



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project

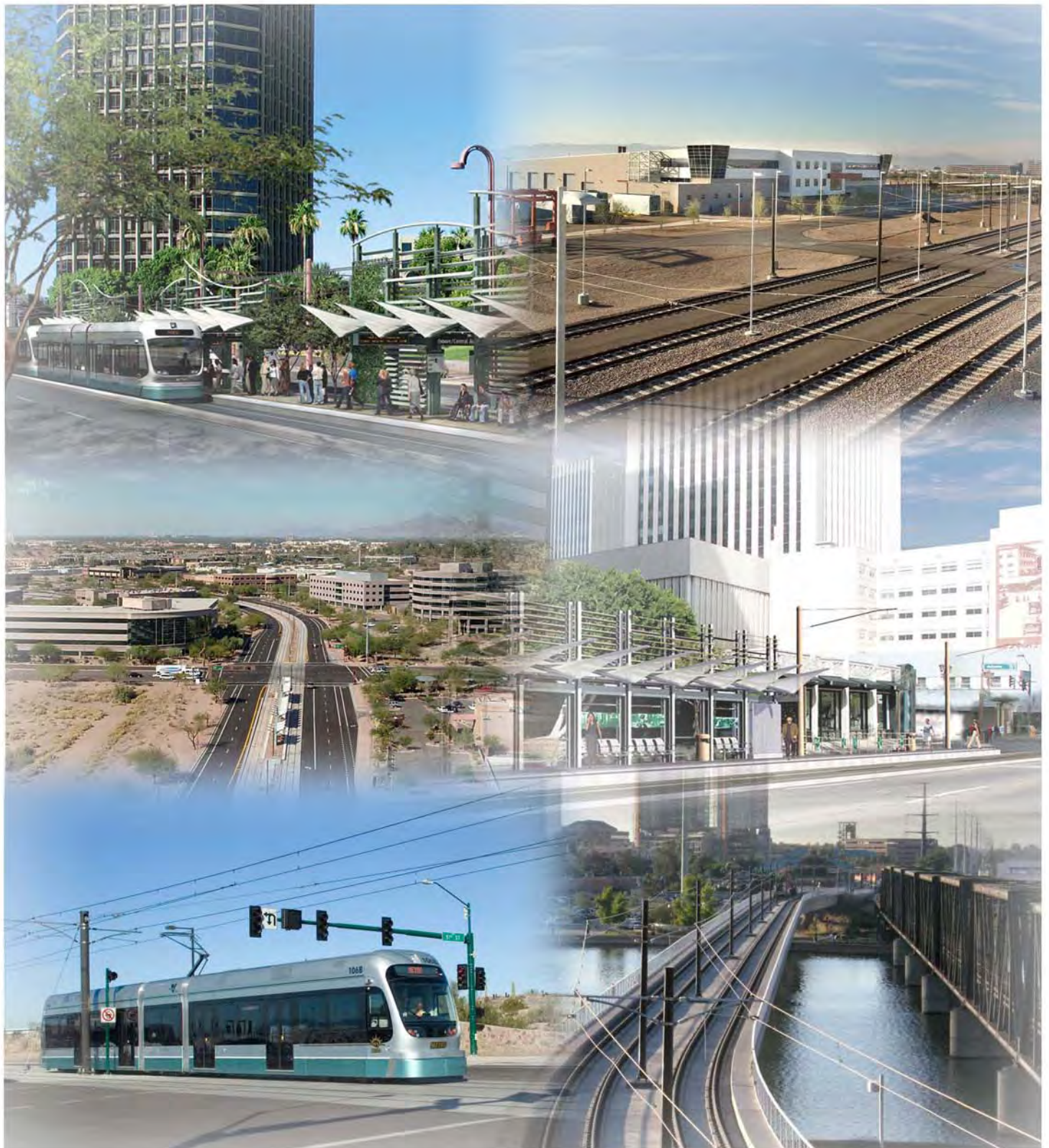




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1. Executive Summary

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 remains on target for the opening date of December 27, 2007 by surpassing 83 percent completion during the month of March 2008. Over 99 percent of the total track for the project has been constructed and all track construction is scheduled to be completed in late April. The follow on systems contractors are approximately 67 percent complete with construction this month.

Over the last month Line Section Four has completed most items on the punch list and the Agency is in negotiations on final payment and closing the contract. It is anticipated this contract will be closed out in the month of April. Line Section Five continues to work punch list items and change order work but has made substantial completion on all contract work and continues to work towards project closeout and final payment. Line Section One continued to pour guideway this month on 19th Avenue and in the 19th Avenue and Camelback intersection; only 860 LF of guideway remains to be constructed on Line Section One. Line Section One also made significant progress on curb, gutter and driveways on the east side of 19th Avenue during March. Line Section Two contains only 600 LF of guideway left to be poured. Work also continued in Line Section Two on curb, gutter and paving on Central Avenue. Line Section Three continued to work on curb, gutter and sidewalk along Washington and Jefferson east of downtown Phoenix. Although progress is being made, the Agency continues to push the Line Section Three contractor to complete its work.

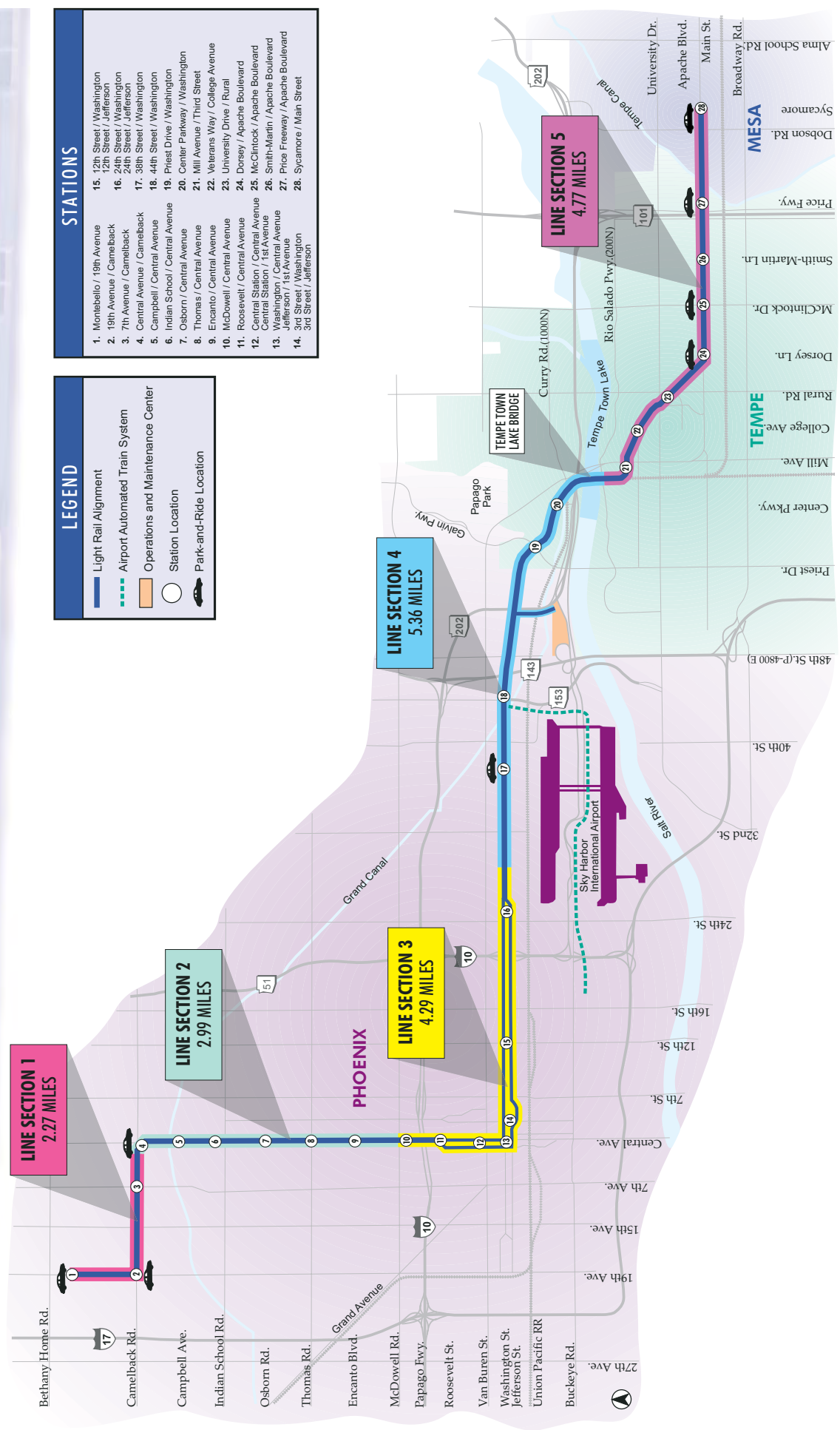
The systems contracts continue to work in LS3, LS4 and LS5 to install OCS wire. Wire has been installed throughout LS4 and LS5 and wire runs in the downtown Phoenix area are scheduled to begin in mid April. The Systems contractor continues to access station platforms as they become available to continue 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 with terminations and connections beginning into the station platforms. Testing and commissioning of additional traction power substations and signal buildings continues in anticipation of extending the test track in the middle of May to downtown Tempe and to 26th Street in Phoenix.



During the month of March, METRO received the final Zeta-Tech report in regards to the rail break issue. New rail laying procedures and rail repair and testing procedures were issued to the contractors based upon recommendations by Zeta-Tech. These procedures are being implemented and testing is occurring throughout Line Sections Three, Four and Five. Also during the month of March some testing was completed to support optimizing the wheel to rail interface for the vehicle.



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 - MARCH 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 - MARCH 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 \$78,596,969 of the available \$99,786,587 planned contingency.

Including Project Reserve, this leaves \$26,138,117 of budgeted contingency funds available to the project.

The project is 84.6 percent complete. Construction is 83.6 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 currently at \$126,908,644. This includes \$11,428,149 of contingency. The forecast was reduced this period in anticipation of Phoenix reduction in soft costs for real estate.

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 85.9 percent complete. Executed and pending change orders are expected to utilize \$59,600,000 of the \$70,400,000 available contingency. Additional expected change orders for required acceleration, additional work and expected requests for equitable adjustment are challenging the available balance of contingency.



Systems

Systems work is 67.3 percent complete. Remaining contingency will be required for unforeseen conditions and to accelerate the systems work.

Construction Administration Services

The forecast has been increased in anticipation of negotiating the fiscal year 2009 proposed staffing plan.

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 Valley Metro Rail Board approved amount.

During the reporting period ten change orders were processed for a total cost of \$967,126. ASU had one change order processed for a total of \$1,666 which was funded by existing contingency and the total forecast remained unchanged. Mesa had three change orders processed for a total of \$371,229, which included construction costs for the addition of the mill and overlay on Main Street and Dobson Road, and the forecast increased accordingly. Tempe had three change orders processed for a total cost of \$361,780, which included work at the Park and Ride lot and the forecast increased accordingly. Phoenix Streets had zero change orders processed and the forecast remained unchanged. Phoenix Aviation had one change order process for a total of \$8,669 which increased the forecast accordingly. Phoenix Public Transit had two change orders processed for a cost of \$116,620, of which a portion was funded with existing contingency with the forecast increasing by \$16,620. Phoenix Water Services had two change orders processed for a total of \$117,462 and the forecast increased accordingly.

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

2008_03

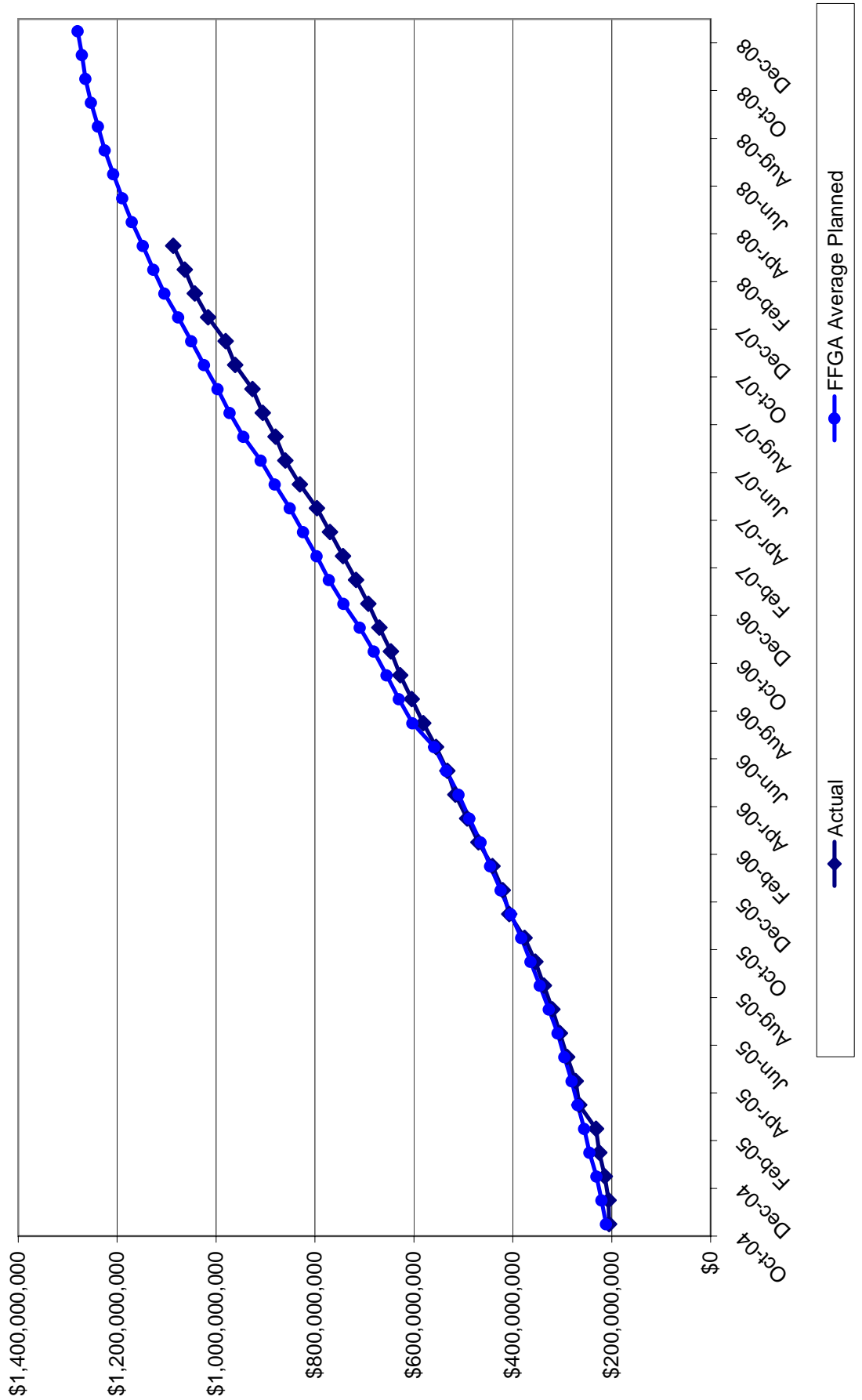
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$46,177,885	\$36,787,142	\$46,312,477	(\$134,592)
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$53,330,181	\$47,257,200	\$53,330,181	\$0
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$98,326,587	\$89,658,868	\$99,039,739	(\$713,152)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$51,341,231	\$51,469,938	\$51,770,036	(\$428,805)
54	LS5 1st Street - Sycamore	\$49,680,435	\$76,301,115	\$75,782,564	\$76,719,936	(\$418,821)
55	Station Finishes	\$38,701,950	\$53,337,356	\$38,424,455	\$53,397,046	(\$59,690)
56	Park and Ride Facilities	\$15,104,339	\$22,295,267	\$1,969,470	\$22,295,267	\$0
57	Miscellaneous Construction	\$7,505,200	\$2,100,659	\$339,108	\$750,000	\$1,350,659
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$7,572,689	\$4,587,498	\$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	\$25,596,721	\$27,960,685	\$33,855,020	(\$8,258,299)
81	Contingency	\$37,491,841	\$14,923,295	\$0	\$7,907,975	\$7,015,320
	Facilities	\$422,341,688	\$542,267,078	\$465,200,885	\$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	\$32,590	\$7,103,212	\$0
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$57,959,186	\$45,308,955	\$60,486,821	(\$2,527,635)
5F	Communications/Signals	\$38,220,002	\$38,990,282	\$26,411,331	\$39,115,285	(\$125,003)
81	Contingency	\$8,674,000	\$4,784,061	\$0	\$2,131,423	\$2,652,638
	Systems	\$119,790,902	\$108,836,741	\$71,752,876	\$108,836,741	\$0
	Sub Total, Construction	\$571,804,009	\$684,943,019	\$569,851,289	\$685,883,841	(\$940,822)
4K	Vehicle Contract	\$115,501,823	\$118,391,301	\$84,712,465	\$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	\$84,712,465	\$118,422,565	\$1,000,000
22	ROW Acquisition	\$116,214,150	\$117,040,849	\$123,263,660	\$126,908,644	(\$9,867,795)
23	ROW Contingency	\$20,081,000	\$11,428,149	\$0	\$0	\$11,428,149
20	ROW	\$136,295,150	\$128,468,998	\$123,263,660	\$126,908,644	\$1,560,354

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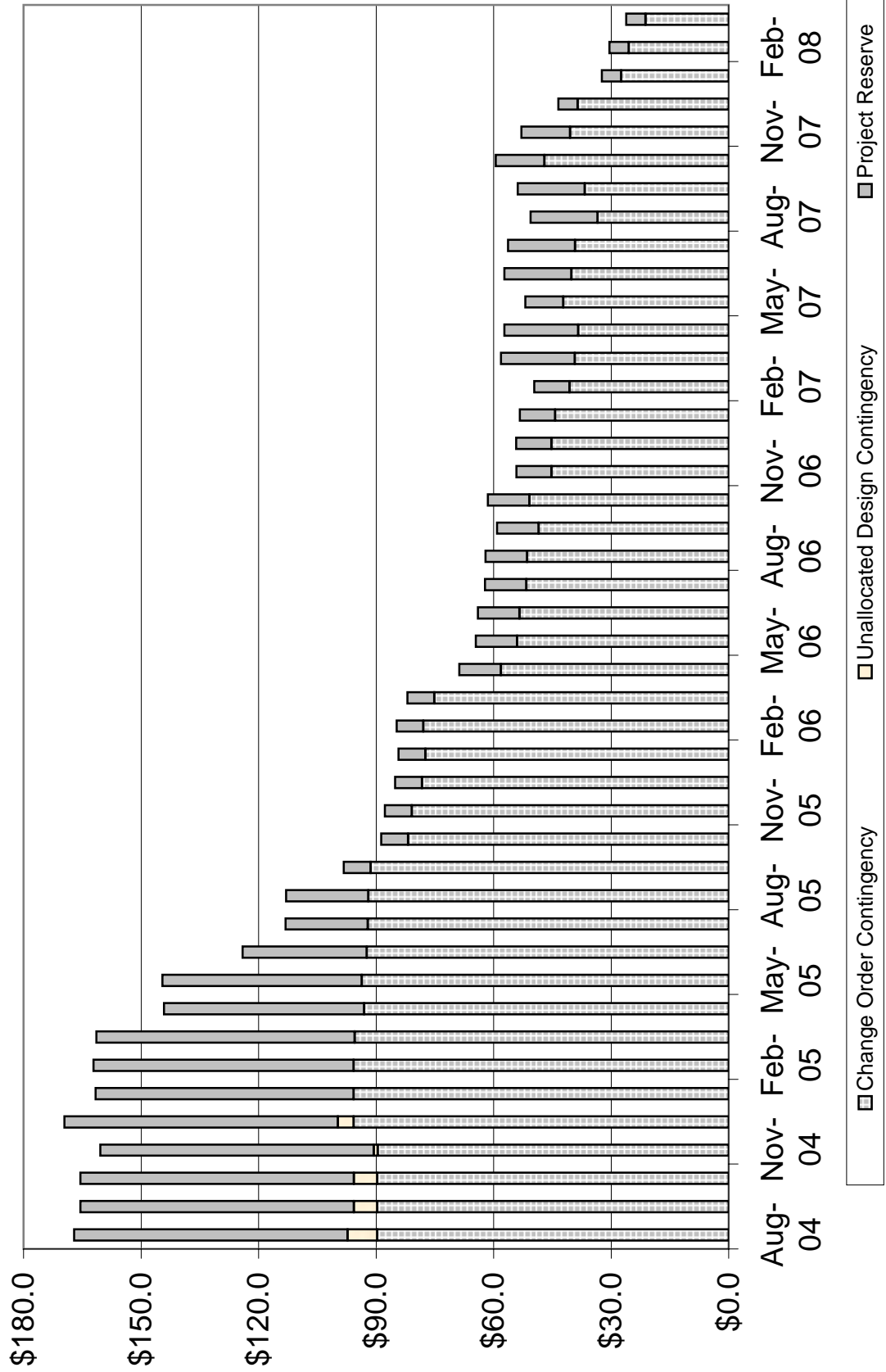
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$25,169,700	\$25,169,700	(\$114,762)
31	Engineering	\$76,780,935	\$76,346,255	\$77,266,294	\$77,290,777	(\$944,522)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$5,924,783	\$6,258,316	(\$2,958)
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	\$20,245,579	\$22,906,124	(\$856,660)
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$105,972,240	\$104,702,882	\$107,721,443	(\$1,749,203)
60	Construction Administration Services	\$37,759,127	\$52,311,124	\$47,897,783	\$54,350,000	(\$2,038,876)
61	CAC Contingency	\$15,244,622	\$0	\$0	\$0	\$0
	Construction Administration Services	\$53,003,749	\$52,311,124	\$47,897,783	\$54,350,000	(\$2,038,876)
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	\$30,765,827	\$37,198,439	\$7,122,718
62	Construction Administration Services - VMR	\$1,697,232	\$2,908,129	\$1,825,101	\$2,163,966	\$744,163
67	CAB Program	\$0	\$2,500,000	\$2,165,681	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$621,167	\$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	\$952,730	\$63,889
17	Agency Insurance Cost	\$7,000,000	\$7,000,000	\$7,036,619	\$7,445,717	(\$445,717)
18	Administrative/Management Contingency	\$1,388,523	\$1,388,523	\$0	\$128,496	\$1,260,027
	Program Management	\$58,507,149	\$64,609,298	\$51,425,739	\$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	\$280,989	\$183,277
12	Administrative/Management - PMC	\$32,736,326	\$33,514,234	\$30,512,530	\$36,380,055	(\$2,865,821)
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	\$3,777,261	\$4,762,527	\$589,370
	Program Management Consultant	\$53,053,279	\$53,553,279	\$48,145,347	\$55,023,138	(\$1,469,859)
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	\$476,948	\$897,000	\$0
	City Administration	\$22,185,439	\$22,185,439	\$19,458,923	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,083,177	\$3,803,893	\$6,083,177	\$0
77	Art Program Contingency	\$999,000	\$199,956	\$0	\$199,956	\$0
	Public Art	\$6,283,133	\$6,283,133	\$3,803,893	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$26,000,000	\$7,985,992	\$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	\$6,915,935	(\$1,967,436)
SUBTOTAL		\$1,253,258,000	\$1,293,752,532	\$1,086,417,673	\$1,293,752,532	\$0
90	Financing Costs	\$158,867,346	\$118,372,814	\$33,744,334	\$118,372,814	\$0
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$1,120,162,007	\$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	\$527,092	\$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	\$6,317,206	\$5,105,539	\$6,317,206	\$0
A6	117 Central/Camelback Transit Center (SF)	\$7,093,078	\$7,134,259	\$4,163,972	\$7,092,262	\$41,997
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	\$859,321	\$702,967	\$867,239	(\$7,918)
F4	Civic Plaza Track Support System	\$340,043	\$339,955	\$339,955	\$340,045	(\$1)
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	\$180,435	\$30,237	\$180,435	\$0
F7	COP Landscape Irrigation Restoration Central Ave	\$91,807	\$93,413	\$69,944	\$91,807	\$1,606
H2	Fiber Optic COP	\$615,437	\$486,994	\$101,750	\$489,908	(\$2,914)
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$3,564,371	\$3,588,611	\$1,845,629	\$3,558,905	\$29,706
K7	11th Street Loop Track	\$4,352,606	\$4,952,378	\$1,356,125	\$4,652,378	\$300,000
	Sub Total Public Transit Department	\$29,243,992	\$29,775,365	\$18,812,300	\$29,405,396	\$369,969
A3	6th Lane - Camelback (LS1)	\$8,954,921	\$8,954,921	\$7,344,991	\$8,954,921	\$0
D1	Additional Street/Pedestrian Lighting (LS3)	\$521,724	\$446,262	\$446,262	\$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)	\$1,593,099	\$1,509,876	\$490,443	\$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	\$11,748,815	\$8,648,160	\$11,813,731	(\$64,916)
A7	44th Street/Washington Transit Center (SF)	\$3,019,371	\$3,019,371	\$2,449,866	\$3,019,371	\$0
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	\$4,162,640	\$3,669,427	\$4,242,794	(\$80,154)
B3	LS 1 Water/Sanitary Sewer	\$9,972,539	\$10,009,792	\$8,536,818	\$9,953,987	\$55,805
B4	LS 2 Water/Sanitary Sewer	\$6,005,621	\$6,054,375	\$4,511,847	\$6,221,750	(\$167,375)
B5	LS 3 Water/Sanitary Sewer	\$15,366,898	\$15,337,516	\$14,634,207	\$15,352,965	(\$15,449)
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	\$39,604,612	\$34,798,053	\$39,816,109	(\$211,497)
	Total - Phoenix	\$85,159,540	\$85,291,432	\$65,927,940	\$85,278,030	\$13,402

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	\$630,730	\$596,459	\$630,730	\$0
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	\$35,295	\$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	\$107,861	\$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	\$381,655	\$33,267
J4	Catholic Protection of Waterline LS4 CO#15	\$139,644	\$158,638	\$115,926	\$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	\$6,772	\$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	\$3,089,791	\$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	\$359,783	(\$359,783)
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	\$8,699,871	\$12,003,622	\$15,256,426	(\$6,556,555)
A9	Main Sycamore Transit Center	\$5,354,546	\$5,397,539	\$3,754,273	\$5,356,571	\$40,968
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$847,325	\$865,623	\$163,732	\$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	\$232,677	(\$232,677)
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	\$6,286,704	\$3,940,946	\$6,776,087	(\$489,383)
C9	ASU Logo Additions	\$72,010	\$72,010	\$54,888	\$72,010	\$0
E2	ASU Steam Line	\$8,189	\$8,189	\$8,189	\$8,189	\$0
H1	Fiber Optic ASU	\$1,129,600	\$1,191,422	\$441,164	\$1,184,106	\$7,316
	Sub Total ASU	\$1,209,799	\$1,271,621	\$504,241	\$1,264,305	\$7,316
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	\$81,998	\$3,468	\$81,998	\$0
	Sub Total Other	\$153,836	\$156,342	\$61,338	\$158,835	(\$2,493)
	Grand Total CNPA	\$108,386,195	\$101,705,970	\$82,438,087	\$108,733,683	(\$7,027,713)



3. Schedule Overview

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

This month's update reflects the impact of the rail breaks repair in Line Sections 3, 4 and 5 and the delays experienced in permanent power at the stations in Test Area 1 (24th Street to the Mill Pocket Track) and the subsequent delay to Test Area 2 (Balance of Line Section 5 and Line Section 3) Test area 1 rescheduled from March 15th, 2008 to May 30, 2008 and Test Area 2 rescheduled from May 15th, 2008 to June 30th, 2008. Test Area 3 rescheduled from August 1st, 2008 to August 15th, 2008.

Design and Construction is working with METRO Operations and Mass Electric to accelerate completion and testing activities in the Signals and Communications contract in an effort to minimize the impact to METRO Operations Integrated Startup.

Station Finish steel erection is complete on 29 (88 percent) of the Stations, and Electrical/Communications cabinet work has been completed for 24 (73 percent) stations. Permanent Power has been supplied to 14 stations (42.4 percent).

Track installation now stands at 99.4 percent complete, with only 860 LF remaining in Line Section 1 and 600 LF remaining in Line Section 2.

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	22,594	4.28	860	0.16	96.3%
Line Section 2	30,752	5.82	30,152	5.71	600	0.11	98.0%
Line Section 3	44,629	8.45	44,629	8.45	0	0.00	100.0%
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	223,508	42.34	1,460	0.28	99.4%
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		12		0	100.0%
LS-4 Milestone B	4		4		0	100.0%
LS-5 Milestone B	8		6		4	75.0%
Total	33		23		10	69.7%

Traction Electrification						
Area	Description	U/M	Bid Quantity	Installed	% Complete	
TPSS# 1 Thru 15	Feeders & Negative Returns	LF	135,580	60,324	44.5%	
Yard	500 kcmil Feeder Cable	LF	2,175	2,175	100.0%	
Line Sections/Yard	OCS Pole Assemblies	EA	1,478	1,243	84.1%	
Line Sections/Yard	OCS Wire	LF	259,790	162,545	62.6%	
Line Sections/Yard	OCS Cantilever Assemblies	EA	2,027	1,542	76.1%	

Signals and Communications						
Area	Description	U/M	Bid Quantity	Installed	% Complete	
Stations	Local Wire Installed	EA	44	21	47.7%	
Stations	Communication Cabinet Equipment Installed	EA	44	15	34.1%	
Stations	Communications Device Kits	EA	44	21	47.7%	
Stations	Terminate Devices	EA	44	16	36.4%	
Line Sections	Backbone Fiber	LF	140,360	61,765	44.0%	
Line Sections	Street Traffic Fiber	LF	140,360	58,111	41.4%	
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 (Complete)	December, 2007
Line Section 5 Completion (Complete)	March, 2008
Station Finishes	December, 2008
Park and Ride	December, 2008

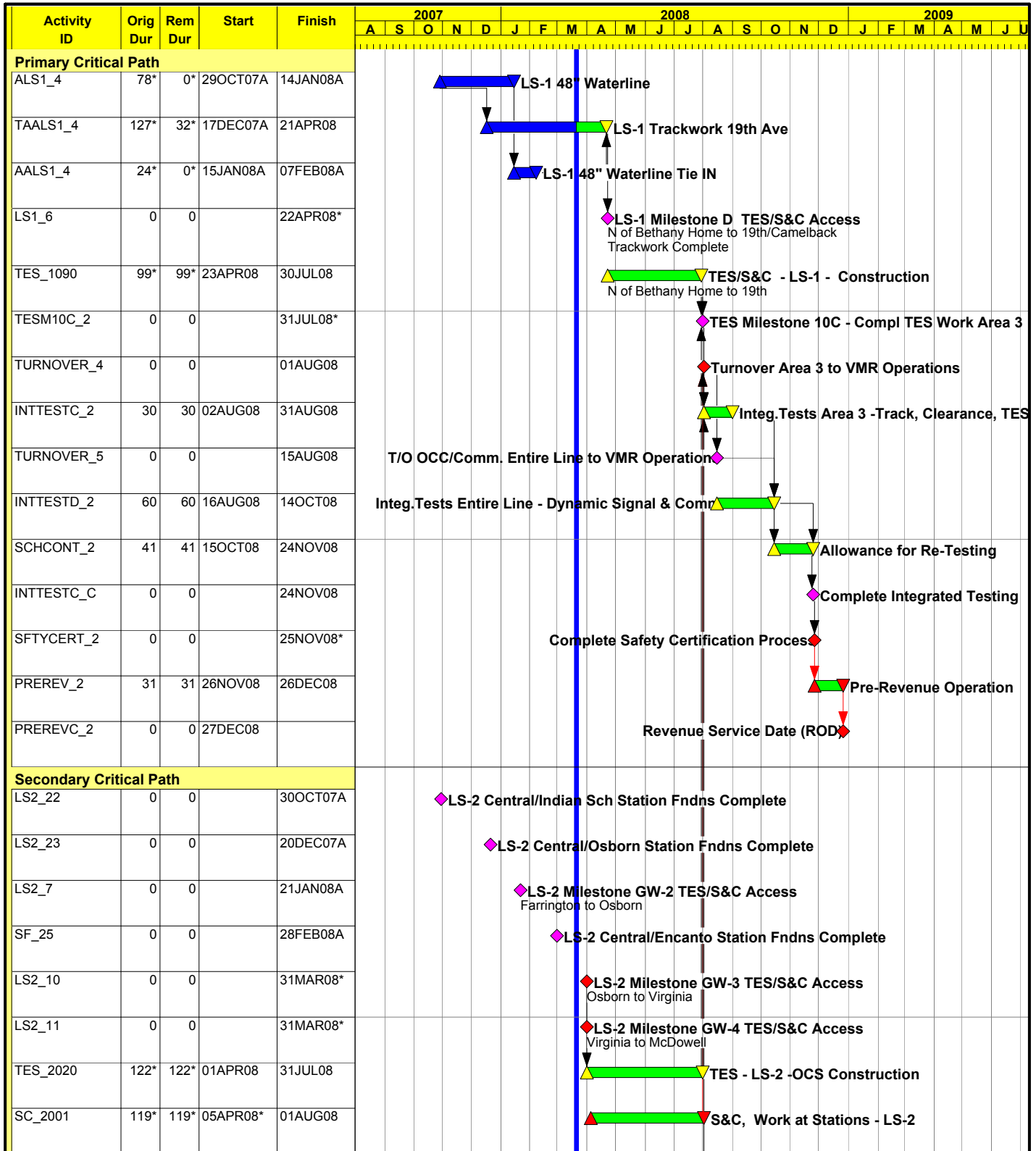


Systems:

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

Startup:

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



Start Date	01AUG04		Early Bar
Finish Date	26DEC08		Progress Bar
Data Date	21MAR08		Critical Activity
Run Date	02APR08 06:45		

8004 Sheet 1 of 2

Valley Metro Rail

Central Phoenix/East Valley LRT

Critical Path



Procurement Bid Status Report as of 3/27/08						
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	4/16/08	5/5/08	8/20/08	9/1/08	
Cleaning Services	4/4/08	4/23/08	5/12/08	8/20/08	9/1/08	
Lands Keeping Services	4/7/08	4/24/08	5/19/08	8/20/08	9/1/08	
Insurance Brokers Services	TBD	TBD	TBD	TBD	TBD	
External Records Storage	3/17/08	NA	4/15/08	NA	5/30/08	
Aerial Device Vehicles	2/18/08	NA	3/10/08	4/16/08	5/1/08	
Armored Car Service	5/1/08	NA	6/30/08	9/17/08	10/15/08	
PART II – LONG RANGE DEVELOPMENT PROJECTS						
Architectural/Engineering On-Call Consultant Services - Future Extension Projects	1/21/08	2/12/08	3/17/08	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 Valley Metro Rail 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

- Attended (CAC) bi-weekly Resident Engineer meetings.
- Attended various CAC/Contractor weekly progress and coordination meetings.
- Attended weekly rail progress and schedule review meetings.
- Attended preparatory meeting for testing TPSS No. 9 power to OES wire.
- Attended meetings and testing for LRV wheel to rail interface.
- Participated in audit of METRO QA files.
- Conducted surveillance of non-destructive examination (NDE) testing of track at drainage boxes.
- Conducted audit of Construction Administration Consultant's (CAC) compliance with selected sections of its Resident Engineer Manual for the Line Section 2 contract. Audit closed.
- Conducted audit for Contractor's compliance with selected sections of its QC Plan for the Line Section 2 contract. Audit closed.

Light Rail Vehicle

- Audits
 - Updates to the Engineering Change Notice books.
 - Car History Books for LRV 125 through 130.



- 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 125 and 130

Construction Administration Consultant Activities

Quality Manuals Reviewed

- To date, all Line Section Contractor's Quality Plans have been approved.
- To date, two Park-N-Ride Contractor's Quality Plans have been reviewed One was approved and the other was returned for revisions.

General

- Attended weekly Resident Engineer meetings.
- Attended various Line Section weekly coordination meetings.

Nonconformance Report Log (NCR), 47 items

Total NCR's	New NCR's	Closed NCR's	Remaining NCR's	NCR's Projected to be Closed in April
47	5	5	47	8

Quality Action Request Log (QAR), 28 items:

Total QAR's	New QAR's	Closed QAR's	Remaining QAR's	QAR's Projected to be Closed in April
28	0	6	22	7



Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- As to the current issue of the rail breaks, the cause and remedy has been evaluated by Zeta-Tech. Zeta-Tech has issued their findings.
- Inland Engineering, a local Inspection and Testing Laboratory, has been contracted to provide Brinnell Hardness Testing verifying the removal of surface Martensite and Magnetic Particle Testing to verify absence (or presence) of cracking at the rail drain cut locations. Testing of all locations for Line Section 4 and 5 have been completed with Line Section 3 progressing at this time.
- Installation of rail pre-curved to aid in the repairs of breaks has been completed for the locations found, prior to the testing provided by Inland Engineering, within Line Section 5. The initial Line Section 4 rail breaks have also been repaired.

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

- METRO successfully hosted a Line Section 2 event on March 27th. METRO's second milestone event, "Rock N Rail Karaoke Party", celebrated light rail construction progress on Central Avenue north of Osborn and was designed to promote businesses in the area. Local restaurants participated, providing samples from their menu items. Event attendees had the opportunity to enter to win gift certificates from local retail shops, including two round-trip airfare tickets courtesy of Southwest Airlines. The Event was co-sponsored by Phoenix Community Alliance, Friends of Transit, Herzog Construction Company, City of Phoenix, and METRO.
- Line Section 2, City of Phoenix and the Willo Neighborhood Associations successfully coordinated the temporary opening of neighborhood gates for traffic circulation challenges. The gates were opened on Lewis and Vernon Avenues to allow only local residence and business access. During the opening, Phoenix police officers were positioned in the neighborhood 24 hours per day to direct motorists to westbound outlets. No access to east Central Avenue was available and access was permitted strictly to those businesses located on Vernon and Lewis, west of Central Avenue. METRO appreciates the cooperativeness of all parties impacted during the completion of required paving of the west side of Central Avenue in this area.

BUSINESS ASSISTANCE



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through March, **748** signs and **452** banners (**1,200** total) 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	101	89	190
Line Section Two	110	63	173
Line Section Three	261	86	347
Line Section Four	41	37	78
Line Section Five	235	177	412
Totals	748	452	1,200

METRO Business Outreach Program

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

- METRO Max Program Participants – **276** businesses
- Construction Signage Program – **1,200** (748 signs and 452 banners)
- City of Tempe Asset Assistance Program – **2**
- City of Mesa/U.S. Bank Asset Assistance Program – Outreach continues.
- Management Technical Assistance (MTA) Program – **329** for CP/EV and **4** for Northwest Extension 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

- Line Section 1 held the March CAB meeting at AmeriSchools Academy. Ms. Hillary Foose, METRO Public Information Officer, 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. Foose described the safety rules for commuters and children and distributed materials METRO has created as tools for this campaign. Members asked questions about the marketing of the campaign and outreach to elementary schools. Ms. Pam Allan expressed concern over the height of the ticket vending machines. She is concerned the features may be too high for people in wheelchairs. Howard Steere explained the ticket vending machine design was reviewed by METRO's Accessibility Advisory Committee, which continues to participate in METRO final installation. Ms. Allan and Ms. Ardyce Edstrom requested the opportunity to view the ticket vending machines and test them for themselves. During the contractor's presentation, Kiewit displayed progress photos and provided an update on the schedule. Kiewit is completing punch list items on Camelback through the end of March. Rail installation and roadway widening activities continue on the east side, south of Missouri on 19th Avenue. Kiewit anticipates completion of the 19th Avenue and Camelback intersection in April. CAB members requested an update on scope and schedule of follow-on contracts and for Phoenix Police Department staff to discuss plans for traffic safety when the system is operational. Kiewit received a 95 percent rating for March activities. The next meeting is scheduled for Tuesday, April 8, 2008.



Line Section 2

- Line Section 2 held the March meeting at the M & I Bank Building. Ms. MB Finnerty, Public Art Administrator, discussed artwork planned for the Line Section 2 stations. Ms. Finnerty provided background on the artists, explained their inspirations for the art piece and provided the schedule for artwork installation at each station. Members asked questions about protection against vandalism, if the artists will be recognized at each station and if the artwork will be kept covered until the grand opening. During the contractor presentation, Herzog displayed progress photos and provided an update on the schedule. It was noted that the Encanto Station foundation has been poured and rail is being installed through the foundation and intersection. Herzog is working on punch list items in preparation for rubberized asphalt paving; paving is scheduled for early to mid-May. Mr. Rick Ebersold, Herzog's Project Manager, announced he would be leaving the project, and his deputy project manager will assume project management responsibilities. Mr. Ebersold thanked CAB members for their efforts and patience. The CAB awarded Herzog an 85 percent rating for March. The next meeting is scheduled for Tuesday, April 15, 2008.

Line Section 3

- Line Section 3 held the monthly meeting in the Jim Starz Room at METRO's Operations and Maintenance Center on Tuesday, March 11th. Erik Holtz, Assistant Project Manager of Archer Western Contractors (AWC), announced that Bob Fouty, Project Manager, will be leaving METRO's CP/EV light rail project for another assignment. Mr. Holtz introduced Jay Simms as the Project Manager. Mr. Holtz delivered a contractor presentation, highlighting the progress and successes achieved during the last month and displaying examples of AWC's staff going "above and beyond" contract specifications. Members requested a future presentation to include the art elements at light rail stations. Members inquired about the status of rail breaks. AWC received a 90 percent rating for March. The next meeting is scheduled for Tuesday, April 8, 2008 at 7:30 a.m. in the METRO Office.

Line Section 4

- CAB program concluded in November 2007.

Line Section 5

- Line Section 5 held their final meeting at METRO's Operations and Maintenance Center (OMC). Rick Simonetta, METRO Chief Executive Officer, communicated METRO's appreciation to the CAB members for their dedication displayed throughout the program. Mr. Simonetta congratulated Sundt/Stacy and Witbeck Joint Venture (SSWJV) on their efforts in minimizing construction impacts to the community. Project staff from METRO, cities and the contractor involved throughout this process were recognized. Ryan Snow, SSWJV Project Manager, provided an overview of LS5 aerial photos and discussed project milestones. The meeting was followed by a tour of OMC facility, discussion of the METRO vehicle, and a train ride on the OMC grounds. LS5 received a rating of 100 percent.



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 March is at **\$ 2,216,469**

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	\$567,362	\$567,362	100%
LS5	\$507,862	\$507,862	\$507,862	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 Valley Metro Rail, as a sub-recipient, through the Civil Rights Office of the Public Transit Department.

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

Progress

- Overall DBE participation based on amounts originally awarded is 14.54 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

- There were no procurement-related activities for the month of March.

Contract Compliance

- In late 2008, METRO collaborated with the City of Phoenix to select a DBE data-management service provider. The provider selected was B2GNow. METRO staff has worked extensively with B2GNow over the past ninety days to refine the tracking and outreach capabilities of the software. The majority of the civil construction contract data has been entered and staff is now working to input professional services, materials, and general vendor information.

The software has the capability of tracking DBE as well as SWMBE data and can be used on all future METRO projects. Additionally, once implemented, METRO will have the capability of having prime contractors and consultants enter DBE utilization online via a web portal and upload back up documentation electronically. This capability will save METRO hundreds of staff hours annually and streamline the reporting process.



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 N Rides; Kiewit Western Contractors
 - 20.50 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

- On March 25th, METRO co-hosted a dust abatement workshop, with approximately 75 attendees, to educate SWMDBE subcontractors regarding new air quality regulatory requirements.
- In late March, METRO was approached by the RPTA to collaborate outreach efforts. A meeting will take place in early April to identify opportunities for METRO and the RPTA to work together for greater small business inclusion.
- On April 23rd, METRO staff will be participating in a roundtable discussion at the ADOT DBE Conference. Six conference registrations are available to METRO DBE subcontractors and sub-consultants.
- METRO staff members are working in collaboration with Turner Construction, Hunt Construction, Maricopa County, the Arizona Department of Transportation, and the City of Phoenix to develop a workshop entitled, "Straight Talk." This workshop will address the dos and don'ts of effectively growing a new business.
- METRO staff members are working with the City of Phoenix to host an Architectural and Engineering networking event similar to the bi-annual event currently hosted by the City for the construction industry.
- In late November/early October METRO will host its third annual Profiles in Diversity event. The 2008 event will highlight the contributions the DBE sub-consultants and subcontractors have made to the 20-mile Central Phoenix/East Valley project. Commemorative project photos will be provided to DBE program participants.

Cost and Schedule – Variance Analysis

- DBE activities remain within budget and on schedule.

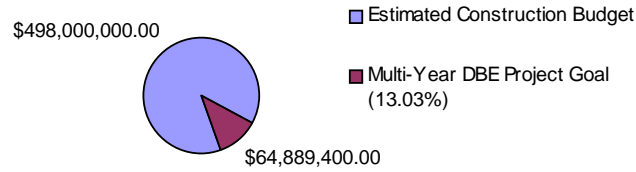


Issues and Solutions

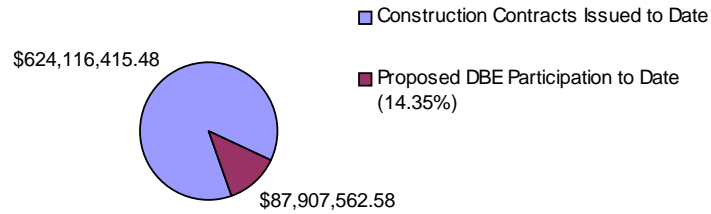
- There are no issues to report this period.



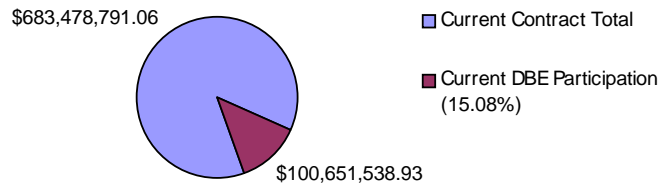
DBE Program Overview



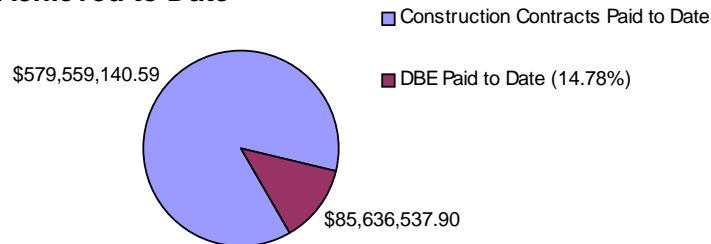
Original Contract Amounts



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

- Seventy one METRO, consultant, contractor, utility company, and City personnel received track access safety training.
- Flashing yellow warning lights for low catenary clearance were installed on the SR 143 exit ramps to Washington Street.
- Began working with the GO Team for grand opening planning.
- Assisted the Tempe Police Department in preparing and conducting METRO training for their Tactical Unit.
- Completed preparation for and participated in the FTA Safety and Security Readiness Review.
- Met with the Tempe Police Department concerning providing security for park-n-ride lots and special event planning.
- Participated in the wheel/rail interface testing.
- Attended the Transit Terrorism Tools and Tactics training course.
- 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 were cancelled.



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.
LS1	121	70	59%	June 2008	Substantial Completion scheduled for July 31, 2008.
LS2	127	100	79%	Aug 2008	Approximately 75 percent is complete through a CDRL/Submittal or an inspector's report. The other 25 percent is pending until the end of the project for verification with inspectors or cannot be verified until the end of the project.
LS3	214	80	38%	Sept 2008	
LS4	125	117	94%	April 2008	
LS5	107	90	84%	May 2008	
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 June 30, 2008
Signals & Communications	255	52	20%	Oct 2008	
Traction Electrification System	233	70	30%	Nov 2008	
Art Contracts	Three 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	December 2007	Previous 12 Month Average
	0.00	1.40
OSHA National Construction Incident Rate = 5.60		

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

Total Hours Worked, December 2007 – 146,391

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 LS3 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 one part-time field archaeologists with supervision.

Archaeology Testing and Analyses

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

Contaminated and Hazardous Materials

- No activity.

Regulatory Compliance

- Completed review of contractor submittals for environmental compliance



Cost and Schedule – Variance Analysis

Archaeology Monitoring FY 08

Task Order 2 – Cost +Fee construction monitoring FY’08	\$218,536
Billed as of March 31, 2008	(\$228,772)
Balance available	(\$10,236)
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 March 31, 2008	(\$244,825)
Funds Available FY08	\$782,273

Hazardous Materials Assessment (CAC)

Original Contract Value	\$499,488
Contract Value to date	\$499,488
Invoiced through February, 29 2008	(\$486,967)
Task orders open	(\$6,000)
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 the METRO Real Estate Manager.

Progress

- Presently, all of the required properties are under City control and are available for construction. Extensive coordination between METRO and City staff has enabled the project to obtain these properties in a manner sufficient to support construction.
- In Line Section 1, all 183 relocations have been completed. All 149 parcels are under City control and are available for construction.
- In Line Section 2, all 29 relocations have been completed. All 92 parcels are under City control and are available for construction.
- In Line Section 3, all 36 relocations have been completed. All 254 parcels are under City control and are available for construction.
- In Line Section 4, all 28 relocations have been completed. All 108 parcels are under City control and are available for construction.
- 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.
- In Line Sections 1, 2, 3 and 4 eighteen building cut and re-faces were identified; all eighteen building cut and re-faces 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	\$117,040,849	\$20,656,557	\$137,697,406
Available Contingency	\$ 11,428,149	\$ 295,925	\$ 11,724,074
Total	\$128,468,998	\$20,952,482	\$149,421,480
Spent To Date	\$123,263,660	\$17,983,287	\$141,246,947
Balance Available	\$ 5,205,338	\$ 2,969,195	\$ 8,174,533

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
March 31, 2008**

ACTIVITY								Totals
	1 PHX	2 PHX	3 PHX	4 PHX	4 TEMPE	5 TEMPE	5 MESA	
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
Offers Accepted	145	83	250	103	1	120	41	743
Escrow Closed Acquisition Complete	142	83	249	102	1	120	40	737
In Condemnation	0	4	1	1	0	1	4	11
In Negotiations	3	4	0	3	0	0	0	10



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, WilTel, 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, 2, 4 and 5
 - There are no major utility conflicts and coordination issues at this time.
 - A punch list has been created and issues are being addressed by Line Section.
- Line Section 3
 - 11th Street Turn Around - conflicts and coordination issues:
 - METRO has requested that APS perform their own work rather than bidding the job out for the 11th Street joint trench/conduits.
 - SWG has started their relocation at 11th Street and Washington Street. The permit has been revised so SWG can do a directional bore under Jefferson Street. SWG is waiting on a window to perform the work.
- Park and Ride – No issues at this time
 - Camelback Road and 19th Avenue
 - Camelback Road and 3rd Avenue
 - 38th Street and Washington Street
 - 101 and Price Freeway
 - Main Street and Sycamore
- Transit Centers – No issues at this time
 - 19th Avenue and Montebello
 - 44th Street and Washington Street
 - Main Street and Sycamore

- Traction Power Substations and Stations Platform – No issues at this time
- Station Finishes (Platform)
 - METRO has requested that APS proof, mandrel, place flat strap when applicable and identify any damaged conduits that lead from the APS Transformer to the Section Entrance Section (SES) and to the Station Platform. APS will document and track all costs associated with any and all repairs.
 - Center Parkway Station - conduit has been cleared of the obstructing flat strap and proofed by APS's contractor Double Jack so APS could pull new conductor. New SES has to be installed due to damage.
 - 5th and College Station - damaged conduit could not be salvaged; consequently, APS needs to design a job to trench from an existing manhole to transformer feeding power to Station.

Cost and Schedule – Variance Analysis

- None.

Issues and Solutions

- All new electric services requests for Stations continue to be a priority for METRO.

Construction Photographs



Station at 5th Street and College - SSW trenching and placing conduits for APS so power can be provide to Station



Station at Center Parkway – flat strap that obstructed and was removed from conduit that feed Center Parkway Station



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

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	93%	\$6,331,581	\$5,907,812	\$6,028,530	\$8,156,191
Line Section 2	100%	\$1,874,369	\$1,874,369	\$1,431,990	\$1,473,434
Line Section 3	97%	\$3,064,666	\$2,973,072	\$4,390,046	\$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	\$8,639,832
Station Finishes, Landscaping, Ped Improvements	100%	\$354,632	\$354,632	\$354,632	\$354,632
Maintenance Storage Facility	100%	\$320,230	\$320,230	\$441,254	\$683,571
Town Lake Bridge	100%	\$1,150,000	\$1,150,000	\$824,097	\$1,055,849
Traction Power Substation / Overhead Contact Sys	0%	\$8,757	\$8,757	\$13,213	\$83,758
	98%	\$25,596,721	\$25,081,358	\$27,960,685	\$33,855,020
Contingency	99%	\$8,403,279	\$8,357,655	\$0	\$144,980
	99%	\$8,403,279	\$8,357,655	\$0	\$144,980
	98%	\$34,000,000	\$33,439,013	\$27,960,685	\$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. Artist is fabricating artwork for summer installation.
 - Camelback/7th Avenue: Artist Terrazzo Pavers have been installed.
- Line Section 2
 - Camelback: Artist has installed the stone ring and the stone seating/water elements.
 - 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: Artwork is completed and a May/June installation.



- 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 is waiting for the contractor to install the railings and backing boards in order to install the remaining artwork.
 - Third Street: Steel fabrication is continuing. Archer Western has poured foundations for all three sculptures. Artwork should be installed in early April.
 - Twelfth Street: Fabrication is continuing. Concrete pavers are completed and have been installed.
 - Twenty-Fourth Street: Metal Art Panels have been installed.
- Line Section 4
 - Forty-Fourth Street: Art column installation issues have been resolved. The artist will be installing the artwork in the next six weeks.
 - Priest/Washington: Main entry way sculpture has been installed. The rock wall veneer and pavers will be installed in mid-April.
- 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 boxes for three of the Apache stations completed and is waiting for a trellis installation schedule from Archer Western.

- 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 foundation installation and scheduling issues.
 - Working with artists and GEC to resolve outstanding requests for information.

Cost and Schedule – Variance Analysis

- Working with AWC to install artwork at the Dorsey/Apache station 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 anticipated to support the latest AWC construction schedule.

Construction Photograph



Central and Camelback Station Artwork by Ilan Averbuch



Installation of 38th Street Station Artwork by Stuart Keeler and Michael Machnic

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 sidewalk pavers.



- 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 pavers. The contractor completed the Mariposa Cul De Sac and associated driveways and the main driveway entrance paving.
- 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 finishes continues at Operator Facility Building (OPF4).
- Stations:
 - Structural Steel installation has been completed for 30 Station foundations.
 - Canopy Installation has been completed for 25 Stations.
 - Louver Installation is completed for 14 stations.
 - Electrical/Communications Cabinet Installations have been completed for 22 Stations.
 - Paver installation has been completed for 22 Stations.
 - Work is ongoing at 30 Stations.
- All 33 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 20 station platforms.

Cost and Schedule – Variance Analysis

- A revised schedule has been accepted by METRO and 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



Paver Installation at Roosevelt / Central Station



Installation of Structural Steel Accents at
Central Avenue / Campbell



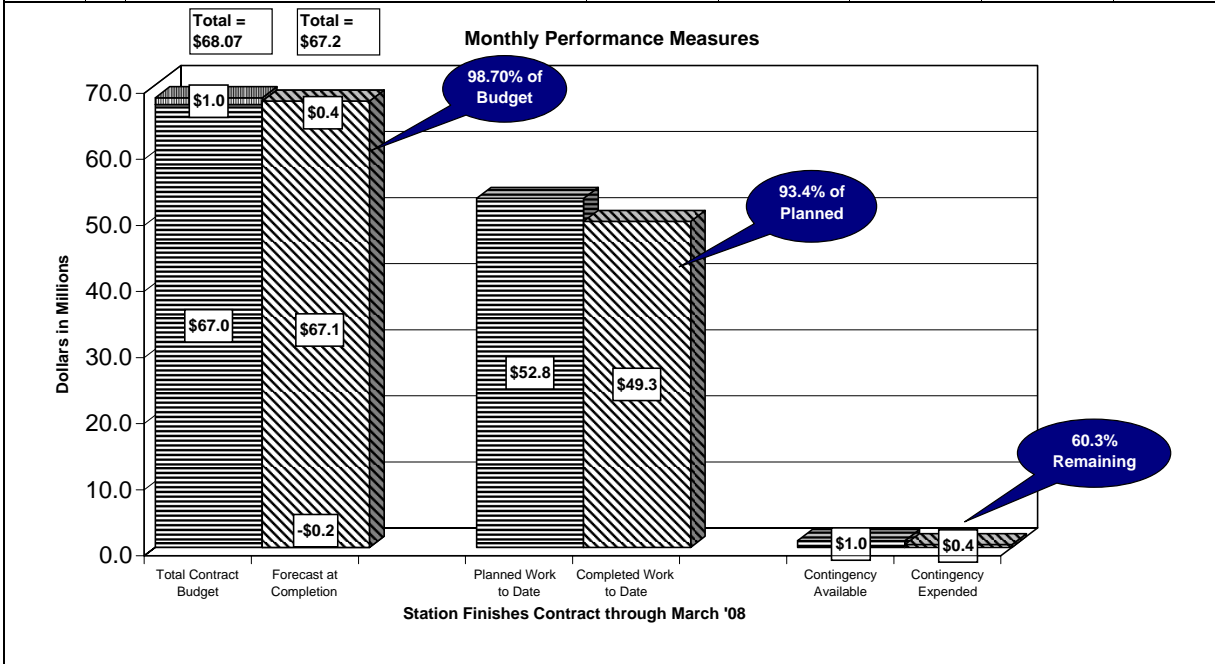
Planter Wall Construction at
Central Avenue/Camelback Station



Louver Installation at Smith Martin/Apache Station



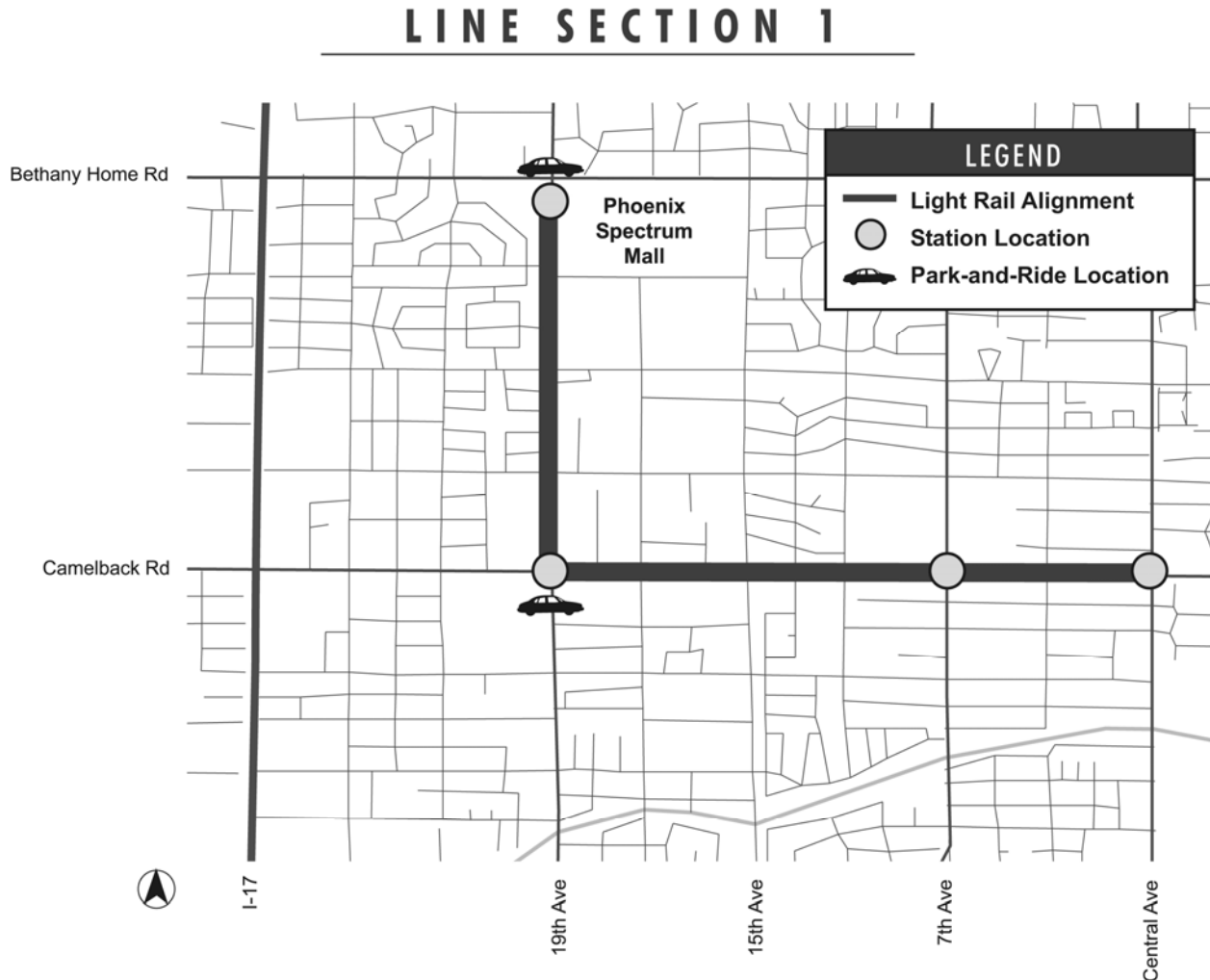
Description:		3.2.1 Station Finishes		
PE/PA:				
Contractor:		Archer Western Contractors		
Resident Architect:		Doaa Aboul-Hosn		
Data Through:		February 29, 2008		
Cumulative		5309	CNPA	Total
1	Original Budget	\$52,985,000	\$14,044,787	\$67,029,787
2	Executed Change Orders	\$352,356	\$0	\$352,356
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$53,337,356	\$14,044,787	\$67,382,143
5	Work Scheduled	\$41,749,358	\$11,077,360	\$52,826,718
6	Work Earned	\$37,993,206	\$11,338,936	\$49,332,142
7	Actual Expenditures	\$38,424,455	\$11,378,862	\$49,803,317
8	Forecast to Complete Base (4-7)	\$14,912,901	\$2,665,925	\$17,578,826
9	Change Orders Pending Execution	\$59,690	-\$300,000	-\$240,310
10	Forecast at Completion (7+8+9)	\$53,397,046	\$13,744,787	\$67,141,833
11	Percent Budget Expended (7/4)	72.0%	81.0%	73.9%
12	Percent Planned (5/4)	78.3%	78.9%	78.4%
13	Earned Percent Complete (6/4)	71.2%	80.7%	73.2%
14	Schedule Performance (6/5)	0.91	1.02	0.93
15	Cost Performance (6/7)	0.99	N/A	0.99
16	Contingency Budget	\$546,000	\$492,194	\$1,038,194
17	Remaining Contingency	\$133,954	\$492,194	\$626,148
18	Percent Contingency Remaining (17/16)	24.5%	100.0%	60.3%
Period				
1	Original Budget	N/A	\$1,696,787	N/A
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$53,337,356	\$14,044,787	\$0
5	Work Scheduled (Cumm - Last Period)	\$1,771,895	\$1,717,551	\$3,489,446
6	Work Earned (Cumm - Last Period)	\$2,640,495	\$337,621	\$2,978,116
7	Actual Expenditures (Cumm - Last Period)	\$2,659,783	\$336,380	\$2,996,163
8	Forecast to Complete Base (4-7)	\$50,677,573	\$13,708,407	\$64,385,980
9	Change Orders Pending Execution	\$50,000	-\$300,000	\$50,000
10	Forecast at Completion (7+8+9)	\$53,387,356	\$13,744,787	\$67,132,143
11	Percent Budget Expended (7/4)	5.0%	2.4%	4.4%
12	Percent Planned (5/4)	3.3%	12.2%	5.2%
13	Earned Percent Complete (6/4)	5.0%	2.4%	4.4%
14	Schedule Performance (6/5)	1.49	0.20	0.85
15	Cost Performance (6/7)	0.99	N/A	0.99
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: Forecast is greater than budget due to the addition of the Center Parkway Station, a COT CNPA
 CNPA budget reflects revisions made by the Board in February

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 completed on Camelback between Central Avenue and 16th Avenue. Punchlist items will be complete in early April.



- Center Guideway has been completed from Central Avenue to 19th Avenue. The pre-curved rail work for the 19th and Camelback intersection and all the guideway on 19th Avenue up to Missouri Avenue has been completed. Guideway is being poured on 19th Avenue from Missouri to Montebello Avenue. Special trackwork is on schedule to be complete by mid April. Guideway curb is following on after guideway has been placed and is on schedule to be complete when all the guideway work is done. There is one OCS foundation remaining to pour.
- All utilities except for change order work have been completed on the project.
- All station foundations are complete and have been turned over to the follow-on contractor. Fiber ductbank is 100 percent complete on 19th Avenue.
- Grading for sidewalk, curb and gutter and roadway is continuing on the eastside of 19th Avenue. All sidewalk has been placed from Camelback to Colter. From Colter to Missouri, sidewalk will be complete the first week in April. The sidewalk north of Missouri is scheduled to be complete late April, and paving on Camelback and 19th Avenue on the last week of March. All paving except for final rubberized surface is complete on Camelback east of 19th Avenue. Paving on the eastside of 19th Avenue is completed from Camelback through Colter to Metro manor. Paving is scheduled for mid April to complete up to Montebello.
- Traffic control continues to be coordinated between all participants on the project.

Cost and Schedule – Variance Analysis

- A revised schedule has been developed to reflect re-sequencing the work to support overall Program Milestones. Milestone D is scheduled to be complete April 22nd and Milestone E is anticipated to be complete July 18th.

Issues and Solutions

- 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. KWC completed installation of a new 12-inch waterline in this area per COP request.

Milestone Number	Description	Original Contract Milestone Dates	CO #26 Revised MS Dates	CO #90 Revised MS Dates
A1	7th Avenue 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 Avenue	5-Jul-07	10-Jan-08	10-Jan-08
E	Final Completion	1-Nov-07	26-Mar-08	25-Jul-08

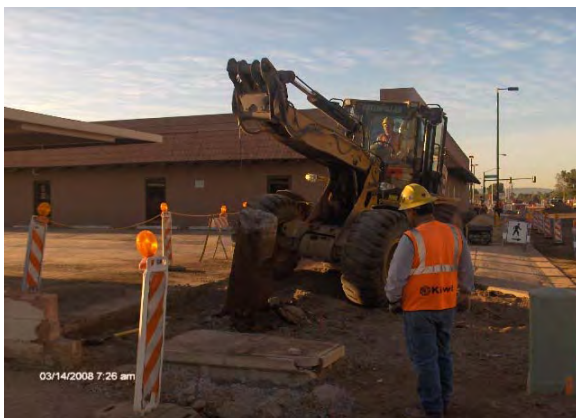
Construction Photographs



Placing Concrete for sidewalk



Fierro mandrelling ductbank conduits



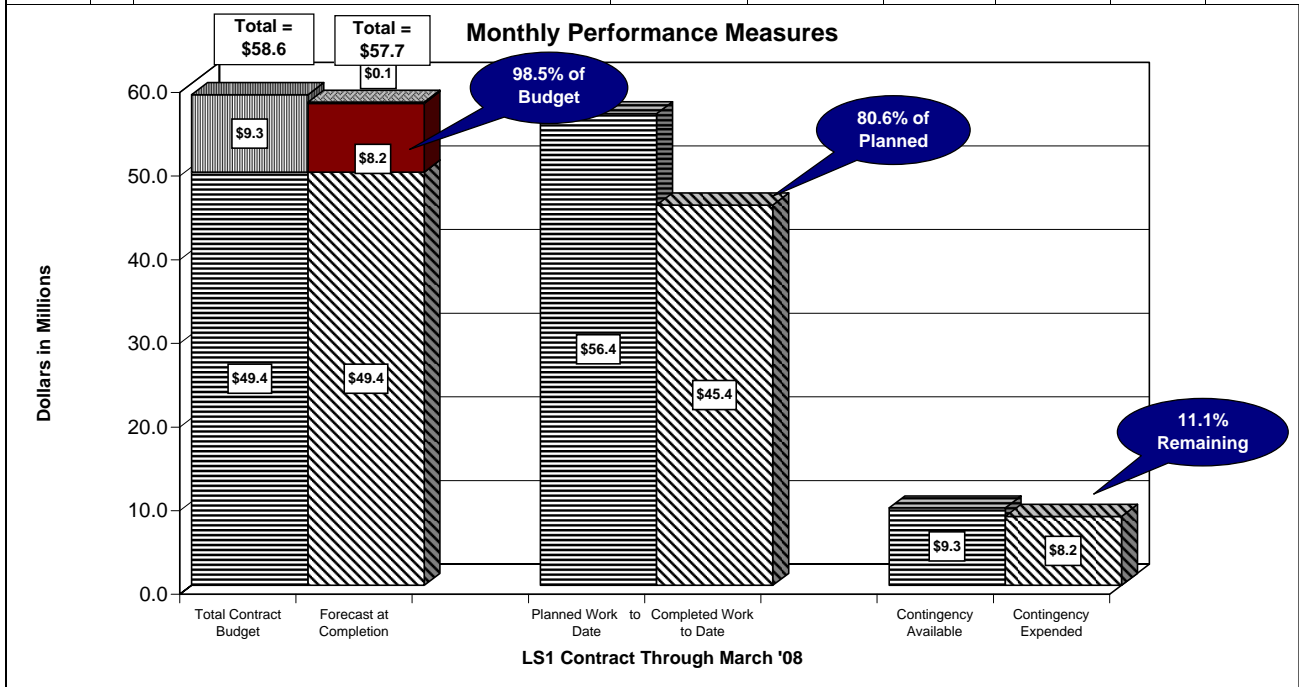
KWC removing old sign foundation



Placing concrete for Guideway curb



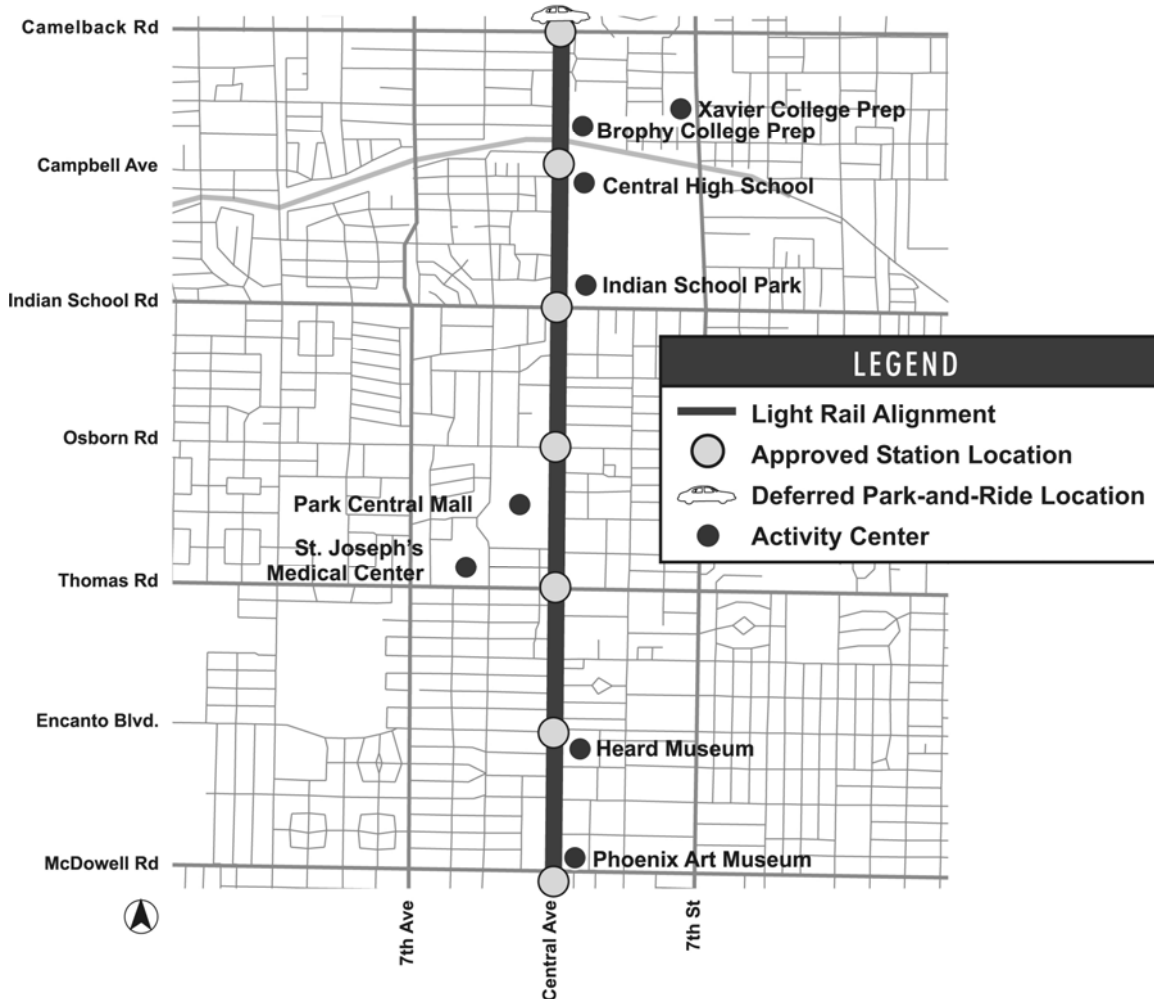
Description:		3.1.1 Line Section 1		
PE/PA:		Alvin Livingstone		
Contractor:		Kiewit Western Co.		
Resident Engineer:		Bill Blane		
Data Through:		January 31, 2008		
Cumulative		5309	CNPA	Total
1	Budget	\$37,951,658	\$11,430,252	\$49,381,910
2	Executed Change Orders	\$8,233,569	\$0	\$8,233,569
3	Budget Transfers	\$0	-\$2,093	-\$2,093
4	Current Budget (1+2+3)	\$46,185,227	\$11,428,159	\$57,613,386
5	Work Scheduled	\$45,057,420	\$11,301,606	\$56,359,026
6	Work Earned	\$36,719,054	\$8,728,070	\$45,447,124
7	Actual Expenditures	\$36,787,142	\$8,710,703	\$45,497,845
8	Forecast to Complete Base (4-7)	\$9,398,085	\$2,717,456	\$12,115,541
9	Change Orders Pending Execution	\$134,592	-\$9,300	\$125,292
10	Forecast at Completion (7+8+9)	\$46,319,819	\$11,418,859	\$57,738,678
11	Percent Budget Expended (7/4)	79.7%	76.2%	79.0%
12	Percent Planned (5/4)	97.6%	98.9%	97.8%
13	Earned Percent Complete (6/4)	79.5%	76.4%	78.9%
14	Schedule Performance (6/5)	0.81	0.77	0.81
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	\$979,487	\$46,295	\$1,025,782
18	Percent Contingency Remaining (17/16)	10.6%	100.0%	11.1%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$139,212	\$0	\$139,212
3	Budget Transfers	\$0	\$1,448	\$1,448
4	Current Budget (1+2+3)	\$46,185,227	\$11,428,159	\$57,613,386
5	Work Scheduled (Cumm - Last Period)	\$1,085,945	\$160,720	\$1,246,665
6	Work Earned (Cumm - Last Period)	\$883,663	\$938,518	\$1,822,181
7	Actual Expenditures (Cumm - Last Period)	\$883,137	\$939,180	\$1,822,317
8	Forecast to Complete Base (4-7)	\$45,302,090	\$10,488,979	\$55,791,069
9	Change Orders Pending Execution	-\$16,620	-\$1,448	-\$18,068
10	Forecast at Completion (7+8+9)	\$46,168,607	\$11,426,711	\$57,595,318
11	Percent Budget Expended (7/4)	1.9%	8.2%	3.2%
12	Percent Planned (5/4)	2.4%	1.4%	2.2%
13	Earned Percent Complete (6/4)	1.9%	8.2%	3.2%
14	Schedule Performance (6/5)	0.81	5.84	1.46
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 has completed all contract and Change Order work related to utility infrastructure on the project. Herzog continues to remove abandoned Waterlines from Encanto to Virginia.
- Herzog has placed over 31,000-feet of guideway to date with over 3,000-feet this month. The Contractor continues to place guideway curbs and devil strip on Central Avenue, is installing guideway form Virginia through the Encanto Intersection and completing closure pours from Farrington to Earll.
- Herzog has completed the Encanto Station foundation.
- Herzog continues to work on the roadway widening, demolition of curb/gutter, sidewalks, completed the installation of all traffic signals, and continues to work on pre-punch list activities. Herzog is completing sub-grade in preparation for Asphaltic Concrete Paving from Virginia to Cypress.
- Herzog continues to work on installing sidewalk, sandstone borders, tree wells, and is currently working on the installation of landscaping, relocation of Palm Trees, and planting trees and shrubs at various locations.
- Pre-punch activities on curb, gutter, sidewalks, drainage, water/waste water, utility verifications and guideway are on going.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- There are drainage concerns at the Heard Museum north parking lot that occurred as a result of the change in the sidewalk grades adjacent to their parking lot. METRO is looking into the possibility of placing either a drywell or an oil water separator that will tie into the Central Avenue storm drain system.

Construction Photographs



Installing Traffic Signals at Indian School



Encanto Station Foundation



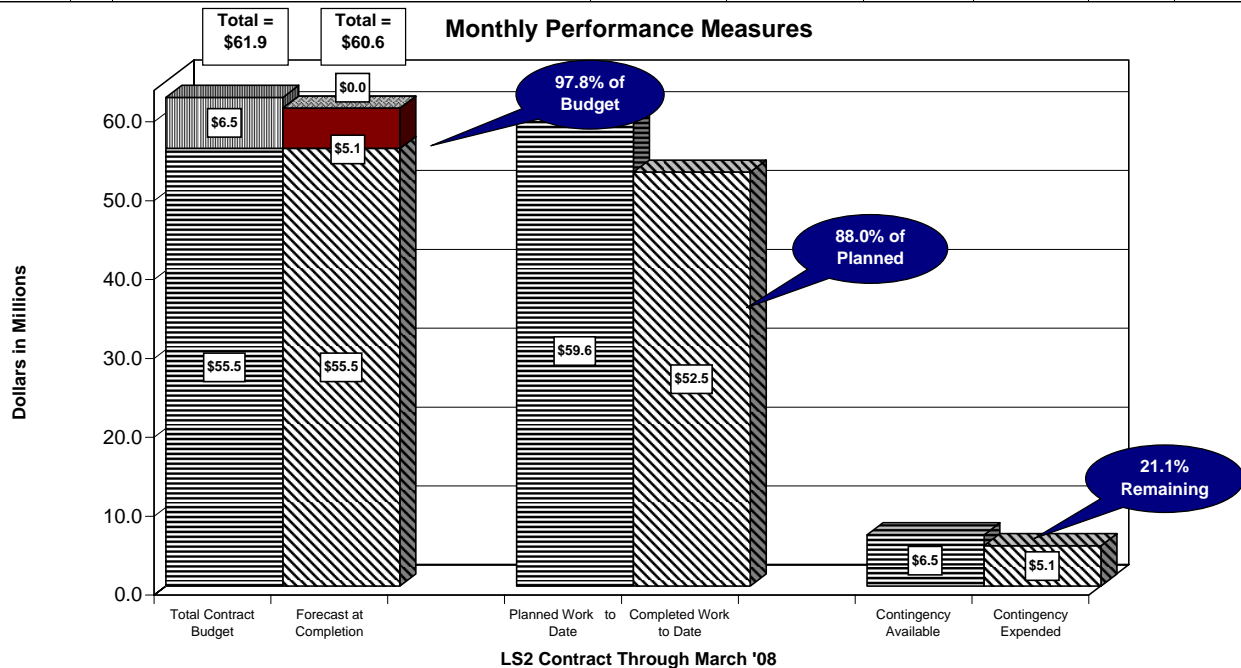
Placing Guideway South of Encanto Intersection



Milling roadway for widening



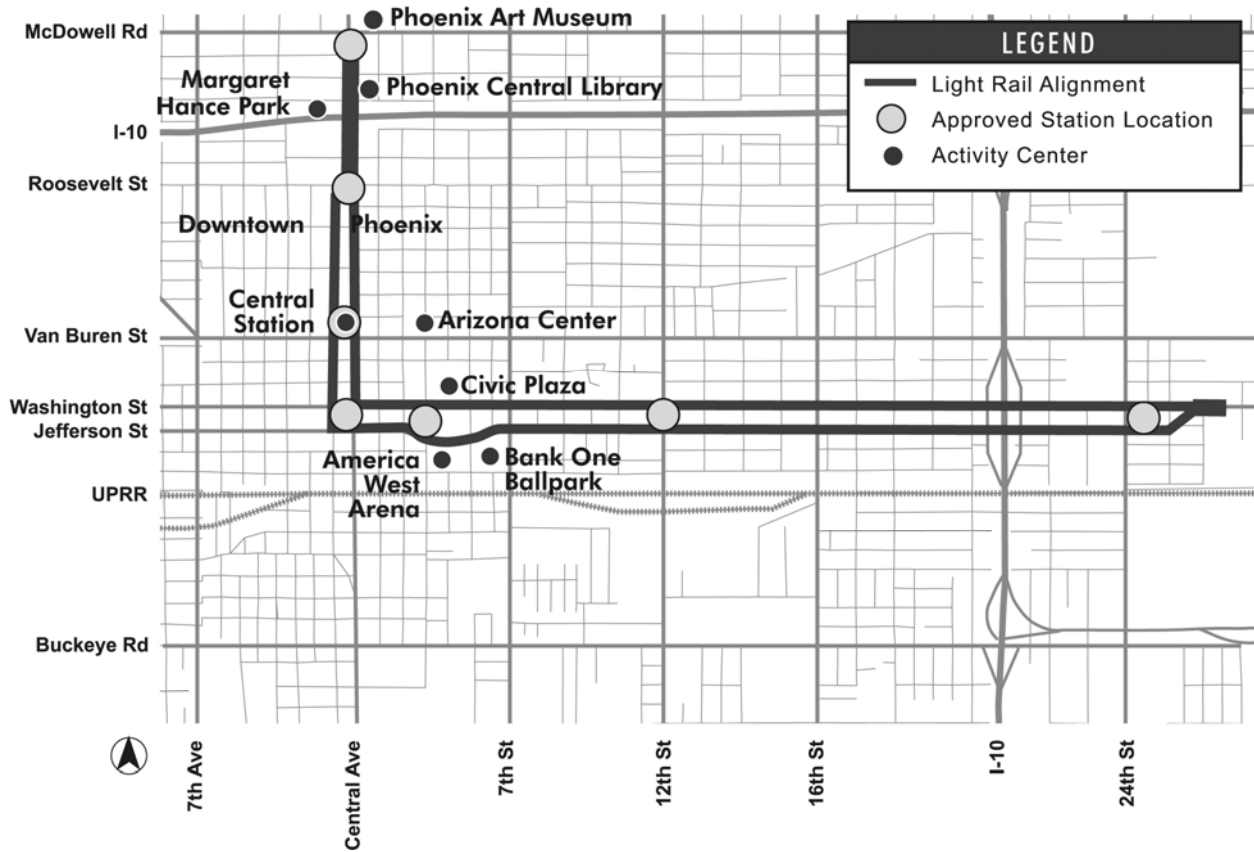
Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		February 29, 2008		
Cumulative		5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$7,045,436	\$55,470,560
2	Executed Change Orders	\$4,910,784	\$0	\$4,910,784
3	Budget Transfers		\$198,796	\$198,796
4	Current Budget (1+2+3)	\$53,335,908	\$7,244,232	\$60,580,140
5	Work Scheduled	\$52,680,296	\$6,957,817	\$59,638,113
6	Work Earned	\$47,248,667	\$5,221,821	\$52,470,488
7	Actual Expenditures	\$47,257,200	\$5,196,921	\$52,454,121
8	Forecast to Complete Base (4-7)	\$6,078,708	\$2,047,311	\$8,126,019
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$53,335,908	\$7,244,232	\$60,580,140
11	Percent Budget Expended (7/4)	88.6%	71.7%	86.6%
12	Percent Planned (5/4)	98.8%	96.0%	98.4%
13	Earned Percent Complete (6/4)	88.6%	72.1%	86.6%
14	Schedule Performance (6/5)	0.90	0.75	0.88
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$6,450,401	\$23,285	\$6,473,686
17	Remaining Contingency	\$1,539,617	\$23,285	\$1,364,106
18	Percent Contingency Remaining (17/16)	23.9%	100.0%	21.1%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$42,720	\$0	\$42,720
3	Budget Transfers	\$0	\$198,796	\$0
4	Current Budget (1+2+3)	\$53,335,908	\$7,244,232	\$60,580,140
5	Work Scheduled (Cumm - Last Period)	\$1,085,137	\$0	\$1,085,137
6	Work Earned (Cumm - Last Period)	\$2,320,143	\$314,685	\$2,634,828
7	Actual Expenditures (Cumm - Last Period)	\$2,332,179	\$325,245	\$2,657,424
8	Forecast to Complete Base (4-7)	\$51,003,729	\$6,918,987	\$57,922,716
9	Change Orders Pending Execution	-\$27,855	-\$193,667	-\$221,522
10	Forecast at Completion (7+8+9)	\$53,308,053	\$7,050,565	\$60,358,618
11	Percent Budget Expended (7/4)	4.4%	4.5%	4.4%
12	Percent Planned (5/4)	2.0%	0.0%	1.8%
13	Earned Percent Complete (6/4)	4.4%	4.3%	4.3%
14	Schedule Performance (6/5)	2.14	N/A	2.43
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 is continuing attending to punch list items 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 has completed the 42-inch and 30-inch portion of the work on the Jefferson side of 11th Street and will begin the 30-inch water line and 12-inch sewer line work on Washington. AWC is currently scheduled to complete work by mid April and is continuing to work a double shift five days a week.
- 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 next month. AWC has completed track repairs at rail breaks on Washinton/15th Street, Jefferson/26th Street and 1st Avenue at Fillmore and is continuing to place 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 91 percent of their project.

Issues and Solutions

- AWC is working with follow on contractors to turn over guideway for test track operations; which will include OCS and communication installations beginning next month. AWC is also making temporary contract modifications with current development projects along the alignment to facilitate track way energizing.

Construction Photographs



Placing DG at landscape areas on Jefferson



Base asphalt replacement at Washington and 5th Street



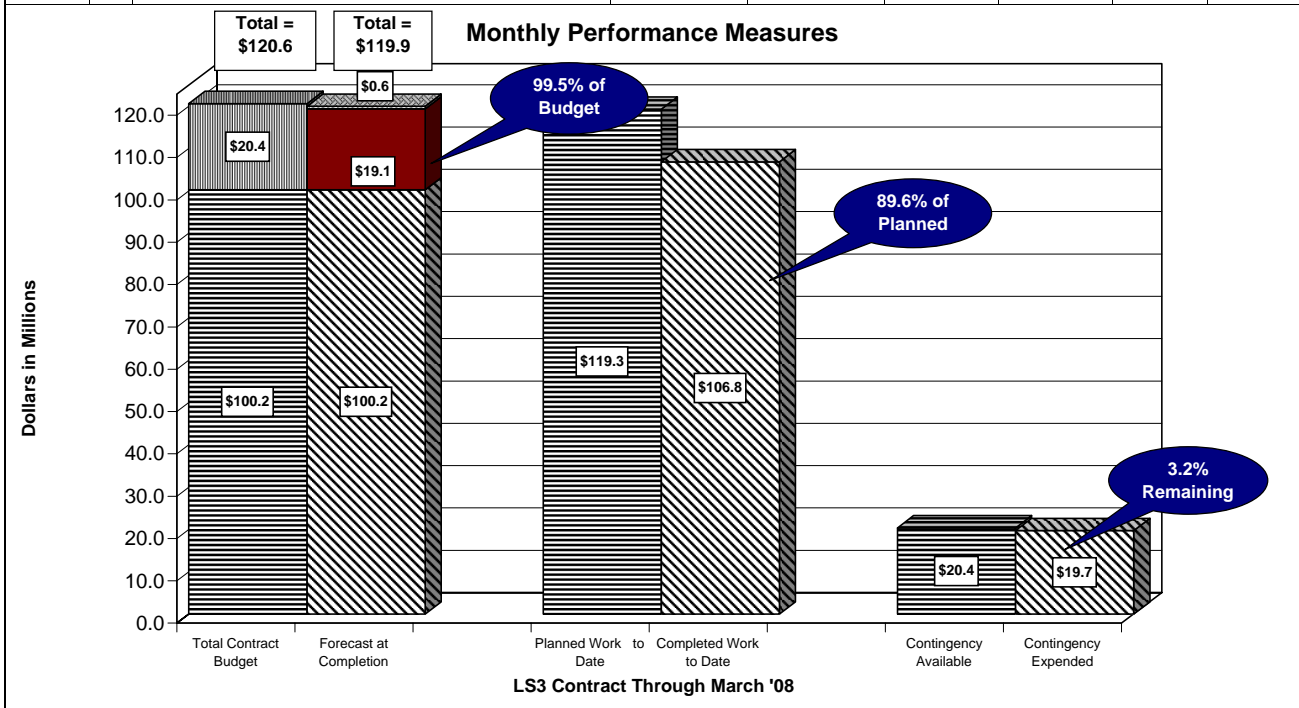
Planting landscaping on Jefferson



Frontage road subgrade preparation on Washington

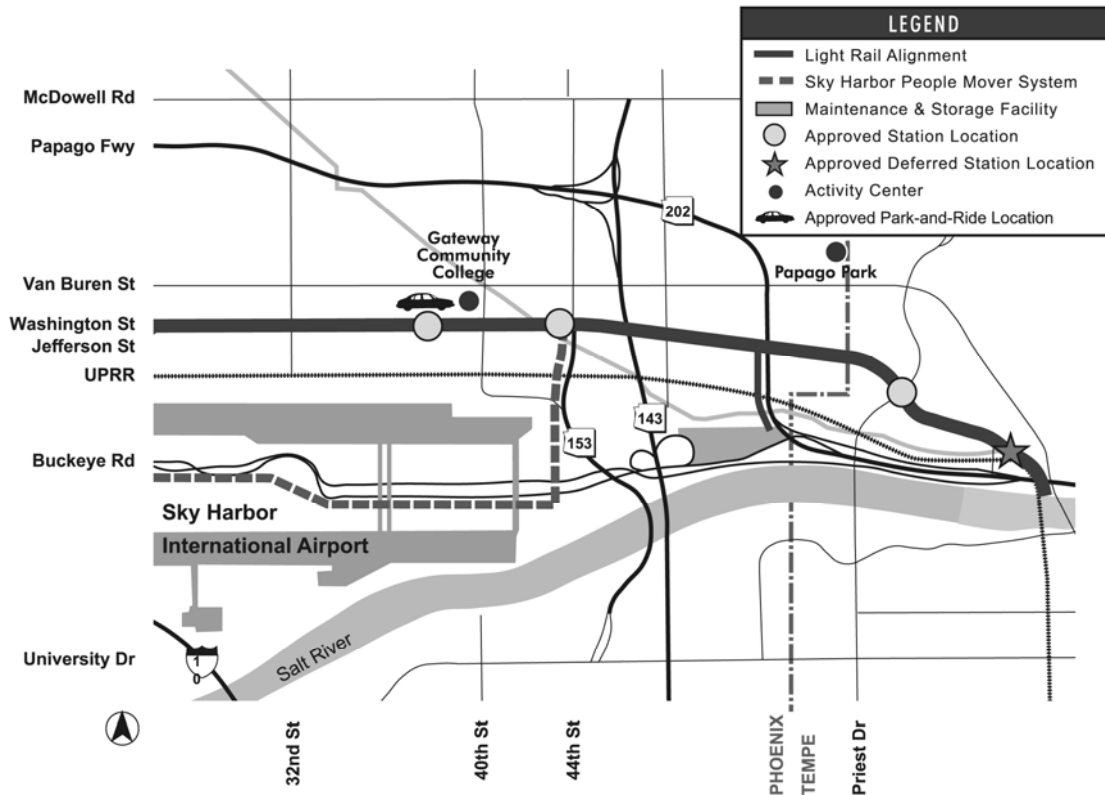


Description:		3.1.3 Line Section 3			
PE/PA:		William Gustafson			
Contractor:		Archer Western			
Resident Engineer:		William Atesis			
Data Through:		February 29, 2008			
		Cumulative	5309	CNPA	Total
1	Budget	\$79,248,617	\$20,990,190	\$100,238,807	
2	Executed Change Orders	\$19,136,756	\$312	\$19,137,068	
3	Budget Transfers	\$0	\$29,465	\$29,465	
4	Current Budget (1+2+3)	\$98,385,373	\$21,019,967	\$119,405,340	
5	Work Scheduled	\$97,489,996	\$21,780,849	\$119,270,845	
6	Work Earned	\$89,111,227	\$17,726,519	\$106,837,746	
7	Actual Expenditures	\$89,658,868	\$17,740,856	\$107,399,724	
8	Forecast to Complete Base (4-7)	\$8,726,505	\$3,279,111	\$12,005,616	
9	Change Orders Pending Execution	\$664,205	-\$64,622	\$599,583	
10	Forecast at Completion (7+8+9)	\$99,049,578	\$20,955,345	\$120,004,923	
11	Percent Budget Expended (7/4)	91.1%	84.4%	89.9%	
12	Percent Planned (5/4)	99.1%	103.6%	99.9%	
13	Earned Percent Complete (6/4)	90.6%	84.3%	89.5%	
14	Schedule Performance (6/5)	0.91	0.81	0.90	
15	Cost Performance (6/7)	0.99	1.00	0.99	
16	Contingency Budget	\$20,348,232	\$10,919	\$20,359,151	
17	Remaining Contingency	\$547,271	\$10,919	\$651,965	
18	Percent Contingency Remaining (17/16)	2.7%	100.0%	3.2%	
		Period			
1	Budget	N/A	\$682,750	N/A	
2	Executed Change Orders	\$376,464	\$0	\$376,464	
3	Budget Transfers	\$0	\$21,668	\$0	
4	Current Budget (1+2+3)	\$98,385,373	\$21,019,967	\$119,405,340	
5	Work Scheduled (Cumm - Last Period)	\$1,486,154	\$3,007,026	\$4,493,180	
6	Work Earned (Cumm - Last Period)	\$1,642,327	\$251,662	\$1,893,989	
7	Actual Expenditures (Cumm - Last Period)	\$1,743,700	\$253,337	\$1,997,037	
8	Forecast to Complete Base (4-7)	\$96,641,673	\$20,766,630	\$117,408,303	
9	Change Orders Pending Execution	-\$187,278	-\$688,380	-\$187,278	
10	Forecast at Completion (7+8+9)	\$98,198,095	\$20,331,587	\$98,198,095	
11	Percent Budget Expended (7/4)	1.8%	1.2%	1.7%	
12	Percent Planned (5/4)	1.5%	14.3%	3.8%	
13	Earned Percent Complete (6/4)	1.7%	1.2%	1.6%	
14	Schedule Performance (6/5)	1.11	0.08	0.42	
15	Cost Performance (6/7)	0.00	0.00	0.00	
16	Contingency Budget				
17	Remaining Contingency				
18	Percent Contingency Remaining (17/16)				



Line Section 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: Remaining punch-list items are complete with only change order work remaining.

Cost and Schedule – Variance Analysis

- The contract is in the progress of being closed.

Issues and Solutions

- None.

Construction Photographs



Traffic Signal Controller Software Updates



Traffic Signal Controller Software Updates



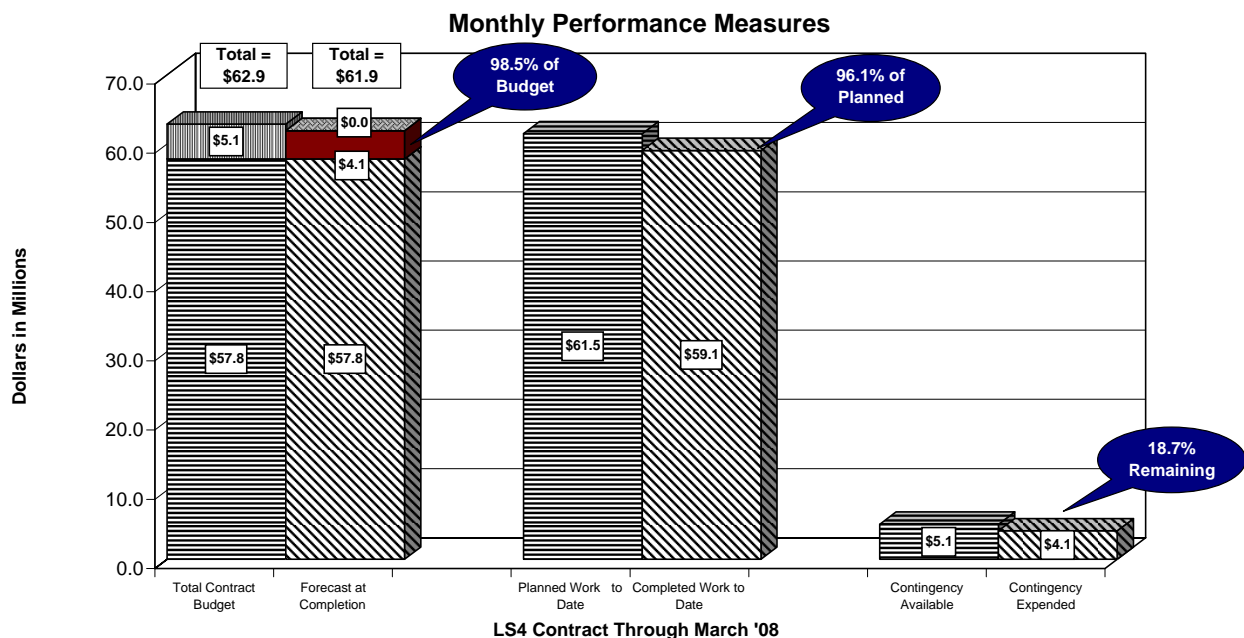
Rubberized AC Paving Punch-List Work at
40th Street



Density Test for the Rubberized AC Paving
Punch-List Work



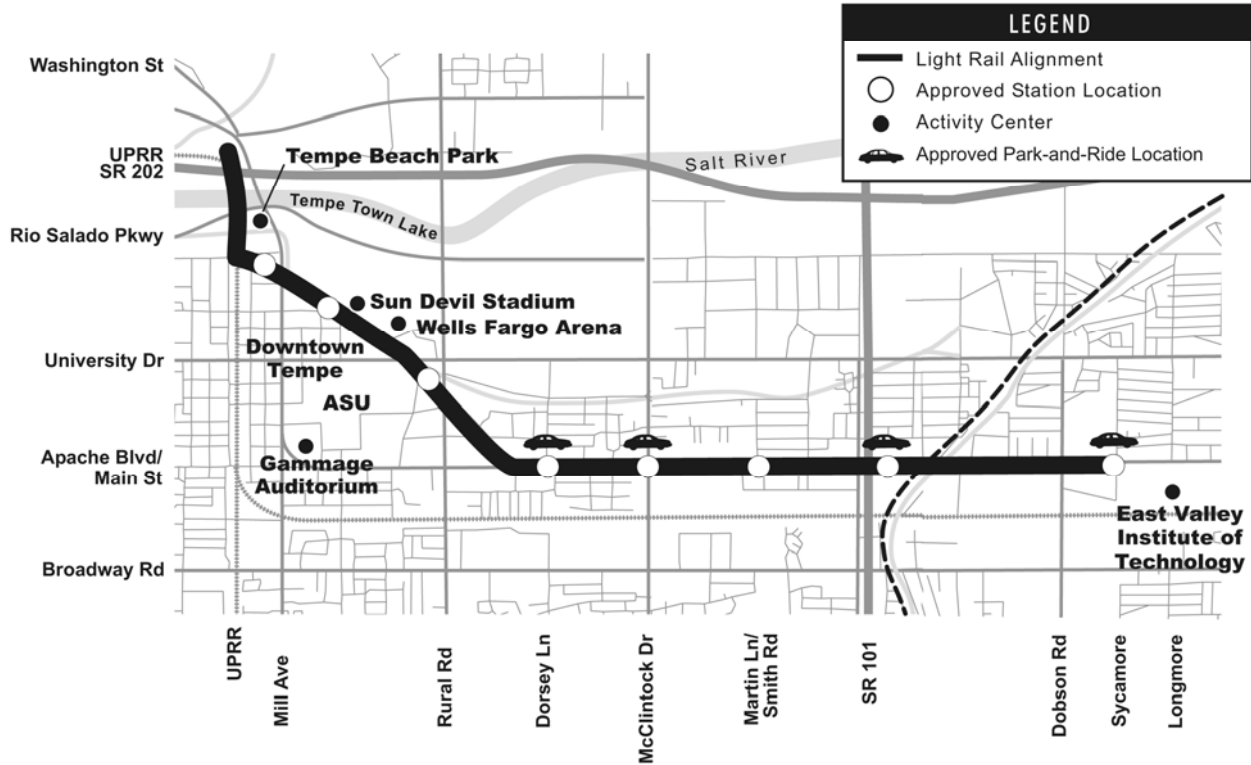
Description:		3.1.4 Line Section 4		
PE/PA:		Avrum Loewenstein		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Frank Aber		
Data Through:		December 31, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$47,869,894	\$9,960,022	\$57,829,916
2	Executed Change Orders	\$4,129,739	-\$20,658	\$4,109,081
3	Budget Transfers	-\$625,000	\$79,835	-\$545,165
4	Current Budget (1+2+3)	\$51,374,633	\$10,019,199	\$61,393,832
5	Work Scheduled	\$51,414,959	\$10,071,323	\$61,486,282
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)	-\$95,305	\$603,572	\$508,267
9	Change Orders Pending Execution	\$342,827	\$0	\$342,827
10	Forecast at Completion (7+8+9)	\$51,717,460	\$10,019,199	\$61,736,659
11	Percent Budget Expended (7/4)	100.2%	94.0%	99.2%
12	Percent Planned (5/4)	100.1%	100.5%	100.2%
13	Earned Percent Complete (6/4)	96.9%	92.5%	96.2%
14	Schedule Performance (6/5)	0.97	0.92	0.96
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	\$532,449	\$412,530	\$944,979
18	Percent Contingency Remaining (17/16)	11.4%	105.3%	18.7%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	-\$57,627	-\$45,845	-\$57,627
3	Budget Transfers	\$0	-\$43,560	\$0
4	Current Budget (1+2+3)	\$51,374,633	\$10,019,199	\$61,393,832
5	Work Scheduled (Cumm - Last Period)	-\$160,345	\$1,672,387	\$1,512,042
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)	-\$95,305	\$603,572	\$508,267
9	Change Orders Pending Execution	\$57,627	\$0	\$57,627
10	Forecast at Completion (7+8+9)	-\$37,678	\$603,572	\$565,894
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	-0.3%	16.7%	2.5%
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)	#DIV/0!	#DIV/0!	#DIV/0!
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 Work Scheduled 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, street widening and roadway paving, sidewalks, curbs and gutters, landscaping, and the ASU



Promenade. Substantial completion has been granted for Milestone H. ASU has given its final acceptance for the Promenade.

- The Contractor is coordinating with follow-on contractors in various locations in Milestones A through F since their substantial completion.
- The Contractor continued traffic signal activations throughout Tempe and Mesa.
- The Contractor continued punchlist and change work throughout Tempe and Mesa.
- The Contractor initiated repairs of damaged rail found in areas of Milestones A, B, and C. After completion of testing, no additional damaged rail was found east of station 1929+52.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- The Contractor faced significant challenges with existing utilities conflicts and Third Party utility relocations throughout the alignment, but now all Third Party utilities have been relocated. Only a handful of electrical feeds for traffic signals, bus shelter lights, and irrigation controllers remain to be placed.
- Maintenance of traffic flow throughout the project area has eased, with all major traffic restrictions removed; however, close coordination with local cities and ADOT is still required for periodic closures and shifted traffic patterns for punchlist work.
- At the final Community Advisory Board meeting in March, the Contractor's ratings were 100 percent, giving SSWJV a consistent 100 percent rating throughout the project. The METRO public involvement personnel assigned to the Project provided crucial support for conflict avoidance and resolution.

Construction Photographs



Change Work for COT, Milestone H



Rail Repair Work, Milestone A



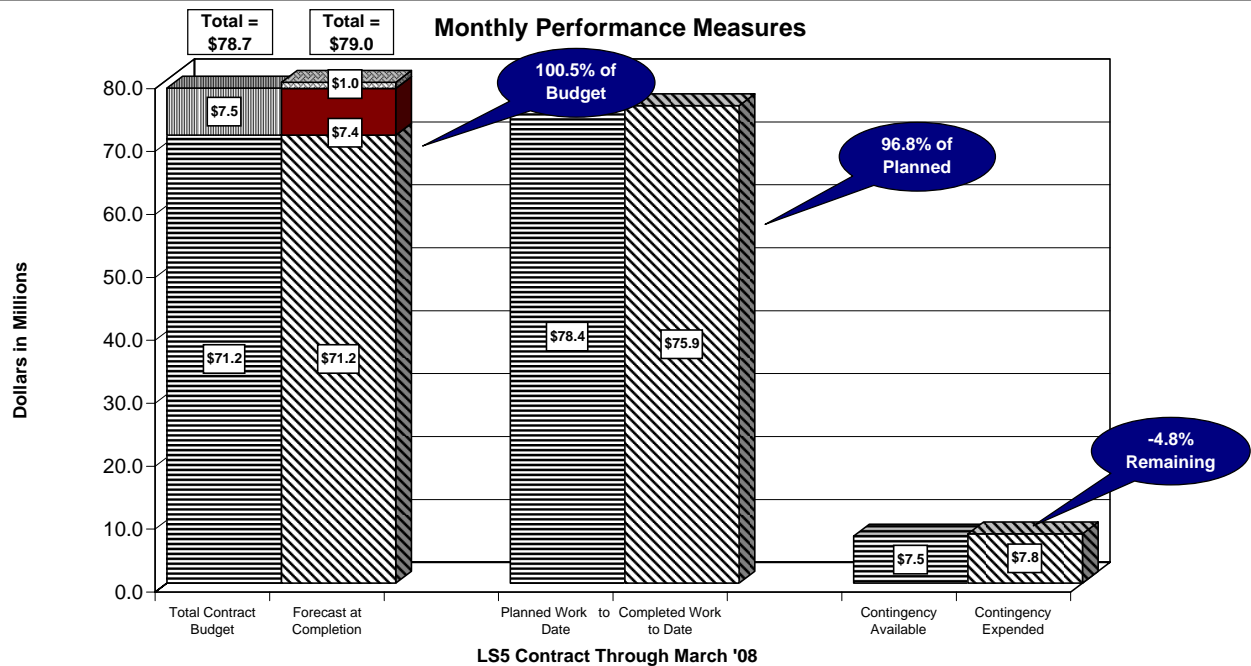
Completed Rail Repair, Milestone A



Completed Pavement 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	\$2,097,732	\$78,383,498
6	Work Earned	\$74,016,550	\$1,852,487	\$75,869,037
7	Actual Expenditures	\$75,782,564	\$1,634,431	\$77,416,995
8	Forecast to Complete Base (4-7)	\$536,482	\$662,456	\$1,198,938
9	Change Orders Pending Execution	\$405,986	\$560,315	\$966,301
10	Forecast at Completion (7+8+9)	\$76,725,032	\$2,857,202	\$79,582,234
11	Percent Budget Expended (7/4)	99.3%	71.2%	98.5%
12	Percent Planned (5/4)	100.0%	91.3%	99.7%
13	Earned Percent Complete (6/4)	97.0%	80.7%	96.5%
14	Schedule Performance (6/5) (SPI)	0.97	0.00	0.97
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	-\$433,928	\$76,182	-\$357,746
18	Percent Contingency Remaining (17/16)	-5.9%	102.8%	-4.8%
	Period			
1	Budget	N/A	\$688,101	N/A
2	Executed Change Orders	\$0	\$0	\$0
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)	\$0	\$607,083	\$607,083
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)	\$76,319,046	\$2,296,887	\$78,615,933
9	Change Orders Pending Execution	-\$239,906	\$560,315	\$320,409
10	Forecast at Completion (7+8+9)	\$76,079,140	\$2,857,202	\$78,936,342
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	0.0%	26.4%	0.8%
13	Earned Percent Complete (6/4)	0.0%	0.0%	0.0%
14	Schedule Performance (6/5)	#DIV/0!	0.00	0.00
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: No update was received during the reporting period

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

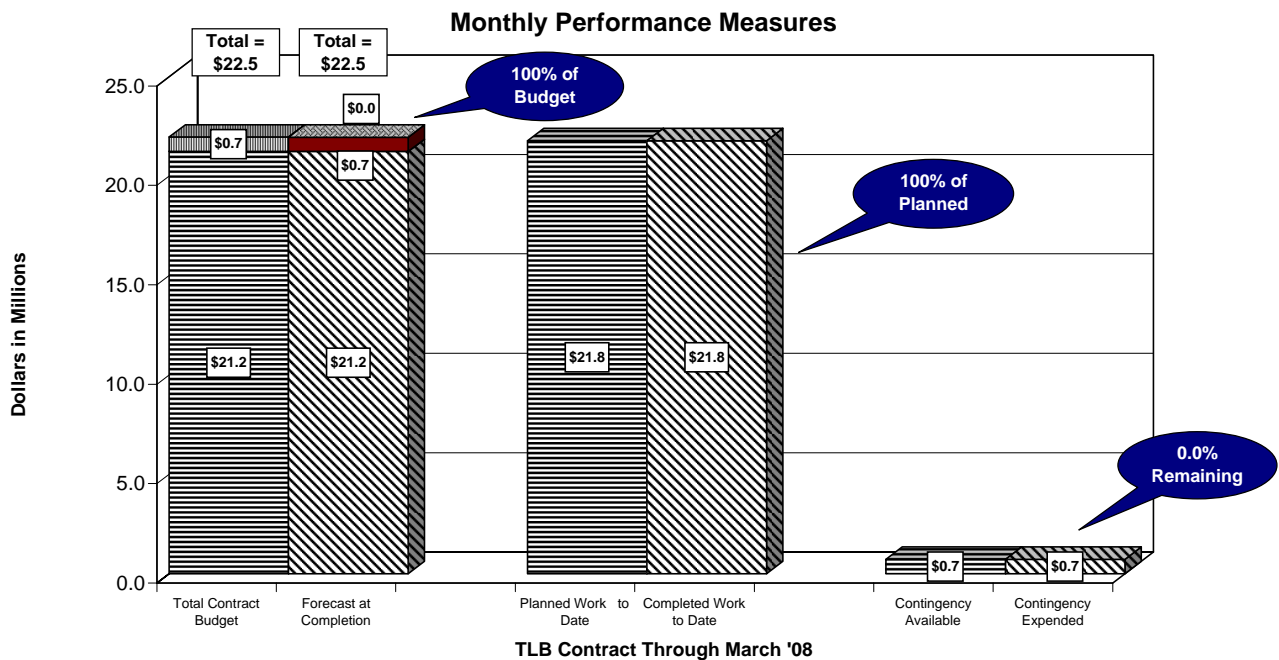
- This Contract has been closed.

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

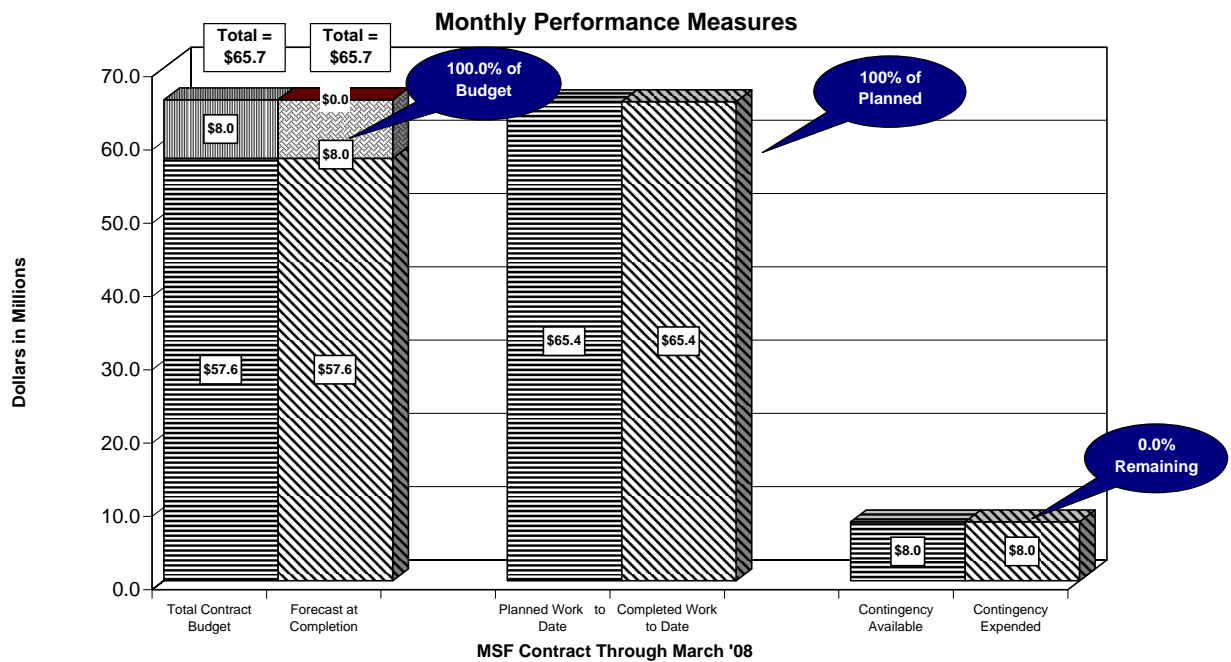
- This Contract has been closed.

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

- Kiewit roughed in the plumbing for the Security Building and installed the sanitary sewer to the building at Montebello/19th Avenue Park and Ride Site.
- Kiewit installed the onsite fire lines, storm drains, private irrigation and began site excavation for the 19th Avenue/Camelback Avenue Park and Ride Site.



- MRM construction has installed monument walls, valley gutters and spillways at the 38th Street/Washington site. They have also completed the installation of the irrigation system at this site.
- At the Central and Camelback site, MRM Construction has installed light pole foundations and conduits for onsite lighting and began the installation of screen walls and driveway entrances.
- Sundt/Stacy & Witbeck has installed their underground utilities, excavated for the onsite retention basins and begun subgrade preparation on the Price/Apache Park and Ride site.
- At the Sycamore and Main Park and Ride site, Sundt/Stacy & Witbeck has completed the majority of the demolition items and has begun subgrade preparation.
- The Developer for the McClintock/Apache site is in the process of constructing the garage. Signals & Communications is currently working with contractor and finalizing rough-in requirements for the safety and security systems to be installed by S & C.
- The City of Tempe is in the process of design for an additional 100 spaces at Dorsey/Apache. Construction is anticipated for April 2008 thru September 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 or worked around that are impeding construction progress. These consist of 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. In addition to these items, an easement needs to be established through the property to the east of the site to complete the onsite fire line system.
- The construction of the Security Buildings for the 19th Avenue and Montebello and 19th Avenue and Camelback Park and Ride sites have been temporarily placed on hold until issues related to the building layout and updated electrical drawings can be resolved.

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	April 2008	City of Tempe
6	McClintock/Apache--Garage	300	September 2007	Developer, Grey
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



Monument Wall Installation 38th and Washington



Concrete Paving for Bus Bay 38th and Washington



Water Line Installation Price and Apache



Retention Basin Excavation Price and Apache



Subgrade Preparation Sycamore and Main



Driveway Construction Central and Camelback



Subgrade Preparation Camelback and 19th Avenue



Sanitary Sewer Installation Montebello and 19th Avenue

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.



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; however, the Central System Upgrades for phoenix and Tempe is an ongoing activity, and will continue throughout the duration of the project.

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 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: Approved Management Plan and Master Schedule - Complete.
- Milestone 2 Progress: Approved Conceptual Design Review - Complete.
- Milestone 3 Progress: Approved Preliminary Design Review - Formal closeout of submittals in-progress.
- Milestone 4 Progress: Approved Final Design Review - Formal closeout of submittals in-progress.



- Milestone 5 Progress: First Article Configuration Inspection Approved - Complete.
- Milestone 6 Progress: Qualification Testing Approved - Functional, Cycle, and Maintainability Testing has been completed. Awaiting Environmental Testing to be performed in Germany.
- Milestone 7 Progress: Factory Integration Testing Approved - Factory Integration Testing planned to begin in April.

Cost and Schedule – Variance Analysis

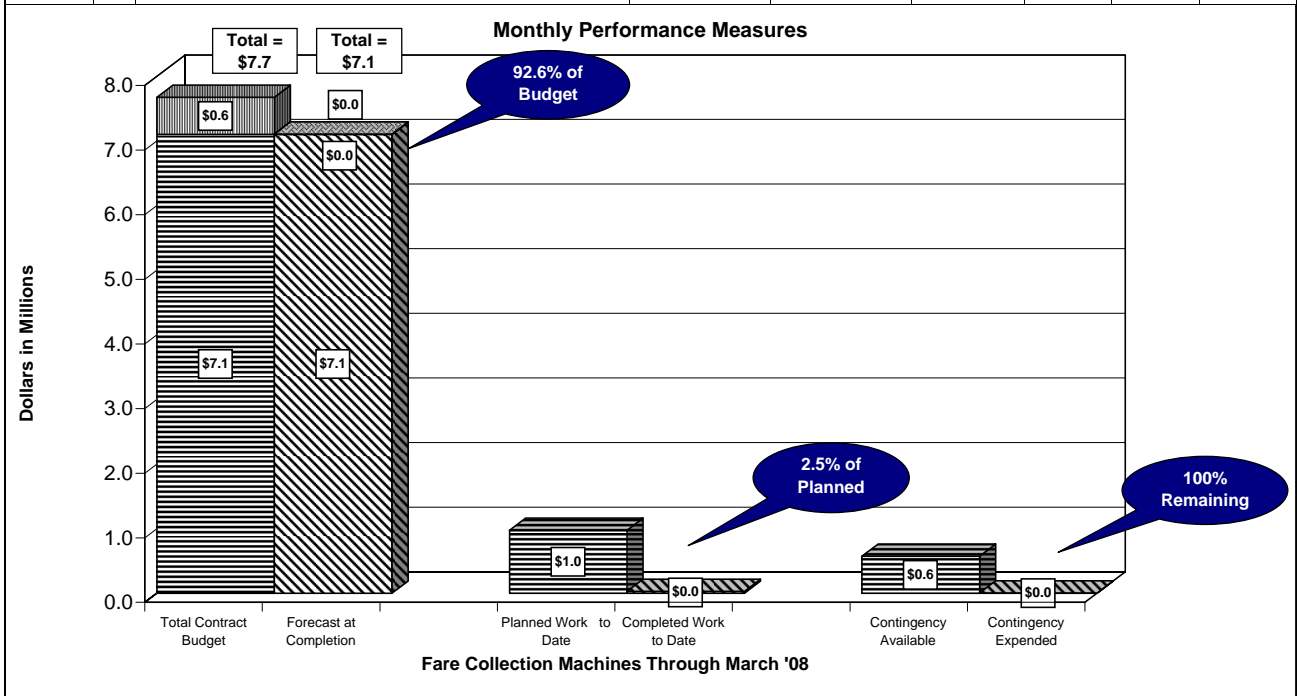
- The first Monthly Progress Update was received several months ago. This submittal was reviewed with a status of non-compliant with the previous month's review comments and the contract specifications and was returned to the contractor for correction and resubmittal. During the month of November, the 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 just received a schedule update with progress through March 2008. That schedule is currently under review.

Issues and Solutions

- Awaiting negotiation of two Ticket Vending Machines for Center Parkway Station. Utilizing maintenance spares for the Center Parkway Station may be a possibility if necessary.



Description:		Fare Collection Machines
PE/PA:		Arkady Bernshtryn
Contractor:		Scheidt & Bachmann USA, Inc.
Resident Engineer:		Thomas Klings
Data Through:		March 31, 2008
Cumulative		
1	Original Budget	\$7,100,012
2	Executed Change Orders	\$3,200
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$7,103,212
5	Work Scheduled	\$975,990
6	Work Earned	\$30,300
7	Actual Expenditures	\$32,590
8	Forecast to Complete Base (4-7)	\$7,070,622
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$7,103,212
11	Percent Budget Expended (7/4)	0.5%
12	Percent Planned (5/4)	13.7%
13	Earned Percent Complete (6/4)	0.4%
14	Schedule Performance (6/5)	0.03
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$574,535
17	Remaining Contingency	\$571,335
18	Percent Contingency Remaining (17/16)	99.4%
Period		
1	Original Budget	\$0
2	Executed Change Orders	\$3,200
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$7,103,212
5	Work Scheduled (Cumm - Last Period)	\$82,063
6	Work Earned (Cumm - Last Period)	\$5,860
7	Actual Expenditures (Cumm - Last Period)	\$8,154
8	Forecast to Complete Base (4-7)	\$7,095,058
9	Change Orders Pending Execution	(\$3,200)
10	Forecast at Completion (7+8+9)	\$7,100,012
11	Percent Budget Expended (7/4)	0.1%
12	Percent Planned (5/4)	1.2%
13	Earned Percent Complete (6/4)	0.1%
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, GE and GEO Focus Interface, and 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 software is being installed.
 - All 50 cars have been delivered from Osaka. No further inspections are ongoing in Osaka, Japan.
 - METRO resident inspections in Phoenix final assembly: LRV Mass Production – 50 Trains are now in Phoenix for final assembly.
 - Cars 131 and 132 are in static testing and are being prepped for delivery acceptance. 29 vehicles are now excepted as delivered.
 - Cars 127 through 130 have been inspected for delivery. Punch lists are done and waiting for title transfer.
 - A total of 29 LRV's are accepted as delivered.
 - A total of 34 plus LRVs are in various stages of final assembly at the OMC.
 - Inspections of the interior, exterior, roof equipment, and trucks are being performed and ongoing. Some side window glass as been found to be cracked. Those pieces will be changed out in April 2008
 - Geo Focus equipment is being installed and testing is ongoing. Some test equipment is sent out for repair and should return first week of April. DVR mod's are on going and more parts are on the way.
 - Conditional acceptance testing is ongoing at speeds up to 40 mph in the yard. 13 vehicles are now through this process.
 - Main line testing will proceed when test track is done with rail break repairs.
 - All truck frames and components were also shipped from Osaka to Phoenix for final assembly. Final assembly of LRVs are no longer being impacted by material shortages (gearboxes, APS). KI has now moved all LRV vehicles from their Tempe lot to the OMC. 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. 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 Jan. 08 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 assembly per month. KI and Metro will continue to do plant visits as necessary to keep parts flow moving forward.
- While some parts shortages have impacted the delivery of LRVs in the short term, both METRO and KI remain confident that the final LRV (150) will be delivered and accepted by October, 2008.

Assembly Photographs



Vehicle Assembly at the OMC



Vehicle Assembly at the OMC



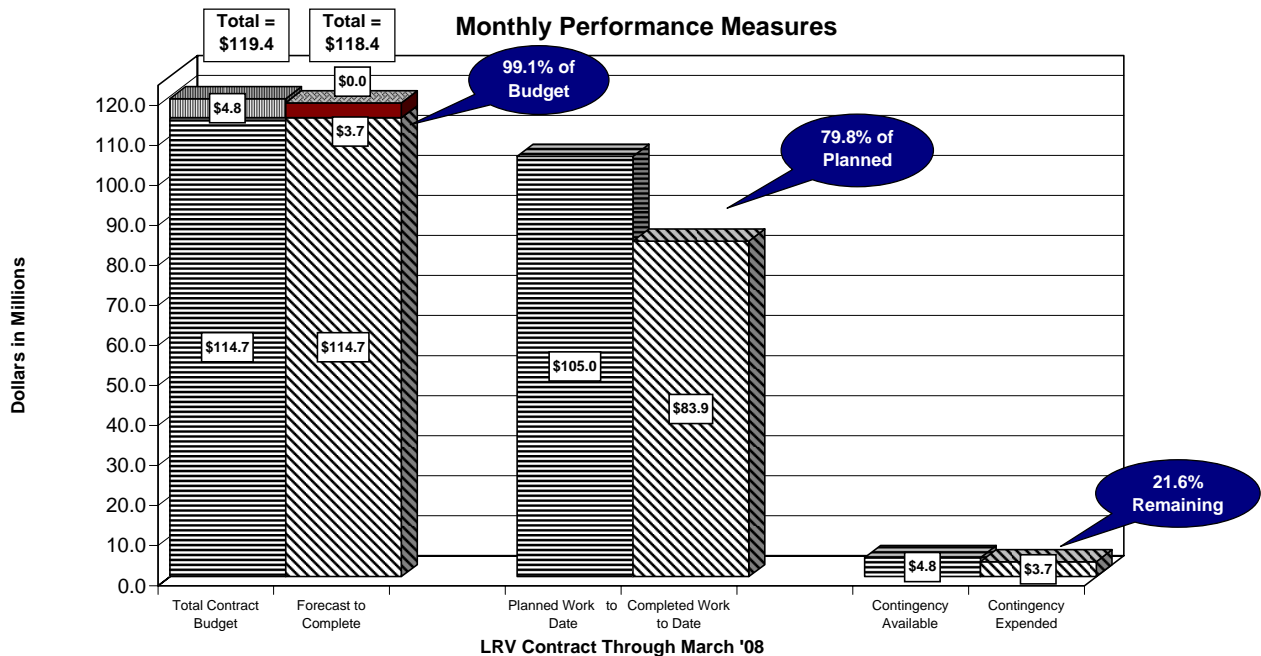
Vehicle Assembly at the OMC



Vehicle Assembly at the OMC



Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		February 29, 2008		
Cumulative		5309	COP Funded	Total
1	Original Budget	\$114,654,076	\$40,050,160	\$154,704,236
2	Executed Change Orders	\$3,737,225	\$0	\$3,737,225
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$118,391,301	\$40,050,160	\$158,441,461
5	Work Scheduled	\$105,044,638	N/A	\$105,044,638
6	Work Earned	\$83,853,985	N/A	\$83,853,985
7	Actual Expenditures	\$84,712,465	N/A	\$84,712,465
8	Forecast to Complete Base (4-7)	\$33,678,836	N/A	\$33,678,836
9	Change Orders Pending Execution	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$118,391,301	\$40,050,160	\$158,441,461
11	Percent Budget Expended (7/4)	71.6%	N/A	N/A
12	Percent Planned (5/4)	88.7%	N/A	N/A
13	Earned Percent Complete (6/4)	70.8%	N/A	N/A
14	Schedule Performance (6/5)	0.80	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	\$1,400,000	\$0	\$1,400,000
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$118,391,301	\$40,050,160	\$158,441,461
5	Work Scheduled (Cumm - Last Period)	\$2,494,301	N/A	\$2,494,301
6	Work Earned (Cumm - Last Period)	\$10,100,416	N/A	\$10,100,416
7	Actual Expenditures (Cumm - Last Period)	\$10,198,244	N/A	\$10,198,244
8	Forecast to Complete Base (4-7)	\$108,193,057	N/A	\$108,193,057
9	Pending Changes	-\$1,400,000	N/A	-\$1,400,000
10	Forecast at Completion (7+8+9)	\$116,991,301	\$40,050,160	\$157,041,461
11	Percent Budget Expended (7/4)	8.6%	N/A	N/A
12	Percent Planned (5/4)	2.1%	N/A	N/A
13	Earned Percent Complete (6/4)	8.5%	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
 - Received power from 5th/College Station to perform Pre-Acceptance Signaling Testing activities at Signal Building No. 6 (Mill Pocket Track and Mission Palms Crossing).



- Received power from 3rd/Mill Station to perform Pre-Acceptance Signaling Testing activities at Macayo's Crossing.
- Received power from APS to perform Pre-Acceptance Signaling Testing activities at Washington Crossing.
- Continuing signal system installation at Sycamore Interlocking, Dobson Crossover, River Crossover, Culver Interlocking, Pierson, Interlocking, and Montebello.
- Communications System
 - Street Traffic System fiber splices completed within the 6-Mile Test Track Area. Currently performing Optical Time Domain Reflectometer (OTDR) testing activities for turnover to traffic signals group.
 - Installing communications devices equipment and cabling at 7th/Camelback, Central/Roosevelt, 12th/Washington, 12th/Jefferson, 3rd/Mill, 5th/College, University/Rural, and Dorsey/Apache Stations.
 - MEC completed radio system equipment installation at South Mountain Radio Site.
 - Communications subcontractor GE/ACS currently performing full regression testing of the SCADA Software System.
- OCC Build Out
 - Completed major electrical installation and received all inspection clearances from City of Phoenix.
 - Completing power circuit installations to the workstation consoles at OCC.
- Coordinating with other Contracts
 - Station Finishes. Station Finishes/Signals and Communications Inspection Team continuing to perform joint pre-access inspection and walkthrough.
 - Line Section 3 Manholes. Coordinating access to unfinished manholes within Line Section 3 to support backbone fiber installations to OCC.

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 Equipment installation at the OCC, Communications Equipment installation at numerous 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. Negotiation between METRO and MEC is ongoing.

Construction Photographs



Rail Bonds for Impedance Bonds
at Culver Interlocking



Terminating Communications Cable
to Equipment at 5th/College Station



Configuring Data Radio Equipment
at South Mountain Radio Site



Terminating Speaker Cables
at Roosevelt/Central Station



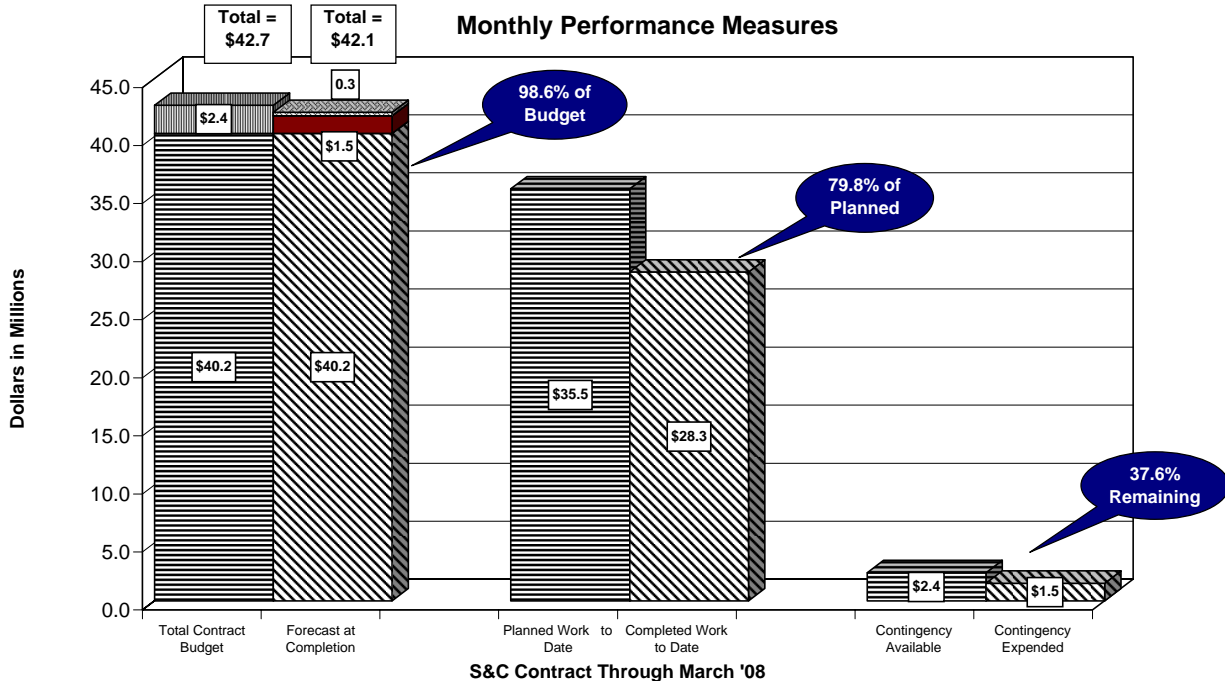
Workstation Consoles and Monitors Setup
at OCC Operations Room



Inspection of Fiber Splice Trays
within Fiber Splice Enclosure at LS4



	Description:	3.7.4 Signals & Communications		
	PE/PA:	Leslee O' Conell		
	Contractor:	Mass Electric		
	Resident Engineer:	Steve Kyauk		
	Data Through:	February 15, 2008		
	Cumulative	5309	CNPA	Total
1	Original Budget	\$37,476,762	\$2,767,625	\$40,244,387
2	Executed Change Orders	\$1,513,521	-\$962	\$1,512,559
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,990,283	\$2,766,663	\$41,756,946
5	Work Scheduled	\$33,586,282	\$1,890,239	\$35,476,521
6	Work Earned	\$27,875,480	\$445,804	\$28,321,284
7	Actual Expenditures	\$26,411,331	\$460,434	\$26,871,765
8	Forecast to Complete Base (4-7)	\$12,578,952	\$2,306,229	\$14,885,181
9	Change Orders Pending Execution	\$125,002	\$184,015	\$309,017
10	Forecast at Completion (7+8+9)	\$39,115,285	\$2,950,678	\$42,065,963
11	Percent Budget Expended (7/4)	67.7%	16.6%	64.4%
12	Percent Planned (5/4)	86.1%	68.3%	85.0%
13	Earned Percent Complete (6/4)	71.5%	16.1%	67.8%
14	Schedule Performance (6/5)	0.83	0.24	0.80
15	Cost Performance (6/7)	1.06	0.97	1.05
16	Contingency Budget	\$2,308,000	\$115,096	\$2,423,096
17	Remaining Contingency	\$794,479	\$116,058	\$910,537
18	Percent Contingency Remaining (17/16)	34.4%	100.8%	37.6%
	Period			
1	Original Budget	N/A	\$0	N/A
2	Executed Change Orders	\$7,662	-\$31	\$7,631
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,990,283	\$2,766,663	\$41,756,946
5	Work Scheduled (Cumm - Last Period)	\$919,333	\$1,411,821	\$2,331,154
6	Work Earned (Cumm - Last Period)	\$528,886	\$0	\$528,886
7	Actual Expenditures (Cumm - Last Period)	\$583,684	\$0	\$583,684
8	Forecast to Complete Base (4-7)	\$38,406,599	\$2,766,663	\$41,173,262
9	Change Orders Pending Execution	\$117,340	\$184,015	\$301,355
10	Forecast at Completion (7+8+9)	\$39,107,623	\$2,950,678	\$42,058,301
11	Percent Budget Expended (7/4)	1.5%	0.0%	1.4%
12	Percent Planned (5/4)	2.4%	51.0%	5.6%
13	Earned Percent Complete (6/4)	1.4%	0.0%	1.3%
14	Schedule Performance (6/5)	0.58	0.00	0.23
15	Cost Performance (6/7)	0.91	N/A	0.91
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



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
 - Exterior finishes for building progressed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent complete.



- Traction Power Substation No. 2
 - Irrigation and landscape installation progressed.
 - Exterior finishes for building progressed.
 - Building and Sitework Construction – 85 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent complete.
- Traction Power Substation No. 3
 - 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 progressed.
 - Landscaping installation progressed.
 - Building and Sitework Construction – 85 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 50 percent complete.
- Traction Power Substation No. 5
 - Installation of louver posts progressed. HVAC system tested.
 - Security system installed and tested.
 - Installation of TPSS equipment progressed.
 - DC feeder cables installed.
 - Building and Sitework Construction – 85 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent complete.
- Traction Power Substation No. 6
 - HVAC system tested. Security system installed and tested.
 - Installation of TPSS equipment progressed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent complete.



- Traction Power Substation No. 7
 - Installation of feeder cables completed.
 - Pre-commissioning installation verification inspections completed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 8
 - Landscaping installation progressed. Site fence installation commenced.
 - Pre-commissioning installation verification inspections completed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 9
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 10
 - Additional manhole installed to alleviate water intrusion issues. Conduits for bridge lighting circuit extended.
 - Dielectric floor has been recoated.
 - Security system installed and tested.
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 80 percent complete.
- Traction Power Substation No. 11
 - Pre-commissioning installation verification inspections completed.
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 90 percent complete.



- Traction Power Substation No. 12
 - Installation of TPSS equipment progressed.
 - Site grading progressed.
 - Building and Sitework Construction – 75 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 35 percent complete.
- Traction Power Substation No. 13
 - Pre-commissioning installation verification inspections progressed.
 - HVAC system installation progressed.
 - Site grading progressed. Installation of irrigation system progressed.
 - Building and Sitework Construction – 85 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 85 percent complete.
- Traction Power Substation No. 14
 - Exterior painting progressed.
 - TPSS equipment installation progressed.
 - Building and Sitework Construction – 65 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 20 percent complete.
- Traction Power Substation No. 15
 - Metal panel installation for AC switchgear equipment openings 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
 - Ongoing punchlist work performed.
 - 95 percent complete.
- Overhead Contact System
 - OMC Yard and Test Track (Wire Runs 35 through 40).
 - Contact wire height under SR-143 has been raised.



- Line Section 1
 - 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
 - Installation of OCS poles is 95 percent complete.
 - Installation of cantilever arms is 50 percent complete.
- Line Section 4
 - Clearance cart test performed for wire runs 39 to 43.
 - Installation of OCS is 100 percent complete. Punchlist items remain outstanding.
- Line Section 5
 - Installation of remaining OCS poles and cantilever arms has been completed.
 - Regulation of wire runs 43 to 56 progressed.
 - Installation of OCS poles is 100 percent complete.
 - Installation of cantilever arms is 100 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. Closely coordinating with the Line Section 3 and Station Finishes Contractor to meet Milestone 10B.
- Milestones Achieved
 - Substantial Completion for Milestone 6A, Shop Traction Power Equipment and Safety Interlocking System, has been granted.
 - Substantial Completion for Milestone 10A, Wire Runs 29 to 44 (Test Phase A), has been granted.



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. Milestone 10A for Test Area A was completed on schedule.

Issues and Solutions

- Mitigation Schedule and Request for Equitable Adjustment. The Agency and Contractor have completed negotiations. Change Order No. 20C has been sent to the Contractor.
- Cityscape Construction. The construction of the Cityscape building may have an impact on the installation of OCS downtown. The Agency is currently working to finalize any design impacts so that a change order can be issued to the Contractor.

Construction Photographs



TPSS No. 5 – Pulling Feeder Cable



TPSS No. 15 – Installing AC Switchgear Opening Enclosure



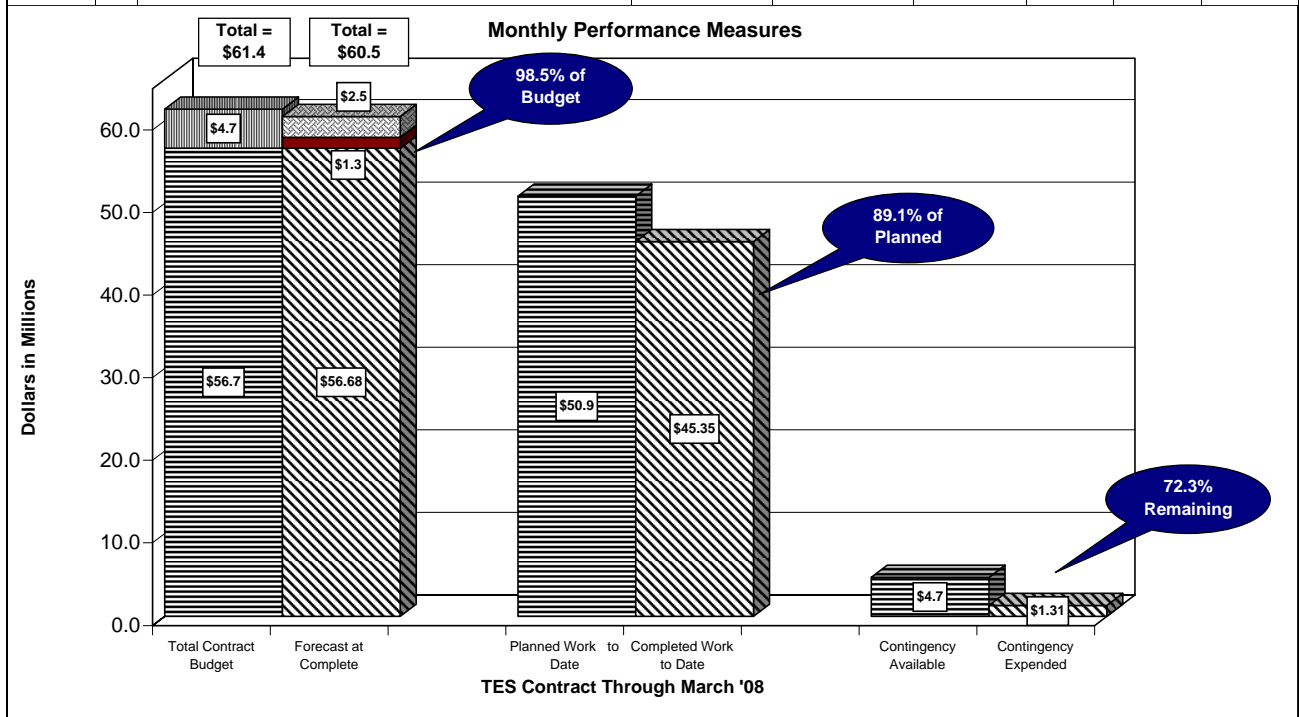
Line Section 5 - Regulating Wire Runs 47 and 48



Line Section 5 - Regulating Wire Runs 55 and 56



Description:		3.7.3 Traction Electrification Systems	
PE/PA:		Alan Friend	
Contractor:		Mass Electric Corporation	
Resident Engineer:		Ron Wong	
Data Through:		February 15, 2008	
Cumulative		5309	
1	Budget	\$56,681,003	
2	Executed Change Orders	\$1,306,192	
3	Budget Transfers	\$0	
4	Current Budget (1+2+3)	\$57,987,195	
5	Work Scheduled	\$50,867,639	
6	Work Earned	\$45,346,447	
7	Actual Expenditures	\$45,308,955	
8	Forecast to Complete Base (4-7)	\$12,678,240	
9	Change Orders Pending Execution	\$2,515,439	
10	Forecast at Completion (7+8+9)	\$60,502,634	
11	Percent Budget Expended (7/4)	78.1%	
12	Percent Planned (5/4)	87.7%	
13	Earned Percent Complete (6/4)	78.2%	
14	Schedule Performance (6/5)	0.89	
15	Cost Performance (6/7)	1.00	
16	Contingency Budget	\$4,721,000	
17	Remaining Contingency	\$3,414,808	
18	Percent Contingency Remaining (17/16)	72.3%	
Period			
1	Budget	N/A	
2	Executed Change Orders	-\$27,540	
3	Budget Transfers	\$0	
4	Current Budget (1+2+3)	\$57,987,195	
5	Work Scheduled (Cumm - Last Period)	\$1,247,844	
6	Work Earned (Cumm - Last Period)	\$665,745	
7	Actual Expenditures (Cumm - Last Period)	\$658,718	
8	Forecast to Complete Base (4-7)	\$57,328,477	
9	Change Orders Pending Execution	\$2,571,515	
10	Forecast at Completion (7+8+9)	\$60,558,710	
11	Percent Budget Expended (7/4)	1.1%	
12	Percent Planned (5/4)	2.2%	
13	Earned Percent Complete (6/4)	1.1%	
14	Schedule Performance (6/5)	N/A	
15	Cost Performance (6/7)	N/A	
16	Contingency Budget	\$4,721,000	
17	Remaining Contingency	\$3,414,808	
18	Percent Contingency Remaining (17/16)	72.3%	





Rail Activation/System Integration

Description

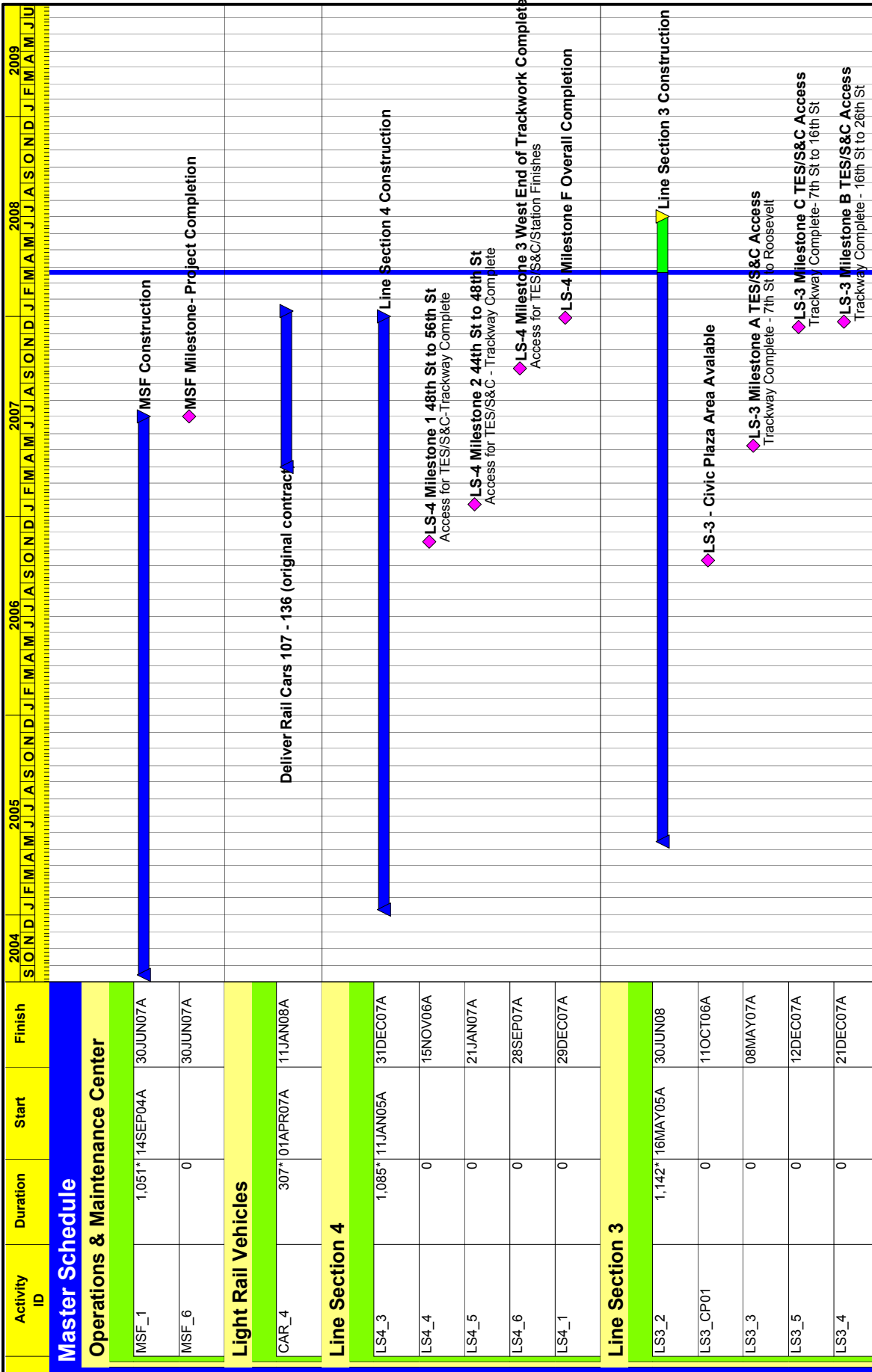
The Rail Activation Plan was developed in June, 2006 to outline the process and organizational approach that METRO will employ to oversee the testing and start-up of the 20 mile light rail CP/EV system. The Rail Activation process is used to transition the Light Rail Project from the construction phase, 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 following and participating in the rail break issue as well as the 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 monitoring progress and modifying the integrated test schedule to reflect any 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.



Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 21MAR08
 Run Date: 02APR08 06:39

8004

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

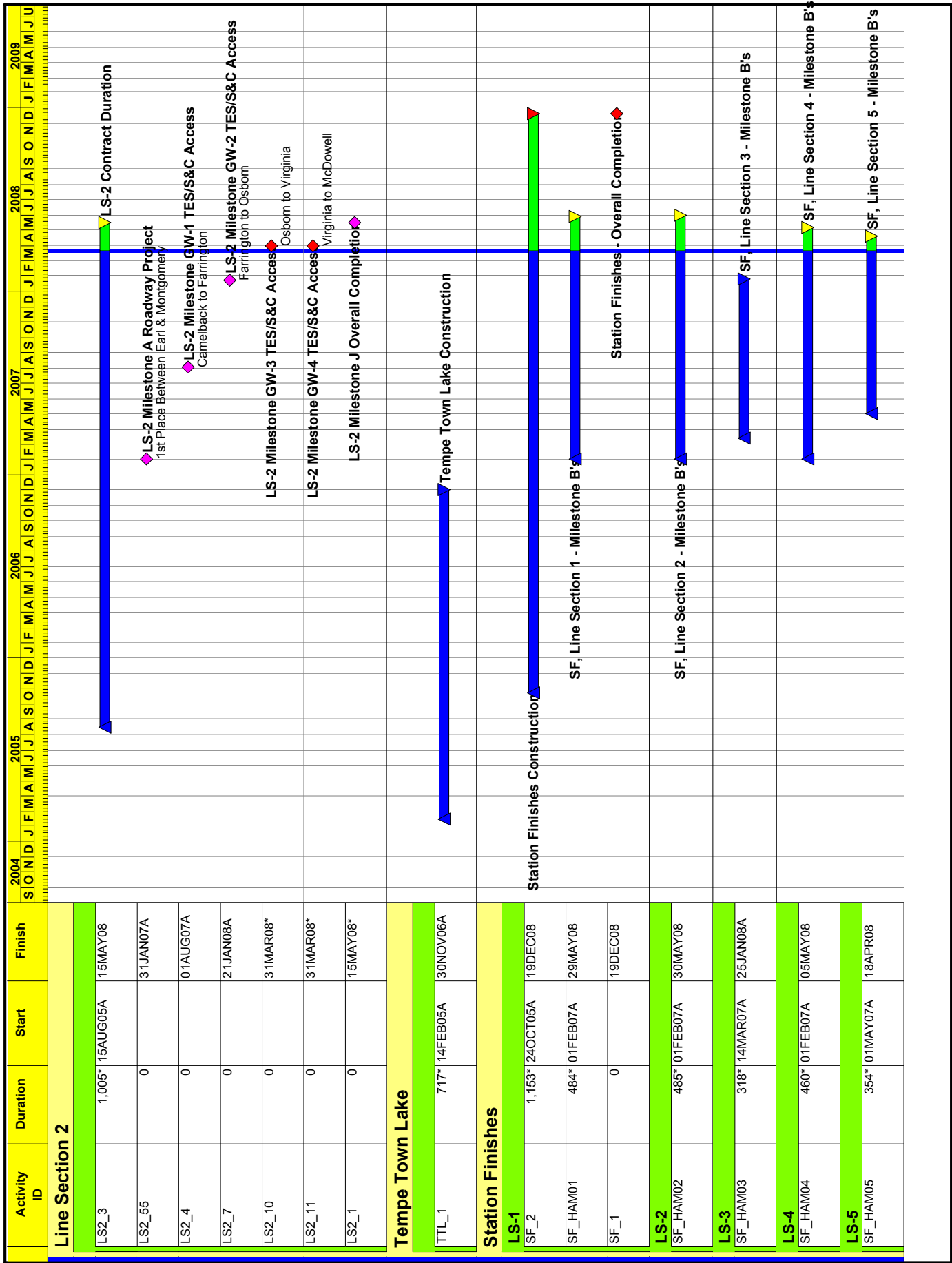
8004

METRO Rail Program Control
 Central Phoenix/East Valley LRT Project

Sheet 1 of 10

Presentation Schedule

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Acronyms

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



DC	Direct Current
DSD	Development Services Department
DWG	Drawing(s)
EPA	Environmental Protection Agency
EST	Estimate, Estimated
FAA	Federal Aviation Administration
FAI	First Article Inspection
FHWA	Federal Highway Administration
FPS	Feet Per Second
FTA	Federal Transit Administration
GEC	General Engineering Consultant
HVAC	Heating, Ventilating, Air Conditioning
ICBO	International Conference of Building Officials
IEEE	Institute of Electrical and Electronic Engineers
IFB	Invitation For Bid
IPI	In Process Inspection
LAN	Local Area Network
LF	Linear Feet
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LS	Line Section
MAG	Maricopa Association of Governments
MEC	Mass Electric Company
MISC	Miscellaneous
MOE	Maintenance of Equipment
MOW	Maintenance of Way
MPH	Miles Per Hour
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