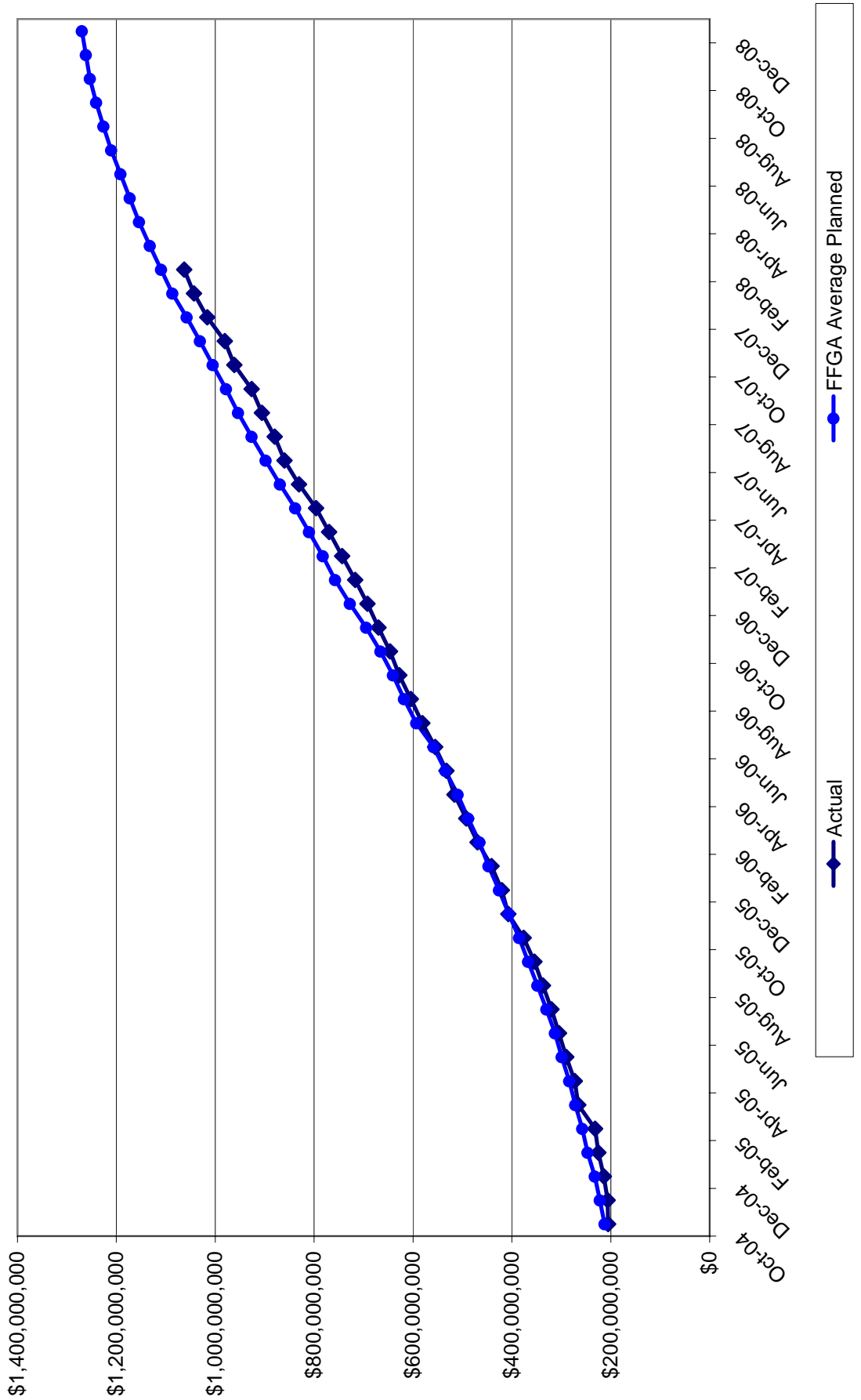
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$46,038,673	\$35,904,005	\$46,189,885	(\$151,212)
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$53,287,461	\$44,925,021	\$53,315,316	(\$27,855)
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$97,950,123	\$87,915,168	\$98,850,553	(\$900,430)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$51,398,858	\$51,469,938	\$51,770,036	(\$371,178)
54	LS5 1st Street - Sycamore	\$49,680,435	\$76,301,115	\$75,783,414	\$76,959,842	(\$658,727)
55	Station Finishes	\$38,701,950	\$53,337,356	\$35,764,672	\$53,347,046	(\$9,690)
56	Park and Ride Facilities	\$15,104,339	\$22,295,267	\$776,799	\$22,295,267	\$0
57	Miscellaneous Construction	\$7,505,200	\$2,100,659	\$292,825	\$750,000	\$1,350,659
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$7,572,689	\$4,512,669	\$7,572,689	\$0
58	MSF Construction/Equipment Installation	\$57,637,721	\$65,400,000	\$65,400,001	\$65,400,001	(\$1)
5G	MSF Underfloor Wheel Profiling System	\$0	\$980,107	\$967,069	\$967,069	\$13,038
59	48th Street Bridge Restoration	\$2,014,013	\$2,824,232	\$2,837,136	\$2,837,136	(\$12,904)
5A	Town Lake Bridge	\$15,529,600	\$21,759,753	\$21,759,751	\$21,759,751	\$2
5B	Prior Rights Utility Relocations	\$22,938,000	\$25,587,964	\$28,039,081	\$33,722,262	(\$8,134,298)
81	Contingency	\$37,491,841	\$15,432,821	\$0	\$8,177,470	\$7,255,351
	Facilities	\$422,341,688	\$542,267,078	\$456,347,549	\$543,914,323	(\$1,647,245)
4A	Rail Procurement	\$1,306,200	\$1,273,506	\$1,279,492	\$1,285,385	(\$11,879)
4B	Concrete Crosstie Procurement	\$900,000	\$903,395	\$856,792	\$870,579	\$32,816
4C	Traffic Signal Hardware	\$8,060,100	\$8,063,587	\$8,288,168	\$8,288,348	(\$224,761)
4D	Ballasted Special Trackwork Procurement	\$2,532,414	\$2,291,497	\$2,257,456	\$2,257,456	\$34,041
4E	Crossing Panel Procurement	\$380,100	\$360,096	\$0	\$0	\$360,096
4F	Girder Rail Procurement	\$15,079,742	\$14,725,878	\$14,698,376	\$14,698,376	\$27,502
4G	Girder Rail Special Trackwork Procurement	\$0	\$5,712,656	\$5,517,244	\$5,732,633	(\$19,977)
81	Contingency	\$1,412,863	\$508,585	\$0	\$0	\$508,585
	Owner Furnished Materials/Equipment	\$29,671,419	\$33,839,200	\$32,897,528	\$33,132,777	\$706,423
5D	Automated Fare Collection System	\$10,755,800	\$7,103,212	\$26,552	\$7,103,212	\$0
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$57,986,725	\$44,650,237	\$57,934,088	\$52,637
5F	Communications/Signals	\$38,220,002	\$38,982,620	\$25,827,647	\$38,990,283	(\$7,663)
81	Contingency	\$8,674,000	\$4,764,184	\$0	\$4,809,158	(\$44,974)
	Systems	\$119,790,902	\$108,836,741	\$70,504,436	\$108,836,741	\$0
	Sub Total, Construction	\$571,804,009	\$684,943,019	\$559,749,513	\$685,883,841	(\$940,822)
4K	Vehicle Contract	\$115,501,823	\$118,391,301	\$74,514,221	\$118,391,301	\$0
4N	LRT Vehicle Contract Contingency	\$5,775,001	\$1,031,264	\$0	\$31,264	\$1,000,000
	LRT Vehicles	\$121,276,824	\$119,422,565	\$74,514,221	\$118,422,565	\$1,000,000
22	ROW Acquisition	\$116,214,150	\$117,040,849	\$123,024,677	\$128,500,000	(\$11,459,151)
23	ROW Contingency	\$20,081,000	\$11,428,149	\$0	\$0	\$11,428,149
20	ROW	\$136,295,150	\$128,468,998	\$123,024,677	\$128,500,000	(\$31,002)

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

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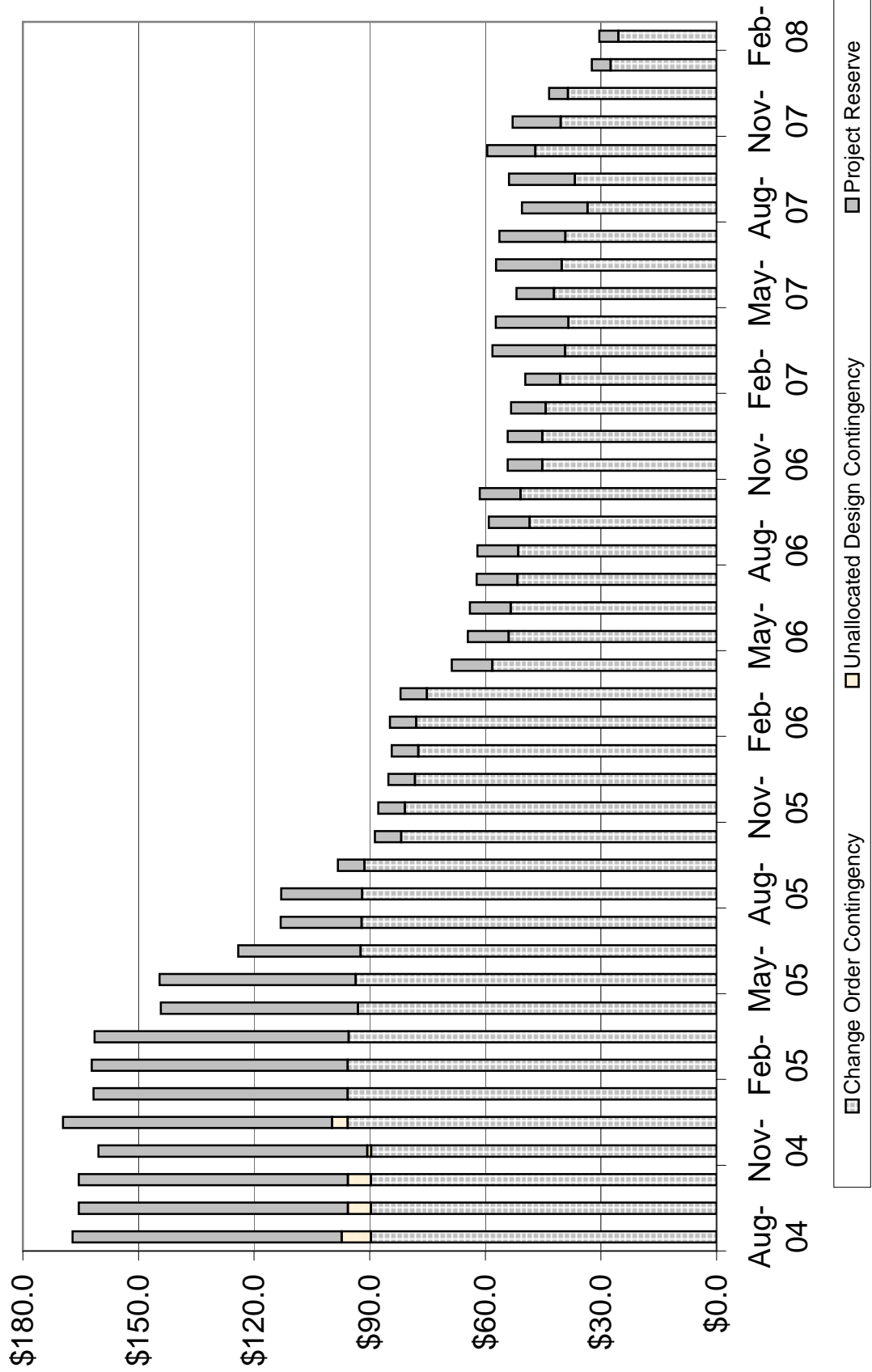
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$25,169,700	\$25,169,700	(\$114,762)
31	Engineering	\$76,780,935	\$76,346,255	\$77,234,363	\$77,290,777	(\$944,522)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$5,892,246	\$6,255,358	\$0
20	ROW Engineering	\$1,016,370	\$1,321,163	\$1,266,226	\$1,266,226	\$54,937
32	Design Services During Construction	\$14,160,426	\$22,049,464	\$19,875,237	\$22,909,082	(\$859,618)
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$105,972,240	\$104,268,072	\$107,721,443	(\$1,749,203)
60	Construction Administration Services	\$37,759,127	\$52,311,124	\$46,898,494	\$52,311,124	\$0
61	CAC Contingency	\$15,244,622	\$0	\$0	\$0	\$0
	Construction Administration Services	\$53,003,749	\$52,311,124	\$46,898,494	\$52,311,124	\$0
10	PE Administrative/Management Costs	\$4,363,526	\$4,363,526	\$8,388,002	\$8,388,002	(\$4,024,476)
11	Administrative/Management - VMR	\$43,915,047	\$44,321,157	\$30,327,514	\$37,196,646	\$7,124,511
62	Construction Administration Services - VMR	\$1,697,232	\$2,908,129	\$1,765,910	\$2,140,461	\$767,668
67	CAB Program	\$0	\$2,500,000	\$2,165,681	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$611,544	\$696,712	\$0
76	Administrative/Management Art Program Costs	\$414,632	\$414,632	\$0	\$414,632	\$0
16	Administrative/Management - ADOT	\$420,000	\$1,016,619	\$623,342	\$1,016,619	\$0
17	Agency Insurance Cost	\$7,000,000	\$7,000,000	\$6,846,689	\$7,147,099	(\$147,099)
18	Administrative/Management Contingency	\$1,388,523	\$1,388,523	\$0	\$388,523	\$1,000,000
	Program Management	\$58,507,149	\$64,609,298	\$50,728,682	\$59,888,694	\$4,720,604
10	PE Administrative/Management Costs	\$12,832,472	\$12,832,472	\$12,255,028	\$12,255,028	\$577,444
21	Administrative ROW Costs	\$1,016,571	\$828,502	\$791,139	\$791,139	\$37,363
76	Administrative/Management Art Program Costs	\$549,061	\$464,266	\$255,989	\$388,343	\$75,923
12	Administrative/Management - PMC	\$32,736,326	\$33,514,234	\$30,395,973	\$37,802,842	(\$4,288,608)
4M	Administrative Vehicle Costs	\$1,337,322	\$561,908	\$553,400	\$553,400	\$8,508
63	Construction Administration Services - PMC	\$4,581,527	\$5,351,897	\$3,788,031	\$4,762,527	\$589,370
	Program Management Consultant	\$53,053,279	\$53,553,279	\$48,039,560	\$56,553,279	(\$3,000,000)
10	PE Administrative/Management Costs	\$3,158,439	\$3,158,439	\$1,792,685	\$3,158,439	\$0
13	Administrative/Management - COP	\$2,986,000	\$5,448,000	\$3,708,278	\$4,648,988	\$799,012
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$6,684,012	\$6,684,012	(\$799,012)
14	Administrative/Management - COT	\$6,797,000	\$6,797,000	\$6,797,000	\$6,797,000	\$0
15	Administrative/Management - COM	\$897,000	\$897,000	\$353,864	\$897,000	\$0
	City Administration	\$22,185,439	\$22,185,439	\$19,335,839	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,083,177	\$3,736,780	\$6,083,177	\$0
77	Art Program Contingency	\$999,000	\$199,956	\$0	\$199,956	\$0
	Public Art	\$6,283,133	\$6,283,133	\$3,736,780	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$26,000,000	\$7,413,626	\$25,000,000	\$1,000,000
80	Unallocated Design Contingency	\$7,575,241	\$0	\$0	\$0	\$0
85	Project Reserve	\$69,829,000	\$4,948,499	\$0	\$5,833,314	(\$884,815)
SUBTOTAL		\$1,253,258,000	\$1,293,752,532	\$1,062,879,164	\$1,293,752,532	\$0
90	Financing Costs	\$158,867,346	\$118,372,814	\$28,299,706	\$118,372,814	\$0
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$1,091,178,870	\$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

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A1	Bus Bays (LS2)	\$984,756	\$984,756	\$512,254	\$984,756	\$0
A2	Phoenix Art Museum Left Turn Signal	\$99,083	\$99,083	\$39,378	\$99,083	\$0
A5	19th/Montebello Transit Center (SF)	\$6,317,206	\$6,348,742	\$5,087,529	\$6,317,206	\$31,536
A6	117 Central/Camelback Transit Center (SF)	\$7,093,078	\$7,554,237	\$3,985,012	\$7,092,262	\$461,975
A7	44th Street/Washington Transit Center Real Estate	\$4,649,580	\$4,649,580	\$4,467,450	\$4,649,580	\$0
B1	Washington Street Bike Lane (LS4)	\$866,305	\$912,714	\$702,967	\$867,239	\$45,475
F4	Civic Plaza Track Support System	\$340,043	\$2,142,625	\$314,065	\$340,045	\$1,802,580
F5	Additional Water Services to the Pueblo Grande Museum - LS4	\$89,285	\$89,285	\$62,262	\$81,792	\$7,493
F6	Central/Camelback Bus Bays Relocation	\$180,435	\$191,565	\$179,982	\$180,435	\$11,130
F7	COP Landscape Irrigation Restoration Central Ave	\$91,807	\$99,952	\$69,944	\$91,807	\$8,145
H2	Fiber Optic COP	\$615,437	\$486,994	\$101,083	\$489,908	(\$2,914)
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$3,564,371	\$3,845,895	\$1,845,629	\$3,558,905	\$286,990
K7	11th Street Loop Track	\$4,352,606	\$4,652,378	\$1,323,876	\$4,652,378	\$0
	Sub Total Public Transit Department	\$29,243,992	\$32,057,806	\$18,529,431	\$29,405,396	\$2,652,410
A3	6th Lane - Camelback (LS1)	\$8,954,921	\$9,883,190	\$7,344,991	\$8,954,921	\$928,269
D1	Additional Street/Pedestrian Lighting (LS3)	\$521,724	\$521,724	\$445,065	\$540,330	(\$18,606)
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)	\$1,509,099	\$1,509,876	\$490,452	\$1,607,078	(\$97,202)
E5	Seal Coat versus Rubber Overlay (LS 4)	\$430,896	\$430,896	\$312,273	\$380,004	\$50,892
K3	Red Light Enforcement	\$70,367	\$61,067	\$31,098	\$61,067	\$0
M1	Removable Steel Curb at 7th/Jefferson	\$5,989	\$5,989	\$5,989	\$5,989	\$0
	Sub Total Streets Department	\$11,841,338	\$12,677,084	\$8,646,972	\$11,813,731	\$863,353
A7	44th Street/Washington Transit Center (SF)	\$3,019,371	\$3,018,981	\$2,443,906	\$3,019,401	(\$420)
C6	APM Utility Connections	\$22,997	\$22,997	\$22,717	\$22,997	\$0
D2	44th Street Station People Mover Foundation (LS4)	\$756,400	\$783,003	\$756,400	\$756,400	\$26,603
D6	People Mover - APS Duct Bank @ 40th Place	\$326,527	\$216,000	\$326,527	\$326,527	(\$110,527)
E9	10" Water Line at 42nd/Washington LS 4	\$57,499	\$61,269	\$56,446	\$57,499	\$3,770
F3	Archaeological/Hazardous Material Testing (CAC)	\$60,000	\$60,000	\$57,471	\$60,000	\$0
	Sub Total Aviation Department	\$4,242,794	\$4,162,250	\$3,663,467	\$4,242,824	(\$80,574)
B3	LS 1 Water/Sanitary Sewer	\$9,972,539	\$9,983,344	\$7,609,893	\$9,953,987	\$29,357
B4	LS 2 Water/Sanitary Sewer	\$6,005,621	\$5,840,579	\$4,207,237	\$6,214,288	(\$373,709)
B5	LS 3 Water/Sanitary Sewer	\$15,366,898	\$15,089,589	\$14,409,484	\$15,302,276	(\$212,687)
B6	LS 4 Water/Sanitary Sewer	\$6,598,919	\$6,448,860	\$6,357,921	\$6,504,146	(\$55,286)
B7	Water and Sanitary Sewer Lines - 48th St. Bridge Replacement Contract	\$155,767	\$155,767	\$142,862	\$155,767	\$0
J1	Catholic Protection for Waterlines LS1	\$743,645	\$743,645	\$141,148	\$743,645	\$0
J2	Catholic Protection for Waterlines LS2	\$608,835	\$504,657	\$387,630	\$504,657	\$0
J3	Catholic Protection for Waterlines LS3	\$29,192	\$0	\$0	\$29,192	(\$29,192)
J5	Catholic Protection for Waterlines LS4	\$350,000	\$350,000	\$85,620	\$350,000	\$0
	Sub Total Water Services Department	\$39,831,416	\$39,116,441	\$33,341,795	\$39,757,958	(\$641,517)
	Total - Phoenix	\$85,159,540	\$88,013,581	\$64,181,665	\$85,219,909	\$2,793,672

Valley Metro Rail Program Control
 CPIEV 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	\$630,730	\$752,738	\$596,459	\$635,205	\$117,533
AA	COT SRP Prior Rights TC Relocation	\$235,400	\$235,400	\$0	\$235,400	\$0
B8	Terrace / Apache Waterline Coordination (Design Only)	\$52,146	\$35,611	\$35,292	\$35,295	\$316
C1	Additional Communications Conduits	\$27,775	\$32,499	\$24,271	\$27,775	\$4,724
C2	COT ASU Pedestrian Signal	\$122,000	\$122,000	\$75,326	\$122,000	\$0
C7	Parking Facility 5th/Farmer	\$116,990	\$110,701	\$85,740	\$112,187	(\$1,486)
C8	COT Waterline @ Cremery Route	\$82,061	\$94,081	\$82,061	\$82,061	\$12,020
D4	COT Additional Street Lighting (LS5)	\$279,956	\$345,014	\$221,597	\$279,956	\$65,058
D7	COT Additional Conduit @ McClintock/Apache	\$7,990	\$7,990	\$7,990	\$7,990	\$0
E6	Rubberized Asphalt LS5	\$624,874	\$624,874	\$276,903	\$624,874	\$0
F2	McClintock / Apache Storm Drain	\$116,207	\$123,153	\$107,786	\$116,207	\$6,946
F9	Rubber Asphalt - Tempe	\$489,349	\$523,603	\$348,536	\$489,349	\$34,254
G1	McClintock Park and Ride - CNPA	\$5,580,729	\$0	\$5,580,729	\$5,580,729	(\$5,580,729)
G3	Tempe Admin Costs	\$722,808	\$0	\$722,808	\$722,808	(\$722,808)
H3	Fiber Optic COT	\$414,922	\$414,922	\$73,963	\$397,455	\$17,467
J4	Catholic Protection of Waterline LS4 CO#15	\$139,644	\$158,638	\$115,923	\$139,644	\$18,994
J9	University Drive Station Bus Interface	\$509,186	\$0	\$0	\$0	\$0
K1	Veteran's Way- 5th/College TC	\$7,645	\$7,645	\$6,689	\$7,645	\$0
K2	Bus Shelter Electrification	\$9,766	\$11,076	\$9,766	\$9,766	\$1,310
K4	Washington/Center Parkway Station	\$4,734,791	\$4,679,456	\$3,043,291	\$4,733,722	(\$54,266)
L1	TLB 4th of July Electrical	\$24,800	\$12,089	\$12,089	\$24,800	(\$12,711)
L2	COT CNPA - Additional Mill/Overlay	\$466,031	\$466,011	\$466,011	\$466,011	\$0
L5	COT McClintock Park & Ride	\$175,768	\$0	\$0	\$175,768	(\$175,768)
N4	Tempe Market Analysis	\$44,378	\$44,378	\$43,728	\$44,378	\$0
XX	Tempe Miscellaneous Force Account Work LS5	\$21,661	\$20,000	\$20,000	\$21,661	(\$1,661)
	Sub Total Tempe	\$15,637,607	\$8,821,879	\$11,956,958	\$15,092,686	(\$6,270,807)
A9	Main Sycamore Transit Center	\$5,354,546	\$5,524,839	\$3,667,323	\$5,354,547	\$170,292
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$847,325	\$865,623	\$163,217	\$881,914	(\$16,291)
M2	Mesa Additional Grind & Overlay	\$0	\$0	\$0	\$281,383	(\$281,383)
M3	Mesa Additional Grind & Overlay on Dobson	\$0	\$0	\$0	\$232,678	(\$232,678)
N3	Mesa Market Analysis	\$18,542	\$18,542	\$18,542	\$18,542	\$0
XX	Mesa Miscellaneous Force Account Work LS5	\$5,000	\$5,000	\$4,399	\$5,000	\$0
	Sub Total Mesa	\$6,225,413	\$6,414,004	\$3,853,481	\$6,774,064	(\$360,060)
C9	ASU Logo Additions	\$72,010	\$78,274	\$54,888	\$72,010	\$6,264
E2	ASU Steam Line	\$8,189	\$8,189	\$8,189	\$8,189	\$0
H1	Fiber Optic ASU	\$1,129,600	\$1,191,422	\$435,936	\$1,184,106	\$7,316
	Sub Total ASU	\$1,209,799	\$1,277,885	\$499,013	\$1,264,305	\$13,580
E1	(APS) Duct Bank at 48th St. Utility Bridge. Archaeological Support	\$71,837	\$74,344	\$57,870	\$71,837	\$2,507
L6	ASU Manhole for CityScape Project	\$0	\$0	\$0	\$5,000	(\$5,000)
F8	Rojo Lofts Property	\$81,999	\$14,786	\$0	\$81,998	(\$67,212)
	Sub Total Other	\$153,836	\$89,130	\$57,870	\$158,835	(\$69,705)
	Grand Total CNPA	\$108,886,195	\$104,616,479	\$80,548,987	\$108,509,799	(\$3,893,320)



3. Schedule Overview

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

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.

Station Finish steel erection is complete on 25 of the Stations, and Electrical/Communications cabinet work has been completed for 20 stations. Work is continuing on 23 of the stations.

Over 216,900 linear feet (41.09 miles) of track has been placed in Line Sections 1, 2, 3, 4, 5 and OMC. Over 1,390 of the 1,400 OCS Foundations have been placed and pole setting is going well by the TES Contractor with 1,233 of the 1,400 OCS poles installed.

Track Installation							
Line Section	Bid Quantity		Installed		Remaining		% Complete
	LF	Miles	LF	Miles	LF	Miles	
OMC	19,261	3.65	19,261	3.65	0	0.00	100.0%
Line Section 1	23,454	4.44	18,823	3.56	4,631	0.88	80.3%
Line Section 2	30,752	5.82	27,492	5.21	3,260	0.62	89.4%
Line Section 3	44,629	8.45	44,495	8.43	134	0.03	99.7%
Line Section 4	56,054	10.62	56,054	10.62	0	0.00	100.0%
Line Section 5	50,818	9.62	50,818	9.62	0	0.00	100.0%
Total	224,968	42.61	216,943	41.09	8,925	1.52	96.4%
OCS Pole and Down Guy Anchor Foundations							
Line Section	Bid Quantity		Installed		Remaining		% Complete
Line Section 1	136		135		1		99.3%
Line Section 2	184		184		0		100.0%
Line Section 3	481		479		2		99.6%
Line Section 4	257		257		0		100.0%
Line Section 5	342		342		0		100.0%
Total	1,400		1,397		3		99.8%



Station Finishes						
Stations to S&C	Bid Quantity		Complete		Remaining	% Complete
LS-1 Milestone B	3		1		2	33.3%
LS-2 Milestone B	6		0		6	0.0%
LS-3 Milestone B	12		11		1	91.7%
LS-4 Milestone B	4		4		0	100.0%
LS-5 Milestone B	8		4		4	50.0%
Total	33		20		13	60.6%

Traction Electrification						
Area	Description	U/M	Bid Quantity	Installed	% Complete	
TPSS# 1 Thru 15	Feeders & Negative Returns	LF	135,580	47,956	35.4%	
Yard	500 kcmil Feeder Cable	LF	2,175	2,175	100.0%	
Line Sections/Yard	OCS Pole Assemblies	EA	1,478	1,233	83.4%	
Line Sections/Yard	OCS Wire	LF	259,790	147,446	56.8%	
Line Sections/Yard	OCS Cantilever Assemblies	EA	2,027	1,419	70.0%	

Signals and Communications						
Area	Description	U/M	Bid Quantity	Installed	% Complete	
Stations	Local Wire Installed	EA	44	12	27.3%	
Stations	Communication Cabinet Equipment Installed	EA	44	10	22.7%	
Stations	Communications Device Kits	EA	44	14	31.8%	
Stations	Terminate Devices	EA	44	9	20.5%	
Line Sections	Backbone Fiber	LF	140,360	52,760	37.6%	
Line Sections	Street Traffic Fiber	LF	140,360	47,556	33.9%	
Line Sections	City Use Fiber	LF	245,991	0	0.0%	

Major Milestones

Civil:

Line Section 1 Completion	July, 2008
Line Section 2 Completion	May, 2008
Line Section 3 Completion	June, 2008
Line Section 4 Completion	December, 2007
Line Section 5 Completion	March, 2008
Station Finishes	December, 2008
Park and Ride	December, 2008



Systems:

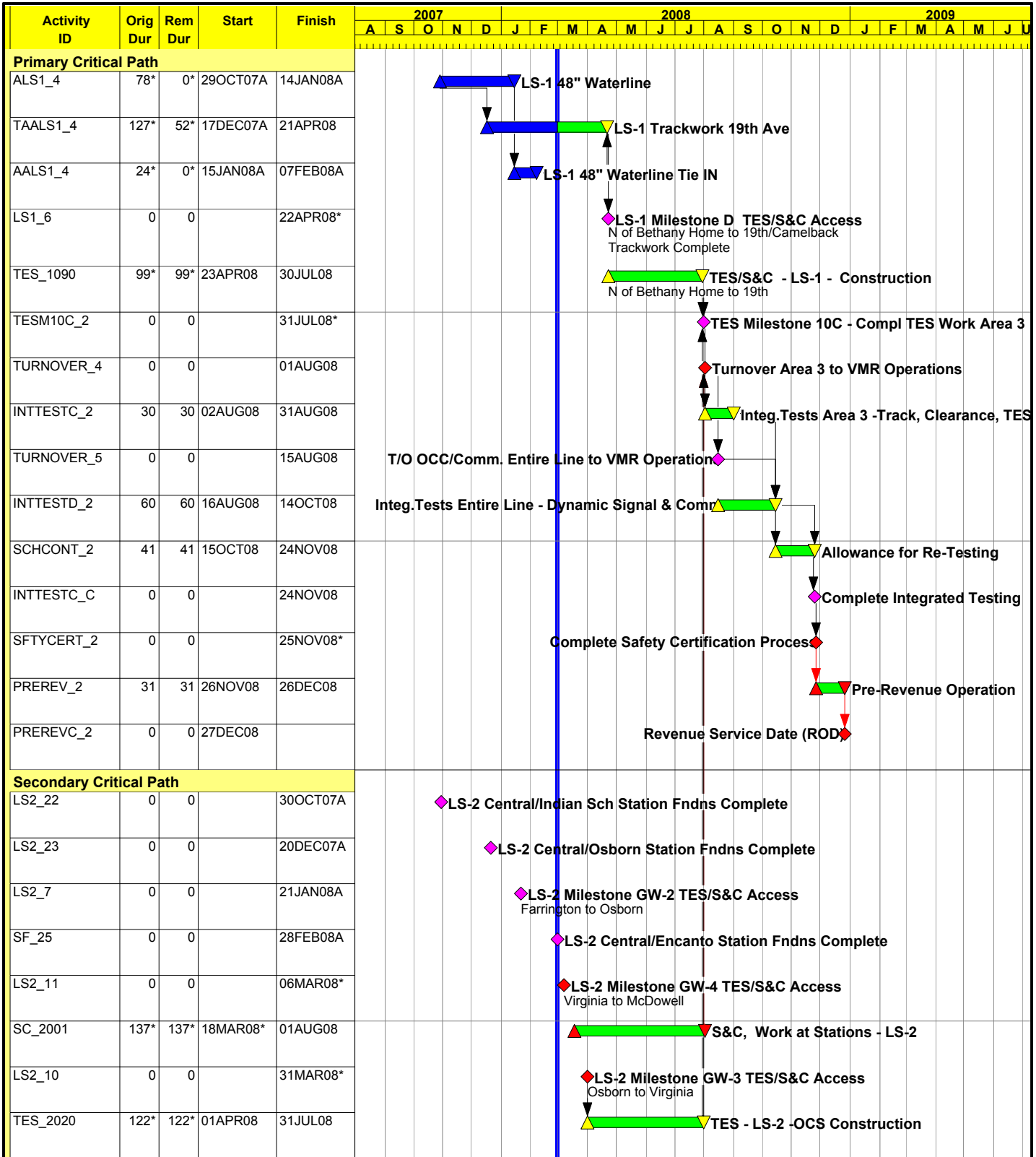
Signals and Communications	October, 2008
Fare Collection	November, 2008
Traction Electrification	August, 2008

Startup:

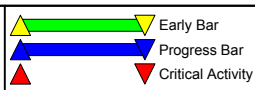
Start Integrated Testing Area 1 24 th Street to the Mill Pocket Track	March, 2008
Start Integrated Testing Area 2 (LS3 and Balance of LS5)	May, 2008
Start Integrated Testing Area 3 (All of LS2 and LS1):	August, 2008

Critical Path(s):

LS1 48-inch Waterline
LS1 Track-work 19th Avenue
LS1 48-inch Waterline Tie In
S&C at LS1 19th Avenue/Camelback Area Construction
LS1 Milestone D TES/S&C Access
North of Bethany Home to 19th/Camelback
Track-work Complete
TES - LS1 - OCS Construction
North of Bethany Home to 19th
TES Milestone 10C - Complete TES Work Area 3
Turnover Area 3 to METRO Operations
Integrated Tests Area 3 -Track, Clearance, TES
T/O OCC/Communications Entire Line to METRO Operations
Integrated Tests Entire Line Dynamic Signal and Communication
Allowance for Re-Testing
Complete Integrated Testing
Complete Safety Certification Process
Pre-Revenue Operation
Revenue Service Date (ROD)



Start Date 01AUG04
 Finish Date 26DEC08
 Data Date 01MAR08
 Run Date 03MAR08 08:50



8003 Sheet 1 of 1

Valley Metro Rail
Central Phoenix/East Valley LRT

Critical Path



Procurement Bid Status Report as of 2/28/08						
Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)	
PART I – CP/EV LRT PROJECTS						
Long Term Maintenance Services for OMC and Facilities	3/31/08	4/10/08	5/15/08	8/20/08	9/1/08	
External Records Storage	3/10/08	NA	4/1/08	NA	5/30/08	
Aerial Device Vehicles	2/18/08	NA	3/10/08	3/20/08	4/1/08	
PART II – LONG RANGE DEVELOPMENT PROJECTS						
Architectural/Engineering On-Call Consultant Services - Future Extension Projects	1/21/08	2/12/08	3/19/08	Evaluations Complete by 4/25/08	On Call List on website by 5/02/08	



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 Structural

- Reviewed the draft Document Control procedure for receipt of close-out documents from the Construction Administration Consultant and Contractors.
- Conducted a surveillance of Test Track rail grinding procurement and acceptance procedures.
- Conducted an audit of Construction Administration Consultant's compliance with selected sections of its Resident Engineer Manual for the Line Section 3 contract. Audit closed.
- Conducted an audit of the Construction Administration Consultant's compliance with selected sections of its Resident Engineer Manual for the Line Section 2 contract. Audit closed.
- Attended the bi-weekly Resident Engineer meetings.
- Attended various CAC/Contractor weekly progress and coordination meetings.
- Attended weekly rail progress and schedule review meetings.
- Attended meetings regarding detail of transverse trackway expansion joints.
- Attended the monthly Rail Progress meeting and FTA Quarterly Meeting.



Light Rail Vehicle

- Audits
 - Updates to the Engineering Change Notice books
 - Car History Books for LRV 120, 121 and 122

Inspections

- Continuing inspections of the assembly and testing process, for example;
 - Mainline and yard load testing
 - Final vehicle inspections
 - Interior and exterior inspections
 - Truck inspections
 - Wiring checks and testing of communications equipment
 - Hi-Pot and Megger Testing

Vehicle Final Assembly

- Accepted delivery of LRV 120 and 121

Construction Administration Consultant Activities

Quality Manuals Reviewed

- To date all Line Section Contractor's Quality Plans have been approved.

General

- Attended weekly Resident Engineer meetings.
- Attended various Line Section weekly coordination meetings.
- Assisting with the Rail Break remedy, supplying, surveying and having rail pre-bent to aid in the repairs of the breaks.

Nonconformance Report Log (NCR), 41 items

Total NCR's	New NCR's	Closed NCR's	Remaining NCR's	NCR's Projected to be Closed in March
42	9	2	40	6



Quality Action Request Log (QAR), 38 items:

Total QAR's	New QAR's	Closed QAR's	Remaining QAR's	QAR's Projected to be Closed in March
28	0	0	28	7

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- There is the current issue of the rail breaks, the cause and remedy is currently under investigation.

5. Public Involvement



Description

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

Progress

- Line Section 2 is beginning plans for a milestone event to be held on March 27th. This will be METRO's second milestone event and will mirror the February 6th "Rock the Rail" celebration held in Line Section 3. The event celebrates light rail construction progress on Central Avenue north of Osborn and is designed to promote businesses in the area of Central Avenue. Local restaurants will be participating and handing out samples of their food product. Event attendees will have opportunity to enter to win gift certificates from local retail shops; including two round-trip airfare tickets courtesy of Southwest Airlines. The Event is being co-sponsored by Phoenix Community Alliance, Friends of Transit, Herzog Construction Company, City of Phoenix, and METRO.
- METRO Board Chairman Simplot hosted a District 4 tour at METRO's Operations and Maintenance Center on Monday, February 25th. A brief progress update was provided by Rick Simonetta and Chairman Simplot thanked the attendees for a 60 to 65. A District 4 constituent brought a bicycle on the tour to experience first hand how a bike would integrate with the METRO vehicles. The constituent provided immediate feedback on her experience and found that the bike rack system in the vehicle, to be convenient and easy to use. METRO OMC staff continues to provide opportunities to the public for tours.

BUSINESS ASSISTANCE



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through November, **746** signs and **448** banners (**1,194** totals) have been issued for businesses in the 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	100	89	189
Line Section Two	110	63	173
Line Section Three	261	86	347
Line Section Four	41	37	78
Line Section Five	234	173	407
Totals	746	448	1,194

METRO Business Outreach Program

The following is a break down of business outreach statistics as of January 31, 2008:

- METRO Max Program Participants – **276** businesses
- Construction Signage Program – **1,194** (746 signs and 448 banners)
- City of Tempe Asset Assistance Program – **2**
- City of Mesa/U.S. Bank Asset Assistance Program – Outreach continues
- Management Technical Assistance (MTA) Program - **325** 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.



Line Section 1

- METRO's CAB for Line Section 1 held the monthly meeting at AmeriSchools Academy. Mr. Paul Hetherington provided a brief overview on the landscaping plans for LS1. Mr. Hetherington indicated the majority of the landscaping from Central to 16th Avenue on Camelback has been completed. The remaining work will be landscaped by June. Mr. Hetherington stated all the plants are native to Arizona and will be surrounded by red gravel. Members asked questions about the growth rates, the irrigation system, how the landscaping was designed and the plans for the park-and-ride area at Camelback/Central. While reviewing an activity report related to access for a business on the east side of 19th Avenue between Camelback to Colter, Ms. Diane Scherer noted that she is in the same area as the stakeholder involved and maintains Kiewit staff is doing everything they can to maintain access. She complimented Kiewit on their notifications/maps of the business access road and additional signage purchased. During the contractor's presentation, Kiewit showed progress photos and provided an update on the schedule. Mr. Gary LeBlanc indicated some of the surrounding neighborhoods are inquiring about light rail safety during operation. METRO provided a general outline of the safety campaign and suggested Ms. Marty McNeil present further information at the March meeting. Kiewit received congratulations from the board and staff on their safety program as they have gone two years without incidents. Kiewit received a final rating of 90 percent for the month of February. The next CAB meeting is scheduled for Tuesday, March 11, 2008.

Line Section 2

- METRO's CAB for Line Section 2 held the monthly meeting at the Heard Museum. Ms. Marty McNeil, METRO Marketing Manager, provided information on METRO's safety education campaign, explaining why METRO is testing vehicles, how the test



zone will be expanded and the safety campaign that will accompany the expansion. Ms. McNeil described the safety rules for the commuting public and children and distributed materials that METRO has created as tools for this campaign. Members asked questions about the traffic signals, if there would be specific moving violations related to light rail and marketing of the campaign. During the contractor presentation, Herzog showed progress photos and provided an update on the schedule. It was noted the Indian School, Clarendon, Columbus intersections have been paved. Herzog is anticipating paving the rubberized asphalt layer in mid to late March. HCC indicated that installation has been completed through the Virginia and Earll intersections. Final rail will be installed from Cypress to the Encanto station in March. It was noted the planning of two milestone events in Line Section 2 is underway. Herzog received a rating of 90 percent from the CAB. The next LS2 CAB Meeting is scheduled for Tuesday, March 18, 2008.

Line Section 3

- METRO's Community Advisory Board (CAB) for Line Section 3 held the monthly meeting in the METRO Board Room on Tuesday, February 12th. Members of the general public addressed the CAB on traffic restrictions during the morning rush hour, a lack of enforcement by the City of Phoenix's "traffic czar" and a drainage issue in a parking lot. Activity Reports for the month and Construction Survey Summary responses were presented to the members. Archer Western Contractors (AWC) made a contractor presentation, highlighting the progress and successes achieved during the last month and displayed examples of AWC going "above and beyond" contract specifications. Members discussed the rail breaks. Bob Fouty of AWC and Bill Gustafson of METRO stated the agency is currently working to resolve the issue. AWC received a February rating of 90 percent. The next LS3 CAB Meeting will be Tuesday, March 11, 2008.

Line Section 4

- CAB program concluded in November 2007.

Line Section 5

- February CAB meeting cancelled. Line Section 5 will conduct their final CAB meeting on March 13, 2008 at METRO's Operations and Maintenance Facility.

Cost Status

Total Available Incentive:	\$2,500,000.00 (10 Quarterly disbursements)
Total Miles of Street with LRT:	23.53 miles
Allocation per Mile:	\$106,247.34
Total CAB Disbursement through February is at	\$ 2,165,682



Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS1	\$241,181	\$192, 945	\$185,709	96%
LS2	\$317,680	\$285,912	\$254,144	89%
LS3	\$865,916	\$865,916	\$701,392	81%
LS4	\$567,361	\$567,372	\$567,361	100%
LS5	\$507,862	\$457,076	\$457,076	100%

Schedule Status

- Public Involvement activities remain on schedule.

Issues and Solutions

- None.



6. Disadvantaged Business Enterprise Program

Description

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

The DBE Program Section is responsible for ensuring that procurement and contract language, specific to the program, accurately reflects current requirements. During the procurement process, the DBE Program Section is responsible for responding to Requests for Information, presenting the DBE documentation requirements at pre-bid conferences, and conducting contractor and DBE subcontractor training sessions. At Bid Opening, the accuracy of DBE documentation submitted with each bid must be verified and each bidder must be found either responsive or non-responsive. Upon contract execution, pre-construction meetings are held and reporting/compliance requirements are addressed in more detail. Monthly utilization reports are submitted by each prime contractor and are reviewed by the DBE Program Section. Field issues and variances 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 14.54 percent, participation including change order work is at 15.02 percent and DBE's have been paid 14.78 percent of construction dollars to date.

Procurement Activities

- As mentioned last month, the DBE community expressed concern regarding METRO's on-call services solicitations. At the pre-submittal conference held February 12, 2008, METRO staff explained that DBE participation will be evaluated on a task order-by-task order basis after determining scope and funding sources. There have been no further concerns expressed.

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
 - 14.81 percent Current DBE Participation (adjusted contract amounts)
 - \$8,600,445 Total DBE Subcontracted Amount



- Line Section 2 - Herzog
 - 12.10 percent Minimum DBE Participation
 - 15.69 percent Committed at Bid
 - 19.79 percent Current DBE Participation (adjusted contract amounts)
 - \$11,845,156 Total DBE Subcontracted Amount
- Line Section 3 - Archer Western Contractors
 - 12.30 percent Minimum DBE Participation
 - 13.59 percent Committed at Bid
 - 15.99 percent Current DBE Participation (adjusted contract amounts)
 - \$16,543,403 Total DBE Subcontracted Amount
- Line Section 4 - Sundt/Stacy and Witbeck
 - 11.50 percent Minimum DBE Participation
 - 14.47 percent Committed at Bid
 - 11.98 percent Current DBE Participation (adjusted contract amounts)
 - \$7,300,387 Total DBE Subcontracted Amount
- Line Section 5 - Sundt/Stacy and Witbeck
 - 14.90 percent Minimum DBE Participation
 - 16.73 percent Committed at Bid
 - 17.64 percent Current DBE Participation (adjusted contract amounts)
 - \$13,990,411 Total DBE Subcontracted Amount
- Station Finishes - Archer Western Contractors
 - 12.20 percent Minimum DBE Participation
 - 12.98 percent Committed at Bid
 - 14.45 percent Current DBE Participation (adjusted contract amounts)
 - \$9,501,543 Total DBE Subcontracted Amount



- Operations and Maintenance Center – Sundt/Stacy and Witbeck (Contract Closed)
 - 7.34 percent Minimum DBE Participation
 - 7.54 percent Committed at Bid
 - 8.21 percent Current DBE Participation (adjusted contract amounts)
 - \$4,973,643 Total DBE Subcontracted Amount
- Traction Electrification - Mass Electric
 - 10.00 percent Minimum DBE Participation
 - 11.17 percent Committed at Bid
 - 10.98 percent Current DBE Participation (adjusted contract amounts)
 - \$6,384,884 Total DBE Subcontracted Amount
- Signals and Communications - Mass Electric
 - 11.00 percent Minimum DBE Participation
 - 11.67 percent Committed at Bid
 - 11.04 percent Current DBE Participation (adjusted contract amounts)
 - \$4,520,392 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)
 - \$12,288,109 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
- Archaeological Services; DBE Prime, Archaeological Consulting Services Inc.
 - \$3,240,597 Total DBE Amount
- Park & Rides; DBE Prime, MRM Construction
 - 20.50 percent Minimum DBE Participation
 - 53.00 percent Committed at Bid
 - 53.00 percent Current DBE Participation (adjusted contract amounts)
 - \$3,000,000 Total DBE Subcontracted Amount



- Park & Rides; Kiewit Western Contractors
 - 20500 percent Minimum DBE Participation
 - 23.68 percent Committed at Bid
 - 23.68 percent Current DBE Participation (adjusted contract amounts)
 - \$1,850,777 Total DBE Subcontracted Amount
- Park & Rides; Sundt/Stacy and Witbeck
 - 20.50 percent Minimum DBE Participation
 - 31.79 percent Committed at Bid
 - 31.79 percent Current DBE Participation (adjusted contract amounts)
 - \$2,816,902.00 Total DBE Subcontracted Amount

Outreach Activities

- During the first week of February METRO staff participated in the NFL Small Business Forum.
- February 7th staff attended the Arizona Civil Rights Initiative breakfast hosted by the Goldwater Institute.
- METRO staff attended the WTS Annual Awards Ceremony February 9th.
- February 21st staff conducted a tour for the 100 Black Men association in support of their mentorship program for the Roosevelt School District.

Cost and Schedule – Variance Analysis

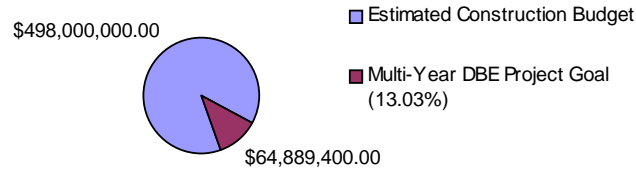
- DBE activities remain within budget and on schedule.

Issues and Solutions

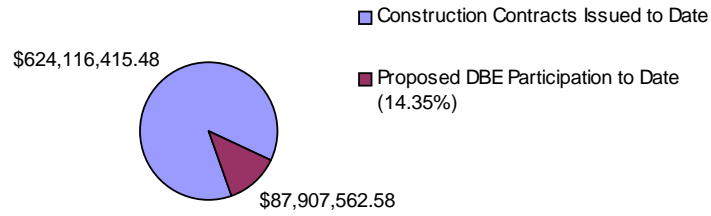
- There are no issues to report this period.



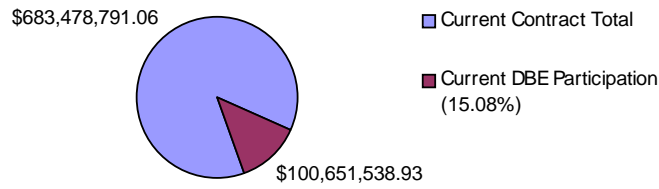
DBE Program Overview



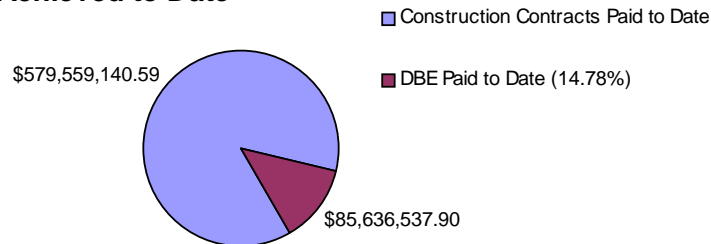
Original Contract Amounts



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

- Since March 2007, 1,403 METRO, consultant, contractor, utility company, and City personnel have received track access safety training. Sixty four people received this training in February.
- Revised the core METRO safety and security documents and submitted drafts to the Arizona Department of Transportation for their annual review as the state safety oversight agency.
- Five police and one METRO representative of the Collision Investigation Focus Group visited the light rail system in Salt Lake City to meet with their counterparts. The objective was to learn how they investigate collisions so that procedures could be developed for METRO to allow collisions to be investigated with as little disruption as possible.
- Working with ADOT and their safety and security consultant in preparation for the FTA readiness review to be conducted March 31 and April 1 and 2 of 2008.
- Completed the "METRO Light Rail Vehicle Virtual Tour for Emergency Services Personnel" training CD and distributed over 200 copies to police and fire departments in the region.
- There was one construction lost time injury, the first since July 2006.
- Conducted an audit of compliance with the safety and security certification checklist on Line Section 4. Approximately 30 percent of the items were audited and 92 percent were in either in full or partial compliance.
- 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.
- The Fire/Life Safety and Security Committee, and Safety and Security Certification Review Committee meetings met to address concerns to both groups.



Safety and Security Certification Status

Contract	# of Checklist Items	# of Checklist Items Complete	% Complete	Estimated Certification Date	Comments
Town Lake Bridge	41	41	100%	Aug 2006	CLOSED. Certificate of Compliance is completed.
Operations & Maintenance Center	353	353	100%	Sept 2007	CLOSED. Certification is completed. Supplemental report submitted by RE.
LS - 1	121	14	65%	June 2008	Substantial Completion scheduled for 07/31/08.
LS - 2	127	95	75%	Aug 2008	Approximately 75% is complete through a CDRL/Submittal or an inspector's report. The other 25% is pending until the end of the project for verification with inspectors or cannot be verified until the end of the project.
LS - 3	214	64	30%	Oct 2008	
LS - 4	125	110	88%	March 2008	
LS - 5	107	64	60%	Apr 2008	Substantial Completion scheduled over next two months.
LRV	205	0	0%	Nov 2008	Checklist items are being entered into database.
Ticket Vending Machines	38	0	0%	Nov 2008	
Station Finishes	55	0	0%	Nov 2008	Substantial Completion scheduled for 06/30/08.
Signals & Comm	255	52	20%	Oct 2008	
Traction Electrification System	233	40	17%	Nov 2008	
Art Contracts	Two pieces of art have been inspected. Art contracts will be certified on a case by case basis as each piece is installed.				



Construction Accident Data

METRO Construction Incident Rate	November 2007	Previous 12 Month Average
	2.60	1.60
OSHA National Construction Incident Rate = 5.60		

METRO Construction Lost Time Rate	November 2007	Previous 12 Month Average
	0.00	0.00
OSHA National Construction Lost time Rate = 2.10		

Total Hours Worked, November 2007 – 153,935

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 Monitoring

- Provided archaeological monitoring in LS 2, and 3, and park-and-ride facility at Price Freeway/Apache for all ground disturbance activities.
- No significant resources were discovered this month.
- ACS has been providing two part-time field archaeologists with supervision.

Archaeology Testing and Analyses

- Commenced burial analyses – Pueblo Grande.
- Commenced stone tool analyses – Pueblo Grande and La Plaza.
- Commenced ceramic analyses –Pueblo Grande and La Plaza.

Contaminated and Hazardous Materials

- Received Soil Management and Mitigation Plan Final Report (Central and Camelback). No further action required.

Regulatory Compliance

- Conducted field observations of contractors for compliance with the Stormwater Pollution Prevention Plan. No substantial problems were identified.
- Finalized Storm Water Pollution Prevention Plan and Environmental Prevention Plan submittals from Sundt/Stacy and Witbeck, Inc for Price/Apache Park and Ride project.



Cost and Schedule – Variance Analysis

Archaeology Monitoring FY 08

Task Order 2 – Cost +Fee construction monitoring FY’08	\$218,536
Billed as of February 29, 2008	(\$210,146)
Balance available	\$8,390
Agency reserve for data recovery through end of construction	\$100,000

Archaeology Testing and Analyses

Contract Value	\$2,697,095
FY 08 Budget	\$1,027,098
Invoiced Through February 29, 2008	(\$163,225)
Funds Available FY08	\$863,873

Hazardous Materials Assessment (CAC)

Original Contract Value	\$499,488
Contract Value to date	\$499,488
Invoiced through February,29 2008	(\$484,967)
Task orders open	(\$8,000)
Expended + Committed	\$492,967
Estimated cost to complete	\$498,000

Remediation and Treatment Fund (METRO)

Budget	\$1,004,000
Expended or Committed	(\$106,811)
ERI invoiced to date (December 31, 2007)	(\$96,811)
Open Task orders	(\$10,000)
Transferred to Archaeology Monitoring-Data Recovery	(\$650,000)
<u>Funds Available</u>	<u>\$247,189</u>

Issues and Solutions

- None.



9. Real Estate

Description

The LRT Project travels down main business arterials in the cities of Phoenix, Tempe and Mesa and approximately 769 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, as well as all of the normal fee acquisitions. Real Estate staffs 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 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. All 149 parcels are under City control and are available for construction. Line Section 1 contains 149 parcels.
- In Line Section 2, all 29 relocations have been completed. A total of 90 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 254 parcels are under City control and are available for construction. Line Section 3 contains 254 parcels.
- In Line Section 4, all 28 relocations have been completed. All 108 parcels are under City control and are available for construction. Line Section 4 contains 108 parcels.
- In Line Section 5, 37 of the 41 relocations have been completed and 4 relocations are in progress. All 166 parcels are under City control and are available for construction. Line Section 5 contains 166 parcels.
- In Line Sections 1, 2, 3 and 4 eighteen building cut and re-faces were identified; all eighteen have been completed. 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, all citations have been adequately addressed and the FTA has rendered a final decision as of November 8, 2007. All issues have been resolved and the FTA's decisions have been accepted by the Project. Mesa is currently providing relocation entitlements (moving costs) to Firestone to satisfy its citation and Tempe has received final resolution regarding the McClintock parcel. The City of Phoenix has also revised its Settlement Procedures for Condemnation Cases and this process will be incorporated into the updated Real Estate Acquisition Management Plan.
- 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	\$ 11,284,149	\$ 1,753,931	\$ 13,038,080
Total	\$127,498,299	\$23,975,136	\$151,473,435
Spent To Date	\$123,024,677	\$18,205,829	\$141,230,506
Balance Available	\$ 4,473,622	\$ 5,769,307	\$ 10,242,929

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 resolved. Efforts are now focused on completing cost-to-cure work. No parcels are impeding construction work.



**CENTRAL PHOENIX / EAST VALLEY
LIGHT RAIL TRANSIT PROJECT
REAL ESTATE ACQUISITION SUMMARY
February 29, 2008**

ACTIVITY	1 PHX	2 PHX	3 PHX	4 PHX	4 TEMPE	5 TEMPE	5 MESA	Totals
Full Takes	40	0	11	2	0	12	0	65
Partial Takes	109	92	243	105	1	109	45	704
Total Affected Parcels	149	92	254	107	1	121	45	769
Projected Relocations	183	29	36	28	0	40	1	317
Title Reports Completed	149	92	254	107	1	121	45	769
Legals sent to City	149	92	254	107	1	121	45	769
Appraisals Requested	149	92	254	107	1	121	45	769
Appraisals Completed	149	92	254	107	1	121	45	769
Offers Made	149	92	254	107	1	121	45	769
Offers Accepted	120	76	233	95	1	120	41	686
Escrow Closed Acquisition Complete	116	75	232	93	1	120	40	677
Condemnation Filed	25	15	21	11	0	1	4	77
OIP Received	24	12	19	9	0	1	4	69
ROE Signed	9	5	3	5	0	0	0	22
Relocations Underway	0	0	0	0	0	4	0	4
Relocations Completed	183	29	36	28	0	36	1	313
Parcels Under City Control	149	90	254	107	1	121	45	767
Parcels Available for Construction	149	90	254	107	1	121	45	767
Parcels Pending Release for Construction	0	0	0	0	0	0	0	0



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
 - Utility conflicts and coordination are being addressed on a case-by-case basis in the field.
 - Due to Change Order No. 50 redesign of private irrigation system on east side of 19th Avenue from Colter to Missouri Avenue did impact existing utilities that were relocated previously. SRP-Power, Qwest and Cox Communication had to relocate a portion of their facilities again. Relocation was done expeditiously.
 - Qwest continues to splice cable on 19th Avenue from Missouri Avenue to Bethany Home Road. This work can take up to 2 weeks to complete.
- Line Section 2, 4 and 5
 - There are no utility conflicts and coordination issues remaining.
- Line Section 3
 - 11th Street Turn Around - conflicts and coordination issues:
 - Archer Western will be doing trenching/conduits for APS and Qwest. There are no issues at this time.
 - SWG has started their relocation at 11th Street and Washington Street. Once Archer Western is done with 42-inch water line relocation, SWG will start lowering their facilities at 11th Street and Jefferson Street.
- Park and Rides
 - Camelback Road and 19th Avenue
 - City of Phoenix has not granted SRP an Electric Easement and Plat for the Park and Ride. SRP Ground Water Group has stopped construction on the new Well Site at the Park and Ride.

- Camelback Road and 3rd Avenue
 - APS and Qwest have completed main line trenching for overhead to underground conversion. The City has award the contract for underground electrical service to houses and once services are done, APS and Qwest will start removing their overhead facilities.
- Traction Power Substations and Stations Platform
 - APS and SRP will provide power to facilities when requested so that it does not impact MEC's schedule. There are no issues at this time.

Cost and Schedule – Variance Analysis

- Costs incurred to-date for prior rights utilities are within the Utility Budget. Electrical service to Stations and Signal Com Building continues to be one of two key issues driving the project schedule.

Issues and Solutions

- 11th Street Turn Around: Utility relocation does not impact Contractor schedule for relocating 42-inch water line at 11th Street and Jefferson Street. All new electric services requests are met when requested by various contractors.

Construction Photographs



LS1 - SRP Power, Qwest and Cox relocating their facilities which were in conflict with redesign of private irrigation redesign



LS1 – Utility relocation done



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

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	89%	\$6,331,581	\$5,634,898	\$6,028,530	\$8,156,191
Line Section 2	100%	\$1,874,369	\$1,874,369	\$1,434,342	\$1,473,434
Line Section 3	97%	\$3,064,666	\$2,973,072	\$4,474,848	\$5,187,215
Line Section 4	100%	\$4,713,948	\$4,713,948	\$6,939,615	\$8,220,538
Line Section 5	100%	\$7,778,538	\$7,778,538	\$7,537,308	\$8,515,832
Station Finishes, Landscaping, Ped Improvements	100%	\$354,632	\$354,632	\$354,632	\$354,632
Operations and Maintenance Center	100%	\$320,230	\$320,230	\$441,254	\$683,571
Town Lake Bridge Traction Power Substation / Overhead Contact System	0%	\$0	\$0	\$4,455	\$75,000
	97%	\$25,587,964	\$24,799,687	\$28,039,081	\$33,722,262
Contingency	99%	\$8,412,036	\$8,357,655	\$0	\$277,738
	99%	\$8,412,036	\$8,357,655	\$0	\$277,738
	98%	\$34,000,000	\$33,157,342	\$28,039,081	\$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. Archer Western Contractors have sent architectural “dog bones” to the artist for incorporation into artwork prior to installation.
 - Camelback/7th Avenue: Artist Terrazzo Pavers have been installed.
- Line Section 2
 - Camelback: Artist has installed the stone ring. The stone seating/water elements will be installed the week of March 24-28.



- Osborn: Bronze footprint pavers have been delivered to AWC site. Installation is now tentatively scheduled for June 2008. METRO and Archer Western need to coordinate the placement of the electrical pull boxes to avoid the art pavers.
- Encanto: Bronze sculpture and boxes are carved and cast. The entry way, Canterra Stone, is completed.
- Line Section 3
 - McDowell: Station Artist Michael Maglich passed away on August 2, 2007. METRO will contract with the artist's widow, Susan Carrick, to complete the project after January.
 - Van Buren: Final Walk through for the artwork determined minor adjustments that need to be made to prevent future potential damage. This change was highlighted during the design phase. The artist will come out to make additions.
 - Central/Washington – 1st Avenue/Jefferson: The terrazzo medallions depicting Justice Sandra Day O'Connor and John Frank were completed and unveiled to the media on October 30, 2007. Artist should install remaining artwork in the next few weeks.
 - Third Street: Steel fabrication is continuing. Archer Western has poured foundations for all three sculptures. Artwork should be installed in March.
 - Twelfth Street: Fabrication is continuing. Concrete pavers are completed and have been installed.
 - Twenty-Fourth Street: Metal Art Panels have been installed. Because Station Finishes Contractor will not replace tarp coverings, extra attention must be paid to assure that artwork is not vandalized prior to opening.
- Line Section 4
 - Forty-Fourth Street: Art columns were installed by Archer Western Contractor who modified the base plates without prior permission from the artist's engineer. We are still working out this issue.
 - Priest/Washington: Main entry way sculpture has been installed. The rock wall veneer and pavers will be installed in mid-March.
- Tempe Town Lake
 - Artwork has been completed except for the final programming of the bridge lighting.
- Line Section 5
 - Mill/3rd Avenue: Glass tree is currently being installed..
 - College/5th Avenue: The pedestals have been delivered, inspected by artist, and installed. Bronzes are in fabrication.
 - Apache Boulevard Stations

- Sculpture: Suikang Zhao, Dorsey sculpture artist met with METRO and City of Tempe staff to resolve issues on the completion of the hands sculpture. Work is continuing and issues of additional costs are being resolved to bring the sculpture on schedule for the 2008 opening.
- Paving: Paving has been installed at the Dorsey Station; artist is making progress on the remaining three stations.
- Trellis boxes: The artist has six boxes completed.
- Sycamore/Main: Fabrication has begun. Artist must redesign paving inserts to accommodate new paving size and pattern.
- General Progress
 - Working with Archer Western Contractors (AWC) to resolve the foundation installation and scheduling issues.
 - Working with artists and GEC to resolve the outstanding request for information issues.

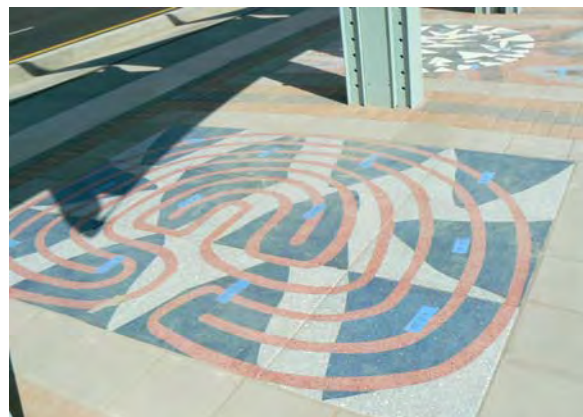
Cost and Schedule – Variance Analysis

- 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 Photograph



Artwork at 7th and Camelback Station by Nubia Owens

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 Station Finishes 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. The contractor is finalizing completed utility work and other site improvements, and completed structural steel and canopy installation. The contractor is currently working on paver sidewalk.



- Work on underground utilities is completed and structural steel installation is completed at the Central Avenue and Camelback Transit Center. Construction of site screen walls continues as well as other site work improvements. Canopy installation is completed. Artwork installation is completed. The contractor continues to work on the brick paver sidewalk.
- Washington and 44th Street Transit Center: Installation of Interior wall assemblies and miscellaneous finishes continue at Operator Facility Building (OPF3).
- Sycamore and Main Street Transit Center: Site grading and curb/gutter construction is ongoing. Installation of Interior wall assemblies and miscellaneous finishes continue at Operator Facility Building (OPF4).
- Stations:
 - Structural Steel installation has been completed for 24 Station foundations.
 - Canopy Installation has been completed for 19 Stations.
 - Louver Installation is completed for seven stations.
 - Electrical/Communications Cabinet Installations have been completed for 22 Stations.
 - Paver installation has been completed for 20 Stations.
 - Work is ongoing at 24 Stations.
- A total of 31 station foundations have been substantially completed by Line Section Contractors and made available to the Station Finishes Contractor for Area Access.
- The Signals and Communications contractor has access to 18 station platforms.

Cost and Schedule – Variance Analysis

- A revised schedule has been accepted by METRO. Substantial agreement has been reached between METRO and Archer Western Contractors. The revised schedule is being implemented.

Issues and Solutions

- Building department comments related to Station Finishes Permit approvals from the Cities of Phoenix and Mesa resulted in changes and additional costs at all Transit Center sites. Two of these changes have been settled and are fully executed.

Construction Photographs



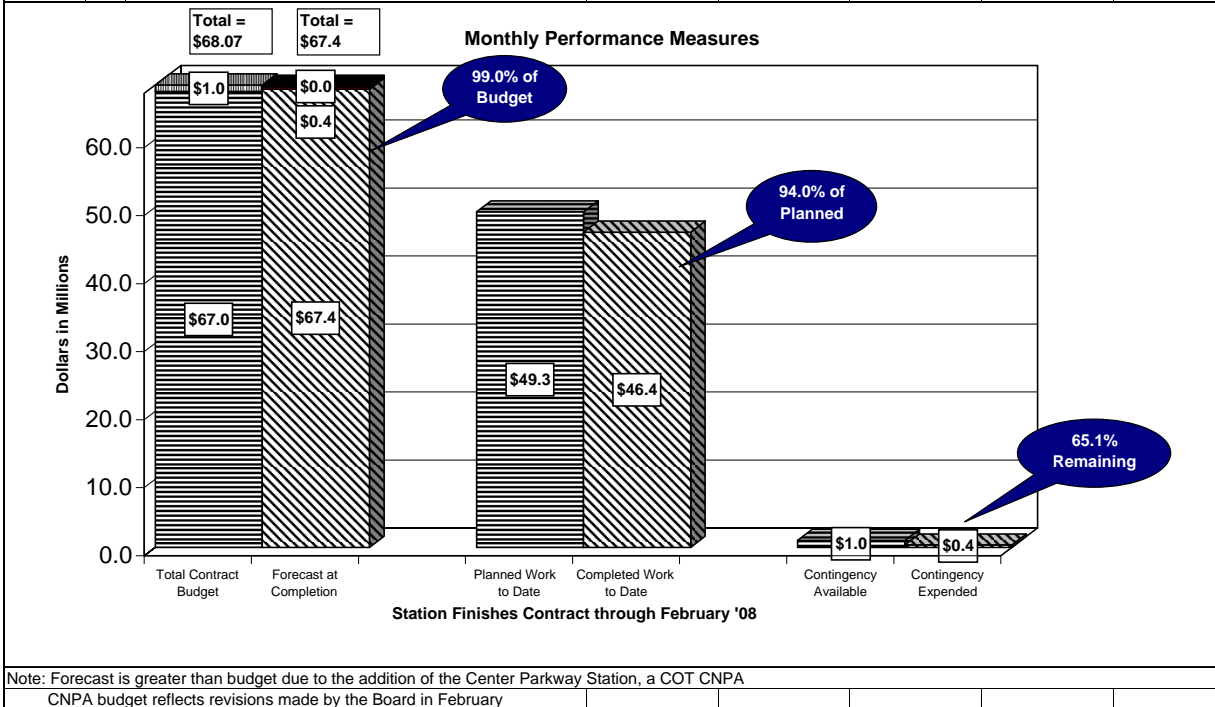
Louver Installation at University and Rural Station



Underground Electrical Installation at Smith Martin and Apache Station

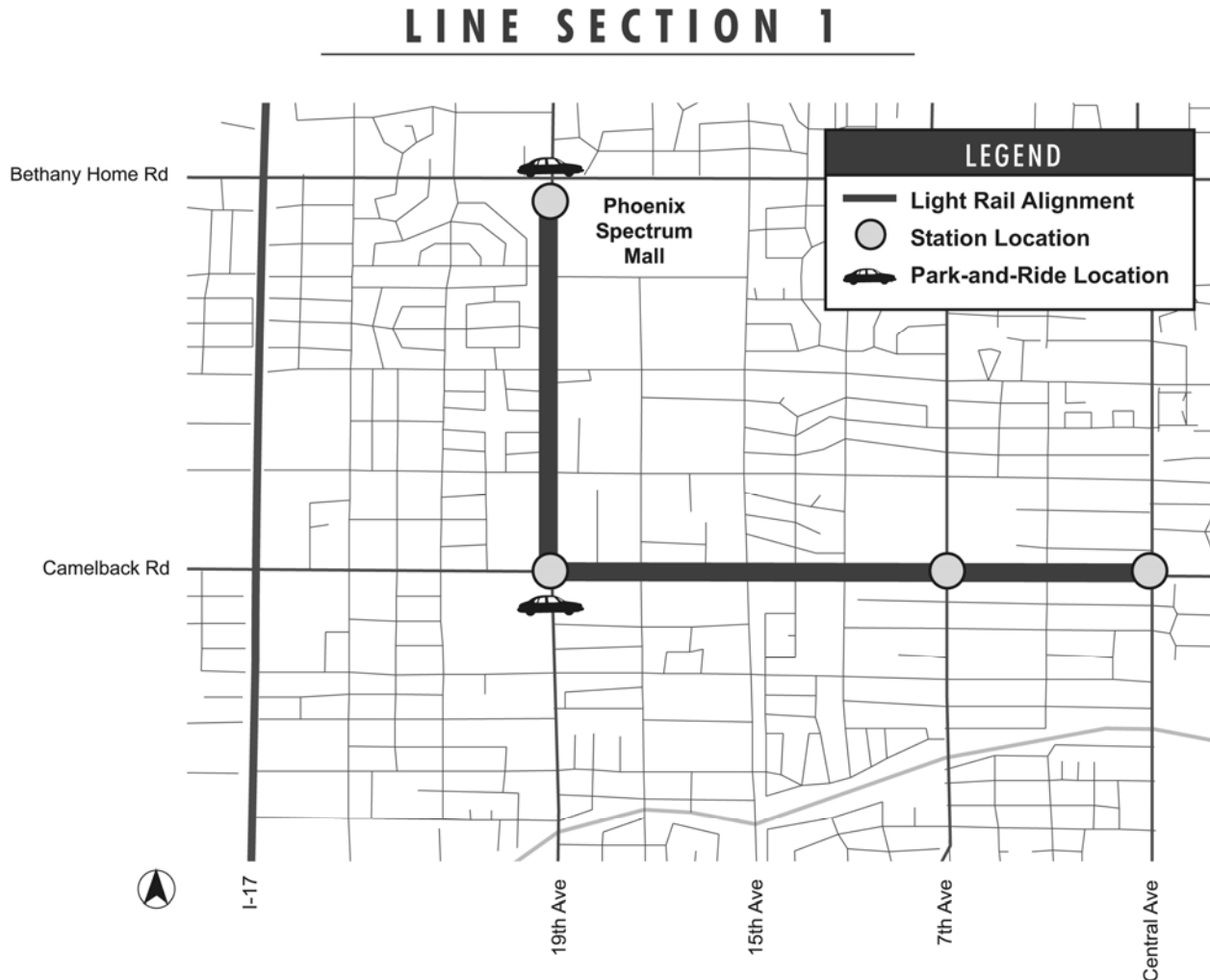


Description:		3.2.1 Station Finishes		
PE/PA:				
Contractor:		Archer Western Contractors		
Resident Architect:		Doaa Aboul-Hosn		
Data Through:		January 31, 2008		
Cumulative				
		5309	CNPA	Total
1	Original Budget	\$52,985,000	\$14,044,787	\$67,029,787
2	Executed Change Orders	\$352,356	\$0	\$352,356
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$53,337,356	\$14,044,787	\$67,382,143
5	Work Scheduled	\$39,977,463	\$9,359,809	\$49,337,272
6	Work Earned	\$35,352,711	\$11,001,315	\$46,354,026
7	Actual Expenditures	\$35,764,672	\$11,042,482	\$46,807,154
8	Forecast to Complete Base (4-7)	\$17,572,684	\$3,002,305	\$20,574,989
9	Change Orders Pending Execution	\$9,690	\$0	\$9,690
10	Forecast at Completion (7+8+9)	\$53,347,046	\$14,044,787	\$67,391,833
11	Percent Budget Expended (7/4)	67.1%	78.6%	69.5%
12	Percent Planned (5/4)	75.0%	66.6%	73.2%
13	Earned Percent Complete (6/4)	66.3%	78.3%	68.8%
14	Schedule Performance (6/5)	0.88	1.18	0.94
15	Cost Performance (6/7)	0.99	N/A	0.99
16	Contingency Budget	\$546,000	\$492,194	\$1,038,194
17	Remaining Contingency	\$183,954	\$492,194	\$676,148
18	Percent Contingency Remaining (17/16)	33.7%	100.0%	65.1%
Period				
1	Original Budget	N/A	\$1,696,787	N/A
2	Executed Change Orders	\$83,286	N/A	\$83,286
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$53,337,356	\$14,044,787	\$83,286
5	Work Scheduled (Cumm - Last Period)	\$1,784,886	\$534,027	\$2,318,913
6	Work Earned (Cumm - Last Period)	\$2,211,030	\$152,382	\$2,363,412
7	Actual Expenditures (Cumm - Last Period)	\$2,183,351	\$151,993	\$2,335,344
8	Forecast to Complete Base (4-7)	\$51,154,005	\$13,892,794	\$65,046,799
9	Change Orders Pending Execution	-\$83,287	N/A	-\$83,287
10	Forecast at Completion (7+8+9)	\$53,254,069	\$14,044,787	\$67,298,856
11	Percent Budget Expended (7/4)	4.1%	1.1%	3.5%
12	Percent Planned (5/4)	3.3%	3.8%	3.4%
13	Earned Percent Complete (6/4)	4.1%	1.1%	3.5%
14	Schedule Performance (6/5)	1.24	0.29	1.02
15	Cost Performance (6/7)	1.01	N/A	1.01
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



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

- All work excluding minor initial punchlist items have been complete on Camelback between Central Avenue and 16th Avenue. Punchlist items will be complete in early March.



- Center Guideway has been completed from Central Avenue to 19th Avenue excluding two destressing pours, the curved rail work for the 19th and Camelback intersection has been started and is progressing. Guideway is being poured on 19th Avenue from camelback to Colter, and track is being skeletonized from Colter to Missouri. Special trackwork on schedule to be complete by the end of March. Guideway across Montebello is complete, and track is being skeletonized between Montebello station and the special trackwork section.
- The 48-inch waterline tie-in is complete. The 12-inch waterline on 19th Avenue south of Missouri is complete, and all sanitary sewerline work on 19th Avenue is complete. The remaining storm Drain and minor tie-ins will be complete mid-March.
- All station foundations are complete and have been turned over to the follow on contractor. All OCS foundations except one are complete. Communications and signals ductbank is 90 percent complete on 19th Avenue.
- Grading for sidewalk, curb and gutter and roadway has started on the eastside of 19th Avenue at Camelback heading north. Some curb and gutter and driveways have been placed. This work will continue through March.
- Traffic control continues to be coordinated between all participants on the project and has been successful by construction standards. Final Paving and temporary striping is complete from Central Avenue to 16th Avenue on Camelback. Base paving is complete from 16th Avenue to 19th Avenue on both sides of Camelback and the west side of 19th Avenue. Traffic has been switched on 19th Avenue and is now completely on the west side of the street from Bethany Home Road to Camelback Road.

Cost and Schedule – Variance Analysis

- A revised schedule has been developed to reflect re-sequencing the work to support overall Program Milestones.

Issues and Solutions

- SRP pole removal from Montebello Ave to Bethany Home Rd has been completed.
- Discovery of a shallow 12-inch existing waterline between Montebello and the Spectrum Mall entrance has slowed down the grading for the subgrade in this area. LS1 is working with Brown and Caldwell to lower this line. Brown and Caldwell produced a sketch for the new line, KWC to start installing this waterline last week in February and will be complete second week in March.
- Change Order 90 was issued, revising the Contractual Milestone Dates (see chart below). One more Change Order will need to be issued in order to bring the final completion dates in line.

Milestone Number	Description	Original Contract Milestone Dates	CO #26 Revised MS Dates	CO #90 Revised MS Dates
A1	7th Ave Station	27-Nov-06	26-Jan-07	2-Apr-07
A2	Camelback Station	27-Nov-06	9-Feb-07	22-Jun-07
A3	Montebello Station	5-Jul-07	31-May-07	27-Aug-07
B	Rail Access Camelback	3-May-07	22-Aug-07	22-Aug-07
D	Rail Access 19th Ave.	5-Jul-07	10-Jan-08	10-Jan-08
E	Final Completion	1-Nov-07	26-Mar-08	25-Jul-08

Construction Photographs



Installing 48" RCP pipe for offset Manholes



Crews placing Rebar for guideway on 19th Avenue



Guideway ready for Concrete



Guideway being poured



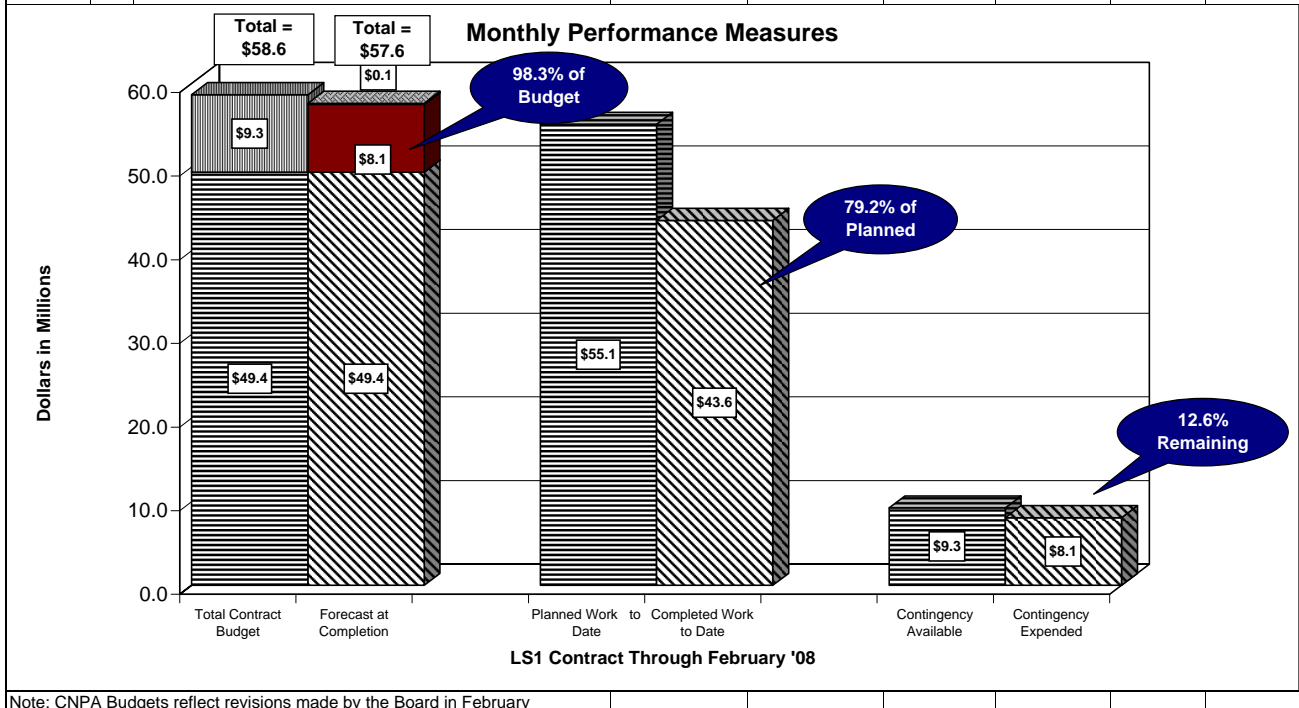
Guideway on 19th Avenue ready to be poured



Crews lining track in curved section



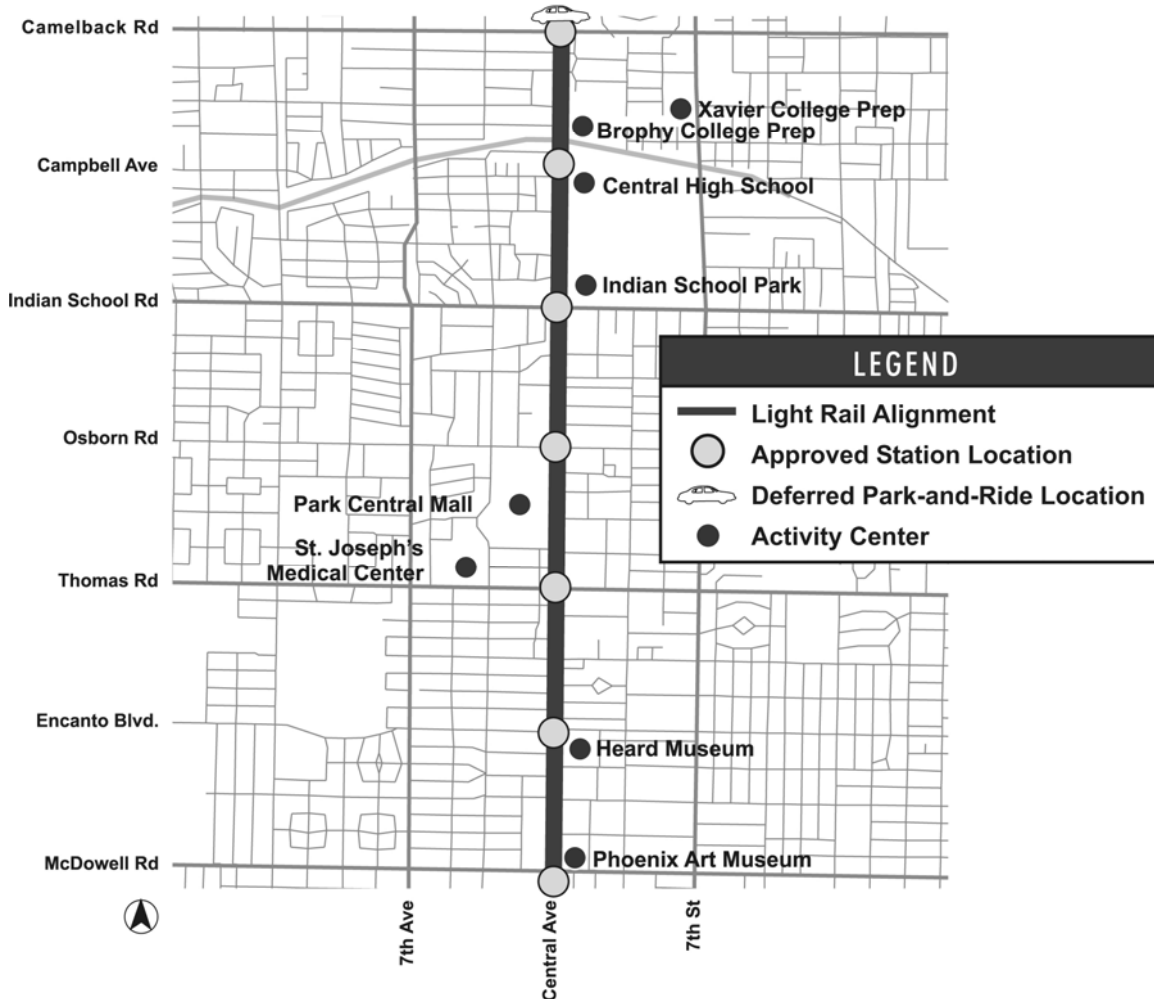
Description:		3.1.1 Line Section 1		
PE/PA:		Alvin Livingstone		
Contractor:		Kiewit Western Co.		
Resident Engineer:		Bill Blane		
Data Through:		December 31, 2007		
Cumulative		5309	CNPA	Total
1	Budget	\$37,951,658	\$11,430,252	\$49,381,910
2	Executed Change Orders	\$8,094,357	\$0	\$8,094,357
3	Budget Transfers	\$0	-\$3,541	-\$3,541
4	Current Budget (1+2+3)	\$46,046,015	\$11,426,711	\$57,472,726
5	Work Scheduled	\$43,971,475	\$11,140,886	\$55,112,361
6	Work Earned	\$35,835,391	\$7,789,552	\$43,624,943
7	Actual Expenditures	\$35,904,005	\$7,771,523	\$43,675,528
8	Forecast to Complete Base (4-7)	\$10,142,010	\$3,655,188	\$13,797,198
9	Change Orders Pending Execution	\$151,212	-\$7,852	\$143,360
10	Forecast at Completion (7+8+9)	\$46,197,227	\$11,418,859	\$57,616,086
11	Percent Budget Expended (7/4)	78.0%	68.0%	76.0%
12	Percent Planned (5/4)	95.5%	97.5%	95.9%
13	Earned Percent Complete (6/4)	77.8%	68.2%	75.9%
14	Schedule Performance (6/5)	0.81	0.70	0.79
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$9,213,056	\$46,295	\$9,259,351
17	Remaining Contingency	\$1,118,699	\$46,295	\$1,164,994
18	Percent Contingency Remaining (17/16)	12.1%	100.0%	12.6%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$6,495,254	\$0	\$6,495,254
3	Budget Transfers	\$0	-\$355,035	-\$355,035
4	Current Budget (1+2+3)	\$6,495,254	-\$355,035	\$6,140,219
5	Work Scheduled (Cumm - Last Period)	\$7,744,631	\$182,537	\$7,927,168
6	Work Earned (Cumm - Last Period)	\$7,299,134	\$1,347,684	\$8,646,818
7	Actual Expenditures (Cumm - Last Period)	\$7,369,711	\$1,345,758	\$8,715,469
8	Forecast to Complete Base (4-7)	\$38,676,304	\$10,080,953	\$48,757,257
9	Change Orders Pending Execution	\$61,418	-\$81,389	-\$19,971
10	Forecast at Completion (7+8+9)	\$46,107,433	\$11,345,322	\$57,452,755
11	Percent Budget Expended (7/4)	16.0%	11.8%	15.2%
12	Percent Planned (5/4)	16.8%	1.6%	13.8%
13	Earned Percent Complete (6/4)	15.9%	11.8%	15.0%
14	Schedule Performance (6/5)	0.94	7.38	1.09
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: CNPA Budgets reflect revisions made by the Board in February

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 continued to install infrastructure from Columbus to Encanto intersection. Herzog has completed the installation of all catch basins. There are only two new sanitary lines that remain to be tied in at Merrell and Mitchell. Herzog continues to remove abandoned Waterlines from Thomas to South End of the project.
- Herzog has placed over 27,500-feet of guideway to date with over 3,000-feet this month. The Contractor continues to place guideway, curbs and devil strip on Central. Installing guideway Roanoke through Virginia, Earll to Osborn and completed the special track work in the bath tubs at Earll.
- Herzog has the placement of the Encanto Station foundation.
- Herzog continues to work on the roadway widening, demolition of curb/gutter, sidewalks and placement of new curb and gutter, sidewalks and walls. Completed the installation of all the street lights and continues the installation of traffic signals from Osborn south to Palm Lane. Herzog preparing sub-grade and placed Asphaltic Concrete Paving from Clarendon south bound to Columbus. Also, removed and repaved the west side of Indian School, Columbus, Osborn and Thomas Intersections
- Herzog continues to work on installing sidewalk, retaining walls, sandstone borders, tree wells, and is currently working on the installation of landscaping, relocation of Palm Trees, planting trees and shrubs at various locations.

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 in 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 Photographs



Installing Sandstone Pavers



Compacting Encanto Station Foundation



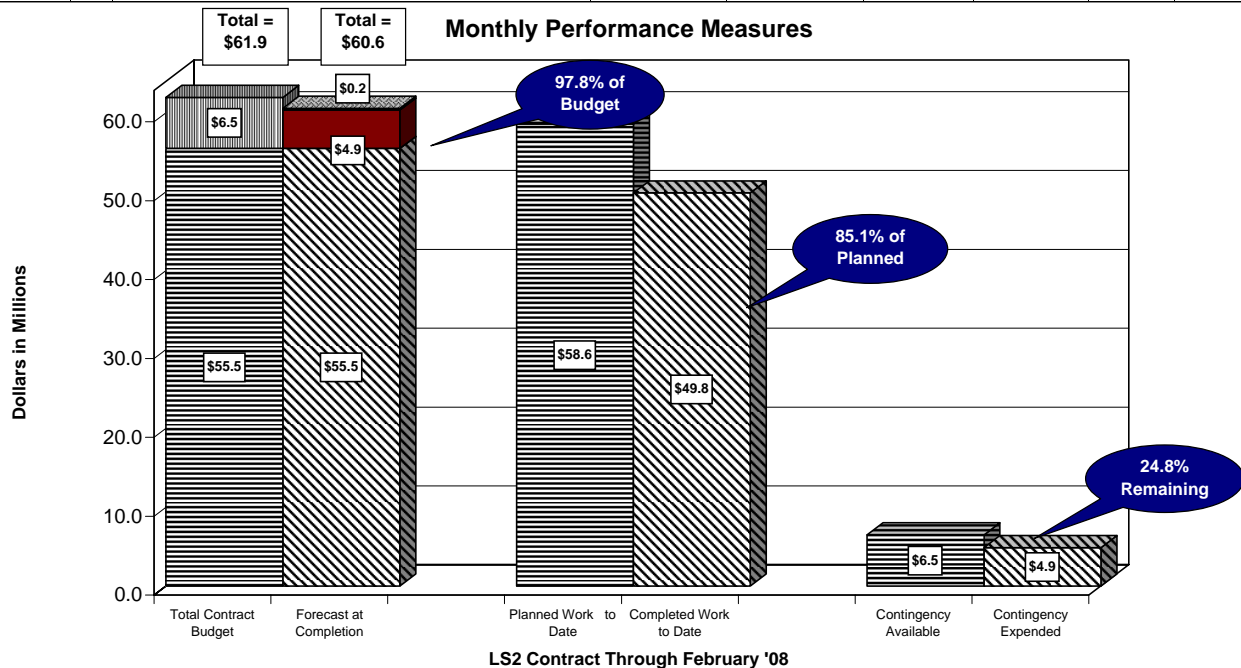
Placing Guideway Virginia to Roanoak



Encanto Station OCS Poles placed Grading for Ground Grid



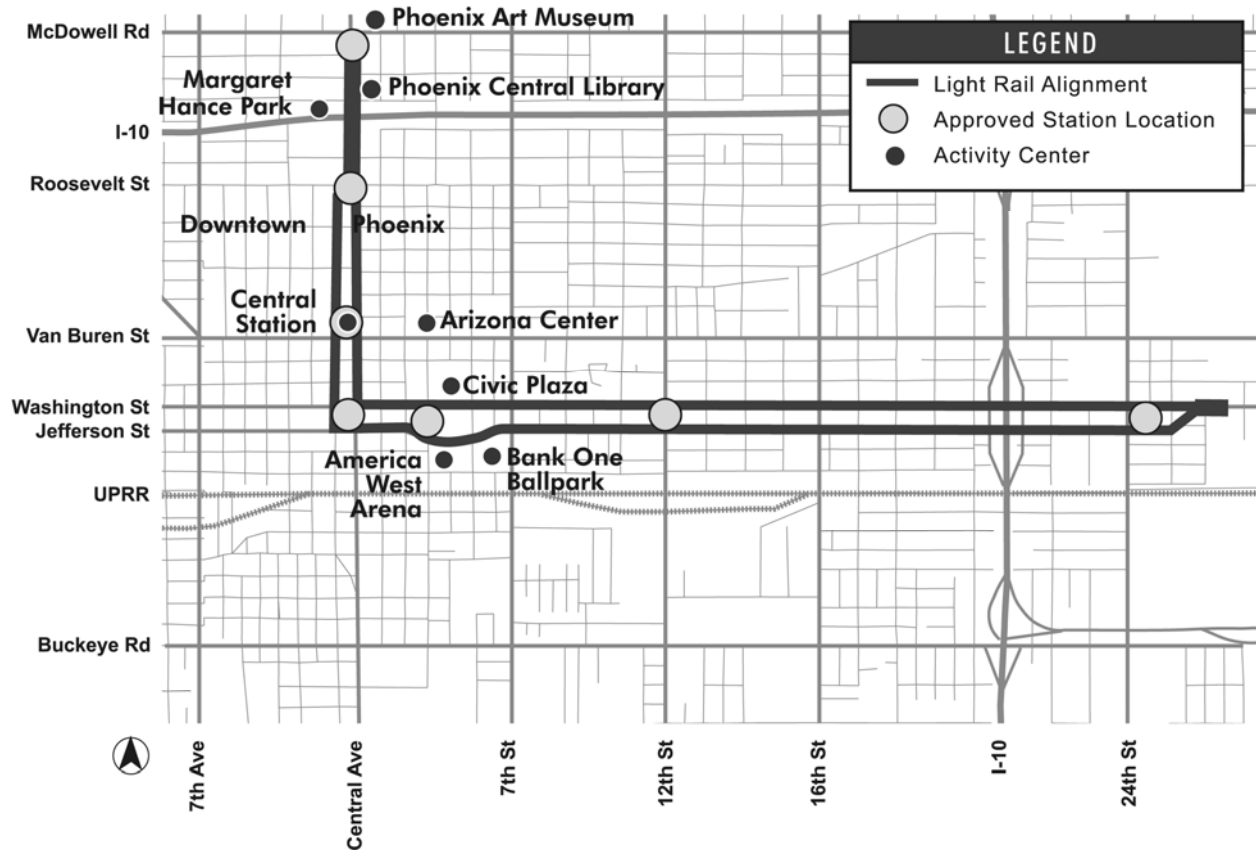
Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		January 31, 2008		
Cumulative		5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$7,045,436	\$55,470,560
2	Executed Change Orders	\$4,868,064	\$0	\$4,868,064
3	Budget Transfers		\$0	\$0
4	Current Budget (1+2+3)	\$53,293,188	\$7,045,436	\$60,338,624
5	Work Scheduled	\$51,595,159	\$6,957,817	\$58,552,976
6	Work Earned	\$44,928,524	\$4,907,136	\$49,835,660
7	Actual Expenditures	\$44,925,021	\$4,871,676	\$49,796,697
8	Forecast to Complete Base (4-7)	\$8,368,167	\$2,173,760	\$10,541,927
9	Change Orders Pending Execution	\$27,855	\$193,667	\$221,522
10	Forecast at Completion (7+8+9)	\$53,321,043	\$7,239,103	\$60,560,146
11	Percent Budget Expended (7/4)	84.3%	69.1%	82.5%
12	Percent Planned (5/4)	96.8%	98.8%	97.0%
13	Earned Percent Complete (6/4)	84.3%	69.6%	82.6%
14	Schedule Performance (6/5)	0.87	0.71	0.85
15	Cost Performance (6/7)	1.00	1.01	1.00
16	Contingency Budget	\$6,450,401	\$23,285	\$6,473,686
17	Remaining Contingency	\$1,582,337	\$23,285	\$1,605,622
18	Percent Contingency Remaining (17/16)	24.5%	100.0%	24.8%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$173,433	N/A	\$173,433
3	Budget Transfers	\$0	N/A	\$0
4	Current Budget (1+2+3)	\$53,293,188	\$7,045,436	\$60,338,624
5	Work Scheduled (Cumm - Last Period)	\$1,460,269	\$67,532	\$1,527,801
6	Work Earned (Cumm - Last Period)	\$2,163,425	\$50,340	\$2,213,765
7	Actual Expenditures (Cumm - Last Period)	\$2,161,533	\$14,880	\$2,176,413
8	Forecast to Complete Base (4-7)	\$51,131,655	\$7,030,556	\$58,162,211
9	Change Orders Pending Execution	-\$97,681	-\$56,606	-\$154,287
10	Forecast at Completion (7+8+9)	\$53,195,507	\$6,988,830	\$60,184,337
11	Percent Budget Expended (7/4)	4.1%	0.2%	3.6%
12	Percent Planned (5/4)	2.7%	1.0%	2.5%
13	Earned Percent Complete (6/4)	4.1%	0.7%	3.7%
14	Schedule Performance (6/5)	1.48	N/A	1.45
15	Cost Performance (6/7)	0	0	0
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: CNPA budgets reflect revisions made by the Board in February

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) continues utility construction in segments 11 through 12 installing storm sewer, sanitary sewer and water service. AWC has continuing attending to punch list for traffic signals and turnover to City of Phoenix. AWC continues to place flatwork and irrigation systems as required along ROW and stations.
- The 11th Street Loop water line work has started and AWC is working a double shift five days a week or more if necessary to complete work by mid to late April.
- AWC continues to work their day and night crews five ten-hour shifts a week. AWC is proceeding with the full depth asphalt installation on the east end of the project from 26th Street to 16th Street. Rubberized paving will resume as weather permits. AWC has completed all guideway and has started repairs at rail breaks on Washinton/15th Street, Jefferson/26th Street. Placing Portland Cement Concrete Paving at I-10 Washington and Jefferson.
- AWC continues to install landscaping irrigation and planting material throughout the alignment.

Cost and Schedule – Variance Analysis

- AWC has completed approximately 90 percent of their project.

Issues and Solutions

- AWC is working with follow on contractors to turn over guideway for test track operations.

Construction Photographs



Paving at frontage road slip ramps



Planting Palm Trees on Washington and 7th Street
Chase Ball Park



I-10 and Washington Concrete Paving



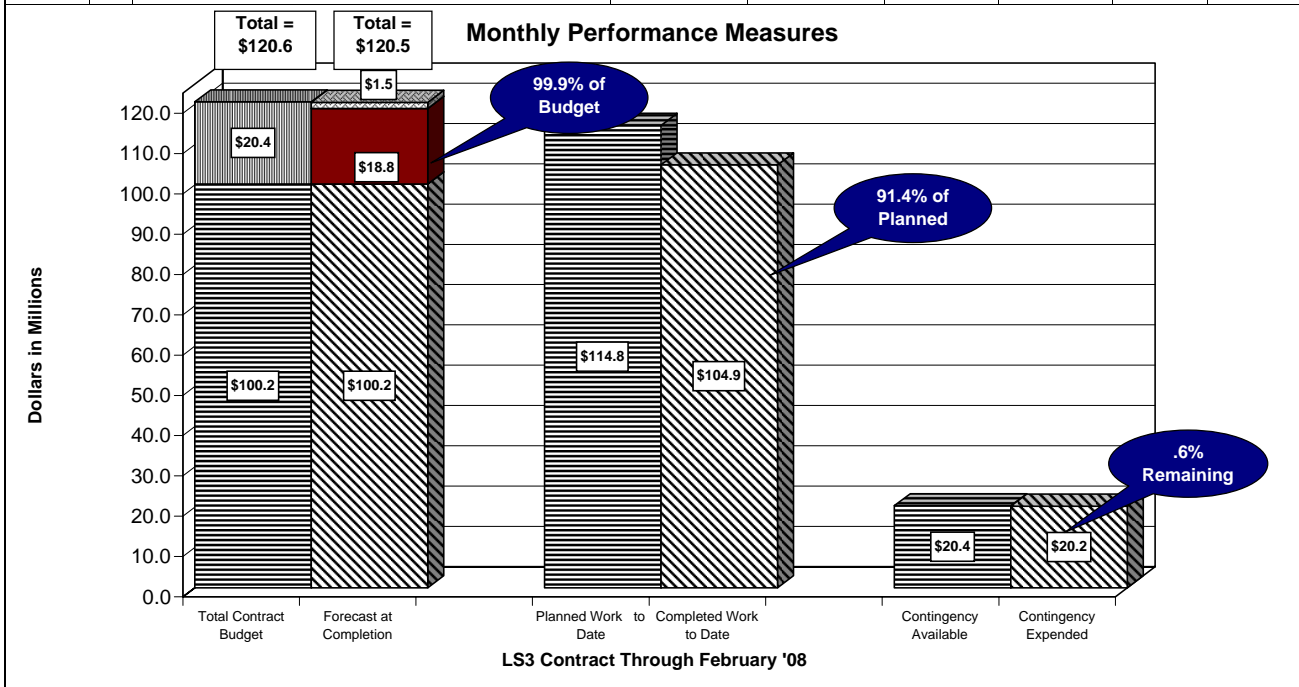
Frontage Road Subgrade



Frontage Road Subgrade



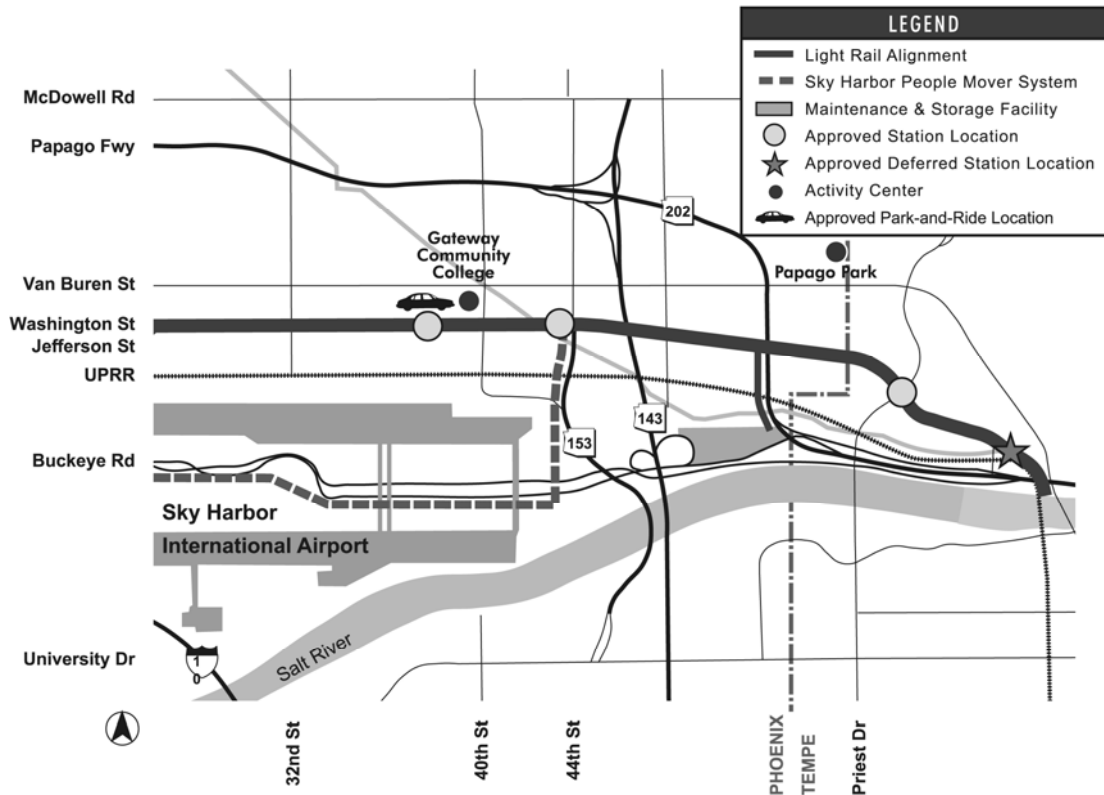
Description:		3.1.3 Line Section 3			
PE/PA:		William Gustafson			
Contractor:		Archer Western			
Resident Engineer:		William Atesis			
Data Through:		January 25, 2008			
		Cumulative	5309	CNPA	Total
1	Budget	\$79,248,617	\$20,990,190	\$100,238,807	
2	Executed Change Orders	\$18,760,292	\$312	\$18,760,604	
3	Budget Transfers	\$0	\$7,797	\$7,797	
4	Current Budget (1+2+3)	\$98,008,909	\$20,998,299	\$119,007,208	
5	Work Scheduled	\$96,003,842	\$18,773,823	\$114,777,665	
6	Work Earned	\$87,468,900	\$17,474,857	\$104,943,757	
7	Actual Expenditures	\$87,915,168	\$17,487,519	\$105,402,687	
8	Forecast to Complete Base (4-7)	\$10,093,741	\$3,510,780	\$13,604,521	
9	Change Orders Pending Execution	\$851,483	\$623,758	\$1,475,241	
10	Forecast at Completion (7+8+9)	\$98,860,392	\$21,622,057	\$120,482,449	
11	Percent Budget Expended (7/4)	89.7%	83.3%	88.6%	
12	Percent Planned (5/4)	98.0%	89.4%	96.4%	
13	Earned Percent Complete (6/4)	89.2%	83.2%	88.2%	
14	Schedule Performance (6/5)	0.91	0.93	0.91	
15	Cost Performance (6/7)	0.99	1.00	1.00	
16	Contingency Budget	\$20,348,232	\$10,919	\$20,359,151	
17	Remaining Contingency	\$736,457	\$18,404	\$131,103	
18	Percent Contingency Remaining (17/16)	3.6%	168.6%	0.6%	
		Period			
1	Budget	N/A	\$682,750	N/A	
2	Executed Change Orders	-\$47,365	N/A	-\$47,365	
3	Budget Transfers	\$0	N/A	\$0	
4	Current Budget (1+2+3)	\$98,008,909	\$20,998,299	\$119,007,208	
5	Work Scheduled (Cumm - Last Period)	\$1,266,559	-\$17,421	\$1,249,138	
6	Work Earned (Cumm - Last Period)	\$1,837,587	\$201,547	\$2,039,134	
7	Actual Expenditures (Cumm - Last Period)	\$1,947,548	\$214,209	\$2,161,757	
8	Forecast to Complete Base (4-7)	\$96,061,361	\$20,784,090	\$116,845,451	
9	Change Orders Pending Execution	\$772,886	N/A	\$772,886	
10	Forecast at Completion (7+8+9)	\$98,781,795	#N/A	\$98,781,795	
11	Percent Budget Expended (7/4)	2.0%	1.0%	1.8%	
12	Percent Planned (5/4)	1.3%	-0.1%	1.0%	
13	Earned Percent Complete (6/4)	1.9%	1.0%	1.7%	
14	Schedule Performance (6/5)	1.45	-11.57	1.63	
15	Cost Performance (6/7)	0.00	0.00	0.00	
16	Contingency Budget				
17	Remaining Contingency				
18	Percent Contingency Remaining (17/16)				



Note: CNPA budgets reflect revisions made by the Board in February

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

- Town Lake Bridge to 44th Street: Remaining punch-list items are complete with only change order work remaining.
- Forty-Fourth Street to 26th Street: The contractor is working on the punch-list items and remaining changes to the contract.

Cost and Schedule – Variance Analysis

- The contract is in the progress of being closed.

Issues and Solutions

- None.

Construction Photographs



Final COT punch-list walk-through



Solar Flasher Installation at SR 143



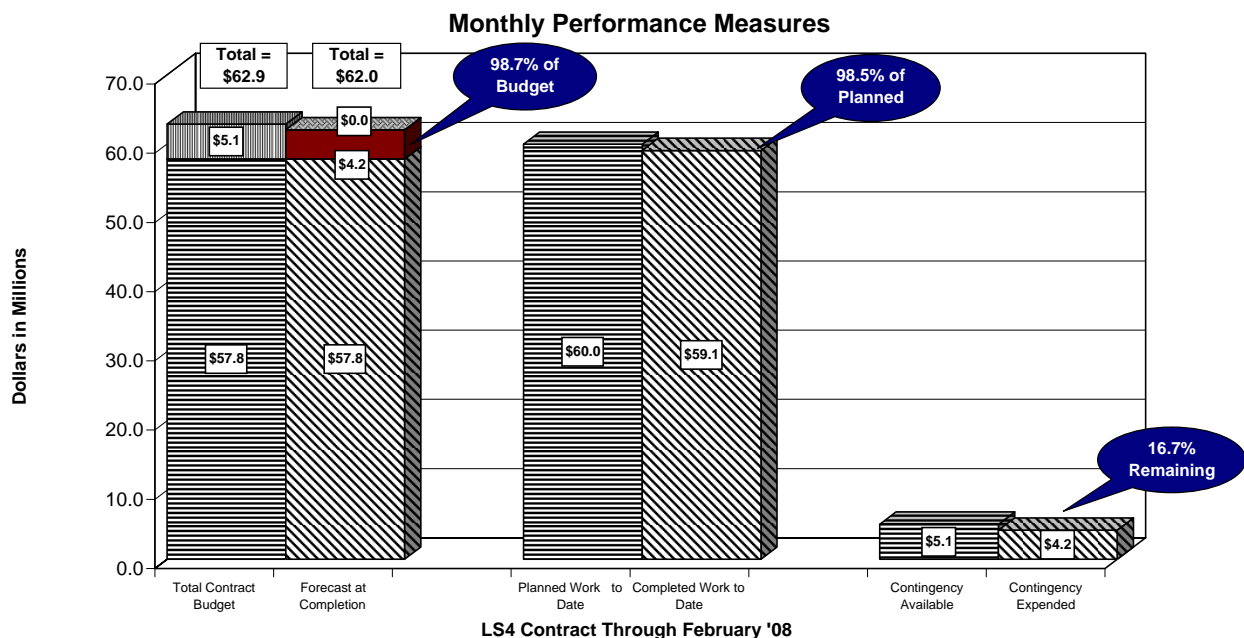
Solar Flasher Installation at SR 143



Punch-list walk through Center Parkway



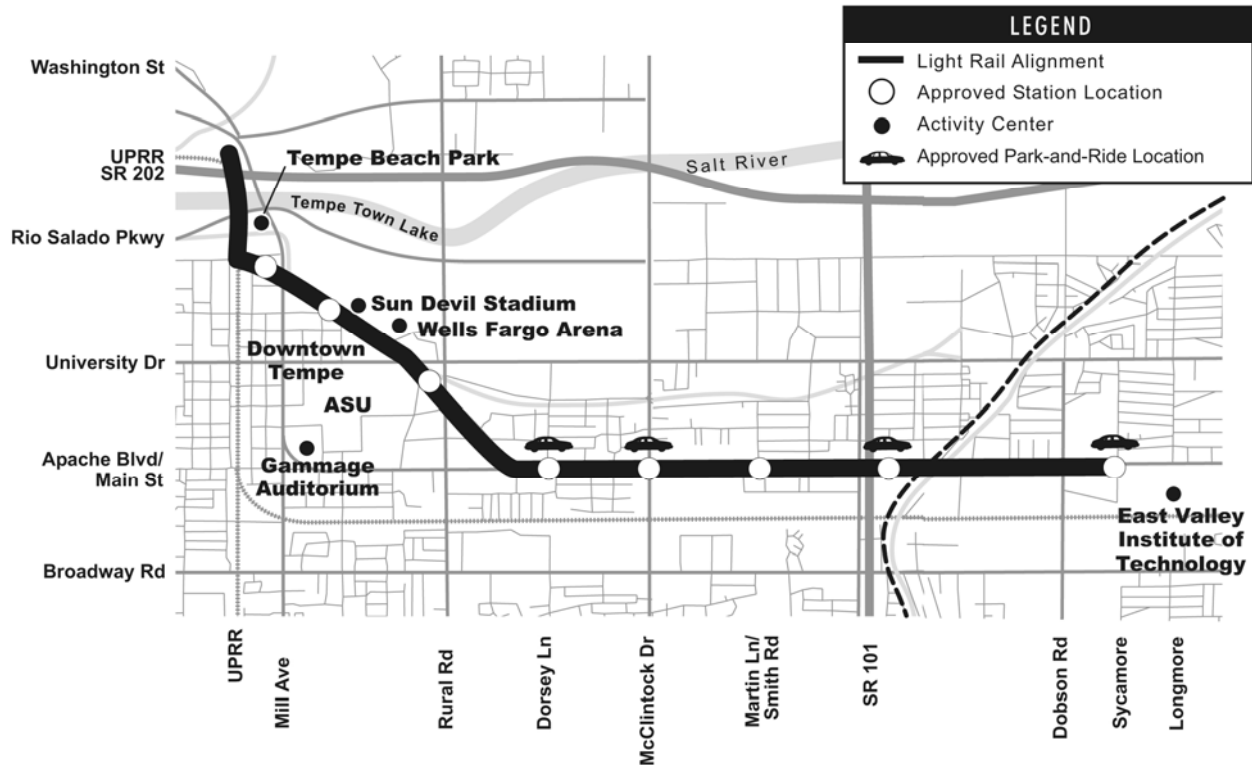
Description:		3.1.4 Line Section 4		
PE/PA:		Avrum Loewenstein		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Frank Aber		
Data Through:		December 31, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$47,869,894	\$9,960,022	\$57,829,916
2	Executed Change Orders	\$4,187,366	\$25,187	\$4,212,553
3	Budget Transfers	-\$625,000	\$123,395	-\$501,605
4	Current Budget (1+2+3)	\$51,432,260	\$10,108,604	\$61,540,864
5	Work Scheduled	\$51,575,304	\$8,398,936	\$59,974,240
6	Work Earned	\$49,793,052	\$9,266,670	\$59,059,722
7	Actual Expenditures	\$51,469,938	\$9,415,627	\$60,885,565
8	Forecast to Complete Base (4-7)	-\$37,678	\$692,977	\$655,299
9	Change Orders Pending Execution	\$285,200	\$0	\$285,200
10	Forecast at Completion (7+8+9)	\$51,717,460	\$10,108,604	\$61,826,064
11	Percent Budget Expended (7/4)	100.1%	93.1%	98.9%
12	Percent Planned (5/4)	100.3%	83.1%	97.5%
13	Earned Percent Complete (6/4)	96.8%	91.7%	96.0%
14	Schedule Performance (6/5)	0.97	1.10	0.98
15	Cost Performance (6/7)	0.97	0.98	0.97
16	Contingency Budget	\$4,662,188	\$391,872	\$5,054,060
17	Remaining Contingency	\$474,822	\$366,685	\$841,507
18	Percent Contingency Remaining (17/16)	10.2%	93.6%	16.7%
Period				
1	Budget	N/A	\$2,402,117	N/A
2	Executed Change Orders	-\$149,984	N/A	-\$149,984
3	Budget Transfers	\$0	N/A	\$0
4	Current Budget (1+2+3)	\$51,432,260	\$10,108,604	\$61,540,864
5	Work Scheduled (Cumm - Last Period)	\$9,598	-\$422,202	-\$412,604
6	Work Earned (Cumm - Last Period)	\$154,785	-\$145,186	\$9,599
7	Actual Expenditures (Cumm - Last Period)	\$599	\$0	\$599
8	Forecast to Complete Base (4-7)	-\$37,678	\$692,977	\$655,299
9	Change Orders Pending Execution	-\$2,390	N/A	-\$2,390
10	Forecast at Completion (7+8+9)	-\$39,469	\$692,977	\$653,508
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	0.0%	-4.2%	-0.7%
13	Earned Percent Complete (6/4)	0.3%	-1.4%	0.0%
14	Schedule Performance (6/5)	16.13	0.34	-0.02
15	Cost Performance (6/7)	258.41	#DIV/0!	16.03
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: CNPA budgets reflect revisions made by the Board in February
 Note: No Update was received during the reporting period. Period data reflects adjustments made during reconciliations
 Note: Negative Period Earned Value is attributed to reconciliation of force account change orders

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 all embedded track for the project, as well as the direct fixation track at the end of the project.



- The Contractor has substantially completed all track milestones; station platforms; sidewalks, curbs, and gutters; landscaping; and the ASU Promenade. The Contractor has submitted a request for substantial completion of Milestone H.
- The Contractor is coordinating with follow-on contractors in various locations in Milestones A through F since their substantial completion.
- The Contractor has completed all guideway ductbank and microduct placements.
- The Contractor has completed street widening on Main Street from Dobson to Sycamore, and has been awaiting warmer weather to perform the mill and overlay in this area. This work is programmed to begin February 29, 2008, and will be completed by March 21, 2008.
- The Contractor continued traffic signal activations throughout Tempe and Mesa.
- The Contractor continued punchlist and change work throughout Tempe and Mesa.

Cost and Schedule – Variance Analysis

- Milestones A2 through F2 are substantially complete, as are all eight station platforms. Though Milestones C2 through F2 were been challenged by utility relocation delays, the Contractor has met these milestones as set in Change Order 83 for acceleration.

Issues and Solutions

- Pavement elevations along Apache Boulevard west of Price Road, and along Main Street east of Dobson Road, were found higher than expected from the contract drawings. This may be partially due to having to adjust control point elevations in these areas at the beginning of the project. Placing rail at the designed elevations in the intersections in these areas would have resulted in significant replacement of adjacent pavement. Top of curb elevation adjustments for the guideway curbs has alleviated some of the issues between intersections. A redesign to raise the rail elevations across the Price Road intersections and the Loop 101 Bridge appears to successfully address issues in this location. Raising the rail profile across Dobson Road to the end of the line also appears to have reduced pavement replacements in these affected intersections.

Construction Photographs



Landscaping Punchlist Work, ASU Promenade, Milestone G



Parking Lot Mitigation Change Work, Milestone H



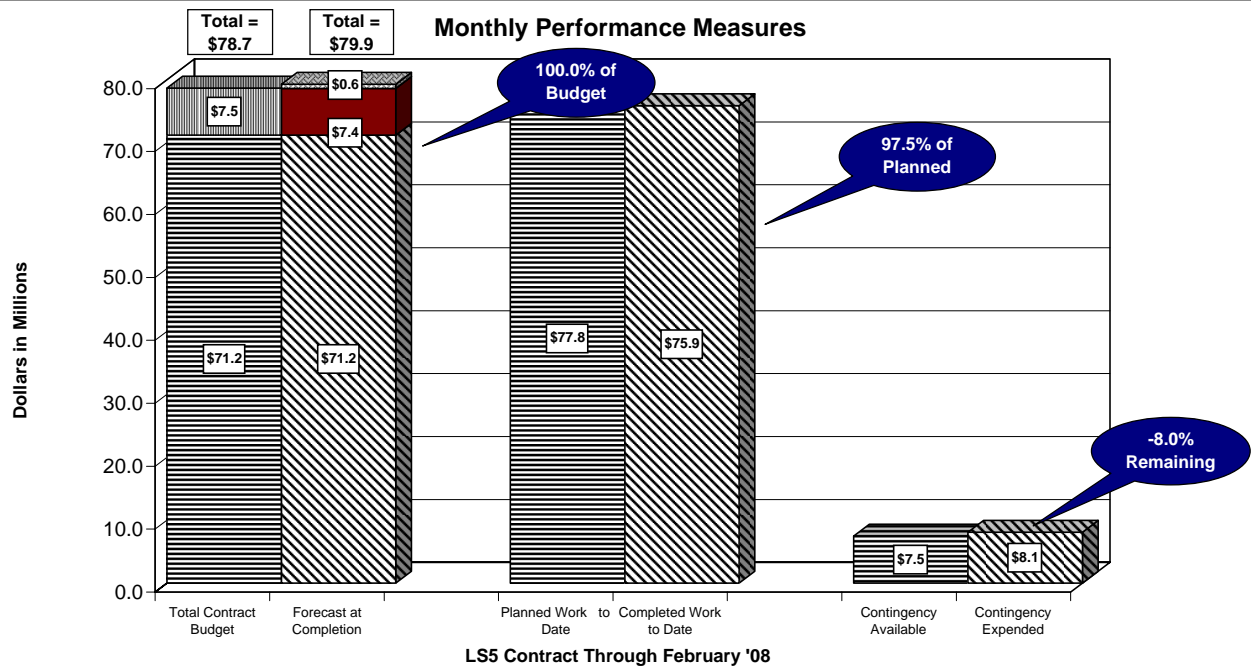
Ductbank Punchlist Work, Tempe, Milestone C



Traffic Signal Punchlist Work, Mesa, Milestone H



Description:		3.1.5 Line Section 5		
PE/PA:		Brian Buchanan		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Sam Graham		
Data Through:		February 15, 2008		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$2,298,998	\$71,181,967
2	Executed Change Orders	\$7,436,077	-\$2,111	\$7,433,966
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$76,319,046	\$2,296,887	\$78,615,933
5	Work Scheduled	\$76,285,766	\$1,490,649	\$77,776,415
6	Work Earned	\$74,016,550	\$1,852,487	\$75,869,037
7	Actual Expenditures	\$75,783,414	\$1,634,431	\$77,417,845
8	Forecast to Complete Base (4-7)	\$535,632	\$662,456	\$1,198,088
9	Change Orders Pending Execution	\$645,892	\$0	\$645,892
10	Forecast at Completion (7+8+9)	\$76,964,938	\$2,296,887	\$79,261,825
11	Percent Budget Expended (7/4)	99.3%	71.2%	98.5%
12	Percent Planned (5/4)	100.0%	64.9%	98.9%
13	Earned Percent Complete (6/4)	97.0%	80.7%	96.5%
14	Schedule Performance (6/5) (SPI)	0.97	0.00	0.98
15	Cost Performance (6/7) (CPI)	0.98	0.00	0.98
16	Contingency Budget	\$7,408,135	\$74,071	\$7,482,206
17	Remaining Contingency	-\$673,834	\$76,182	-\$597,652
18	Percent Contingency Remaining (17/16)	-9.1%	102.8%	-8.0%
	Period			
1	Budget	N/A	\$688,101	N/A
2	Executed Change Orders	\$79,303	N/A	\$79,303
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$76,319,046	\$2,296,887	\$78,615,933
5	Work Scheduled (Cumm - Last Period)	\$1,476,527	\$1,513	\$1,478,040
6	Work Earned (Cumm - Last Period)	\$1,001,311	\$328	\$1,001,639
7	Actual Expenditures (Cumm - Last Period)	\$1,079,782	\$350	\$1,080,132
8	Forecast to Complete Base (4-7)	\$75,239,264	\$2,296,537	\$77,535,801
9	Change Orders Pending Execution	\$108,616	\$0	\$108,616
10	Forecast at Completion (7+8+9)	\$76,427,662	\$2,296,887	\$78,724,549
11	Percent Budget Expended (7/4)	1.4%	0.0%	1.4%
12	Percent Planned (5/4)	1.9%	0.1%	1.9%
13	Earned Percent Complete (6/4)	1.3%	0.0%	1.3%
14	Schedule Performance (6/5)	0.68	0.00	0.68
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: CNPA budgets reflect revisions made by the Board during February

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

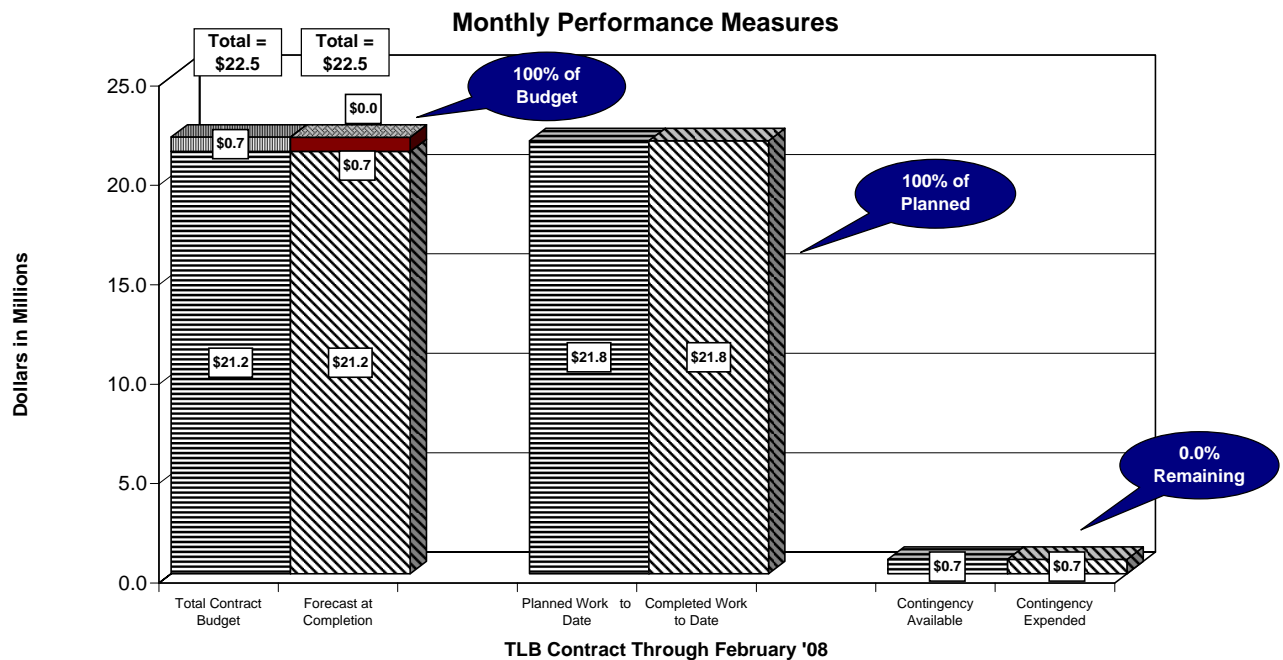
- This Contract has been closed.

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	\$722,892	\$0	\$722,892
3	Budget Transfers	-\$183,000	\$0	-\$183,000
4	Current Budget (1+2+3)	\$21,759,753	\$17,523	\$21,777,276
5	Work Scheduled	\$21,759,753	\$17,523	\$21,777,276
6	Work Earned	\$21,759,753	\$15,771	\$21,775,524
7	Actual Expenditures	\$21,759,751	\$15,771	\$21,775,522
8	Forecast to Complete Base (4-7)	\$2	\$1,752	\$1,754
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$21,759,753	\$17,523	\$21,777,276
11	Percent Budget Expended (7/4)	100.0%	90.0%	100.0%
12	Percent Planned (5/4)	100.0%	100.0%	100.0%
13	Earned Percent Complete (6/4)	100.0%	90.0%	100.0%
14	Schedule Performance (6/5)	1.00	0.90	1.00
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$722,892	\$1,402	\$724,294
17	Remaining Contingency	\$0	\$1,402	\$1,402
18	Percent Contingency Remaining (17/16)	0.0%	0.0%	0.2%
	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)	\$21,759,753	\$17,523	\$21,777,276
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)	\$21,759,753	\$17,523	\$21,777,276
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$21,759,753	\$0	\$21,759,753
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	\$0	\$0	\$0
18	Percent Contingency Remaining (17/16)	0.0%	0.0%	0.0%



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

- The contract is complete.

Cost and Schedule – Variance Analysis

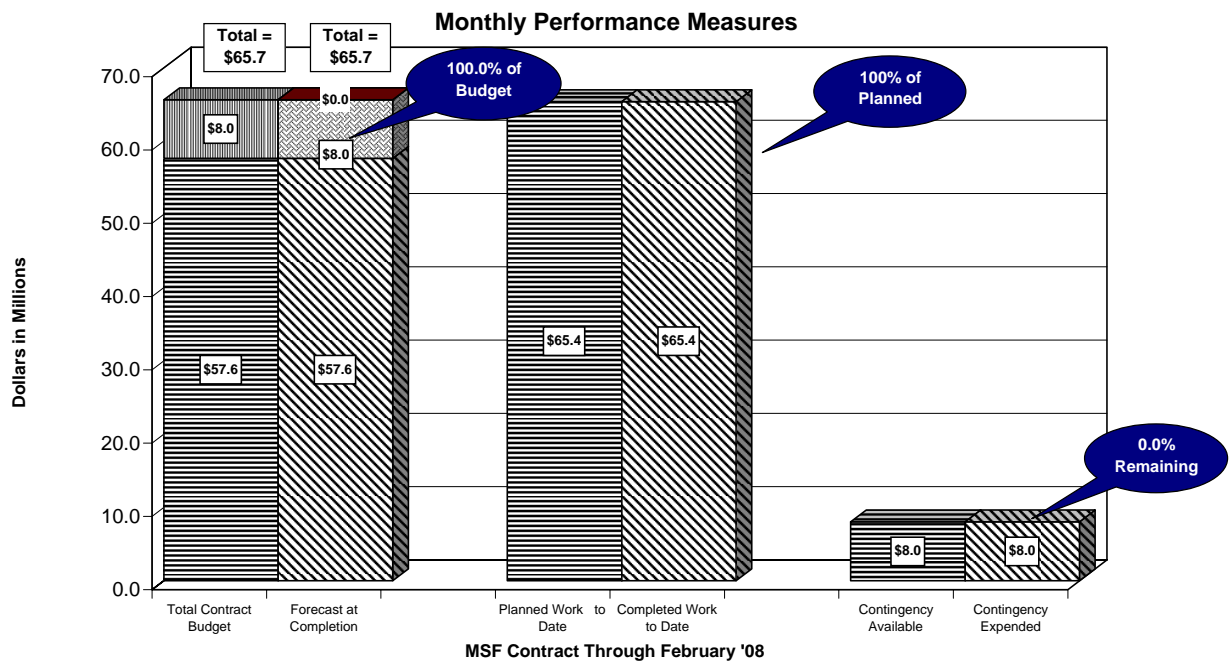
- This Contract has been closed.

Issues and Solutions

- None.

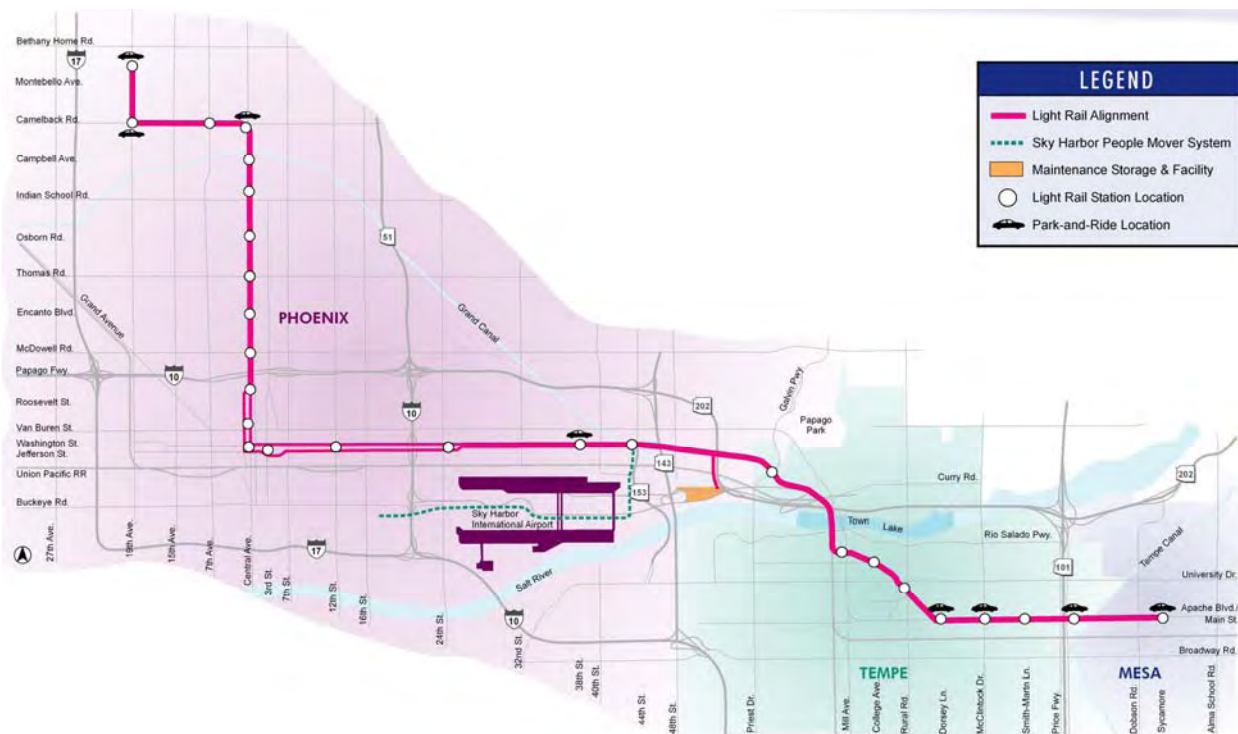


Description:		3.5.1 Maintenance Support Facility/Operations and Maintenance Center	
PE/PA:		Avrum Loewenstein	
Contractor:		Sundt/Stacy Witbeck	
Resident Engineer:		Brian Mason	
Data Through:		August 31, 2007	
		5309	Total
Cumulative			
1	Budget	\$57,637,721	\$57,637,721
2	Executed Change Orders	\$8,020,263	\$8,020,263
3	Budget Transfers	-\$257,984	-\$257,984
4	Current Budget (1+2+3)	\$65,400,000	\$65,400,000
5	Work Scheduled	\$65,400,000	\$65,400,000
6	Work Earned	\$65,400,000	\$65,400,000
7	Actual Expenditures	\$65,400,001	\$65,400,001
8	Forecast to Complete Base (4-7)	-\$1	-\$1
9	Change Orders Pending Execution	\$0	\$0
10	Forecast at Completion (7+8+9)	\$65,400,000	\$65,400,000
11	Percent Budget Expended (7/4)	100.0%	100.0%
12	Percent Planned (5/4)	100.0%	100.0%
13	Earned Percent Complete (6/4)	100.0%	100.0%
14	Schedule Performance (6/5)	1.00	1.00
15	Cost Performance (6/7)	1.00	1.00
16	Contingency Budget	\$8,020,263	\$8,020,263
17	Remaining Contingency	\$0	\$0
18	Percent Contingency Remaining (17/16)	0.0%	0.0%
Period			
1	Budget	N/A	N/A
2	Executed Change Orders	\$925,357	\$925,357
3	Budget Transfers	\$0	\$0
4	Current Budget (1+2+3)	\$65,400,000	\$65,400,000
5	Work Scheduled (Cumm - Last Period)	\$0	\$0
6	Work Earned (Cumm - Last Period)	\$0	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0
8	Forecast to Complete Base (4-7)	\$65,400,000	\$65,400,000
9	Change Orders Pending Execution	\$0	\$0
10	Forecast at Completion (7+8+9)	\$65,400,000	\$65,400,000
11	Percent Budget Expended (7/4)	0.0%	0.0%
12	Percent Planned (5/4)	0.0%	0.0%
13	Earned Percent Complete (6/4)	0.0%	0.0%
14	Schedule Performance (6/5)	#N/A	#N/A
15	Cost Performance (6/7)	#N/A	#N/A
16	Contingency Budget		
17	Remaining Contingency		
18	Percent Contingency Remaining (17/16)		



Note: Contract has been closed out

Park-and-Ride



Description

Surface Park-and-Rides (PNR) are proposed at eight sites along the alignment, 3,513 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

- A pre-construction meeting was held for the Montebello/19th Avenue and 19th Avenue/Camelback sites with Kiewit Western Company on February 11, 2008.
- There has been no activity on the Montebello/19th Avenue and 19th Avenue/Camelback sites by Kiewit Construction.
- MRM construction has been working on installing curbing throughout the 38th Street/Washington site and has begun installing onsite screen walls. At the Central



and Camelback site the relocation of the sanitary sewer has been completed and electrical conduits are currently being installed.

- A pre-construction meeting was held for the Price/Apache and Sycamore/Main sites with Sundt/Stacy & Witbeck, Joint Venture on February 13, 2008.
- Sundt/Stacy & Witbeck has installed their storm water pollution prevention plan best management practices on both the Price/Apache and Sycamore/Main sites and has begun excavation for onsite storm drains at Price/Apache.
- The Developer for the McClintock/Apache site is in the process of constructing the garage. METRO staff performed a preliminary walk-thru on February 29, 2008, of the facility. Although it appears that overall construction (Certificate of Occupancy) is not on schedule, anticipated access by the METRO Signals and Communications contractor remains at March 25, 2008.
- The City of Tempe is in the process of design for an additional 100 spaces at Dorsey/Apache. Construction is anticipated for March 2008 thru August 2008. METRO Signals and Communications is providing the necessary interface for the facility security system.

Cost and Schedule – Variance Analysis

- Total award amount for the six sites to be constructed by METRO is \$22,295,267.

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.
- The Price/Apache Park and Ride has various obstacles onsite that need to be removed before construction can complete. These consist of approximately 50 palm trees, a billboard with power service, an overhead power and Qwest line through the middle of the site and ADOT building structures at the south end of the site.

Park and Ride Construction Data

No.	Park and Ride Site	Number of Spaces	Notice to Proceed Date	Contractor
1	Montebello/19 th Ave.	794	December 3, 2007	Kiewit
2	19 th Ave./Camelback	410	December 3, 2007	Kiewit
3	Central/Camelback	135	December 3, 2007	MRM Construction
4	38 th St./Washington	189	December 3, 2007	MRM Construction
5	Dorsey/Apache (2-Sites)	190	March 2008	City of Tempe
6	McClintock/Apache--Garage	300	September 2007	Developer, Gray
7	Price Freeway/Apache	693	January 22, 2008	Sundt, Stacy & Witbeck
8	Sycamore/Main	802	January 22, 2008	Sundt, Stacy & Witbeck
Opening Day Total		3,513		

Construction Photographs



Sanitary Sewer Installation
Central and Camelback



Curb and Gutter Installation
38th and Washington

Track Material Procurement



Description

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

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

Progress

- Girder Rail
- Embedded Special Trackwork
 - The Contractor continues to produce special trackwork castings and other miscellaneous materials for this contract.



- Three material deliveries were made during this month. The Contractor delivered two loads of Spare Tongues and all of the remaining rail retained for the fabrication of pre-curved rail.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- None.

Traffic Signal Procurement



Description

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

Progress

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

Cost and Schedule – Variance Analysis

- No Change for this month, traffic signal procurement activities has been completed.



- A table showing the status of costs incurred to-date versus budget follows:

Description	Contract/Budget Amount	Total Payments
COP Traffic System Upgrades	\$ 965,112.00	\$ 668,893.30
COT Traffic System Upgrades	\$ 350,347.00	\$ 189,612.00
Traffic Signal Controller/Cabinets	\$ 2,910,916.75	\$ 2,629,229.26
LS 1 Traffic Signal Poles/Mast Arms (Phoenix -PO is completed)	\$ 209,144.33	\$ 209,144.31
LS 2 Traffic Signal Poles/Mast Arms (Phoenix - PO is completed)	\$ 309,685.98	\$ 309,685.97
LS 3 Traffic Signal Poles/Mast Arms (Phoenix -PO is completed)	\$ 1,425,604.91	\$ 1,321,686.32
LS 4 Traffic Signal Poles/Mast Arms (Phoenix - PO is completed)	\$ 369,069.21	\$ 360,469.21
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.

Underfloor Wheel Profiling Machine



Description

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

Progress

- The work is complete.

Cost and Schedule – Variance Analysis

- The contract is in the process of being closed out.

Issues and Solutions

- None.

13. Systems

Automated Fare Collection System



Description

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

Progress

- Milestone 1 Progress - Complete.
- Milestone 2 Progress - Complete.
- Milestone 3 Progress - Formal closeout of PDR submittals in-progress.
- Milestone 4 Progress - Formal closeout of FDR submittals in-progress.
- Milestone 5 Progress - Complete.



- Milestone 6 Progress - Began Qualification Testing. Functional Testing has been performed. Cycle, Maintainability, and Environmental Testing remain to be performed.

Cost and Schedule – Variance Analysis

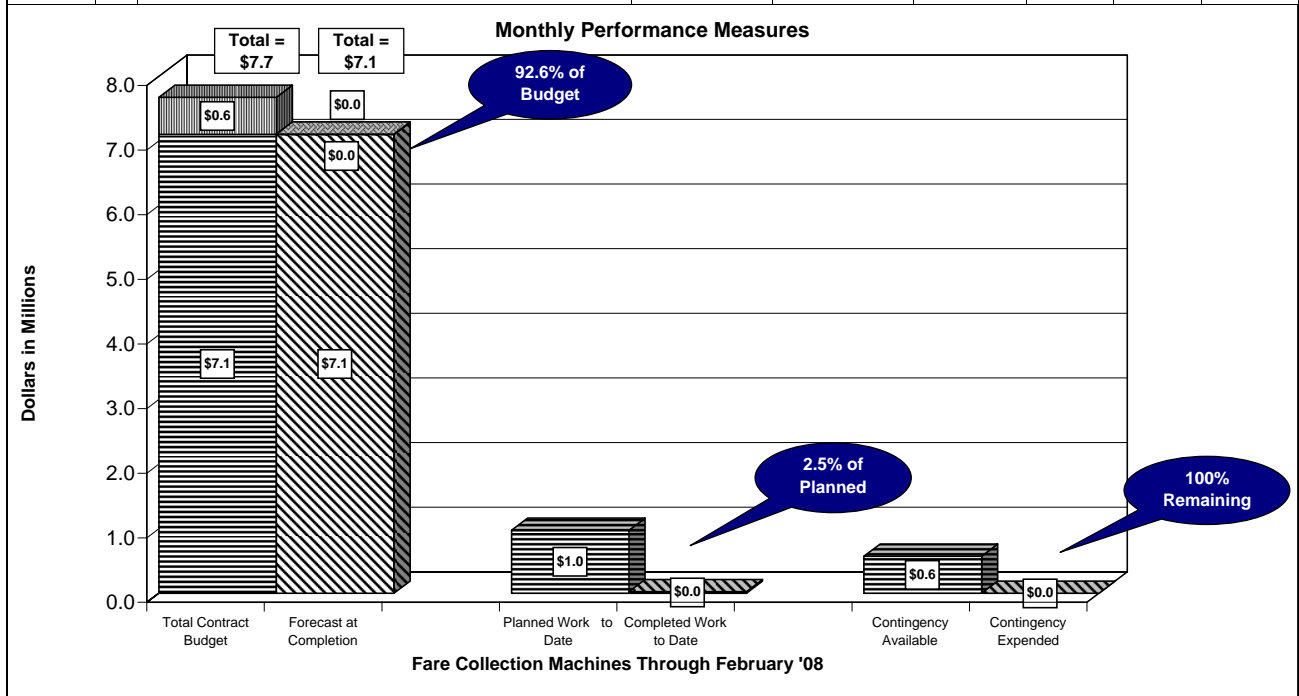
- The first Monthly Progress Update was received several months ago. This submittal was reviewed with a status of non-compliant with the previous month's review comments and the contract specifications and was returned to the contractor for correction and resubmittal. During the month of November the Contractor submitted a revised baseline schedule that was subsequently accepted. During the month of December the contractor submitted a schedule update based on the new baseline schedule. That schedule was reviewed and accepted with comments noted. We are awaiting the next schedule update.

Issues and Solutions

- Hand Held Verifier Design. Agency provided preliminary approval of recently submitted 4p FDA600 hand held verifier unit. This issue is closed.



Description:		Fare Collection Machines
PE/PA:		Arkady Bernshtryn
Contractor:		Scheidt & Bachmann USA, Inc.
Resident Engineer:		Thomas Klings
Data Through:		February 29, 2008
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	\$974,400
6	Work Earned	\$24,440
7	Actual Expenditures	\$26,552
8	Forecast to Complete Base (4-7)	\$7,073,460
9	Change Orders Pending Execution	\$3,200
10	Forecast at Completion (7+8+9)	\$7,103,212
11	Percent Budget Expended (7/4)	0.4%
12	Percent Planned (5/4)	13.7%
13	Earned Percent Complete (6/4)	0.3%
14	Schedule Performance (6/5)	0.03
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	-\$3,200
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$7,100,012
5	Work Scheduled (Cumm - Last Period)	\$80,473
6	Work Earned (Cumm - Last Period)	\$0
7	Actual Expenditures (Cumm - Last Period)	\$2,116
8	Forecast to Complete Base (4-7)	\$7,097,896
9	Change Orders Pending Execution	\$3,200
10	Forecast at Completion (7+8+9)	\$7,103,212
11	Percent Budget Expended (7/4)	0.0%
12	Percent Planned (5/4)	1.1%
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 for Contract Data Requirement List items (CDRLs) the bulk of which are test procedures and reports. The need for design reviews have not been needed although METRO and KI are engaged in daily and weekly meetings. Main topics for presentation by KI and discussion are going to be: special tools; spare parts; operator training course; application; closing open items; vehicle delivery schedule and GE and GEO Focus Interface. Also conditional acceptance testing.
- Changes for an Overhead Catenary System (OCS) Surveillance Camera Installation on two cars and an Automatic Passenger Counting System (APC) for the fleet have been processed. Testing of the APC is on going and soft ware is being installed.



- All 50 cars have been delivered from Osaka. No further inspections are ongoing in Osaka Japan.
- LRV Mass Production – 50 Trains are now in production and in Phoenix for final assembly. Inspections of the interior and exterior are being performed and ongoing. Some side window glass as been found to be cracked. Those pieces will be changed out in March 2008
- Cars 124, 125, and 126, are in static testing and are being prepped for delivery acceptance.
- Cars 122 and 123 have been inspected for delivery. Punch lists are done and waiting for title transfer.
- METRO resident inspections in Phoenix final assembly:
 - Geo Focus equipment is being installed and testing is ongoing.
 - Conditional acceptance testing is ongoing. Up to 40 mph in the yard.
 - Main line testing will proceed when test track is done with rail break construction.
 - A total of 31 plus LRVs are in various stages of final assembly at the OMC.
 - Cars 101 thru 150 were shipped from Osaka for final assembly. All truck frames and components were also shipped from Osaka to Phoenix for final assembly. Final assembly of LRVs is being impacted by material shortages (gearboxes, APS). This has led to space constraints at the OMC for carbody storage. KI has located a parcel for storing carbodies (LRV 130 and above) in Tempe. KI will be responsible for security at the site as well as for costs associated with secondary handling of car bodies. KI is now in the process of moving cars out of the Tempe lot to the OMC.
 - A total of 22 LRV's are accepted as delivered.
 - Telephone, email and drawing exchange continue between KS-J and KI on vehicle 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.
 - Qualification testing is ongoing in the yard for low speed. Car 101 is qualified to 40 mph.
 - Conditional acceptance testing procedures are set up and did start on February 4, 2008.

Cost and Schedule – Variance Analysis

- Car delivery remains on schedule, sufficient to meet the needs of the overall program. Contract remains within budget.

Issues and Solutions

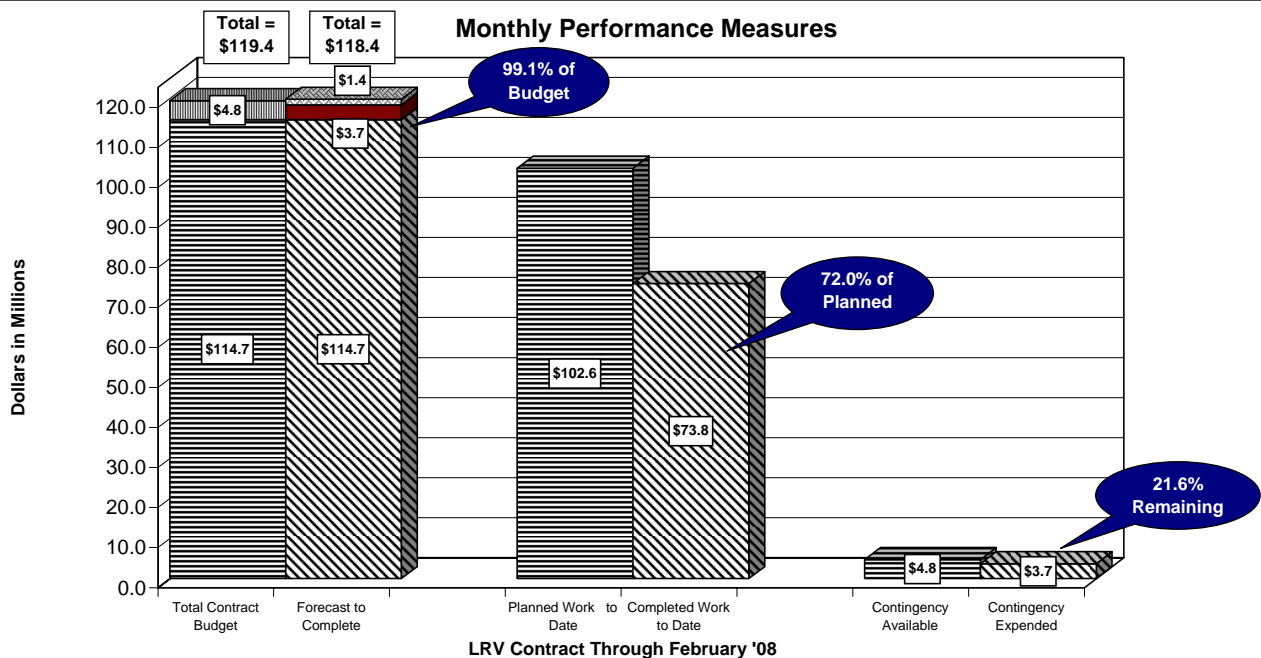
- KI has experienced parts shortages which has caused impacts on the short term delivery schedule of LRVs. To date those shortages have been resolved and KI is currently back on the master schedule. The problems mainly involved the supply of gearbox and APS units. METRO representatives held a series of meetings with both suppliers in August to evaluate the impacts to the schedule as well as to determine contingency production plans. To date those plans are in action and the suppliers are maintaining schedule. KI is now ahead on APS's, HVAC's and holding their own with gearboxes. METRO and KI representatives visited the US gear box assembly plant in January. The production at the plant is going very well. With 20 gear boxes going to assemble per month.
- While this has impacted the delivery of LRVs of the short term, both METRO and KI remain confident that the final LRV (150) will be delivered and accepted by October, 2008.

Assembly Photographs





Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		December 31, 2007		
Cumulative		5309	COP Funded	Total
1	Original Budget	\$114,654,076	\$40,050,160	\$154,704,236
2	Executed Change Orders	\$2,337,225	\$0	\$2,337,225
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$116,991,301	\$40,050,160	\$157,041,461
5	Work Scheduled	\$102,550,337	N/A	\$102,550,337
6	Work Earned	\$73,753,569	N/A	\$73,753,569
7	Actual Expenditures	\$74,514,221	N/A	\$74,514,221
8	Forecast to Complete Base (4-7)	\$42,477,080	N/A	\$42,477,080
9	Change Orders Pending Execution	\$1,400,000	N/A	\$1,400,000
10	Forecast at Completion (7+8+9)	\$118,391,301	\$40,050,160	\$158,441,461
11	Percent Budget Expended (7/4)	63.7%	N/A	N/A
12	Percent Planned (5/4)	87.7%	N/A	N/A
13	Earned Percent Complete (6/4)	63.0%	N/A	N/A
14	Schedule Performance (6/5)	0.72	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	\$1,031,264	\$2,135,840	\$3,167,104
18	Percent Contingency Remaining (17/16)	21.6%	N/A	N/A
Period				
1	Original Budget	\$114,654,076	\$40,050,160	\$154,704,236
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$116,991,301	\$40,050,160	\$157,041,461
5	Work Scheduled (Cumm - Last Period)	\$2,517,892	N/A	\$2,517,892
6	Work Earned (Cumm - Last Period)	\$0	N/A	\$0
7	Actual Expenditures (Cumm - Last Period)	\$3,049	N/A	\$3,049
8	Forecast to Complete Base (4-7)	\$116,988,252	N/A	\$116,988,252
9	Pending Changes	\$1,400,000	N/A	\$1,400,000
10	Forecast at Completion (7+8+9)	\$118,391,301	\$40,050,160	\$158,441,461
11	Percent Budget Expended (7/4)	0.0%	N/A	N/A
12	Percent Planned (5/4)	2.2%	N/A	N/A
13	Earned Percent Complete (6/4)	0.0%	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	\$1,031,264	\$2,135,840	\$3,167,104
18	Percent Contingency Remaining (17/16)	21.6%	N/A	N/A



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

Signals and Communications



Description

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

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

Progress

- Signal Buildings and Signal Cases
 - Awaiting power from 5th/College Station to perform Pre-Acceptance Testing activities at Signal Building No. 6 (Mill Pocket Track).
 - Continuing coordination with APS for power activation at Washington Street Grade Crossing Signal Case.



- Continuing signal system installation at Sycamore Interlocking, Dobson Crossover, River Crossover, and Culver Interlocking.
- Communications System
 - Carrier Transmission System (CTS) Backbone fiber splices completed within the 6-Mile Test Track Area. Currently performing Optical Time Domain Reflectometer (OTDR) testing activities.
 - Installing communications devices equipment and cabling at 12th/Washington, 12th/Jefferson, Central/Roosevelt, University/Rural, Smith-Martin/Apache, and Dorsey/Apache Stations.
 - Agency Contractor completed antenna tower equipment installation at South Mountain. MEC proceeding with radio system equipment installation.
 - Coordinating Factory Acceptance Testing and Field Testing with MEC.
 - Reviewing test procedures.
- OCC Build Out
 - MEC has begun OCC Communications System installation.
 - Consoles are installed at the OMC and the OCC.
- Coordinating with other Contracts
 - Station Finishes. Station Finishes/Signals and Communications Inspection Team continuing to perform joint pre-access inspection and walkthrough.
 - MEC, CAC and Agency toured the McClintock/Apache parking facility being built by Gray Development. Gray Development indicated that Signals and Communications will have access for installation of communications equipment on or before March 25, 2008.

Cost and Schedule – Variance Analysis

- The contract is in the final 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 six signal buildings and three shared substations, architectural work at the OCC, track bonding at OMC Yard, LS4 Yard Entrance and numerous mainline track areas, signaling equipment installation at the OMC Yard Entrance and at some intersections in Tempe, Signal Case installation, Communications Device installation at several LRT Passenger Stations and Cable Pulling for the Fiber Optic Backbone from the OMC into Line Section 5 and along Line Section 4.

Issues and Solutions

- Mitigation Schedule and Cost Proposal. Received mitigation schedule and cost proposal. Awaiting negotiation between METRO Executives and MEC.



- Handover of Stations with Power to support power up of Signal Buildings and Communication System Testing. Agency to provide updates to Station Finishes schedule. MEC to coordinate access in order to accommodate Signaling and Communication System schedules.

Construction Photographs



Adjusting Mainline Switch Machines at Dobson Interlocking



Pulling Signal Cable at Culver Interlocking



Installation of Visual Message Boards at 12th/Washington Station



Installation of Data Radio Tower Equipment at South Mountain Tower



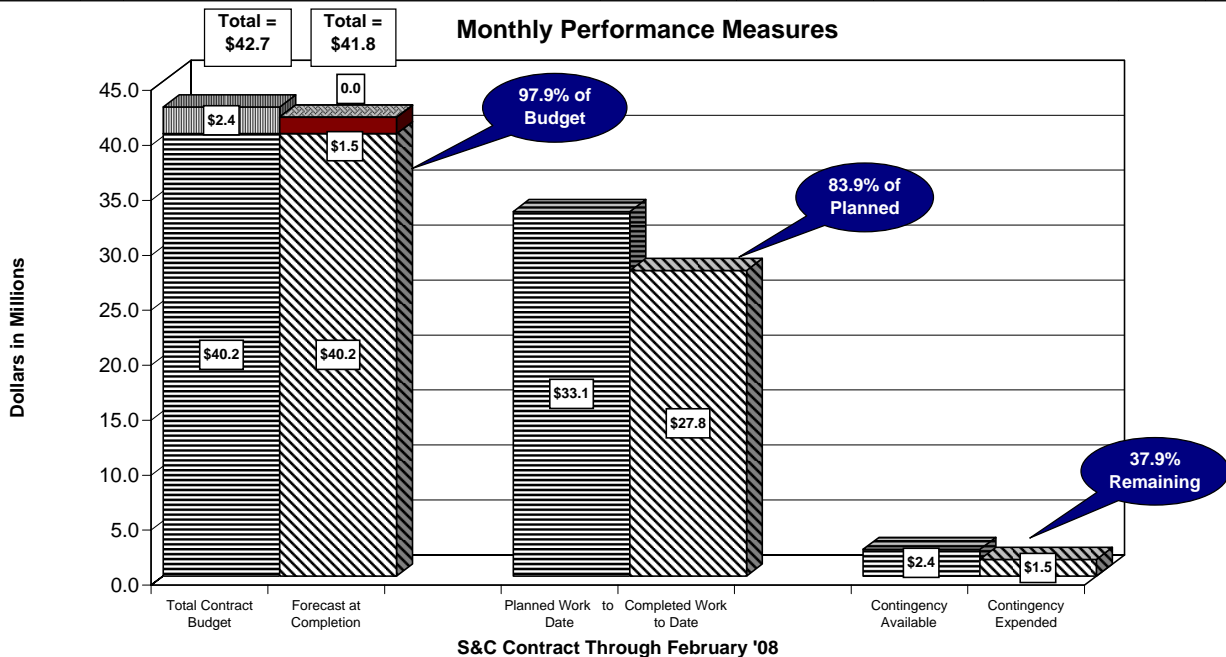
Performing Communications Cable Testing at 12th/Jefferson Station



OTDR Testing for CTS backbone Fiber at 5th/College Station



	Description:	3.7.4 Signals & Communications			
	PE/PA:	Leslee O' Conell			
	Contractor:	Mass Electric			
	Resident Engineer:	Steve Kyauk			
	Data Through:	January 15, 2008			
	Cumulative		5309	CNPA	Total
1	Original Budget		\$37,476,762	\$2,767,625	\$40,244,387
2	Executed Change Orders		\$1,505,859	-\$931	\$1,504,928
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$38,982,621	\$2,766,694	\$41,749,315
5	Work Scheduled		\$32,666,949	\$478,418	\$33,145,367
6	Work Earned		\$27,346,594	\$445,804	\$27,792,398
7	Actual Expenditures		\$25,827,647	\$460,434	\$26,288,081
8	Forecast to Complete Base (4-7)		\$13,154,974	\$2,306,260	\$15,461,234
9	Change Orders Pending Execution		\$7,662	\$0	\$7,662
10	Forecast at Completion (7+8+9)		\$38,990,283	\$2,766,694	\$41,756,977
11	Percent Budget Expended (7/4)		66.3%	16.6%	63.0%
12	Percent Planned (5/4)		83.8%	17.3%	79.4%
13	Earned Percent Complete (6/4)		70.2%	16.1%	66.6%
14	Schedule Performance (6/5)		0.84	0.93	0.84
15	Cost Performance (6/7)		1.06	0.97	1.06
16	Contingency Budget		\$2,308,000	\$115,096	\$2,423,096
17	Remaining Contingency		\$802,141	\$116,027	\$918,168
18	Percent Contingency Remaining (17/16)		34.8%	100.8%	37.9%
	Period				
1	Original Budget		N/A	\$205,366	N/A
2	Executed Change Orders		\$11,138	-\$75,333	-\$64,195
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$38,982,621	\$2,766,694	\$41,749,315
5	Work Scheduled (Cumm - Last Period)		\$933,468	\$21,799	\$955,267
6	Work Earned (Cumm - Last Period)		\$292,129	\$72,656	\$364,785
7	Actual Expenditures (Cumm - Last Period)		\$670,600	\$41,817	\$712,417
8	Forecast to Complete Base (4-7)		\$38,312,021	\$2,724,877	\$41,036,898
9	Change Orders Pending Execution		\$7,662	-\$130,000	-\$122,338
10	Forecast at Completion (7+8+9)		\$38,990,283	\$2,636,694	\$41,626,977
11	Percent Budget Expended (7/4)		1.7%	1.5%	1.7%
12	Percent Planned (5/4)		2.4%	0.8%	2.3%
13	Earned Percent Complete (6/4)		0.7%	2.6%	0.9%
14	Schedule Performance (6/5)		0.31	3.33	0.38
15	Cost Performance (6/7)		0.44	N/A	0.51
16	Contingency Budget				
17	Remaining Contingency				
18	Percent Contingency Remaining (17/16)				



Note: CNPA budgets reflect revisions made by the Board in February

Traction Electrification System



Description

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

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

Progress

- Traction Power Substation No. 1
 - Electrical installation verification inspections progressed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent complete.



- Traction Power Substation No. 2
 - Electrical installation and installation verification inspections progressed.
 - Building and Sitework Construction – 80 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent complete.
- Traction Power Substation No. 3
 - Electrical installation verification inspections progressed.
 - Building and Sitework Construction – 80 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 50 percent complete.
- Traction Power Substation No. 4
 - Installation of TPSS equipment, lightning protection system, and security system progressed.
 - Conduits have been mandrelled.
 - Landscaping installation has commenced.
 - Building and Sitework Construction – 80 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 45 percent complete.
- Traction Power Substation No. 5
 - Installation of TPSS equipment, lightning protection system, and security system progressed.
 - Pre-commissioning installation verification inspections progressed.
 - Building and Sitework Construction – 80 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent complete.
- Traction Power Substation No. 6
 - Installation of TPSS equipment, lightning protection system, and security system progressed.
 - Pre-commissioning installation verification inspections progressed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent complete.



- Traction Power Substation No. 7
 - Testing of HVAC System progressed.
 - Installation of feeder cables progressed.
 - Pre-commissioning installation verification inspections progressed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 80 percent complete.
- Traction Power Substation No. 8
 - Testing of HVAC System progressed.
 - Installation of feeder cables progressed.
 - Pre-commissioning installation verification inspections progressed.
 - Building and Sitework Construction – 85 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 80 percent complete.
- Traction Power Substation No. 9
 - Curb rework was performed. Installation of perimeter fence commenced.
 - Electrical installation verification inspections progressed.
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 10
 - Electrical installation verification inspections progressed.
 - Testing of HVAC System progressed.
 - Installation of AC equipment/building closure progressed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 75 percent complete.
- Traction Power Substation No. 11
 - Pre-commissioning installation verification inspections progressed.
 - Paving progressed for the service road. Curb rework performed.



- Irrigation lines installed.
- Feeder cables have been pulled.
- Testing of HVAC System progressed.
- Building and Sitework Construction – 95 percent complete.
- Traction Power Substation Equipment Installation and Testing – 75 percent complete.
- Traction Power Substation No. 12
 - Testing of HVAC System progressed.
 - Installation of TPSS equipment including wire and cable progressed.
 - Dielectric floor tests were performed.
 - Landscaping installation progressed.
 - Building and Sitework Construction – 75 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 20 percent complete.
- Traction Power Substation No. 13
 - Pre-commissioning installation verification inspections progressed.
 - Paving progressed. Installation of irrigation system progressed.
 - Building and Sitework Construction – 80 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 75 percent complete.
- Traction Power Substation No. 14
 - Installation of TPSS equipment progressed.
 - Paving progressed.
 - Patching of sprayed fire resistive material progressed.
 - Building and Sitework Construction – 60 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 10 percent complete.
- Traction Power Substation No. 15
 - Electrical installation verification inspections progressed.
 - Building and Sitework Construction – 95 percent complete.



- Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- MOE Shop and Traction Power Substation No. 16
 - 95 percent complete.
- Overhead Contact System
 - OMC Yard and Test Track (Wire Runs 35 through 40).
 - Punchlist items remain outstanding.
 - Line Section 1
 - Installation of cantilever arms for wire runs 5 through 8 progressed.
 - Installation of OCS poles is 55 percent complete.
 - Installation of cantilever support arms is 45 percent complete.
 - Line Section 2
 - Installation of OCS poles is 40 percent complete.
 - Installation of cantilever support arms is 20 percent complete.
 - Line Section 3
 - Installing headspans and regulating overhead wire for wire runs 25 through 28.
 - Installation of OCS poles is 95 percent complete.
 - Installation of cantilever arms is 50 percent complete.
 - Line Section 4
 - Installation of OCS wire is complete.
 - Performed height and stagger measurements and OCS pole ground tests for wire runs 41 through 44.
 - Regulating air breaks and installing jumpers for wire runs 29 through 34.
 - Regulation of wire runs 41 through 44 progressed.
 - Line Section 5
 - Regulation of wire runs 45 to 46 progressed.
 - Installation of OCS poles is 95 percent complete.
 - Installation of cantilever arms is 70 percent complete.



- Site Access/Permits
 - Meeting held with Phoenix DSD, Electrical Inspection Group on 2/29/08. Agreement was reached to have one AC switch gear set reviewed and labeled by a Nationally Accredited Testing Laboratory to serve as a baseline for all the AC switch gear.
- 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 contractor has completed most of the material delivery and TPSS civil construction and is primarily performing OCS construction, field testing and commissioning. Construction progress to date has included the civil and architectural parts of all sixteen traction power substations, TPSS electrical equipment installation in all sixteen of the traction power substations, OCS components installation in the OMC yard, OMC shop and parts of all Line Sections. Start up testing and commissioning has been done at the OMC, LS4 Test Track areas, and the extended 6 mile burn-in track area.

Issues and Solutions

- Mitigation Schedule and Request for Equitable Adjustment. The Agency and Contractor's upper management are nearly complete with negotiating and finalizing an executed change order to resolve the Contractor's Request for Equitable Adjustment.
- TPSS/LRV Compatibility Issue. The Contractor previously responded to comments on their TPSS/LRV Compatibility Investigation Report. No comments have been received from the Vehicle Manufacturer.
- Water Intrusion at TPSS No. 10. Water intrusion witnessed in TPSS No. 10. Waiting for GEC to finalize design for drainage vault.

Construction Photographs



TPSS No. 6 – Siemens Onsite to Perform Precommissioning Tests



TPSS No. 11 – Pulling Positive Feeder Cables



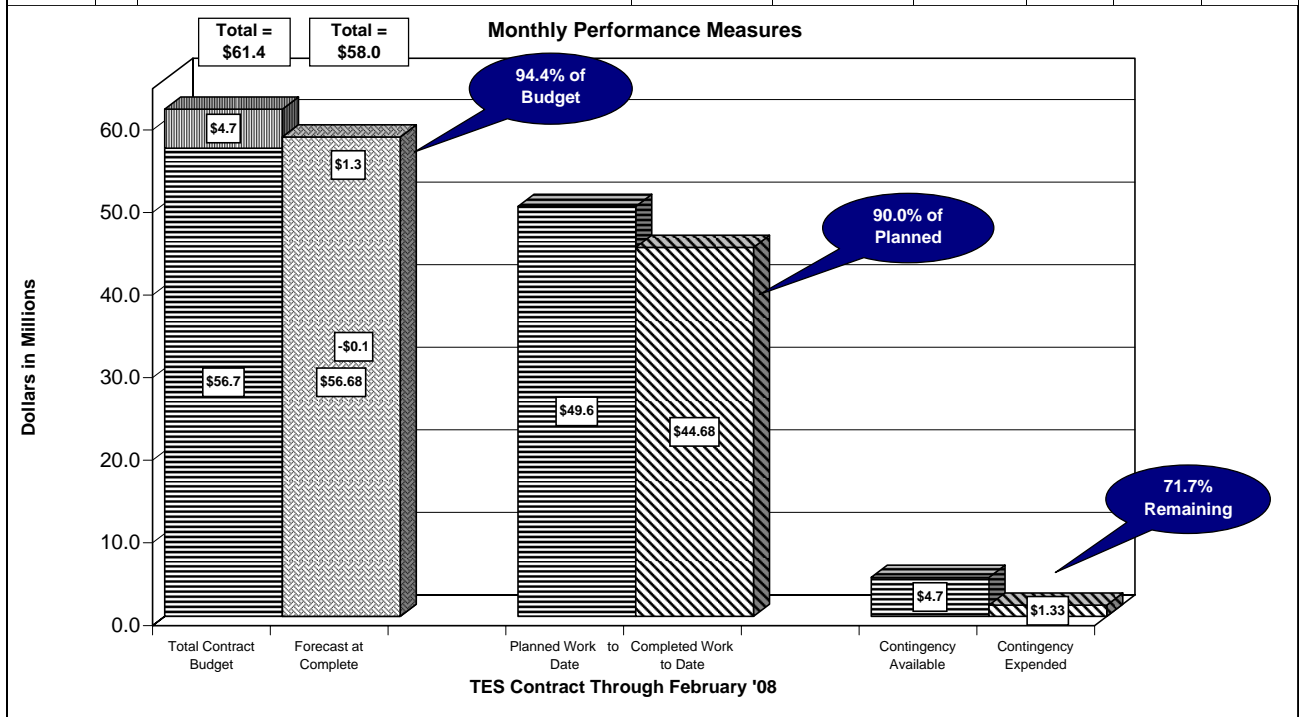
Regulating Wire Runs 45 and 46 (University/Rural Station)



Mill Pocket Track – Regulating OCS



Description:		3.7.3 Traction Electrification Systems
PE/PA:		Alan Friend
Contractor:		Mass Electric Corporation
Resident Engineer:		Ron Wong
Data Through:		January 15, 2008
Cumulative		5309
1	Budget	\$56,681,003
2	Executed Change Orders	\$1,333,732
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$58,014,735
5	Work Scheduled	\$49,619,795
6	Work Earned	\$44,680,702
7	Actual Expenditures	\$44,650,237
8	Forecast to Complete Base (4-7)	\$13,364,498
9	Change Orders Pending Execution	-\$56,076
10	Forecast at Completion (7+8+9)	\$57,958,659
11	Percent Budget Expended (7/4)	77.0%
12	Percent Planned (5/4)	85.5%
13	Earned Percent Complete (6/4)	77.0%
14	Schedule Performance (6/5)	0.90
15	Cost Performance (6/7)	1.00
16	Contingency Budget	\$4,721,000
17	Remaining Contingency	\$3,387,268
18	Percent Contingency Remaining (17/16)	71.7%
Period		
1	Budget	N/A
2	Executed Change Orders	\$525
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$58,014,735
5	Work Scheduled (Cumm - Last Period)	\$1,360,243
6	Work Earned (Cumm - Last Period)	\$863,274
7	Actual Expenditures (Cumm - Last Period)	\$825,224
8	Forecast to Complete Base (4-7)	\$57,189,511
9	Change Orders Pending Execution	-\$46,076
10	Forecast at Completion (7+8+9)	\$57,968,659
11	Percent Budget Expended (7/4)	1.4%
12	Percent Planned (5/4)	2.3%
13	Earned Percent Complete (6/4)	1.5%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$4,721,000
17	Remaining Contingency	\$3,387,268
18	Percent Contingency Remaining (17/16)	71.7%





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 56th Street.

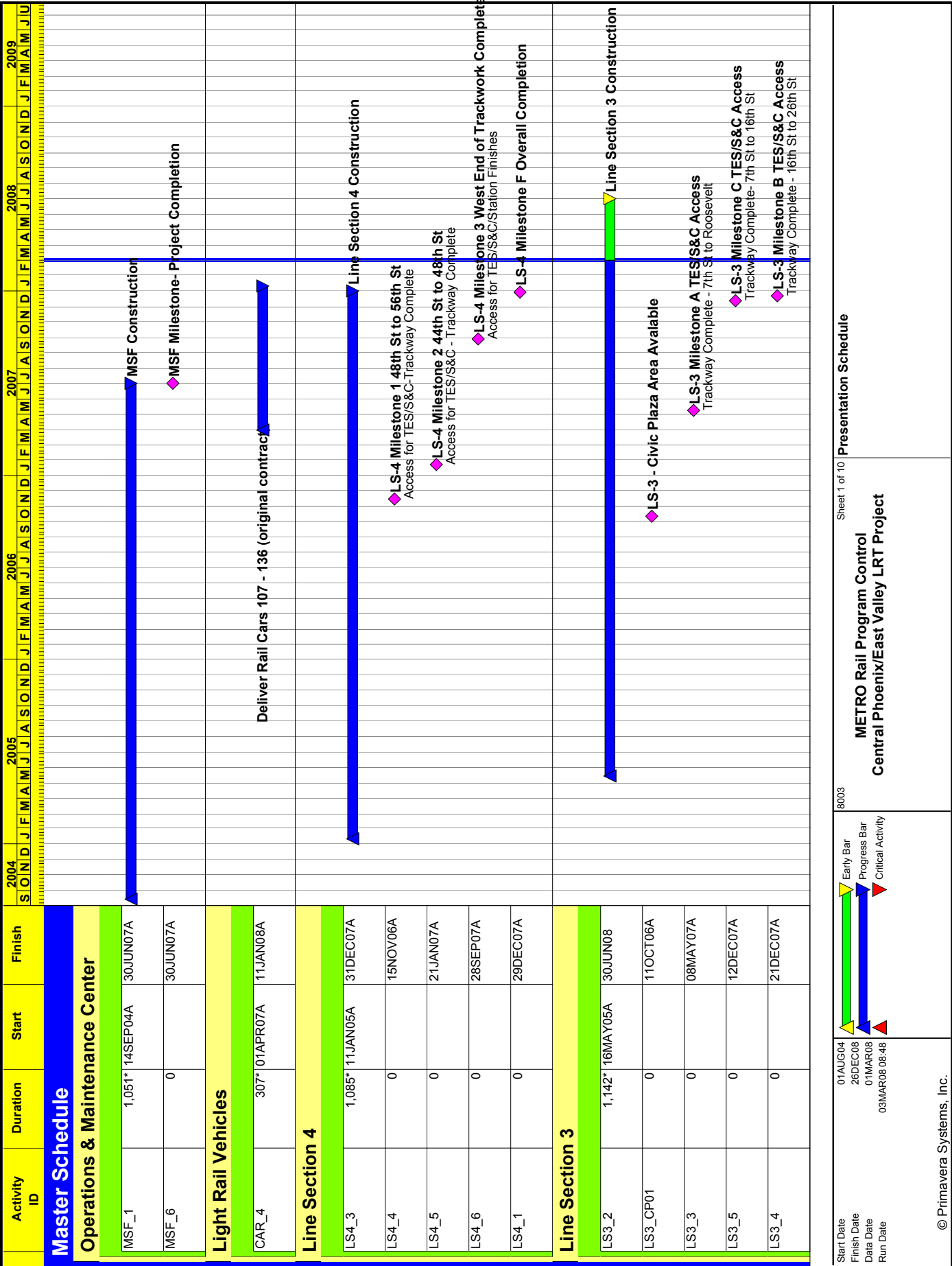
Progress

- METRO and the consulting staff are developing test plans and procedures related to track allocation, rail/wheel interface, clearance, and LRV dynamic testing.
- METRO, CAC and Seimens are continuing work on modifications to the substations, but this work has no impact on LRV testing.
- LRV testing will continue in the yard until the RAIL/LRV interface problem is corrected.
- Loram Corporation did surface rail grinding on the test track between 48th Street and 56th Street. Some improvement in wheel adhesion was realized after the grinding, but more investigation is needed.
- Rail Activation Team is waiting for reports on the rail break issue as well as wheel/rail interface study.
- The Rail Activation Team is observing and monitoring the progress of TES and Signal testing to determine when the expanded test track and future milestones will be achieved.
- The Rail Activation Team and the CAC are continually modifying the integrated test schedule to reflect changes in turnover dates.
- Track Allocation meetings are being held every Wednesday at the OMC conference room.
- Track Access Training is ongoing every Monday at the OMC.

Construction Photograph



Rail Grinder



8003

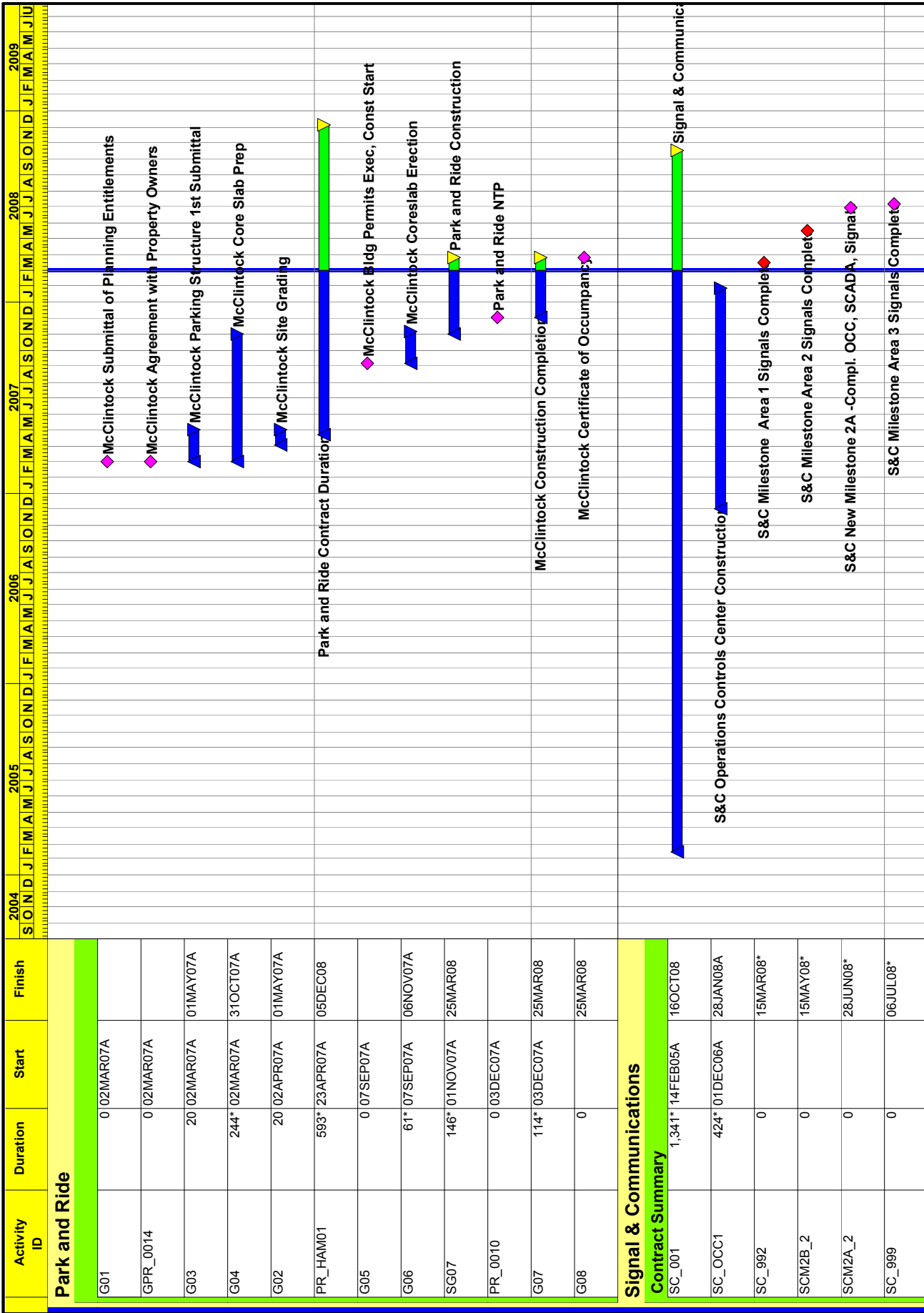
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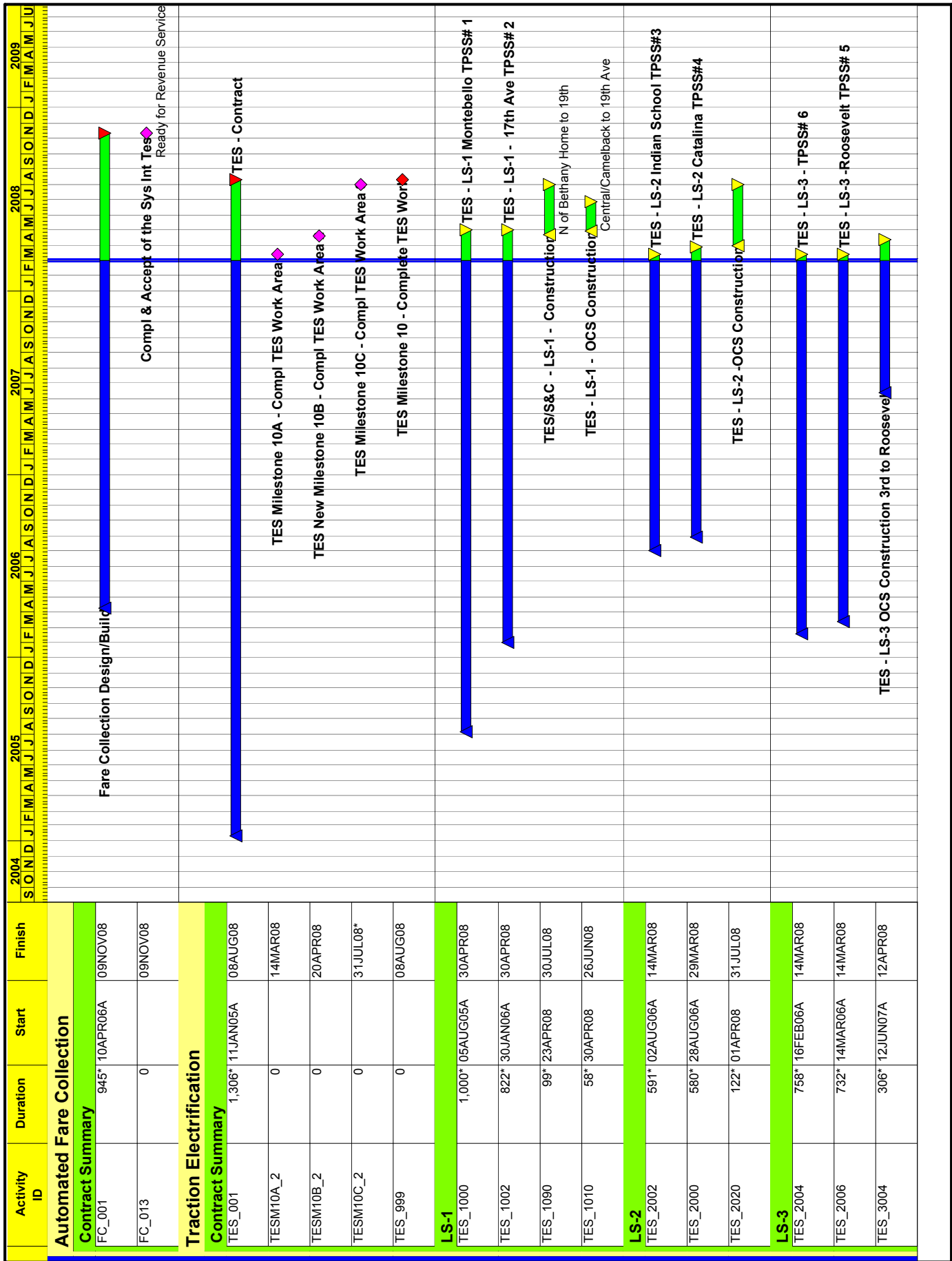
Start Date
Finish Date
Data Date
Run Date

Early Bar
Progress Bar
Critical Activity

Sheet 1 of 10 | Presentation Schedule

METRO Rail Program Control
Central Phoenix/East Valley LRT Project







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
OMC	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