



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project

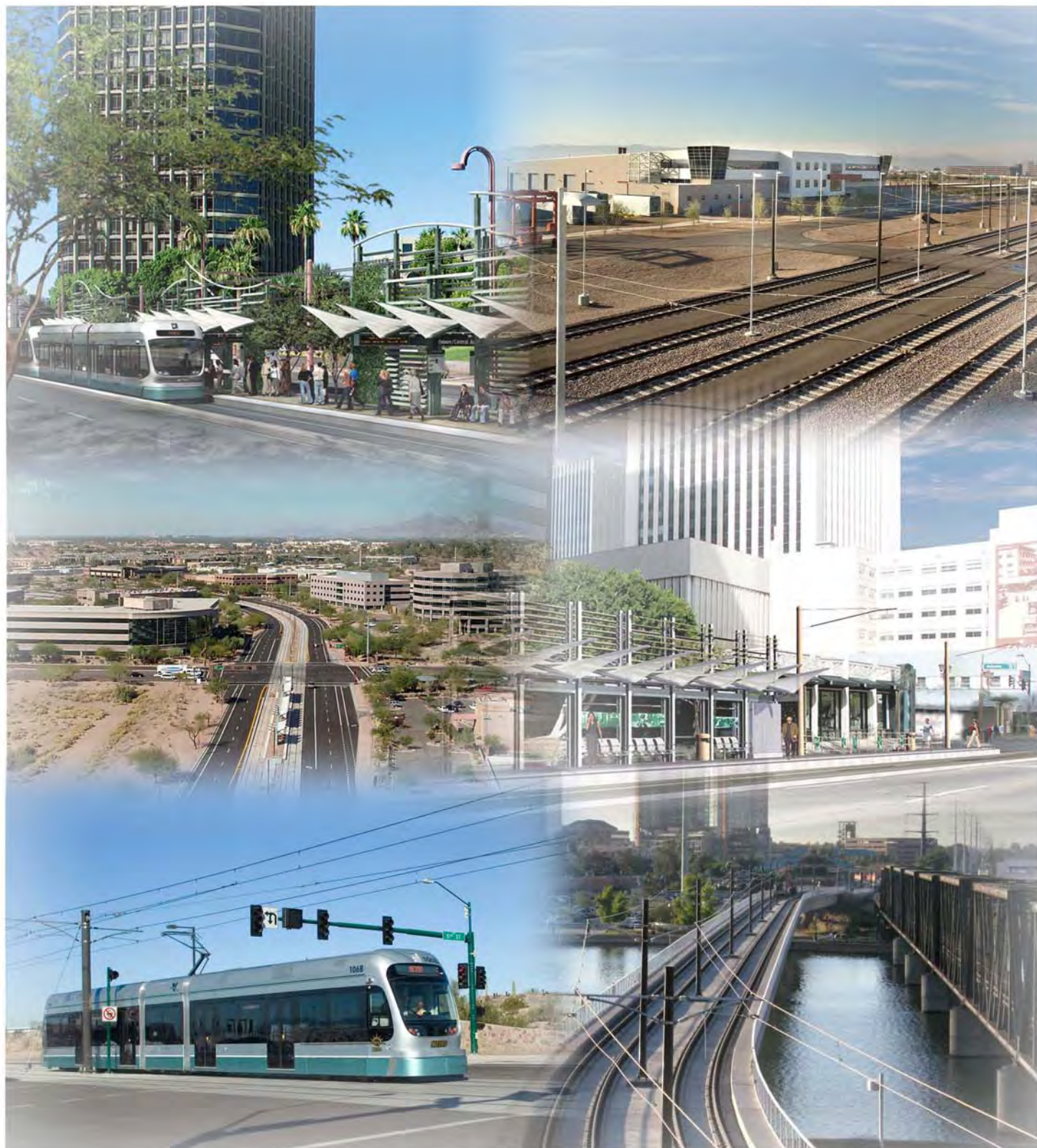




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1. Executive Summary

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 during the month of May progressed to almost 88 percent completion. Facilities construction is over 90 percent complete and systems construction has surpassed 70 percent completion.

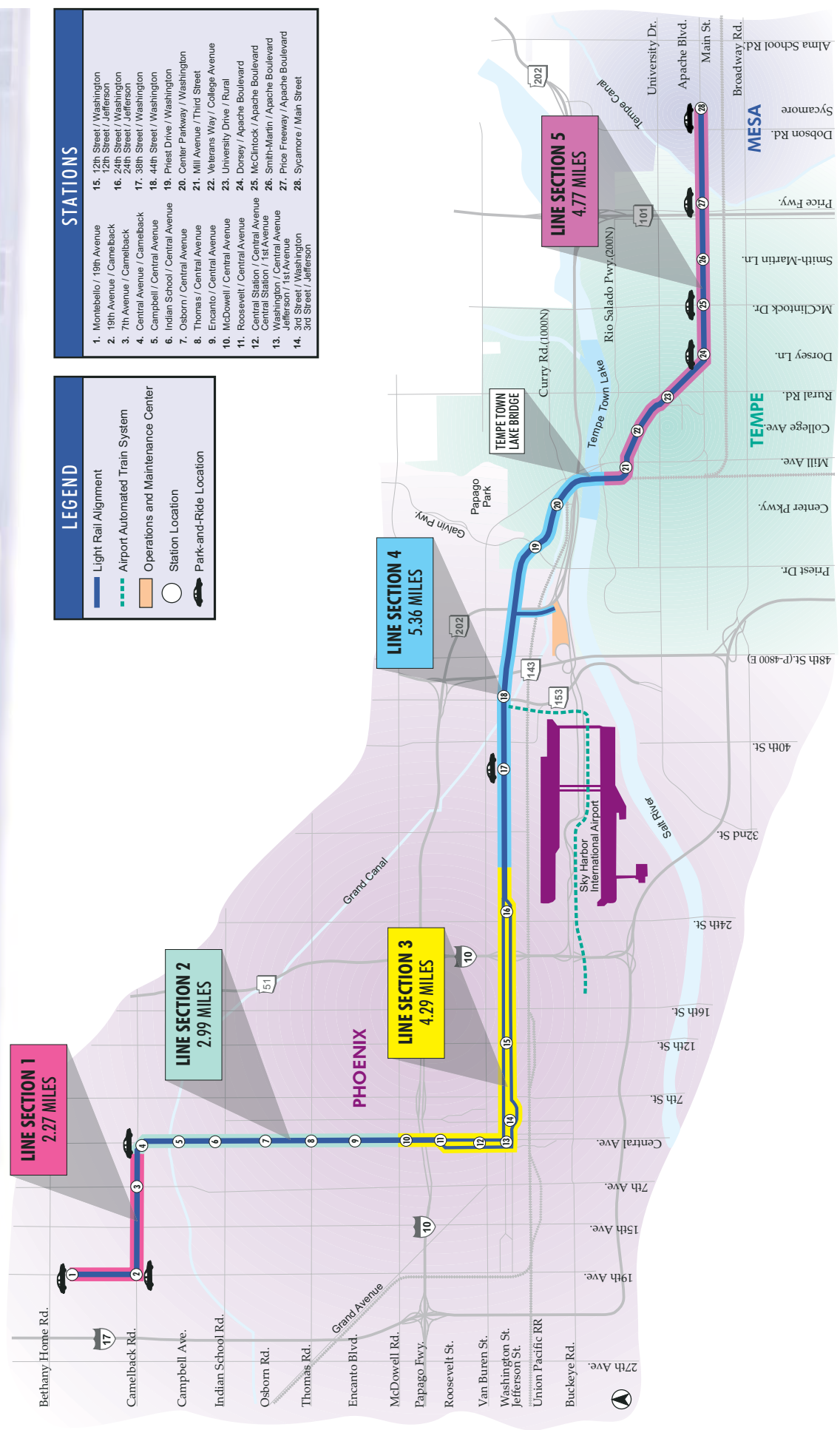
During the month of May final contract negotiations took place on Line Section Four and a final contract cost was reached of \$63,100,000. Line Section Five completed preliminary punchlist work and many of the final change orders on the job. Final contract negotiations are commencing to close out Line Section Five. Line Section One completed some curb, gutter and sidewalk on 19th Avenue and will commence final paving in June. Line Section Two continued to work on punchlist work and curb, gutter, sidewalk and is anticipated to do rubberized asphalt in June. Line Section Three continued sub grade preparation and major pavement reconstruction on the east end of the project from 16th Street to 26th Street. Line Section three also did some base paving and grinding in anticipation of placing rubberized asphalt in June. All of the Park-N-Rides continued to progress to support the December 27th opening. Paving was completed at the 38th Street and Washington Park-N-Ride.

The Station Finishes contract continued to install canopies, louvers and pavers on the remaining station platforms. The contractor made substantial progress during the month of May to give the communication contractor access to 26 station platforms to date. The critical path of the project continues to pass through the station finishes and signals and communications contracts.

The traction power and signals and communications contracts continue to install overhead wire and fiber optic cable. Both contracts have completed substantial work up to Central and McDowell and are moving into Line Section Two and Line Section One to complete their work. Communication devices continue to be installed on platforms and the traffic signal fiber is being spliced and terminated into cabinets in Line Sections Three and Five. The Vehicle contract continues to progress. Thirty-four vehicles have been accepted as delivered and forty-one LRV's are in various stages of assembly.



METRO LIGHT RAIL STARTER LINE



LEGEND

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

- ### 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



CONTRACT LOG - MAY 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
49	02-002-26	Apache Stations - Vertical Objects Artist	Suikang Zhao



CONTRACT LOG - MAY 2008

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
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
81	LRT-08-108-ADV	Aerial Device Vehicles	Altec Industries, Inc.
7. FUTURE LIGHT RAIL EXTENSIONS			
82	LRT-06-050-DCS	Design Criteria & Standards	Stantec Consulting
83	LRT-06-055-PSS	Planning Support Services	HDR Engineering, Inc.
84	LRT-07-077-PCES	Planning, Conceptual Engineering & Environmental Studies for Future Light Rail Extensions - Mesa-Tempe	HDR / S.R. Beard & Associates
85	LRT-07-077-PCES	Planning, Conceptual Engineering & Environmental Studies for Future Light Rail Extensions - I-10/Glendale	URS Corporation
86	LRT-07-075-PENW	Northwest LRT Extension Engineering Services	DMJM+Harris, Inc.
87	LRT-07-091-PICS-HDR	On-Call Public Involvement Consulting Services	HDR, Inc.
88	LRT-07-087D-CMNW	Northwest LRT Extension Construction Manager at Risk Design Phase Services	Sundt/Stacy & Witbeck, Joint Venture
89	LRT-07-089-NWA	Northwest LRT Extension Public Art for Glendale Station	Merge Conceptual Design, LLC
90	LRT-07-089-NWA	Northwest LRT Extension Public Art for Northern Station	Deborah Mersky
91	LRT-07-089-NWA	Northwest LRT Extension Public Art for Dunlap Parking	PhenomenArts, Inc.
92	LRT-07-089-NWA	Northwest LRT Extension Public Art for Dunlap Station	Colab Studio, LLC
93	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 \$77,579,284 of the available \$100,067,589 planned contingency.

Including Project Reserve, this leaves \$26,480,802 of budgeted contingency funds available to the project.

The project is 88.7 percent complete. Construction is 87.9 percent complete.

Program Management and Administration

Forecast is within budget. A Board action has reduced the contingency by \$1,000,000.

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 \$126,500,000. A Board action reduced the contingency to \$10,285,850: thereby, aligning the budget with the current forecast.

PE/FEIS Engineering

Activity is complete.

Engineering

Budget and forecast for the remaining work are consistent with negotiated staffing plan. The May Board action approved fiscal year 2009 funding bringing the 5309 budget to \$107,647,240.

Owner Furnished Equipment/Materials

Forecasts are within budget.

Light Rail Vehicles

Contingency has been reduced to \$3,768,489 at the May Board meeting.

Facilities

Facilities work is 91.0 percent complete. Executed and pending change orders are expected to utilize \$62,590,724 of the \$70,376,400 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 70.3 percent complete. The May Board action added \$3,500,000 to the Signals/Communication contingency in anticipation of an acceleration change order, and \$750,000 to the Traction Electrification contract for miscellaneous change orders.

Construction Administration Services

The forecast has been increased in anticipation of negotiating the fiscal year 2009 proposed staffing plan. The May Board action funded the fiscal year 2009 effort for construction management, adding \$2,000,000 to bring the 5309 budget to \$54,311,124.

Testing and Startup

The May Board reduced the budget by \$3,000,000 to \$23,000,000, consistent with the latest analysis of required costs to complete.

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 Board approved the request to reduce the reserve budget to \$3,992,497 as part of the funding required for the transfer of funds to the systems contingencies.

Financing Costs

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

Concurrent Non Project Activities Project

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

During the reporting period one new CNPA element was added and five change orders were processed for a total cost of \$153,406. ASU had zero change orders processed and the total forecast remained unchanged. Mesa had one change order processed for a cost of \$1,652 which was funded from existing contingency leaving the forecast unchanged. Tempe had one change order processed for a total cost of \$115,406 and the forecast increased accordingly. Phoenix Streets had zero change orders processed and the forecast remained unchanged. Phoenix Aviation had one change order processed for a total of \$1,652 and the forecast increased accordingly. Phoenix Public Transit had zero change orders processed and the forecast remained the same. Phoenix Water Services had two change orders processed for a total of \$27,846 and the forecast decreased \$387,380 due to LS4 close out adjustments.

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

2008_05

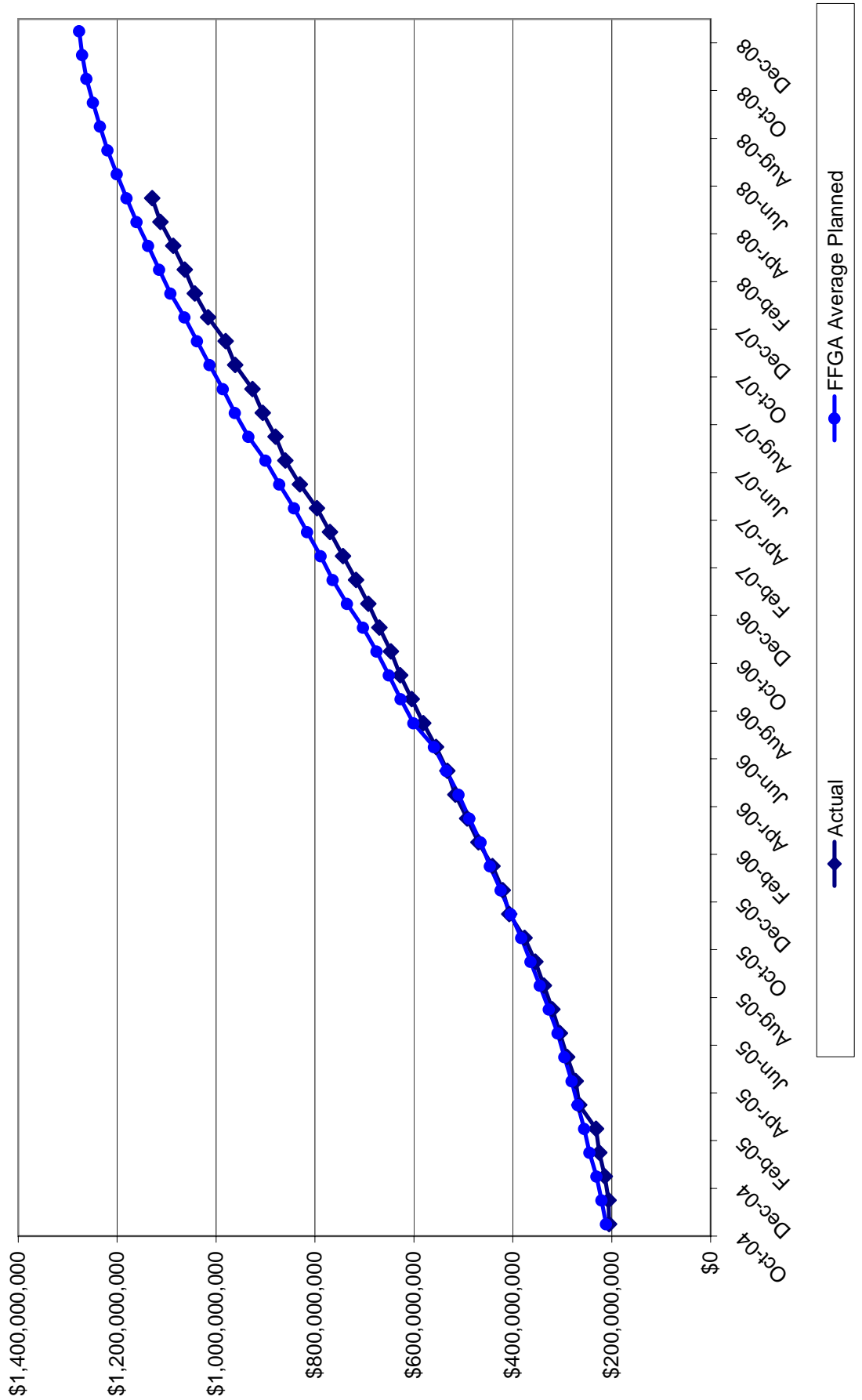
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$46,586,917	\$41,982,478	\$46,726,980	(\$140,063)
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$53,341,352	\$49,233,364	\$53,492,025	(\$150,673)
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$98,543,208	\$92,066,649	\$99,363,062	(\$819,854)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$51,316,103	\$51,508,920	\$52,973,665	(\$1,657,562)
54	LS5 1st Street - Sycamore	\$49,680,435	\$76,011,709	\$76,429,466	\$77,006,859	(\$995,150)
55	Station Finishes	\$38,701,950	\$53,486,007	\$46,544,957	\$53,491,166	(\$5,159)
56	Park and Ride Facilities	\$15,104,339	\$22,330,215	\$9,175,539	\$22,419,052	(\$88,837)
57	Miscellaneous Construction	\$7,505,200	\$2,100,659	\$481,573	\$1,600,659	\$500,000
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$7,572,689	\$4,853,282	\$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	\$989,232	\$967,069	\$976,194	\$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	\$25,745,721	\$27,858,838	\$32,199,006	(\$6,453,285)
81	Contingency	\$37,491,841	\$14,259,281	\$0	\$6,824,081	\$7,435,200
	Facilities	\$422,341,688	\$542,267,078	\$491,099,023	\$544,642,326	(\$2,375,248)
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	\$8,328,904	\$8,328,904	(\$265,317)
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	\$32,938,264	\$33,173,333	\$665,867
5D	Automated Fare Collection System	\$10,755,800	\$7,136,212	\$1,840,240	\$7,137,862	(\$1,650)
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$61,091,525	\$49,866,252	\$59,552,683	\$1,538,842
5F	Communications/Signals	\$38,220,002	\$39,029,801	\$27,620,145	\$39,156,193	(\$126,392)
81	Contingency	\$8,674,000	\$5,829,203	\$0	\$7,240,003	(\$1,410,800)
	Systems	\$119,790,902	\$113,086,741	\$79,326,637	\$113,086,741	\$0
	Sub Total, Construction	\$571,804,009	\$689,193,019	\$603,363,924	\$690,902,400	(\$1,709,381)
4K	Vehicle Contract	\$115,501,823	\$118,391,301	\$94,878,140	\$118,391,301	\$0
4N	LRT Vehicle Contract Contingency	\$5,775,001	\$31,264	\$0	\$31,264	\$0
	LRT Vehicles	\$121,276,824	\$118,422,565	\$94,878,140	\$118,422,565	\$0
22	ROW Acquisition	\$116,214,150	\$117,069,268	\$119,925,619	\$126,500,000	(\$9,430,732)
23	ROW Contingency	\$20,081,000	\$9,430,732	\$0	\$0	\$9,430,732
20	ROW	\$136,295,150	\$126,500,000	\$119,925,619	\$126,500,000	\$0

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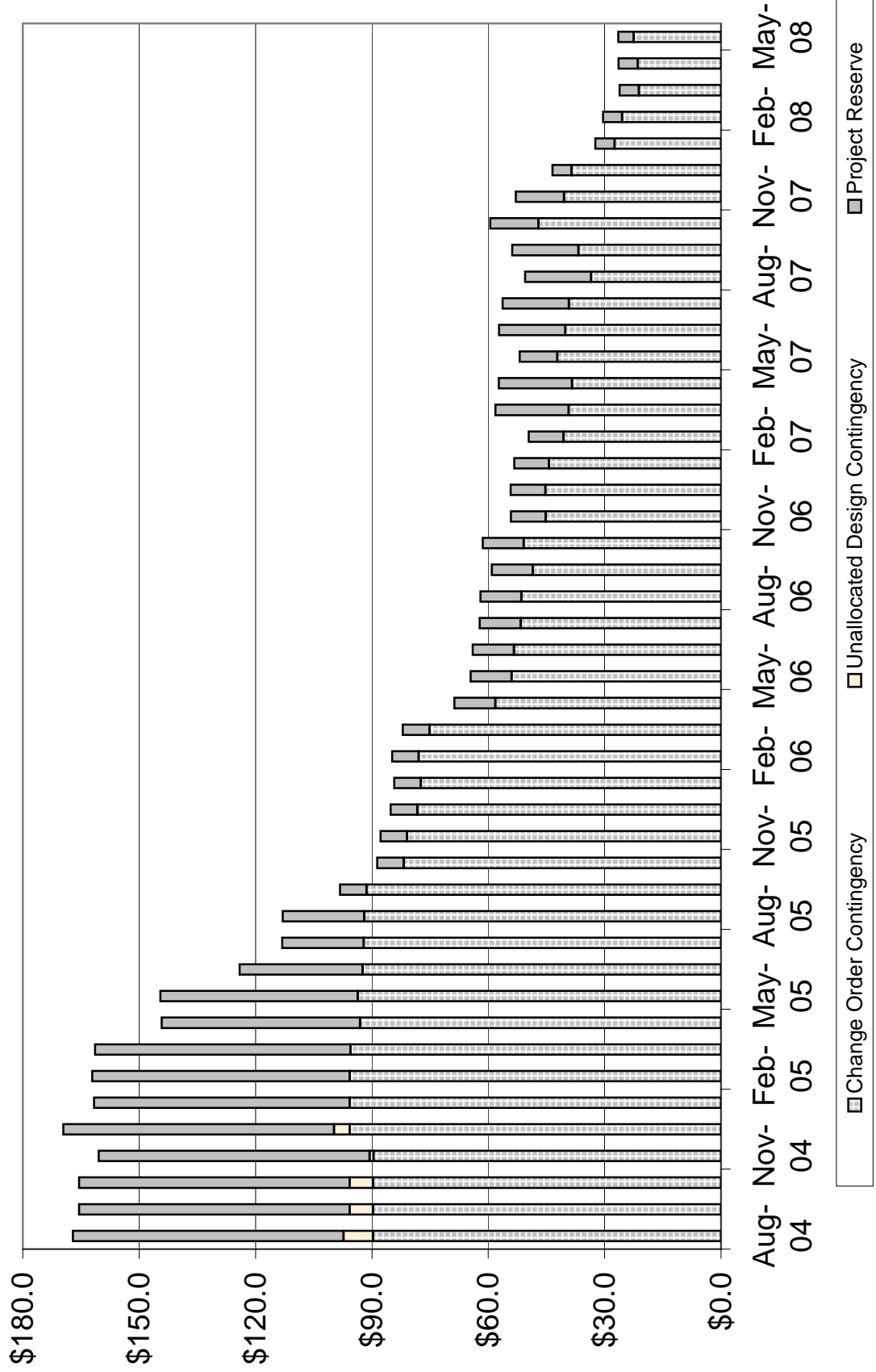
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$25,169,700	\$25,169,700	(\$114,762)
31	Engineering	\$76,780,935	\$76,346,255	\$77,253,658	\$77,290,777	(\$944,522)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$5,949,918	\$6,255,358	\$0
20	ROW Engineering	\$1,016,370	\$1,321,163	\$1,266,226	\$1,266,226	\$54,937
32	Design Services During Construction	\$14,160,426	\$23,724,464	\$19,736,776	\$22,720,117	\$1,004,347
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$107,647,240	\$104,206,578	\$107,532,478	\$114,762
60	Construction Administration Services	\$37,759,127	\$54,311,124	\$48,494,627	\$54,311,124	\$0
61	CAC Contingency	\$15,244,622	\$0	\$0	\$0	\$0
	Construction Administration Services	\$53,003,749	\$54,311,124	\$48,494,627	\$54,311,124	\$0
10	PE Administrative/Management Costs	\$4,363,526	\$4,363,526	\$8,388,002	\$8,388,002	(\$4,024,476)
11	Administrative/Management - VMR	\$43,915,047	\$44,321,157	\$31,880,608	\$36,561,677	\$7,759,480
62	Construction Administration Services - VMR	\$1,697,232	\$2,908,129	\$1,548,900	\$1,801,052	\$1,107,077
67	CAB Program	\$0	\$2,500,000	\$2,344,314	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$643,827	\$702,316	(\$5,604)
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	\$6,456,258	\$7,568,930	(\$568,930)
18	Administrative/Management Contingency	\$388,523	\$388,523	\$0	\$4,710,661	(\$4,322,138)
	Program Management	\$58,507,149	\$63,609,298	\$51,885,251	\$63,600,000	\$9,298
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	\$255,988	\$280,988	\$183,278
12	Administrative/Management - PMC	\$32,736,326	\$33,514,234	\$30,016,529	\$34,780,216	(\$1,265,982)
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	\$3,589,852	\$4,339,229	\$1,012,668
	Program Management Consultant	\$53,053,279	\$53,553,279	\$47,461,936	\$53,000,000	\$553,279
10	PE Administrative/Management Costs	\$3,158,439	\$3,158,439	\$1,837,291	\$3,158,439	\$0
13	Administrative/Management - COP	\$2,986,000	\$5,448,000	\$3,764,446	\$4,374,223	\$1,073,777
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$6,958,777	\$6,958,777	(\$1,073,777)
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	\$516,426	\$897,000	\$0
	City Administration	\$22,185,439	\$22,185,439	\$19,873,940	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,260,871	\$4,193,322	\$6,260,871	\$0
77	Art Program Contingency	\$999,000	\$22,262	\$0	\$22,262	\$0
	Public Art	\$6,283,133	\$6,283,133	\$4,193,322	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$23,000,000	\$9,825,262	\$23,000,000	\$0
80	Unallocated Design Contingency	\$7,575,241	\$0	\$0	\$0	\$0
85	Project Reserve	\$69,829,000	\$3,992,497	\$0	\$2,845,693	\$1,146,804
SUBTOTAL		\$1,253,258,000	\$1,293,752,532	\$1,129,278,299	\$1,293,752,532	\$0
90	Financing Costs	\$158,867,346	\$118,372,814	\$34,006,411	\$118,372,814	\$0
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$1,163,284,710	\$1,412,125,346	\$0

Plan versus Actual Costs



CP/EV LRT Contingency Drawdown

\$ Million



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

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A1	Bus Bays (LS2)	\$984,756	\$984,756	\$537,695	\$984,756	\$0
A2	Phoenix Art Museum Left Turn Signal	\$99,083	\$99,083	\$63,342	\$99,083	\$0
A5	19th/Montebello Transit Center (SF)	\$6,317,206	\$6,317,206	\$5,412,202	\$6,317,206	\$0
A6	117 Central/Camelback Transit Center (SF)	\$7,093,078	\$7,234,259	\$4,916,761	\$7,092,262	\$141,997
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	\$762,903	\$842,830	\$16,491
F4	Civic Plaza Track Support System	\$340,043	\$339,955	\$340,044	\$340,045	(\$1)
F5	Additional Water Services to the Pueblo Grande Museum - LS4	\$89,285	\$89,285	\$81,792	\$81,792	\$7,493
F6	Central/Camelback Bus Bays Relocation	\$180,435	\$180,435	\$55,685	\$180,435	\$0
F7	COP Landscape Irrigation Restoration Central Ave	\$91,807	\$93,413	\$91,807	\$91,807	\$1,606
H2	Fiber Optic COP	\$615,437	\$437,820	\$275,022	\$489,908	(\$52,088)
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$3,564,371	\$3,290,748	\$2,369,375	\$2,519,817	\$770,931
K7	11th Street Loop Track	\$4,352,606	\$5,397,261	\$2,461,326	\$4,652,378	\$744,883
L8	PPT CNPA-3rd St/Washington APD Medallions	\$0	\$0	\$0	\$6,850	(\$6,850)
	Sub Total Public Transit Department	\$29,243,992	\$29,973,211	\$21,835,315	\$28,348,749	\$1,624,462
A3	6th Lane - Camelback (LS1)	\$8,954,921	\$8,954,921	\$7,910,885	\$8,954,921	\$0
D1	Additional Street/Pedestrian Lighting (LS3)	\$521,724	\$521,724	\$513,085	\$540,330	(\$18,606)
E3	Seal Coat versus Rubber Overlay (LS 1)	\$264,342	\$264,342	\$46,412	\$264,342	\$0
E4	Seal Coat versus Rubber Overlay (LS 3)	\$1,593,099	\$1,509,876	\$628,620	\$1,607,078	(\$97,202)
E5	Seal Coat versus Rubber Overlay (LS 4)	\$430,896	\$430,896	\$378,590	\$380,003	\$50,893
K3	Red Light Enforcement	\$70,367	\$61,067	\$49,782	\$59,753	\$1,314
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	\$9,533,363	\$11,812,416	(\$63,601)
A7	44th Street/Washington Transit Center (SF)	\$3,019,371	\$3,019,371	\$2,786,092	\$3,021,023	(\$1,652)
C6	APM Utility Connections	\$22,997	\$22,997	\$22,717	\$22,717	\$280
D2	44th Street Station People Mover Foundation (LS4)	\$756,400	\$783,003	\$756,400	\$756,400	\$26,603
D6	People Mover - AFS Duct Bank @ 40th Place	\$326,527	\$326,527	\$326,527	\$326,527	\$0
E9	10" Water Line at 42nd/Washington LS 4	\$57,499	\$61,269	\$57,389	\$57,389	\$3,880
F3	Archaeological/Hazardous Material Testing (C-AC)	\$60,000	\$60,000	\$57,471	\$60,000	\$0
	Sub Total Aviation Department	\$4,242,794	\$4,273,167	\$4,006,596	\$4,244,056	\$29,111
B3	LS 1 Water/Sanitary Sewer	\$9,972,539	\$10,009,792	\$8,947,753	\$9,962,602	\$47,190
B4	LS 2 Water/Sanitary Sewer	\$6,005,621	\$6,090,392	\$4,635,776	\$6,276,998	(\$186,606)
B5	LS 3 Water/Sanitary Sewer	\$15,366,898	\$15,741,936	\$14,625,843	\$15,758,318	(\$16,382)
B6	LS 4 Water/Sanitary Sewer	\$6,598,919	\$6,448,860	\$6,290,210	\$6,290,210	\$158,650
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	\$385,368	\$504,657	\$0
J3	Catholic Protection for Waterlines LS3	\$29,192	\$0	\$29,192	\$29,192	(\$29,192)
J5	Catholic Protection for Waterlines LS4	\$350,000	\$350,000	\$85,620	\$85,620	\$264,380
	Sub Total Water Services Department	\$39,831,416	\$40,045,049	\$35,254,580	\$39,807,009	\$238,040
	Total - Phoenix	\$85,159,540	\$86,040,242	\$70,629,854	\$84,212,230	\$1,828,012

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

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A8	5th/College Transit Center	\$630,730	\$630,730	\$600,459	\$630,730	\$0
AA	COT SRP Prior Rights TC Relocation	\$235,400	\$235,400	\$20,000	\$235,400	\$0
B8	Terrace / Apache Waterline Coordination (Design Only)	\$52,146	\$35,611	\$35,295	\$316	\$316
C1	Additional Communications Conduits	\$27,775	\$32,499	\$27,775	\$27,775	\$4,724
C2	COT ASU Pedestrian Signal	\$122,000	\$122,000	\$107,754	\$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	\$323,894	\$279,956	\$279,956	\$43,938
D7	COT Additional Conduit @ McClintock/Apache	\$7,990	\$7,990	\$7,990	\$7,990	\$0
E6	Rubberized Asphalt LS5	\$624,874	\$624,874	\$537,949	\$624,874	\$0
F2	McClintock / Apache Storm Drain	\$116,207	\$123,153	\$114,689	\$115,777	\$7,376
F9	Rubber Asphalt - Tempe	\$489,349	\$523,603	\$464,026	\$487,911	\$35,692
G1	McClintock Park and Ride - CNPA	\$5,580,729	\$5,580,729	\$5,580,729	\$5,580,729	\$0
G3	Tempe Admin Costs	\$722,808	\$0	\$722,808	\$722,808	(\$722,808)
H3	Fiber Optic COT	\$414,922	\$414,922	\$228,550	\$397,455	\$17,467
J4	Catholic Protection of Waterline LS4 CO#15	\$139,644	\$168,638	\$139,620	\$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	\$6,772	\$873
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	\$3,942,768	\$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)
L7	COT CNPA Prince/Apache PnR Waterline	\$0	\$116,844	\$0	\$116,844	\$0
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	\$14,376,324	\$13,536,535	\$15,386,329	(\$1,010,005)
A9	Main Sycamore Transit Center	\$5,354,546	\$5,397,539	\$4,246,497	\$5,356,571	\$40,968
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$847,325	\$810,347	\$372,242	\$869,872	(\$59,525)
M2	Mesa Additional Grind & Overlay	\$0	\$281,383	\$246,792	\$281,383	\$0
M3	Mesa Additional Grind & Overlay on Dobson	\$0	\$232,677	\$204,073	\$232,677	\$0
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	\$6,745,488	\$5,092,545	\$6,764,045	(\$18,557)
C9	ASU Logo Additions	\$72,010	\$72,010	\$72,010	\$72,010	\$0
E2	ASU Steam Line	\$8,189	\$8,189	\$8,189	\$8,189	\$0
H1	Fiber Optic ASU	\$1,129,600	\$1,124,959	\$625,926	\$1,173,576	(\$48,617)
	Sub Total ASU	\$1,209,799	\$1,205,158	\$706,125	\$1,253,775	(\$48,617)
AB	Cityscape CNPA in LS3	\$0	\$25,000	\$0	\$25,000	\$0
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 CityScope Project	\$0	\$0	\$0	\$5,000	(\$5,000)
F8	Rojo Lofts Property	\$81,999	\$81,998	\$18,254	\$81,998	\$0
	Sub Total Other	\$153,836	\$181,342	\$76,124	\$183,835	(\$2,493)
	Grand Total CNPA	\$108,386,195	\$108,548,554	\$90,041,183	\$107,800,214	\$748,340



3. Schedule Overview

The current Status of the Master Schedule is based on a data date of June 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 30th, 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.

Track installation is now at 100 percent complete.

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	23,454	4.44	0	0.00	100.0%
Line Section 2	30,752	5.82	30,752	5.82	0	0.00	100.0%
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	224,968	42.61	0	0.00	100.0%
OCS Pole and Down Guy Anchor Foundations							
Line Section	Bid Quantity		Installed		Remaining		% Complete
Line Section 1	136		136		0		100.0%
Line Section 2	184		184		0		100.0%
Line Section 3	481		481		0		100.0%
Line Section 4	257		257		0		100.0%
Line Section 5	342		342		0		100.0%
Total	1,400		1,400		0		100.0%



Station Finishes						
Stations to S&C	Bid Quantity		Complete		Remaining	% Complete
LS1 Milestone B	3		2		1	66.7%
LS2 Milestone B	6		2		4	33.3%
LS3 Milestone B	12		12		0	100.0%
LS4 Milestone B	4		4		0	100.0%
LS5 Milestone B	8		8		0	100.0%
Total	33		28		5	84.8%
Traction Electrification						
Area	Description	U/M	Bid Quantity	Installed	% Complete	
TPSS 1 Thru 15	Feeders & Negative Returns	LF	135,580	82,649	61.0%	
Yard	500 kcmil Feeder Cable	LF	2,175	2,175	100.0%	
Line Sections/Yard	OCS Pole Assemblies	EA	1,478	1,364	92.3%	
Line Sections/Yard	OCS Wire	LF	259,790	191,873	73.9%	
Line Sections/Yard	OCS Cantilever Assemblies	EA	2,027	1,566	77.3%	
Signals and Communications						
Area	Description	U/M	Bid Quantity	Installed	% Complete	
Stations	Local Wire Installed	EA	44	25	75.8%	
Stations	Communication Cabinet Equipment Installed	EA	44	24	72.7%	
Stations	Communications Device Kits	EA	44	25	75.8%	
Stations	Terminate Devices	EA	44	22	66.7%	
Line Sections	Backbone Fiber	LF	140,360	99,614	71.0%	
Line Sections	Street Traffic Fiber	LF	140,360	124,866	90.9%	
Line Sections	City Use Fiber	LF	245,991	43,565	19.2%	

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

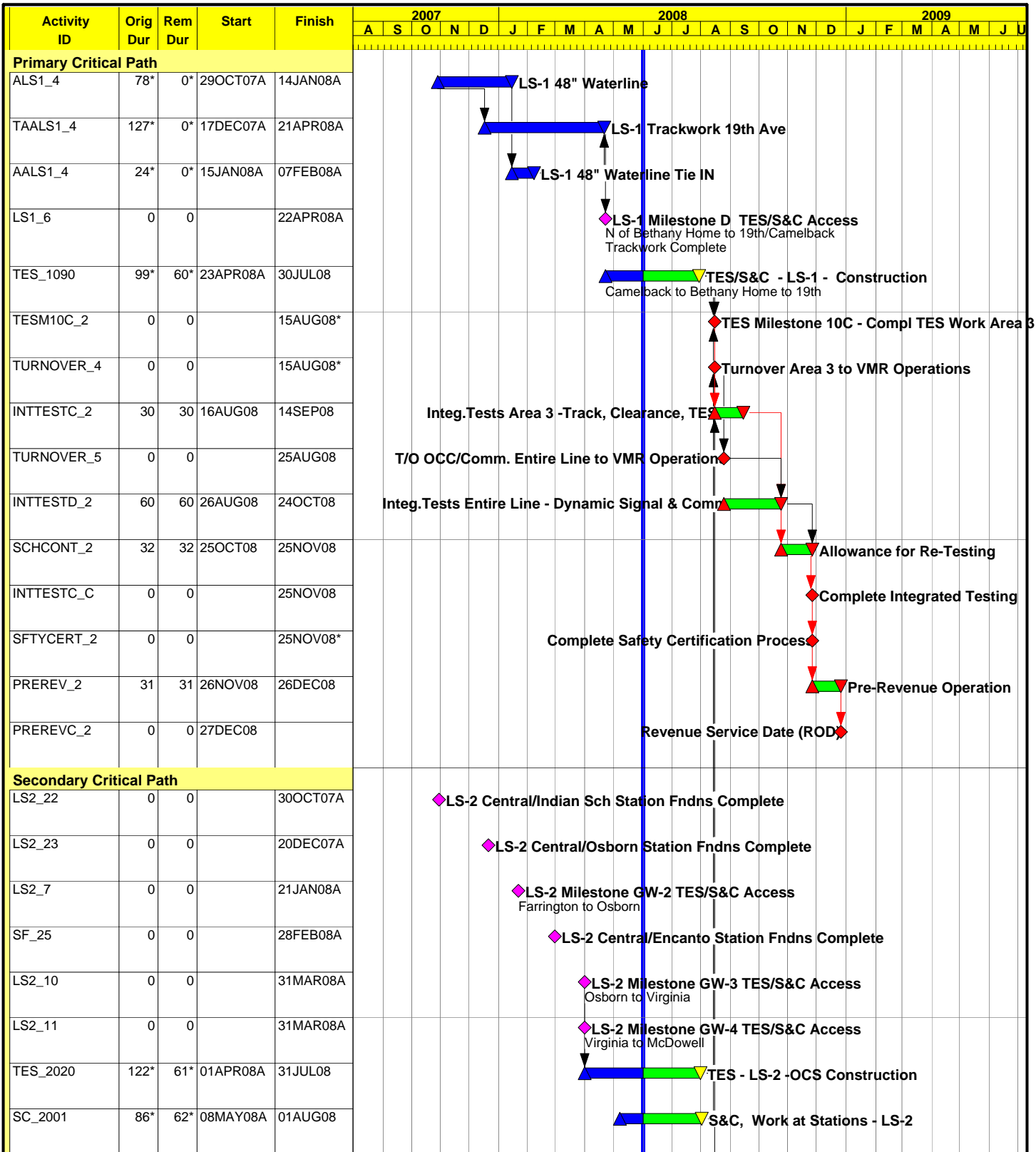
Traction Electrification August, 2008

Startup:

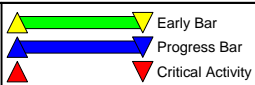
Start Int. Testing Area 1 (24th Street to the Mill Pocket Track) May 2008

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
 Finish Date 26DEC08
 Data Date 01JUN08
 Run Date 30MAY08 13:16



8006 Sheet 1 of 2

Valley Metro Rail
Central Phoenix/East Valley LRT

Critical Path



Procurement Bid Status Report as of 5/29/08						
Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)	
PART I – CP/EV LRT PROJECTS						
Facilities Maintenance Services: OMC and Line Buildings	4/13/08	4/23/08	5/28/08	7/23/08	9/1/08	
Janitorial, Cleaning, Graffiti Removal Services – OMC and Stations	5/26/08	6/2/08	6/27/08	9/17/08	10/1/08	
Lands Keeping Services – OMC and Stations	5/26/08	6/4/08	6/27/08	9/17/08	10/1/08	
Insurance Brokers Services	6/9/08	NA	7/15/08	9/17/08	10/01/08	
External Records Storage	3/17/08	NA	4/15/08	NA	6/15/08	
Aerial Device Vehicles	2/18/08	NA	3/10/08	4/16/08	6/1/08	
Armored Transport Service	5/27/08	6/18/08	7/10/08	9/17/08	11/1/08	
Security Services – Tempe/Mesa	6/10/08	NA	7/9/08	9/17/08	10/1/08	
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 5/25/08	On Call List on website by 06/15/08	



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

- Attended CAC bi-weekly Resident Engineer meetings.
- Attended various CAC/Contractor weekly progress and coordination meetings.
- Attended weekly rail progress and schedule review meetings.
- Reviewed LRT stations at Mill Avenue/3rd, 5th Street/College and University Drive/Rural for quality and safety issues.
- Participated in preliminary walk-thru inspections in preparation for Substantial Completion of several stations in Tempe.
- Conducted surveillance of City of Phoenix inspectors' interface with construction activities.
- Issued audit for Contractor's compliance with selected sections of its QC Plan for the Park-N-Ride Facilities contract LRT-05-042-PNR-2. Audit closed.
- Conducted audit for Contractor's compliance with selected sections of its QC Plan for the Line Section 3 contract LRT-04-021-LS3. Audit closed.

Construction Administration Consultant Activities

- Quality Manuals Reviewed
 - To date, three Park-N-Ride Contractor's Quality Plans (CQP) have been reviewed, two are approved, one returned for revisions to the Inspection and Test Plan (I&TP), which is a portion of the CQP (PNR-RB).



- General
 - Attended weekly Resident Engineer meetings.
 - Continued review of quality related submittals as required.
 - Continued to provide assistance in regard to metal artwork of a structural nature.
 - One surveillance of an artwork fabrication shop was completed during the month of May; however, the report as of this date is pending.

NCR and QAR Logs have been revised to show all NCR's and QAR's for all contracts, including MP contracts, presently open. Columns for "New" and "Closed" represent changes in status for this month's report. Information on NCR's written by general contractors to subcontractors are not included. Presently, MASS Electric has 13 open NCR'S between the TES (11) and S&C (2) contracts. Three were closed with no new NCR's issued during the month of May.

CAC Nonconformance Report Log (NCR):

Total NCR's Written	New NCR's	Closed NCR's	Remaining NCR's	NCR's Projected to be Closed in May
206	4	174	32	10

CAC Quality Action Request Log (QAR):

Total QAR's Written	New QAR's	Closed QAR's	Remaining QAR's	QAR's Projected to be Closed in May
38	0	25	13	6

Note that QAR tally (Closed vs. Remaining) has changed due to addition of two (2) QAR's discovered which were written by Jay Young in 2006. These will be addressed in the near future.

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- Inland Engineering, a local Inspection and Testing Laboratory, has been contracted to provide Brinnell Hardness Testing verifying the removal of surface Martensite. Line Section 2 had no rail drain cutouts. Line Section 1 drain cutouts, 28 locations total, which were not plasma torch cut, were tested and no location was found to require repair.
- All rail repairs have been completed for all Line Sections.



- CAC QA participated in walk-thru final punch list inspections for the Station Finishes Contract during the first two weeks of May. The contractor is in the process of addressing punch list items for final inspection prior to handover on approximately one third of the stations.

Note: The CAC QA Manager was not available for the second half of May due to unforeseen circumstances which has caused a delay in submittal review and completion of one artwork fabricator surveillance report.

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 construction status, traffic circulation, landscaping finishes, and follow-on contract progress/impacts. They are also sharing information on business assistance programs with the owners and managers of businesses located along the light rail corridor.

Progress

- On May 19th, METRO Operations extended vehicle testing into Tempe. Trains are currently operating in a test zone from 26th Street and Washington to just east of Mill Avenue. In preparation for the 6.2 mile integrated testing area, Public Involvement Staff successfully executed canvassing efforts to adjacent stakeholders with the distribution of METRO Safety materials. By mid-June, the electrical lines will be energized and a train will enter the area east of 5th Avenue and Mill to Sycamore and Main Street for the first time. We will conduct the first live-wire test with the train at walking speed. METRO Operations is working with the Tempe, Mesa and ASU police departments to determine the level of police presence during these initial tests. Public Involvement staff has also expanded our effort to include these stakeholders in the distribution of METRO's Safety Materials. METRO's safety message encourages the public to be aware of simple rules to stay safe around light rail.

BUSINESS ASSISTANCE



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through April, **758** signs and **452** banners (**1,210** 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 1	105	89	194
Line Section 2	110	63	173
Line Section 3	267	86	353
Line Section 4	41	37	78
Line Section 5	235	177	412
Totals	758	452	1,210

METRO Business Outreach Program

The following is a break down of business outreach statistics as of May 30, 2008:

- METRO Max Program Participants – **276** businesses
- Construction Signage Program – **1,210** (758 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

- METRO's Community Advisory Board (CAB) for Line Section 1 held the May 2008 meeting at AmeriSchools Academy. Mr. Eric Johnson, Downtown Development Office and Ms. Sandy Zwick, Planning Department, provided an update on development projects along the LS1 alignment. Ms. Zwick's presentation reviewed findings from the Camelback Corridor Study that began in fall 2007. Members asked questions about the development of the 7th Avenue/Camelback area and requested Ms. Zwick return to provide more information on the study results. Sergeant Vazquez, Phoenix Police Department Transit Bureau, discussed law enforcement along the METRO alignment. During Sergeant Vazquez's presentation, he outlined the tasks of the police officers and police assistants, which include fare and code enforcement, station and park and ride security and response to calls of service. Kiewit showed progress photos and provided an update on the schedule. On April 22, Kiewit completed the guideway in Line Section 1. Crews are completing irrigation and punchlist items from 17th Avenue/Camelback to the end of the line on 19th Avenue in preparation for rubberized asphalt paving. Paving is scheduled for mid-June. It was noted Kiewit had 800-days accident free. Members welcomed a new member to the board – David Cook of Christown Spectrum Mall. Mr. Cook is replacing Mr. Paul Rappaport. Kiewit received a rating of 90 percent for May. The next meeting is scheduled for June 10, 2008.

Line Section 2

- Members thanked Mr. Jeff Rosen, a member of the community, for his continued attendance at the LS2 CAB meetings. Members inquired how concerns would be addressed after the CAB program ended. Mr. Howard Steere indicated the process will remain the same; concerns will be addressed by METRO and contractor staff. Mr. Rick Simonetta, METRO Chief Executive Officer, thanked the board for their service



and presented members with a framed, photo simulation of the train as a token of appreciation. In addition, Mr. Simonetta provided information on METRO's grand opening celebration and opportunities for participation. During the contractor presentation, Herzog displayed before and after photographs of the LS2 alignment. The slideshow highlighted work at the Grand Canal Bridge, palm tree relocation, the first and last track placement and paving activities. It was noted punchlist items are being completed throughout the alignment, and rubberized asphalt paving is scheduled for the end of June. Herzog was awarded a 90 percent rating for May 2008 and the 11th Quarter rating was also 90 percent.

Line Section 3

- This CAB did not meet in May.

Line Section 4

- CAB program concluded in November 2007.

Line Section 5

- CAB program concluded in March 2008.

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 April is **\$2,377,196**

Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS1	\$241,181	\$217,063	\$208,622	96%
LS2	\$317,680	\$317,680	\$314,027	99%
LS3	\$865,916	\$865,916	\$779,324	90%
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 14.44 percent, participation including change order work is at 15.16 percent and DBE's have been paid 14.68 percent of construction dollars to date.

Procurement Activities

- There were DBE related procurement activities this period.

Contract Compliance

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

- Line Section 1 - Kiewit Western Contractors
 - 12.10 percent Minimum DBE Participation
 - 13.77 percent Committed at Bid
 - 15.81 percent Current DBE Participation (adjusted contract amounts)
 - \$9,185,101 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
 - 11.93 percent Current DBE Participation (adjusted contract amounts)
 - \$7,417,416 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
 - 11.05 percent Current DBE Participation (adjusted contract amounts)
 - \$6,421,080 Total DBE Subcontracted Amount
- Signals and Communications - Mass Electric
 - 11.00 percent Minimum DBE Participation
 - 11.67 percent Committed at Bid
 - 11.05 percent Current DBE Participation (adjusted contract amounts)
 - \$4,524,834 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
 - 70.25 percent Current DBE Participation (adjusted contract amounts)
 - \$3,913,359 Total DBE Subcontracted Amount



- Park-N-Rides; Kiewit Western Contractors
 - 20500 percent Minimum DBE Participation
 - 23.68 percent Committed at Bid
 - 23.68 percent Current DBE Participation (adjusted contract amounts)
 - \$1,850,777 Total DBE Subcontracted Amount
- Park-N-Rides; Sundt/Stacy and Witbeck
 - 20.50 percent Minimum DBE Participation
 - 31.79 percent Committed at Bid
 - 31.83 percent Current DBE Participation (adjusted contract amounts)
 - \$2,820,372 Total DBE Subcontracted Amount

Outreach Activities

- METRO staff members are working in collaboration with Turner Construction, Hunt Construction, and the Associated Minority Contractors or America to develop a workshop entitled, "Straight Talk." This workshop will address the dos and don'ts of effectively growing a new business. The workshop is scheduled for August 19, 2008 at the METRO corporate office from 4:00 to 6:30 p.m.
- As a precursor to the Straight Talk workshop, an industry roundtable discussion will be hosted by METRO to gather feedback from regional small, women, minority and disadvantaged resource providers and professional associations. The feedback gathered will be incorporated into the follow-on workshop. Additionally, information will be gathered to share with small business owners regarding resources available and associations. The roundtable will take place on July 11, 2008 at the METRO corporate office from 11:00 a.m. to 1:00 p.m.
- 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. The event will take place July 30, 2008 at Phoenix City Hall. Currently 15 of the largest A&E firms in the Valley have committed to participate. METRO technical staff are asked to join the staff members of the City of Phoenix and Valley Metro/RPTA for this event.
- Due to a postponement in preliminary submittals, the outreach event for the Northwest Corridor Extension has been postponed to mid-July. METRO staff will meet with the Northwest Corridor Extension Project Manager to determine the new date in early June. The purpose of the event is to maximize small, minority and women-owned business opportunities on the Northwest Corridor Construction Manager at Risk contract.
- 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

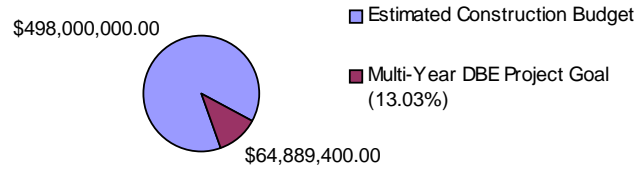
- DBE activities remain within budget and on schedule.

Issues and Solutions

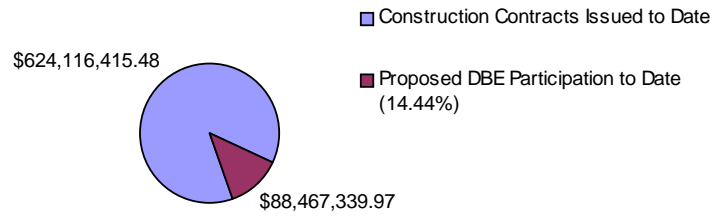
- There are no issues to report this period.



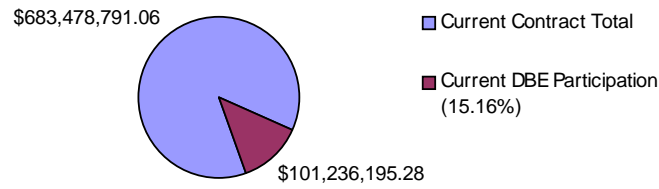
DBE Program Overview



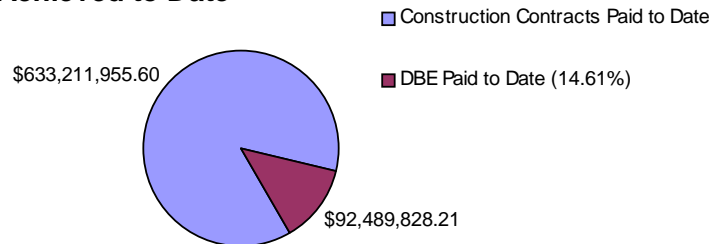
Original Contract Amounts



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

- Ninety-eight METRO, consultant, contractor, utility company, and City personnel received track access safety training.
- Issued an Occupancy and Test Permit for Test Zone A.
- Issued the Safety Certificate for Line Section 4.
- Prepared the response to the FTA Safety and Security Readiness Review Final Report.
- Conducted pre-final inspections of nine stations.
- Presented METRO safety and security presentations for the Arizona Counter Terrorism Information Center and the Arizona School Bus Advisory Council.
- Participated in the traction power “pull-down” test and live wire test.
- Met with representatives of the court systems to continue planning for processing citations for ordinance violations.
- 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.
- Conducted the Fire/Life Safety and Security Committee, and Safety and Security Certification Review Committee meetings.



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 and Maintenance Center	353	353	100%	Sept 2007	CLOSED. Certification is completed. Supplemental report submitted by Resident Engineer.
Line Segment 1	121	70	59%	June 2008	Substantial Completion scheduled for July 18, 2008.
Line Segment 2	127	106	82%	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.
Line Segment 3	214	80	38%	Sept 2008	No change.
Line Segment 4	125	125	100%	May 2008	CLOSED. Certificate of Compliance was approved at the May 2008 SSCRC Meeting.
Line Segment 5	107	93	86%	June 2008	Substantial Completion is complete. Cleaning up punch list items. Final certification is scheduled for June 2008.
LRV	205	0	0%	Nov 2008	Database complete. Beginning to document verification of items
Ticket Vending Machines	38	16	40%	Nov 2008	No change from April 2008.
Station Finishes	55	27	50%	Oct 2008	Substantial Completion scheduled for August 31, 2008



Contract	# of Checklist Items	# of Checklist Items Complete	% Complete	Estimated Certification Date	Comments
Signals & Communications	254	89	35%	Oct 2008	82 Items have been verified and the appropriate documentation filed. 27 Items are related to outstanding or partial submittals. 99 Items are related to post-installation activities such as Test Reports, As-builts and Audits 39 Items are to be verified by inspection; 27 open remaining items.
Traction Electrification System	233	115	50%	Nov 2008	Final test reports will close out majority of remaining items. The last construction milestone is scheduled for August 1, 2008.
Art Contracts	Five pieces of art were inspected (1 st /Van Buren and Washington/24 th Street). Art contracts will be certified on a case by case basis as each piece is installed.				

Construction Accident Data

METRO Construction Incident Rate	February 2008	Previous 12 Month Average
	7.50	2.25
OSHA National Construction Incident Rate = 5.30		

METRO Construction Lost Time Rate	February 2008	Previous 12 Month Average
	0	0.13
OSHA National Construction Lost time Rate = 2.20		

Total Hours Worked, January 2008 – 107,322
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Issues and Solutions

- None.



8. Environmental Management

Description

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

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

Progress

Archaeology Monitoring

- Monitoring and data recovery is complete and closed.

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

- Investigated four shallow wells at park and ride sites. Determined no environmental risk and recommend contractor slurry backfill to 'close wells'.



Cost and Schedule – Variance Analysis

Archaeology Monitoring FY'08

Task Order 2 – Cost and Fee construction monitoring FY'08	\$227, 906
Billed as of April 30, 2008	(\$228,772)
Balance available	(\$0)
Disallowed fee	\$1,866
Agency reserve for data recovery through end of construction	\$0

Archaeology Testing and Analyses

Contract Value	\$2,697,095
FY '08 Budget	\$1,027,098
Invoiced Through May 31, 2008	(\$554,490)
Funds Available FY'08	\$472,608

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 and 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

- ACS has under run their FY'08 estimate of labor by approximately 6,000 hours. Without correction to labor assigned to the project ACS is at risk of not completing the project on time.
- Corrective action: I have requested ACS to reallocate labor resources for FY'09 and FY'10 to determine allocation of resources in order to complete project on schedule and within budget. This will likely result in a mid-year budget adjustment of approximately \$300,000 to absorb funds budgeted in FY'08 but not expended.



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 provided relocation entitlements, (moving costs), to Firestone to satisfy its citation and Tempe received final resolution regarding the McClintock parcel. The City of Phoenix 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	\$117,041,768	\$20,656,557	\$137,698,325
Available Contingency	\$ 11,427,230	\$ 295,925	\$ 11,723,155
Total	\$128,468,998	\$20,952,482	\$149,421,480
Spent To Date	\$122,683,530	\$17,983,287	\$140,666,817
Balance Available	\$ 5,785,468	\$ 2,969,195	\$ 8,754,663

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

- Efforts continue to be 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
May 31, 2008**

ACTIVITY								
	1 PHX	2 PHX	3 PHX	4 PHX	4 TEMPE	5 TEMPE	5 MESA	Totals
Full Takes	40	0	11	2	0	12	0	65
Partial Takes	109	92	243	105	1	109	45	704
Total Affected Parcels	149	92	254	107	1	121	45	769
Offers Accepted	129	78	249	98	1	120	44	719
Escrow Closed Acquisition Complete	129	78	249	98	1	120	44	719
In Condemnation	13	10	5	6	0	1	1	36
In Negotiations	7	4	0	3	0	0	0	14



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 Sections 1, 2, 4 and 5
 - There are no major utility conflicts or coordination issues at this time.
 - A punch list has been created and issues are being addressed per Line Section.
- Line Section 3
 - 11th Street Turn Around - conflicts and coordination issues:
 - APS continues working on overhead to underground conversion on 11th Street. Qwest is in a joint trench with APS.
- Park and Rides – No issues at this time
- Transit Centers – No issues at this time
- Traction Power Substations and Stations Platform – No issues at this time
- Station Finishes (Platform)
 - Twenty station platforms have been energized, only nine remain to be energized.
 - Center Parkway Station – APS waiting on new SES (replacing cabinet damaged by 3rd party) to be installed so APS can proceed with installing cable and set electric meter.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- All new electric services requests for Stations are met on time and continue to be a priority for METRO.

Construction Photographs



Station at Rural and Tyler – passed Inspection ready for APS to pull cable and set electric meter



Station at Apache Boulevard and McClintock ready. For SRP to set electric meter



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

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	93%	\$ 6,356,581	\$ 5,906,832	\$ 6,218,469	\$ 8,181,191
Line Section 2	100%	\$ 1,874,369	\$ 1,872,869	\$ 1,431,990	\$ 1,473,434
Line Section 3	97%	\$ 3,064,666	\$ 2,973,072	\$ 4,390,046	\$ 4,487,215
Line Section 4	100%	\$ 4,713,948	\$ 4,713,948	\$ 6,446,295	\$ 7,245,519
Line Section 5	100%	\$ 7,902,538	\$ 7,880,367	\$ 7,738,842	\$ 8,638,337
Station Finishes, Landscaping, Ped Improvements	100%	\$ 354,632	\$ 354,632	\$ 354,632	\$ 354,632
Operations and Maintenance Facility	100%	\$ 320,230	\$ 320,230	\$ 441,254	\$ 679,071
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
Prior Right Utilities	0%	\$ -	\$ -	\$ -	\$ -
	98%	\$ 25,745,721	\$ 25,180,707	\$ 27,858,838	\$ 32,199,006
Contingency	98%	\$ 8,254,279	\$ 8,108,354	\$ -	\$ 1,800,994
	98%	\$ 8,254,279	\$ 8,108,354	\$ -	\$ 1,800,994
	98%	\$ 34,000,000	\$ 33,289,061	\$ 28,237,411	\$ 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: Installed May 27, 2008.
 - Camelback/7th Avenue: Installed.
- Line Section 2
 - Camelback: Installed except for irrigation hose connection to be provided by Archer Western Contractors.
 - Osborn: Bronze footprint pavers have been delivered to AWC site. Installation is now tentatively scheduled for June 2008. METRO and Archer Western have coordinated the placement of the electrical pull boxes to avoid the art pavers.



- Encanto: The canterra stone wall and bronze sculpture were installed May 27-30, 2008. The bronze turning stones are scheduled to be installed in June or July.
- Line Section 3
 - McDowell: Working with the original fabricator to fabricate completed designs by Station Artist Michael Maglich.
 - Van Buren: Installed.
 - 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: the artist installed the main body of the artwork and is now coordinating the installation of the electrical lighting component. This will be installed by Archer Western.
 - Twelfth Street: Station Artist has been non-responsive; although still attempting to establish contact with Artist, staff is working on alternative plans to complete the project. Concrete pavers are completed and have been installed.
 - Twenty-Fourth Street: installed.
- Line Section 4
 - Forty-Fourth Street: Art columns installation issues have been resolved. The artist will be installing the artwork by the end of June.
 - Priest/Washington: Main entry way sculpture and the rock wall veneer have been installed. The pavers will be installed in June.
- Tempe Town Lake
 - Artwork has been completed except for the final programming of the bridge lighting.
- Line Section 5
 - Mill/3rd Avenue: Archer Western is completing installation of the glass tree and lighting component.
 - 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 will be installed in the fall.

- Paving: Paving has been installed at the Dorsey Station; artist is making progress on the remaining three stations.
- Trellis boxes: installed at the Apache stations except for the Price/Apache station.
- Lighting: Neon Cactus will be installed at Dorsey June 5th, and the Text Lights will be installed at Smith Martin on June 6th, 2008. Work is still ongoing for the Neon Louvers and the Water Bottles.
- Sycamore/Main: Artwork is being powder-coated and should be installed mid-June.
- General Progress
 - Working with Archer Western Contractors (AWC) to resolve the foundation installation and scheduling issues.
 - Working with artists and GEC to resolve the outstanding request for information issues.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

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

Construction Photographs



Encanto Station by Jamex and Einar de la Torre

Station Finishes



Description

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

The Station Finishes architects prepared the construction drawings in five separate packages that correspond to each civil line section. These documents along with an art reference volume have been combined together and are currently under construction by Archer Western Contractors, the METRO Station Finishes Contractor.

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

Progress

- Montebello and 19th Avenue Transit Center: Work continues south of the realigned Montebello Avenue. The contractor is finalizing completed utility work and other site improvements, and completed structural steel and canopy installation. The contractor is currently working on paver sidewalk.



- Work on underground utilities is completed and structural steel installation is completed at the Central Avenue and Camelback Transit Center. Construction of site screen walls is completed. Canopy installation is completed. Artwork installation is completed. The brick paver sidewalk is completed. 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: Sitework construction is ongoing. Installation of Interior finishes continues at Operator Facility Building (OPF4).
- Contractor began constructing the foundation for Operator Facility Building north of the Montebello/19th Avenue Station (OPF1)
- Stations:
 - Structural Steel installation has been completed for 33 Station foundations; this completes structural steel installation for all of the station foundations.
 - Canopy Installation has been completed for 29 stations.
 - Louver Installation is completed for 23 stations.
 - Electrical/Communications Cabinet Installations have been completed for 26 stations.
 - Paver installation has been completed for 25 stations.
 - Work is ongoing at 33 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 26 station platforms.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

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

Construction Photographs



Central/Camelback Station and Transit Center



Priest/Washington Station Art Installation



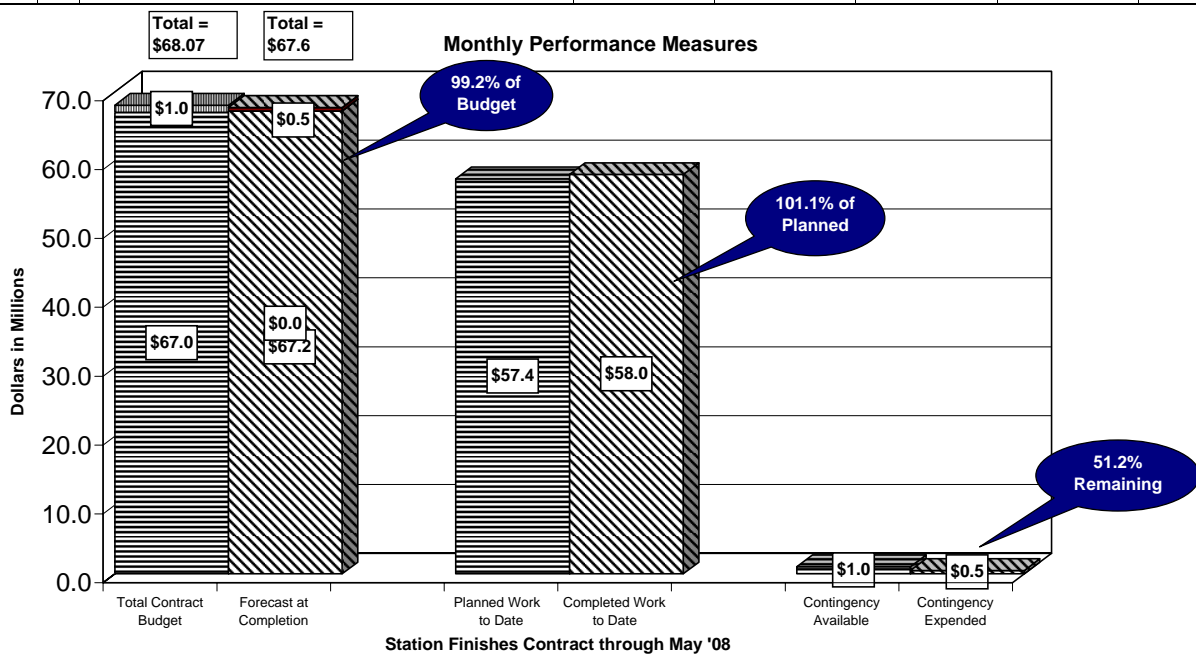
Campbell/Central Avenue
Station Electrical Installation



Thomas/Central Avenue
Station Canopy Installation

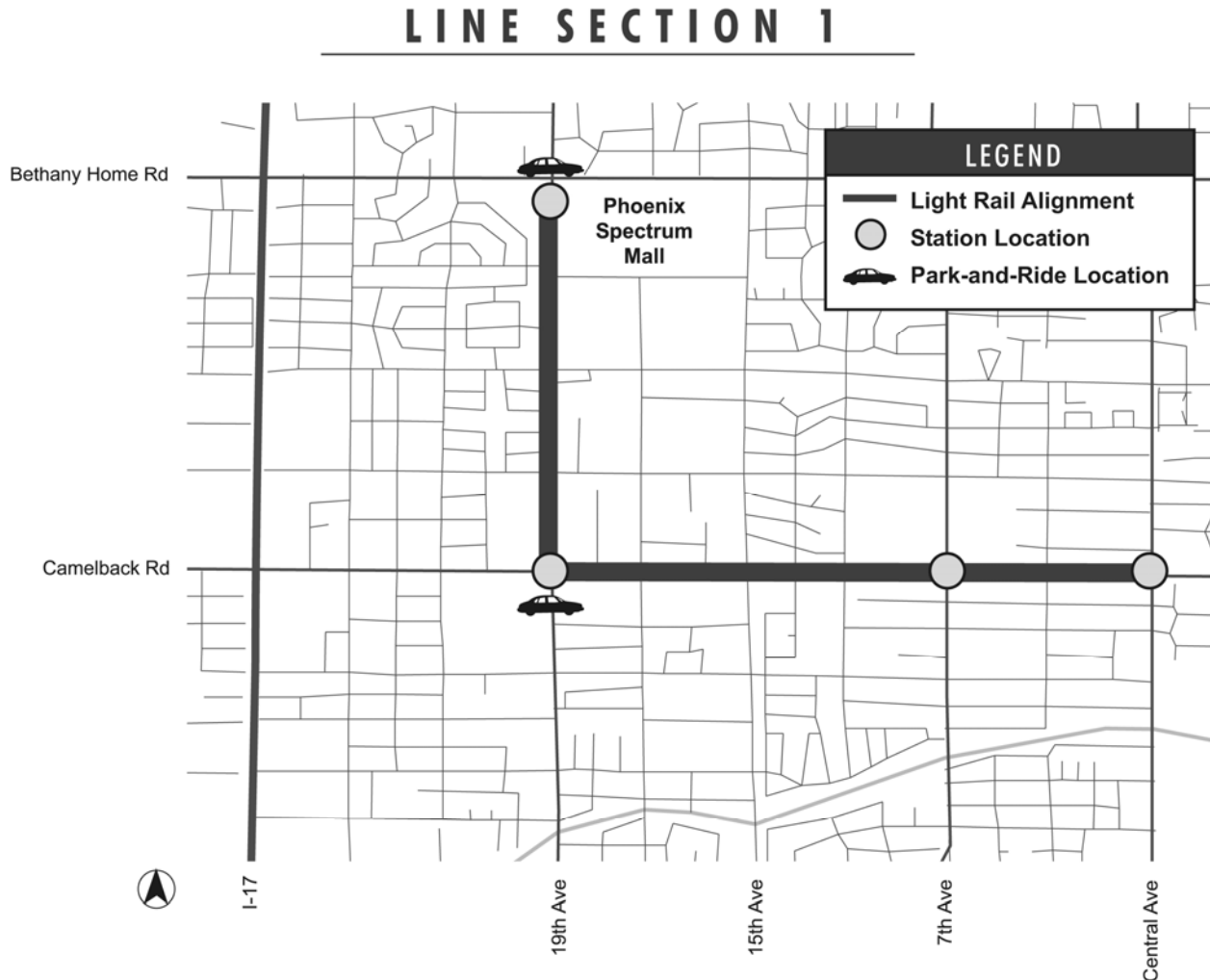


Description:		3.2.1 Station Finishes		
PE/PA:				
Contractor:		Archer Western Contractors		
Resident Architect:		Doaa Aboul-Hosn		
Data Through:		April 30, 2008		
Cumulative		5309	CNPA	Total
1	Original Budget	\$52,985,000	\$14,044,787	\$67,029,787
2	Executed Change Orders	\$501,007	-\$300,000	\$201,007
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$53,486,007	\$13,744,787	\$67,230,794
5	Work Scheduled	\$45,554,223	\$11,831,039	\$57,385,262
6	Work Earned	\$46,114,718	\$11,893,682	\$58,008,400
7	Actual Expenditures	\$46,544,957	\$11,891,462	\$58,436,419
8	Forecast to Complete Base (4-7)	\$6,941,050	\$1,853,325	\$8,794,375
9	Change Orders Pending Execution	\$5,159	\$0	\$5,159
10	Forecast at Completion (7+8+9)	\$53,491,166	\$13,744,787	\$67,235,953
11	Percent Budget Expended (7/4)	87.0%	86.5%	86.9%
12	Percent Planned (5/4)	85.2%	86.1%	85.4%
13	Earned Percent Complete (6/4)	86.2%	86.5%	86.3%
14	Schedule Performance (6/5)	1.01	1.01	1.01
15	Cost Performance (6/7)	0.99	1.00	0.99
16	Contingency Budget	\$546,000	\$492,194	\$1,038,194
17	Remaining Contingency	\$39,834	\$492,194	\$532,028
18	Percent Contingency Remaining (17/16)	7.3%	100.0%	51.2%
Period				
1	Original Budget	\$0	\$0	\$0
2	Executed Change Orders	\$102,037	\$0	\$102,037
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$102,037	\$0	\$102,037
5	Work Scheduled (Cumm - Last Period)	\$1,930,708	\$493,691	\$2,424,399
6	Work Earned (Cumm - Last Period)	\$4,378,073	\$346,673	\$4,724,746
7	Actual Expenditures (Cumm - Last Period)	\$4,360,271	\$345,560	\$4,705,831
8	Forecast to Complete Base (4-7)	-\$4,258,234	-\$345,560	-\$4,603,794
9	Change Orders Pending Execution	-\$71,878	\$0	-\$71,878
10	Forecast at Completion (7+8+9)	\$30,159	\$0	\$30,159
11	Percent Budget Expended (7/4)	8.0%	2.5%	6.9%
12	Percent Planned (5/4)	3.5%	3.6%	3.5%
13	Earned Percent Complete (6/4)	8.0%	2.5%	6.9%
14	Schedule Performance (6/5)	0.06	-0.01	0.04
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget	\$0	\$0	\$0
17	Remaining Contingency	-\$30,159	\$0	-\$30,159
18	Percent Contingency Remaining (17/16)	-5.5%	0.0%	-2.9%



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 are ongoing and will be completed in June/July.



- All Guideway, including special trackwork, has been completed on the Line Section 1 project. The last guideway pour took place on April 22, 2008. All guideway curb and all Overhead Catenary System (OCS) foundations have been completed. Guideway access has been turned over to the follow on contractors.
- 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. Civil Systems Ductbank (CSD) is 100 percent complete on the LS1 project.
- All grading work for sidewalk, curb and gutter and roadway is complete. The first two asphalt concrete paving lifts have been completed on 19th Avenue and the remainder of Camelback Road. Final AC rubber placement is complete on Camelback east of 16th Avenue. Final AC rubber placement for the remainder of the project is scheduled for mid-June. Final adjustment and striping is scheduled for the following two to three weeks.
- 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 was completed April 22, Milestone E (final project milestone) to be complete July 30th.

Issues and Solutions

- Two new change notices are to be issued to the contractor; the first involves installation of a retaining wall per agreement with a private stakeholder, the second concerns removal and installation of up to eight new OCS foundations to facilitate the Northwest Extension Project. These change orders will not affect the final completion date, but due to resource scheduling may be completed after the contract finish date.
- Change Order 90 was issued, revising the Contractual Milestone Dates (see chart below).

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 driveway in front of Chevron gas station



Preparing grade for paving



Forms for curb for Traffic Type A poles



Paving at Montebello and 19th Avenue



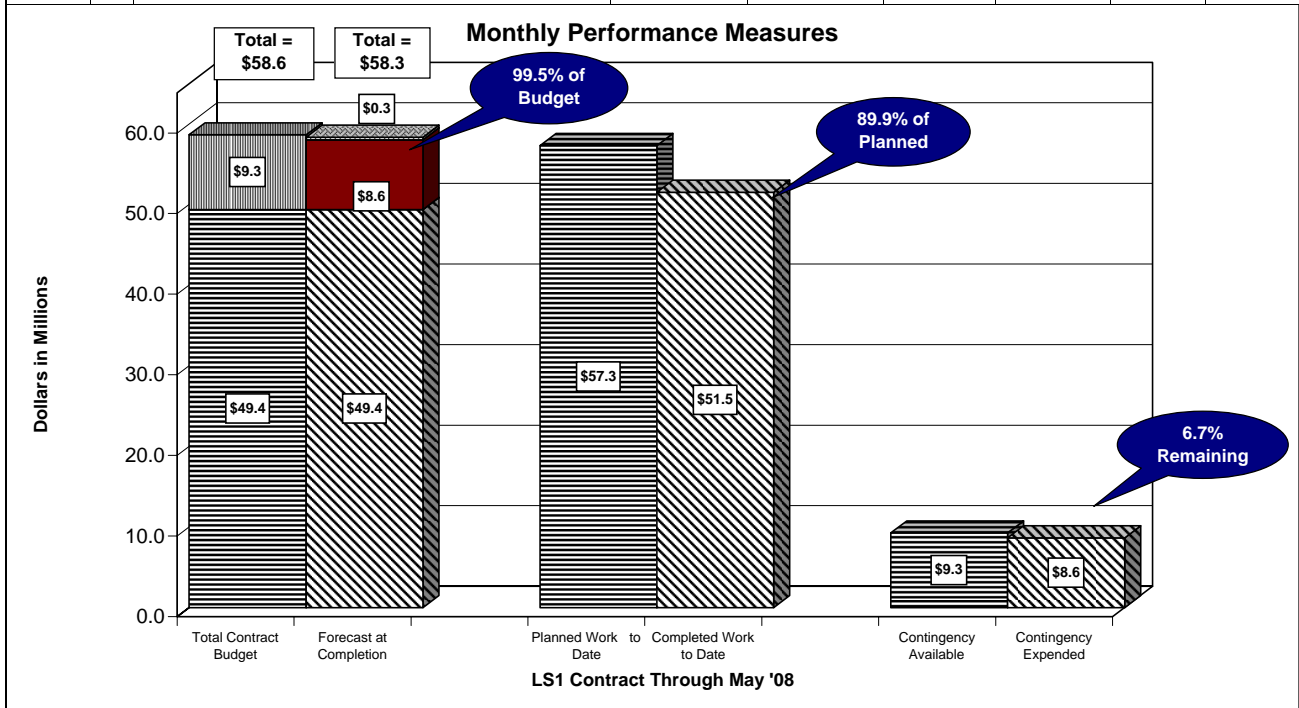
Paving between islands at Spectrum Mall



Placing concrete for pedestrian ramps & sidewalk



Description:		3.1.1 Line Section 1			
PE/PA:		Alvin Livingstone			
Contractor:		Kiewit Western Co.			
Resident Engineer:		Bill Blane			
Data Through:		April 30, 2008			
Cumulative			5309	CNPA	Total
1	Budget		\$37,951,658	\$11,430,252	\$49,381,910
2	Executed Change Orders		\$8,642,601	\$0	\$8,642,601
3	Budget Transfers		\$0	-\$18,552	-\$18,552
4	Current Budget (1+2+3)		\$46,594,259	\$11,411,700	\$58,005,959
5	Work Scheduled		\$45,957,062	\$11,361,589	\$57,318,651
6	Work Earned		\$41,906,884	\$9,604,438	\$51,511,322
7	Actual Expenditures		\$41,982,478	\$9,581,239	\$51,563,717
8	Forecast to Complete Base (4-7)		\$4,611,781	\$1,830,461	\$6,442,242
9	Change Orders Pending Execution		\$140,063	\$188,204	\$328,267
10	Forecast at Completion (7+8+9)		\$46,734,322	\$11,599,904	\$58,334,226
11	Percent Budget Expended (7/4)		90.1%	84.0%	88.9%
12	Percent Planned (5/4)		98.6%	99.6%	98.8%
13	Earned Percent Complete (6/4)		89.9%	84.2%	88.8%
14	Schedule Performance (6/5)		0.91	0.85	0.90
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		\$570,455	\$46,295	\$616,750
18	Percent Contingency Remaining (17/16)		6.2%	100.0%	6.7%
Period					
1	Budget		\$0	\$0	\$0
2	Executed Change Orders		\$28,140	\$0	\$28,140
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$28,140	\$0	\$28,140
5	Work Scheduled (Cumm - Last Period)		\$197,003	\$53,139	\$250,142
6	Work Earned (Cumm - Last Period)		\$2,377,324	-\$33,777	\$2,343,547
7	Actual Expenditures (Cumm - Last Period)		\$2,006,769	-\$70,217	\$1,936,552
8	Forecast to Complete Base (4-7)		-\$1,978,629	\$70,217	-\$1,908,412
9	Change Orders Pending Execution		\$93,771	\$198,420	\$292,191
10	Forecast at Completion (7+8+9)		\$121,911	\$198,420	\$320,331
11	Percent Budget Expended (7/4)		4.3%	-0.6%	3.3%
12	Percent Planned (5/4)		0.4%	0.5%	0.4%
13	Earned Percent Complete (6/4)		5.1%	-0.3%	4.0%
14	Schedule Performance (6/5)		0.05	-0.01	0.04
15	Cost Performance (6/7)		0.01	0.00	0.01
16	Contingency Budget		\$0	\$0	\$0
17	Remaining Contingency		-\$28,140	\$0	-\$28,140
18	Percent Contingency Remaining (17/16)		-0.3%	0.0%	-0.3%



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 infrastructure on the project, and continues to work on punchlist issues.
- Herzog has completed installation of the guideway and turned over to follow-on contractors.
- Herzog has completed all the Station foundations and turned over to follow-on Contractors.
- Herzog continues re-work on the roadway pavement, curb/gutter, sidewalks, and continues to work on pre-punch list activities. Herzog continues to install sandstone borders, tree wells, and maintaining landscaping.
- Final AC Rubber Paving is scheduled for the Third week in June.

Cost and Schedule – Variance Analysis

- The contractor has developed a new schedule to reflect re-sequencing the work to support overall Program Milestones. There are no impacts to follow-on contractors, TES to install final poles and begin overhead catenary wire installation mid-June.

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.

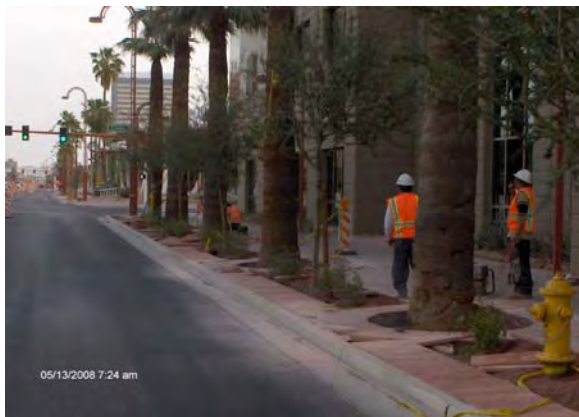
Construction Photographs



AC Paving at Palm Lane



Traffic Signal installation



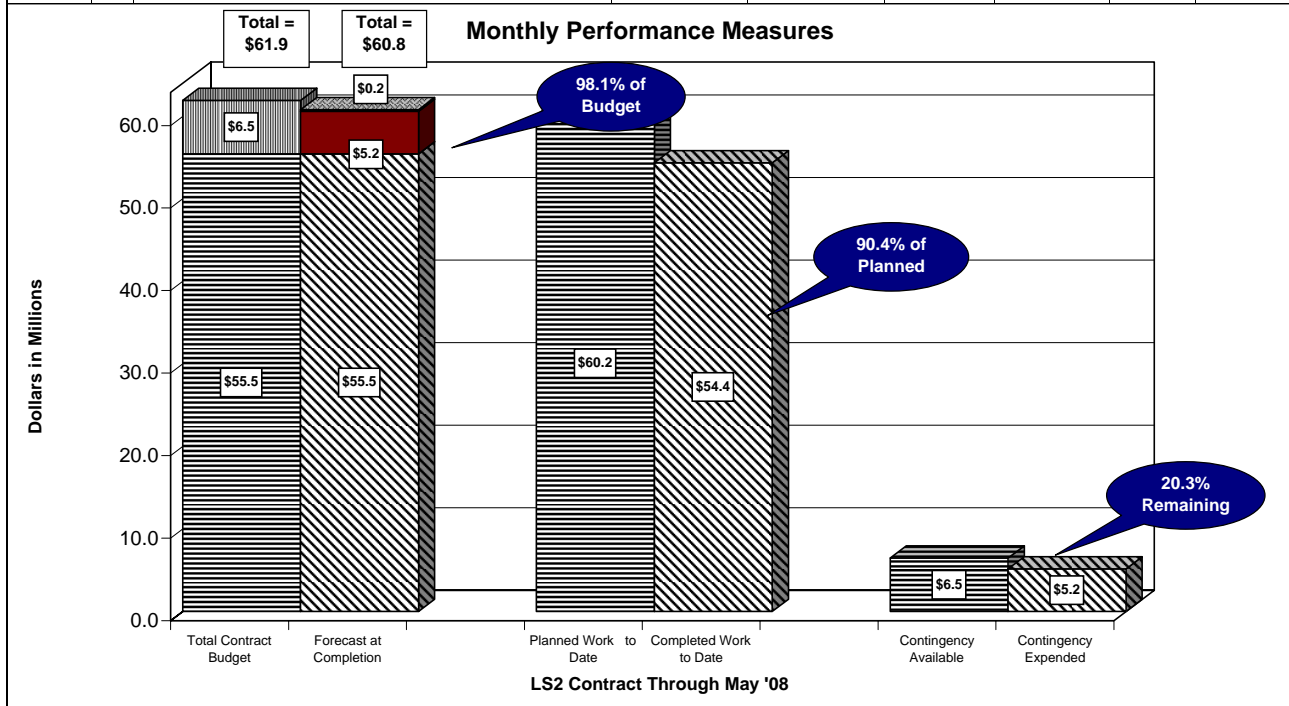
Installing Sandstone borders



Replacing Sidewalk

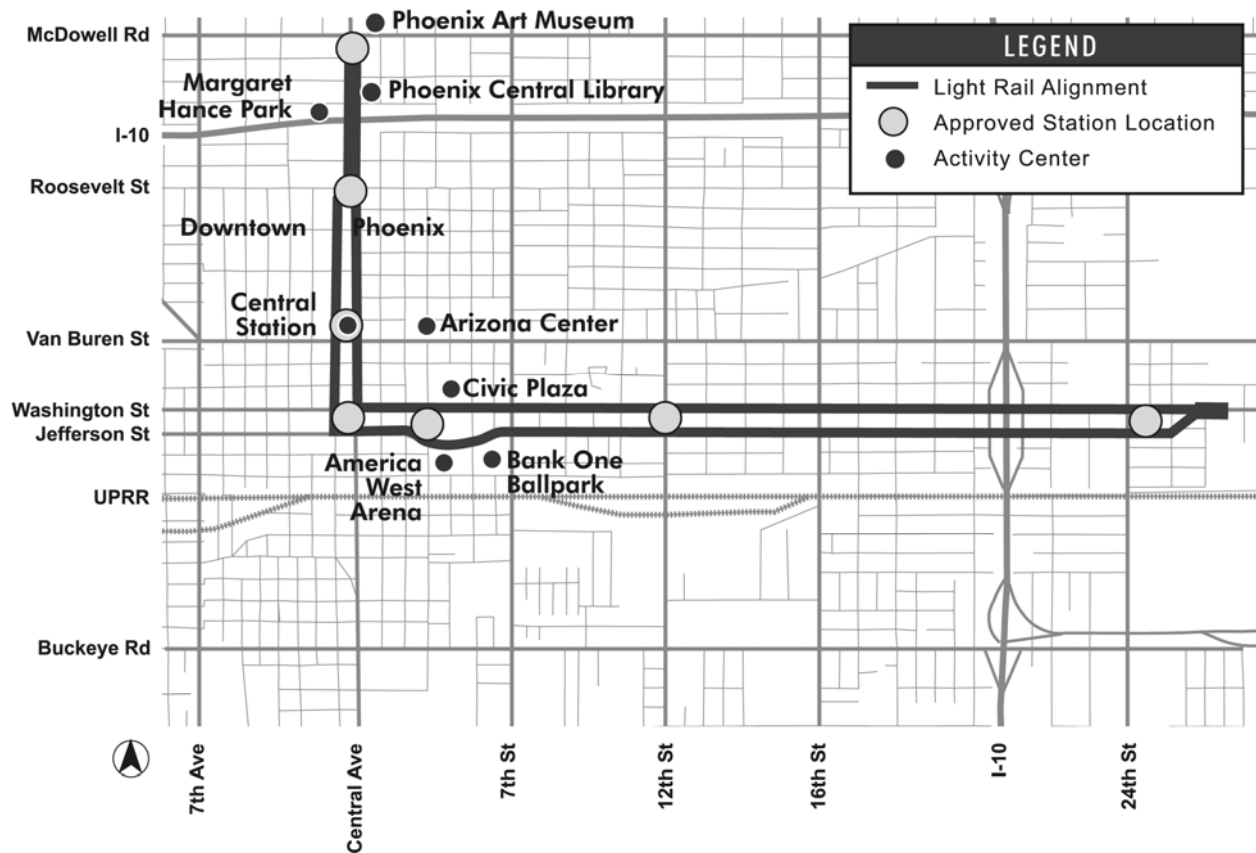


Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		May 6, 2008		
Cumulative		5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$7,045,436	\$55,470,560
2	Executed Change Orders	\$4,921,955	\$0	\$4,921,955
3	Budget Transfers		\$234,813	\$234,813
4	Current Budget (1+2+3)	\$53,347,079	\$7,280,249	\$60,627,328
5	Work Scheduled	\$53,315,074	\$6,840,463	\$60,155,537
6	Work Earned	\$49,221,334	\$5,157,908	\$54,379,242
7	Actual Expenditures	\$49,233,364	\$5,325,050	\$54,558,414
8	Forecast to Complete Base (4-7)	\$4,113,715	\$1,955,199	\$6,068,914
9	Change Orders Pending Execution	\$150,673	\$19,231	\$169,904
10	Forecast at Completion (7+8+9)	\$53,497,752	\$7,299,480	\$60,797,232
11	Percent Budget Expended (7/4)	92.3%	73.1%	90.0%
12	Percent Planned (5/4)	99.9%	94.0%	99.2%
13	Earned Percent Complete (6/4)	92.3%	70.8%	89.7%
14	Schedule Performance (6/5)	0.92	0.75	0.90
15	Cost Performance (6/7)	1.00	0.97	1.00
16	Contingency Budget	\$6,450,401	\$23,285	\$6,473,686
17	Remaining Contingency	\$1,528,446	\$23,285	\$1,316,918
18	Percent Contingency Remaining (17/16)	23.7%	100.0%	20.3%
Period				
1	Budget	\$0	\$0	\$0
2	Executed Change Orders	\$11,171	\$0	\$11,171
3	Budget Transfers	\$0	\$79,647	\$79,647
4	Current Budget (1+2+3)	\$11,171	\$79,647	\$90,818
5	Work Scheduled (Cumm - Last Period)	\$298,388	-\$46,472	\$251,916
6	Work Earned (Cumm - Last Period)	\$1,972,667	-\$63,913	\$1,908,754
7	Actual Expenditures (Cumm - Last Period)	\$1,976,164	\$128,129	\$2,104,293
8	Forecast to Complete Base (4-7)	-\$1,964,993	-\$48,482	-\$2,013,475
9	Change Orders Pending Execution	\$7,707	-\$9,041	-\$1,334
10	Forecast at Completion (7+8+9)	\$18,878	\$70,606	\$89,484
11	Percent Budget Expended (7/4)	3.7%	1.0%	3.3%
12	Percent Planned (5/4)	0.5%	-1.7%	0.3%
13	Earned Percent Complete (6/4)	3.7%	-1.7%	3.0%
14	Schedule Performance (6/5)	0.03	0.00	0.03
15	Cost Performance (6/7)	0.00	-0.04	0.00
16	Contingency Budget	\$0	\$0	\$0
17	Remaining Contingency	-\$11,171	\$0	-\$90,818
18	Percent Contingency Remaining (17/16)	-0.2%	0.0%	-1.4%



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) has completed all but one sanitary sewer line on 14th Street and will start potholing for utilities for corrective work on Central and Van Buren. AWC is continuing attending to punch list for traffic signals and turnover to City of Phoenix. AWC continues to place flatwork, irrigation systems and landscaping as required along ROW and stations.
- The 11th Street Loop water line, sewer and 3rd party utility work has been completed. The remaining guide way and roadway work will be completed by a Job Order Contractor (JOC).
- AWC is working crews five ten-hour shifts a week. AWC continues with the full depth asphalt installation on the east end of the project from 26th Street to 16th Street. Mill and overlay for rubberized paving is scheduled to start mid-June. All track drain repairs have been completed. 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 and has started the establishment period for planting materials from McDowell to 12th Street.

Cost and Schedule – Variance Analysis

- AWC has completed approximately 94 percent of their project.

Issues and Solutions

- AWC continues to work with follow-on contractors turning over guideway for test track operations, which will include wireway and communication installations.

Construction Photographs



Frontage road subgrade preparation on Washington



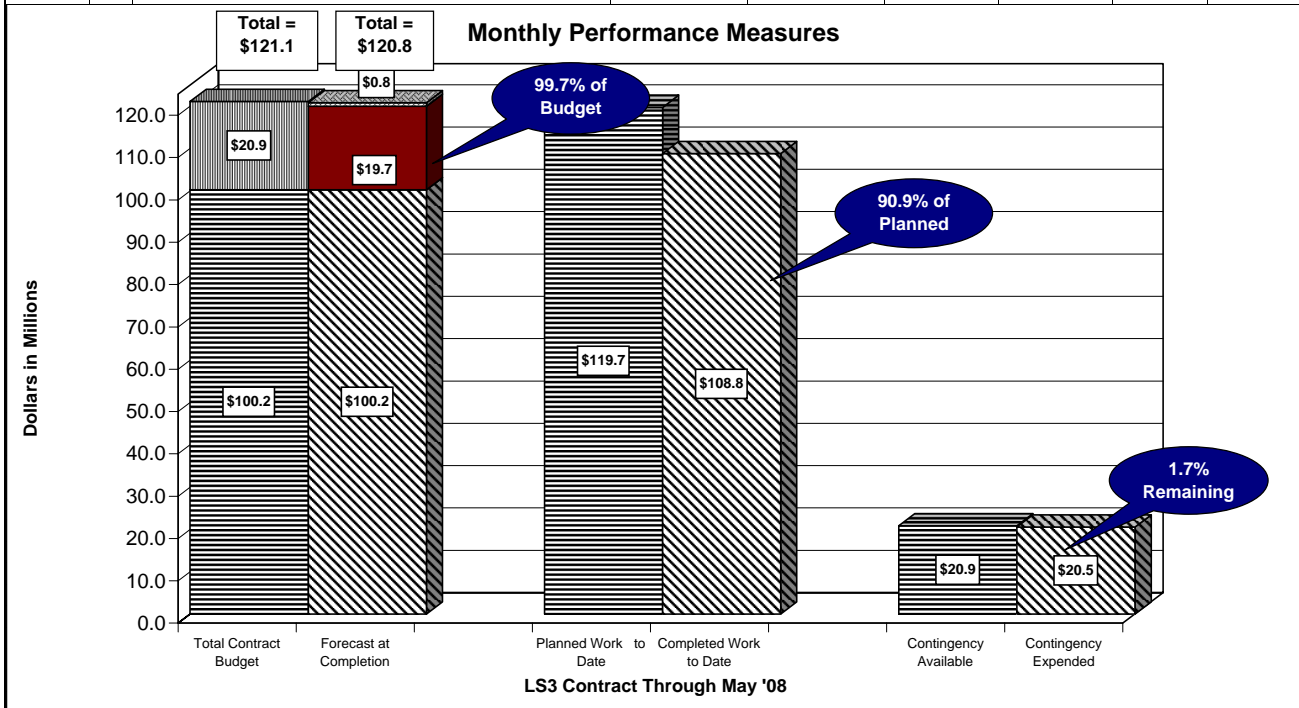
Placing asphalt base at Washington and 24th Street



Preparing frontage road subgrade on Washington

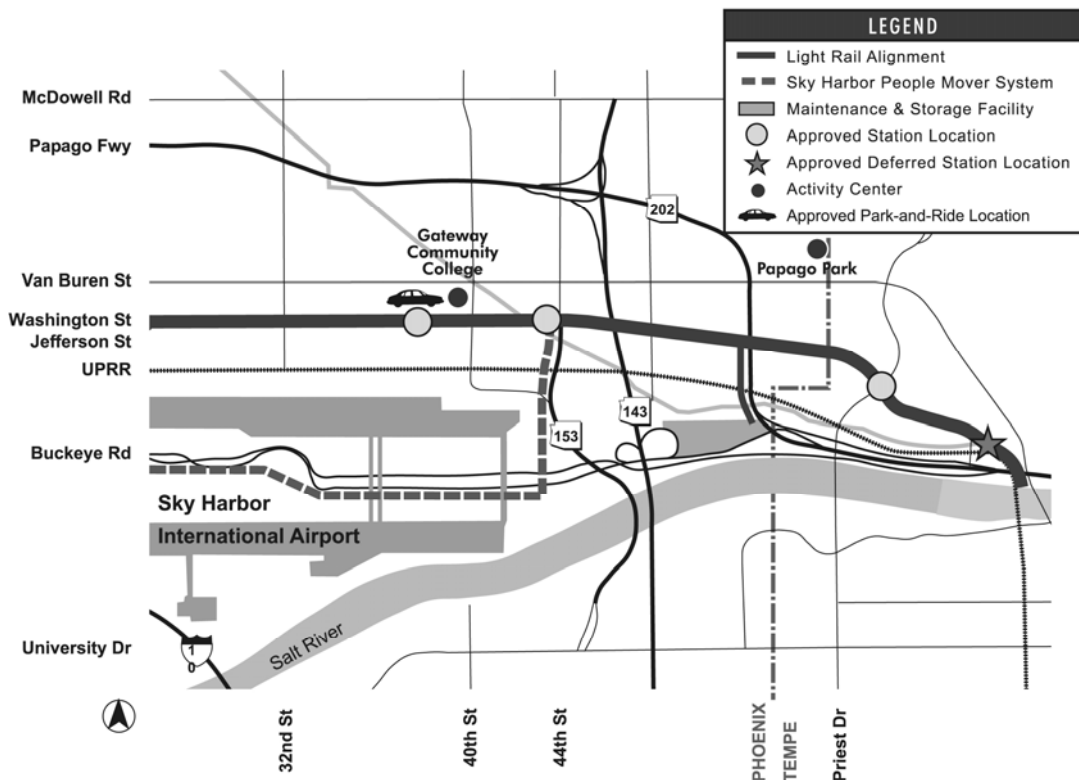


Description:		3.1.3 Line Section 3		
PE/PA:		William Gustafson		
Contractor:		Archer Western		
Resident Engineer:		William Atesis		
Data Through:		April 25, 2008		
	Cumulative	5309	CNPA	Total
1	Budget	\$79,248,617	\$20,990,190	\$100,238,807
2	Executed Change Orders	\$19,353,377	\$661,623	\$20,015,000
3	Budget Transfers	\$0	\$272,415	\$272,415
4	Current Budget (1+2+3)	\$98,601,994	\$21,924,228	\$120,526,222
5	Work Scheduled	\$98,373,325	\$21,317,522	\$119,690,847
6	Work Earned	\$91,379,472	\$17,372,324	\$108,751,796
7	Actual Expenditures	\$92,066,649	\$17,470,676	\$109,537,325
8	Forecast to Complete Base (4-7)	\$6,535,345	\$4,453,552	\$10,988,897
9	Change Orders Pending Execution	\$770,907	\$5,000	\$775,907
10	Forecast at Completion (7+8+9)	\$99,372,901	\$21,929,228	\$121,302,129
11	Percent Budget Expended (7/4)	93.4%	79.7%	90.9%
12	Percent Planned (5/4)	99.8%	97.2%	99.3%
13	Earned Percent Complete (6/4)	92.7%	79.2%	90.2%
14	Schedule Performance (6/5)	0.93	0.81	0.91
15	Cost Performance (6/7)	0.99	0.99	0.99
16	Contingency Budget	\$20,348,232	\$522,721	\$20,870,953
17	Remaining Contingency	\$223,948	\$522,721	\$352,461
18	Percent Contingency Remaining (17/16)	1.1%	100.0%	1.7%
	Period			
1	Budget	\$0	\$0	\$0
2	Executed Change Orders	\$88,883	\$725,000	\$813,883
3	Budget Transfers	\$0	\$405,353	\$405,353
4	Current Budget (1+2+3)	\$88,883	\$1,130,353	\$1,219,236
5	Work Scheduled (Cumm - Last Period)	\$325,374	\$1,422,494	\$1,747,868
6	Work Earned (Cumm - Last Period)	\$796,006	\$70,701	\$866,707
7	Actual Expenditures (Cumm - Last Period)	\$916,093	\$171,763	\$1,087,856
8	Forecast to Complete Base (4-7)	-\$827,210	\$958,590	\$131,380
9	Change Orders Pending Execution	\$128,466	-\$397,113	-\$268,647
10	Forecast at Completion (7+8+9)	\$217,349	\$733,240	\$950,589
11	Percent Budget Expended (7/4)	0.8%	-3.5%	0.0%
12	Percent Planned (5/4)	0.2%	1.6%	0.5%
13	Earned Percent Complete (6/4)	0.7%	-4.0%	-0.2%
14	Schedule Performance (6/5)	0.01	-0.05	-0.01
15	Cost Performance (6/7)	0.00	-0.01	0.00
16	Contingency Budget	\$0	\$511,802	\$511,802
17	Remaining Contingency	-\$217,349	\$511,802	\$371,919
18	Percent Contingency Remaining (17/16)	-1.1%	0.0%	1.8%



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

- Fifty-First Street to Forty-Forth Street: Remaining ADA related punch-list items need to be completed.

Cost and Schedule – Variance Analysis

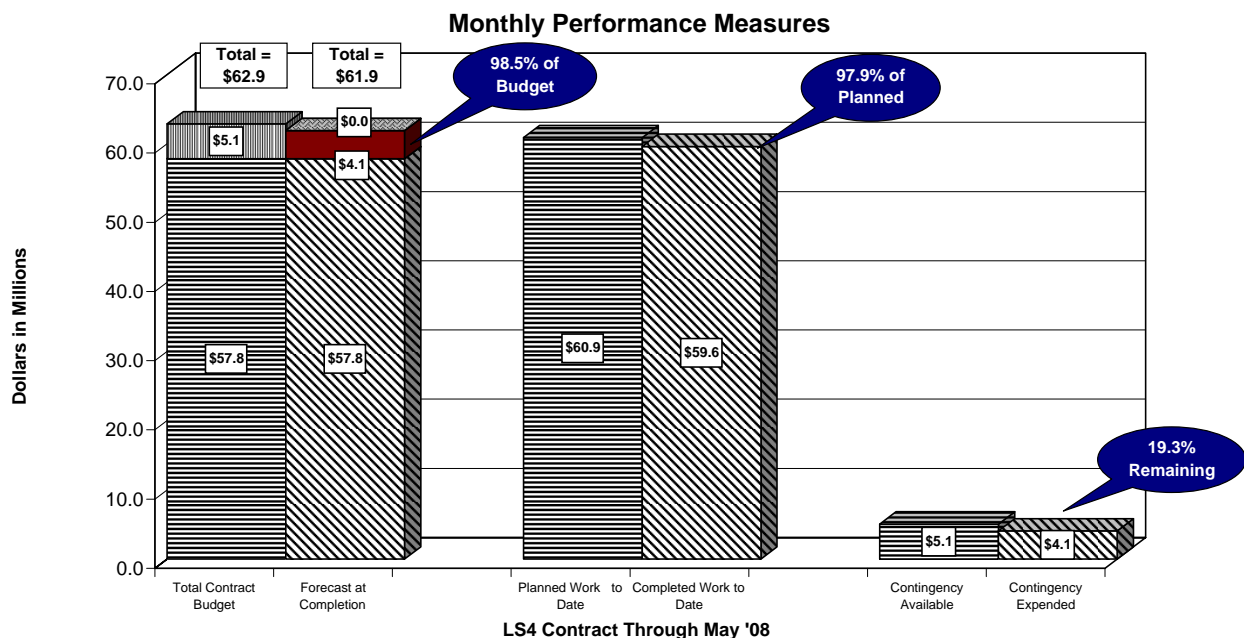
- The contract is in the progress of being closed.

Issues and Solutions

- None.



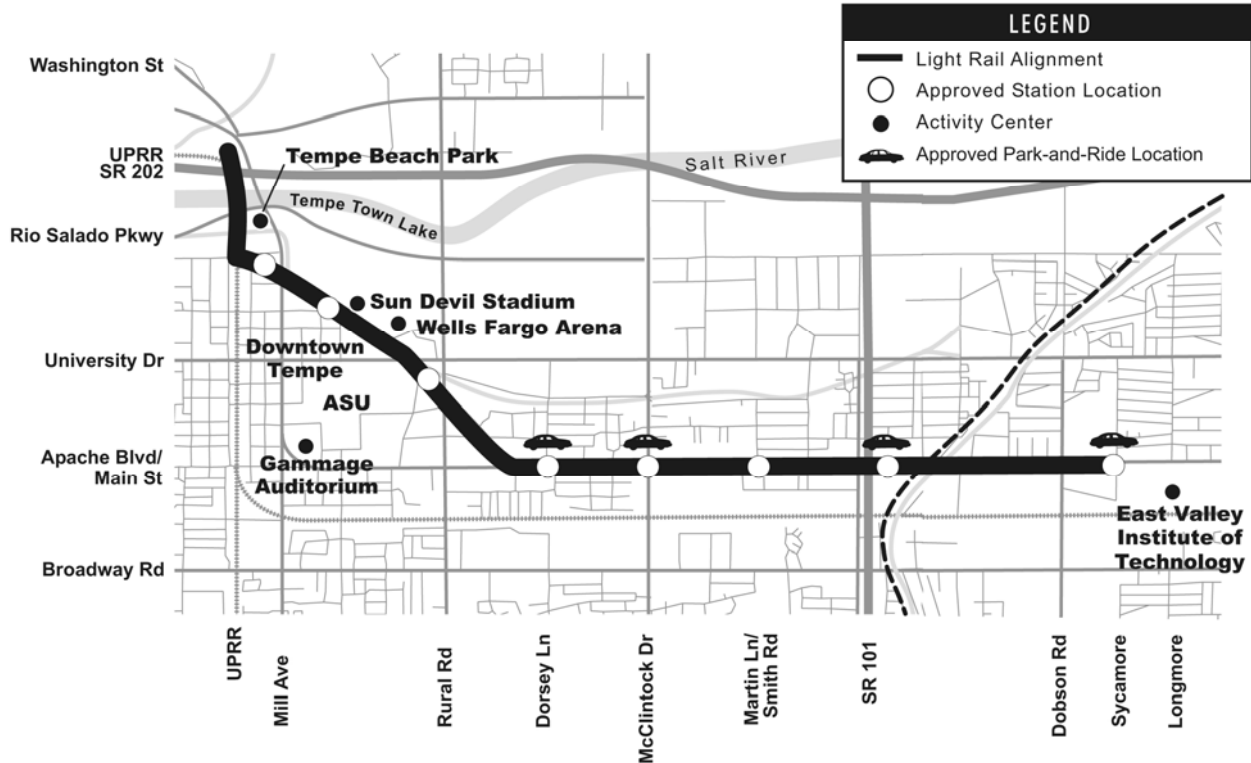
	Description:	3.1.4 Line Section 4		
	PE/PA:	Avrum Loewenstein		
	Contractor:	Sundt/Stacey Witbeck		
	Resident Engineer:	Frank Aber		
	Data Through:	January 31, 2008		
	Cumulative	5309	CNPA	Total
1	Budget	\$47,869,894	\$9,960,022	\$57,829,916
2	Executed Change Orders	\$4,100,319	-\$20,658	\$4,079,661
3	Budget Transfers	-\$625,000	\$79,835	-\$545,165
4	Current Budget (1+2+3)	\$51,345,213	\$10,019,199	\$61,364,412
5	Work Scheduled	\$51,387,375	\$9,510,315	\$60,897,690
6	Work Earned	\$50,559,548	\$9,058,263	\$59,617,811
7	Actual Expenditures	\$51,508,920	\$9,050,499	\$60,559,419
8	Forecast to Complete Base (4-7)	-\$163,707	\$968,700	\$804,993
9	Change Orders Pending Execution	\$1,375,050	-\$30,000	\$1,345,050
10	Forecast at Completion (7+8+9)	\$52,720,263	\$9,989,199	\$62,709,462
11	Percent Budget Expended (7/4)	100.3%	90.3%	98.7%
12	Percent Planned (5/4)	100.1%	94.9%	99.2%
13	Earned Percent Complete (6/4)	98.5%	90.4%	97.2%
14	Schedule Performance (6/5)	0.98	0.95	0.98
15	Cost Performance (6/7)	0.98	1.00	0.98
16	Contingency Budget	\$4,662,188	\$391,872	\$5,054,060
17	Remaining Contingency	\$561,869	\$412,530	\$974,399
18	Percent Contingency Remaining (17/16)	12.1%	105.3%	19.3%
	Period			
1	Budget	\$0	\$0	\$0
2	Executed Change Orders	-\$29,420	\$0	-\$29,420
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	-\$29,420	\$0	-\$29,420
5	Work Scheduled (Cumm - Last Period)	-\$26,356	\$521	-\$25,835
6	Work Earned (Cumm - Last Period)	-\$25,128	-\$10,529	-\$35,657
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0	\$0
8	Forecast to Complete Base (4-7)	-\$29,420	\$0	-\$29,420
9	Change Orders Pending Execution	\$1,032,223	-\$30,000	\$1,002,223
10	Forecast at Completion (7+8+9)	\$1,002,803	-\$30,000	\$972,803
11	Percent Budget Expended (7/4)	0.1%	0.0%	0.0%
12	Percent Planned (5/4)	0.0%	0.0%	0.0%
13	Earned Percent Complete (6/4)	0.0%	-0.1%	0.0%
14	Schedule Performance (6/5)	0.00	0.00	0.00
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget	\$0	\$0	\$0
17	Remaining Contingency	\$29,420	\$0	\$29,420
18	Percent Contingency Remaining (17/16)	0.6%	0.0%	0.6%



Note: Period data reflects reconciliations and close out adjustments

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.
- The Contractor completed traffic signal activations throughout Tempe and Mesa.
- The Contractor continued punchlist and change work throughout Tempe and Mesa and is 95 percent complete on punchlist work.
- The Contractor completed 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

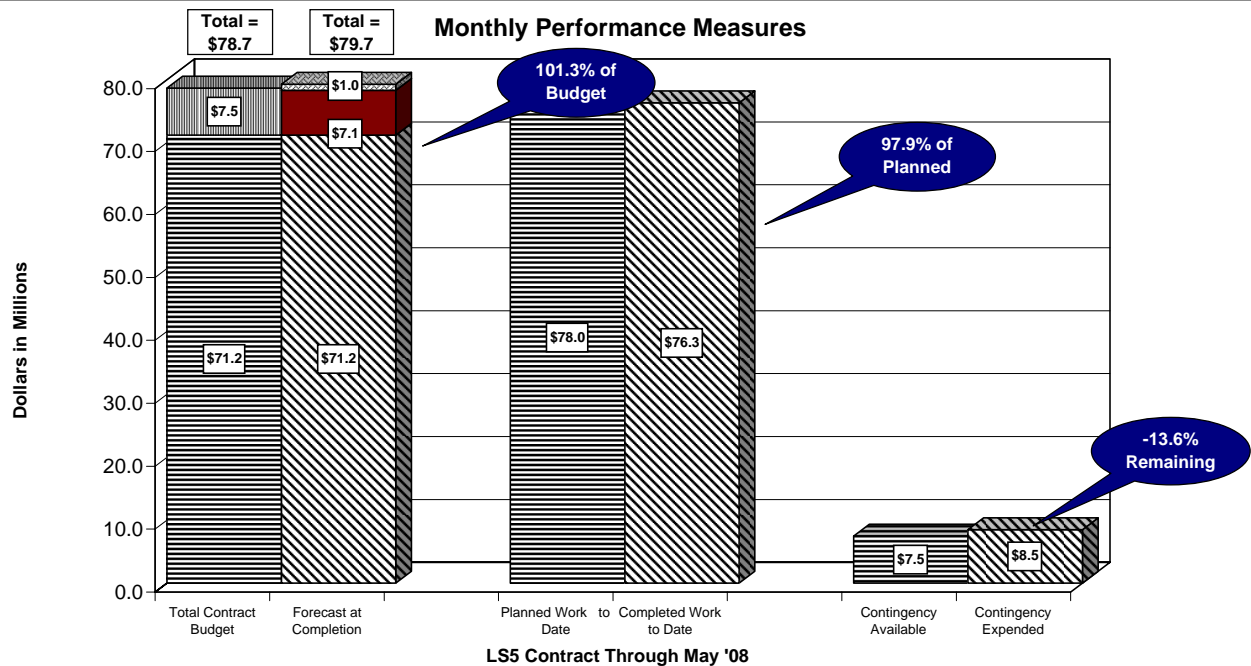
- Milestones A2 through F2 are substantially complete, as are all eight station platforms. Though Milestones C2 through F2 were challenged by utility relocation delays, the Contractor has met these milestones as set in Change Order 83 for acceleration.

Issues and Solutions

- Only a handful of electrical feeds for bus shelter lights, and irrigation controllers remain to be placed.



Description:		3.1.5 Line Section 5		
PE/PA:		Brian Buchanan		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Sam Graham		
Data Through:		April 15, 2008		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$2,298,998	\$71,181,967
2	Executed Change Orders	\$7,146,671	\$370,778	\$7,517,449
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$76,029,640	\$2,669,776	\$78,699,416
5	Work Scheduled	\$75,996,360	\$2,001,945	\$77,998,305
6	Work Earned	\$74,203,493	\$2,141,637	\$76,345,130
7	Actual Expenditures	\$76,429,466	\$2,179,233	\$78,608,699
8	Forecast to Complete Base (4-7)	-\$399,826	\$490,543	\$90,717
9	Change Orders Pending Execution	\$982,315	-\$13,201	\$969,114
10	Forecast at Completion (7+8+9)	\$77,011,955	\$2,656,575	\$79,668,530
11	Percent Budget Expended (7/4)	100.5%	81.6%	99.9%
12	Percent Planned (5/4)	100.0%	75.0%	99.1%
13	Earned Percent Complete (6/4)	97.6%	80.2%	97.0%
14	Schedule Performance (6/5) (SPI)	0.98	0.00	0.98
15	Cost Performance (6/7) (CPI)	0.97	0.00	0.97
16	Contingency Budget	\$7,408,135	\$74,071	\$7,482,206
17	Remaining Contingency	-\$720,851	-\$296,707	-\$1,017,558
18	Percent Contingency Remaining (17/16)	-9.7%	-400.6%	-13.6%
	Period			
1	Budget	\$0	\$0	\$0
2	Executed Change Orders	-\$289,406	\$370,798	\$81,392
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	-\$289,406	\$370,798	\$81,392
5	Work Scheduled (Cumm - Last Period)	-\$289,406	\$203,954	-\$85,452
6	Work Earned (Cumm - Last Period)	-\$83,557	\$369,562	\$286,005
7	Actual Expenditures (Cumm - Last Period)	\$332,527	\$320,902	\$653,429
8	Forecast to Complete Base (4-7)	-\$621,933	\$49,896	-\$572,037
9	Change Orders Pending Execution	\$519,285	-\$371,228	\$148,057
10	Forecast at Completion (7+8+9)	\$229,879	-\$430	\$229,449
11	Percent Budget Expended (7/4)	0.8%	0.8%	0.7%
12	Percent Planned (5/4)	0.0%	-3.2%	-0.2%
13	Earned Percent Complete (6/4)	0.3%	3.1%	0.3%
14	Schedule Performance (6/5)	0.00	0.00	0.00
15	Cost Performance (6/7)	-0.01	0.00	0.00
16	Contingency Budget	\$0	\$0	\$0
17	Remaining Contingency	-\$229,879	-\$370,798	-\$600,677
18	Percent Contingency Remaining (17/16)	-3.1%	-500.6%	-8.0%



Note: Negative values in Period Data are due to reconciliation of Force Account change orders and close out adjustments

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

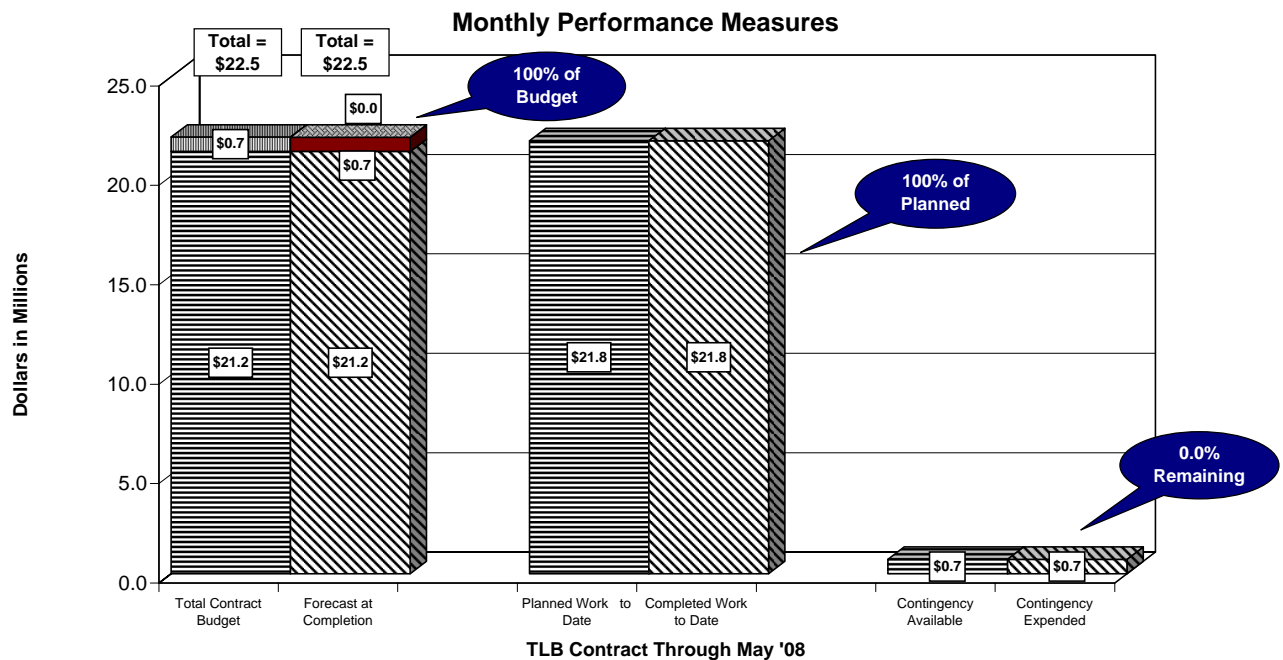
- This Contract has been closed.

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

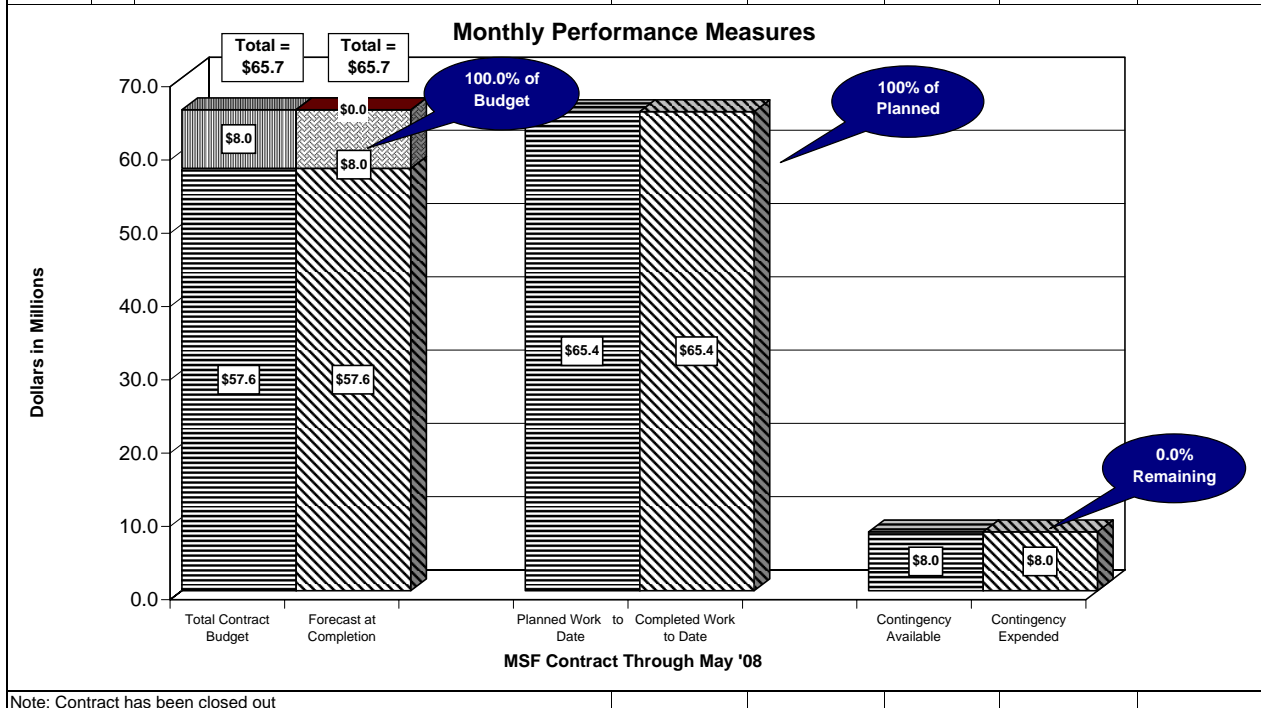
- This Contract has been closed.

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 worked on the installation of the onsite storm drains and fire lines at Montebello/19th Avenue Park and Ride Site.
- During the month of May, Kiewit has been working on the installation of curb and gutter, sidewalk, subgrade preparation, and screen walls for the 19th Avenue/Camelback Avenue Park and Ride Site. They have also installed the footings and the slab for the Security Building at this site.



- MRM Construction paved the 38th Street/Washington site and placed decomposed granite in the planter areas.
- At the Central and Camelback site, MRM Construction continued the installation of retaining walls and screen walls as well as relocated the APS conduits east of Third Avenue.
- During the month of May, Sundt/Stacy & Witbeck has been working on the installation of curb and gutter, sidewalk, subgrade preparation, and screen walls for the Price/Apache Park and Ride site. They have also installed the footings and the slab for the Security Building at this site.
- At the Sycamore and Main Park and Ride site, Sundt/Stacy & Witbeck has been working on the installation of irrigation sleeves, electrical conduits, light pole foundations and curb and gutter. They have also installed the footings and the slab for the Security Building at this site.
- The Developer for the McClintock/Apache site is in the process of constructing the garage. Signals and 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 May 2008 thru October 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.

Park and Ride Construction Data

No.	Park and Ride Site	Number of Spaces	Scheduled Completion	Contractor
1	Montebello/19 th Avenue	794	November 1, 2008	Kiewit
2	19 th Avenue/Camelback	410	November 1, 2008	Kiewit
3	Central/Camelback	135	September 28, 2008	MRM Construction
4	38 th Street/Washington	189	September 28, 2008	MRM Construction
5	Dorsey/Apache (2-Sites)	190	November 1, 2008	City of Tempe
6	McClintock/Apache--Garage	300	November 1, 2008	Developer
7	Price Freeway/Apache	693	November 22, 2008	Sundt, Stacy & Witbeck
8	Sycamore/Main	802	November 22, 2008	Sundt, Stacy & Witbeck
Opening Day Total		3,513		

Construction Photographs



Fire Line Installation
Montebello and 19th Avenue



Subgrade Preparation
Camelback and 19th Avenue



Curb Installation - Camelback and 19th Avenue



Security Building Slab – Sycamore and Main



APS Conduit Relocation - Central and Camelback



Paving - 38th and Washington



Retaining Wall Installation - Central and Camelback



Sidewalk Installation - Price and Apache

Track Material Procurement



Description

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

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

Progress

- Girder Rail
- Embedded Special Trackwork

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 PDR submittals in-progress.
- Milestone 4 Progress: Approved Final Design Review - Formal closeout of FDR submittals in-progress.

- Milestone 5 Progress: First Article Configuration Inspection Approved - Complete.
- Milestone 6 Progress: Qualification Testing Approved - Functional, Cycle, Environmental, and Maintainability Testing has been completed. Currently awaiting Environmental Test Reports.
- Milestone 7 Progress: Factory Integration Testing Approved - DCIS portion of Factory Integration Testing completed. FIT portion of testing to be combined with Pilot Station Testing.
- Milestone 8 Progress: Pilot Station Testing Approved - Received submission of formal test procedures. Pilot Station Testing planned for week of June 23rd.

Cost and Schedule – Variance Analysis

- We received a schedule update with progress through March 2008 that was found non-compliant with specifications and was been returned to the contractor for correction and resubmittal. We have subsequently received a schedule update with progress through April 2008 that has corrected some of the deficiencies found in the March schedule. The April 2008 schedule is under review.

Issues and Solutions

- Continuing to negotiate two Ticket Vending Machines for Center Parkway Station. Utilizing maintenance spares for the Center Parkway Station may be necessary to support the schedule.

Construction Photographs



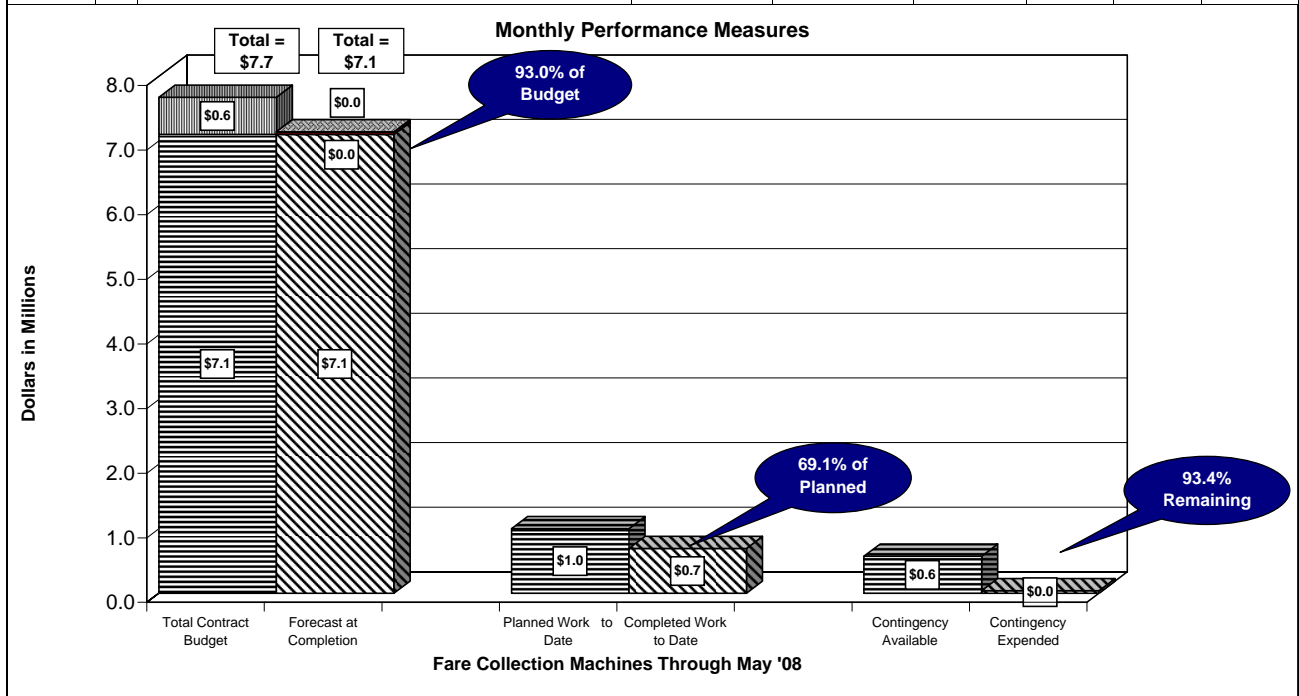
Re-performing Environmental Water Spray Test



Witnessing Cable Retrofits as a result of Electro Magnetic Interfere Testing



Description:		Fare Collection Machines
PE/PA:		Arkady Bernshtryn
Contractor:		Scheidt & Bachmann USA, Inc.
Resident Engineer:		Thomas Klings
Data Through:		April 18, 2008
Cumulative		
1	Original Budget	\$7,100,012
2	Executed Change Orders	\$37,850
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$7,137,862
5	Work Scheduled	\$1,000,736
6	Work Earned	\$691,638
7	Actual Expenditures	\$1,840,240
8	Forecast to Complete Base (4-7)	\$5,297,622
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$7,137,862
11	Percent Budget Expended (7/4)	25.8%
12	Percent Planned (5/4)	14.0%
13	Earned Percent Complete (6/4)	9.7%
14	Schedule Performance (6/5)	0.69
15	Cost Performance (6/7)	0.38
16	Contingency Budget	\$574,535
17	Remaining Contingency	\$536,685
18	Percent Contingency Remaining (17/16)	93.4%
Period		
1	Original Budget	\$0
2	Executed Change Orders	\$34,650
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$34,650
5	Work Scheduled (Cumm - Last Period)	\$23,206
6	Work Earned (Cumm - Last Period)	\$659,538
7	Actual Expenditures (Cumm - Last Period)	\$1,805,478
8	Forecast to Complete Base (4-7)	-\$1,770,828
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$34,650
11	Percent Budget Expended (7/4)	25.3%
12	Percent Planned (5/4)	0.3%
13	Earned Percent Complete (6/4)	9.2%
14	Schedule Performance (6/5)	0.7
15	Cost Performance (6/7)	37.6%
16	Contingency Budget	\$0
17	Remaining Contingency	-\$34,650
18	Percent Contingency Remaining (17/16)	-6.0%



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. 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 137 and 139 are in static testing and are being prepped for delivery acceptance. Thirty-four vehicles are now accepted as delivered.
 - Cars 137 through 138 have been inspected for delivery. Punch lists are done and waiting for title transfer.
 - A total of 34 LRVs are accepted as delivered.
 - A total of 41 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 has been found to be cracked. Those pieces will be changed out in May 2008
 - KI has started the vehicle maintenance training. The first ten mechanics are now in training. The next class will be held in August. This will be ongoing through December 2008
 - Geo Focus equipment is being installed and testing is ongoing. DVR mod's are ongoing and more parts are on the way. Latest software is being installed on the fleet.
 - Conditional acceptance testing is ongoing at up to 40 mph in the yard. Twenty-six vehicles are now through this process.
 - Main line testing has started and will be ongoing into December 2008.
 - 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 LRVs 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.
 - Burn in testing of the fleet will be started this month.
 - Conditional acceptance testing procedures are set up and started 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. 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 January 2008 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 part 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



Car 136 coming in for final assembly



Car 136 being articulated



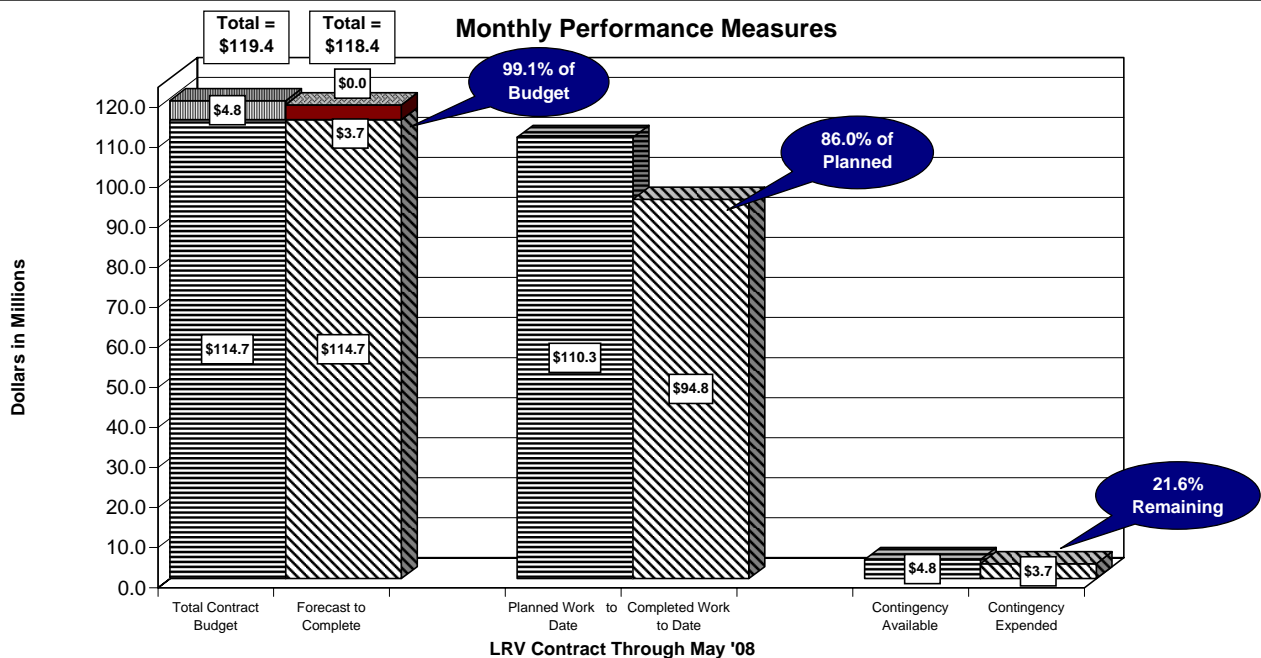
Car 136 C section being prepped for final assembly



Car 136 articulated and prepping for static testing.



Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		April 30, 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	\$110,270,792	N/A	\$110,270,792
6	Work Earned	\$94,804,629	N/A	\$94,804,629
7	Actual Expenditures	\$94,878,140	N/A	\$94,878,140
8	Forecast to Complete Base (4-7)	\$23,513,161	N/A	\$23,513,161
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)	80.1%	N/A	N/A
12	Percent Planned (5/4)	93.1%	N/A	N/A
13	Earned Percent Complete (6/4)	80.1%	N/A	N/A
14	Schedule Performance (6/5)	0.86	N/A	N/A
15	Cost Performance (6/7)	1.00	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	\$0	\$0	\$0
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$0	\$0	\$0
5	Work Scheduled (Cumm - Last Period)	\$2,613,078	#N/A	\$2,613,078
6	Work Earned (Cumm - Last Period)	\$5,130,311	#N/A	\$5,130,311
7	Actual Expenditures (Cumm - Last Period)	\$4,388,041	#N/A	\$4,388,041
8	Forecast to Complete Base (4-7)	-\$4,388,041	#N/A	-\$4,388,041
9	Pending Changes	\$0	#N/A	\$0
10	Forecast at Completion (7+8+9)	\$0	\$0	\$0
11	Percent Budget Expended (7/4)	3.7%	#N/A	#N/A
12	Percent Planned (5/4)	2.2%	#N/A	#N/A
13	Earned Percent Complete (6/4)	4.3%	#N/A	#N/A
14	Schedule Performance (6/5)	0.03	#N/A	#N/A
15	Cost Performance (6/7)	0.01	#N/A	#N/A
16	Contingency Budget	\$0	\$0	\$0
17	Remaining Contingency	\$0	\$0	\$0
18	Percent Contingency Remaining (17/16)	0.0%	#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 interlocking, fiber-optic backbone communication transmission system (CTS), closed-circuit TV (CCTV), public address system (PA), variable message boards (VMB), Train Control System, Vehicle Management (VMS), Radio System, PABX and Telephone System including emergency telephones at Park-and-Rides and Transit Centers, Supervisory Control and Data Acquisition System (SCADA), installation of workstations and equipment in the Operations Control Center (OCC) and at the Maintenance and Storage Facility (MSF), six site-built signal buildings and three signal buildings combined with traction power substations. The work scope also includes installation of fiber-optic cables for street traffic control systems for the Cities of Phoenix, Tempe and Mesa, and installation of fiber-optic cables for ASU.

Progress

- Signal Buildings and Signal Cases
 - Completed Field Acceptance Signaling Testing activities to support 6-Mile Test Track at 27th Street Interlocking, Yard Entrance Interlocking, MSF Yard Interlocking, Washington Crossing, First Street/UPRR Crossing, Macayo's Crossing, Mission Palms Crossing, and Mill Pocket Interlocking.



- Continuing signal system installations at Sycamore Interlocking, Dobson Crossover, and Montebello Interlocking.
- Communications System
 - Carrier Transmission System Backbone fiber installed from Central/McDowell to east end of Line Section 5. Currently performing fiber splicing and testing.
 - Street Traffic System fiber and laterals installed from Central/Camelback to east end of Line Section 5. Awaiting resolution of a few street traffic conduit problem areas.
 - Performing internal local testing of communication devices and equipment at available station facilities with power.
- OCC Build Out
 - OCC Build Out has been completed. Currently configuring communication workstation equipment and servers.
- Coordinating with other Contracts
 - Station Finishes Communication Cabinets. Currently investigating water and dust intrusion into communication cabinets at some locations. Coordinating power-on activities of main circuit breakers.
 - Light Rail Vehicle (LRV) Communication Interfaces. Continuing interface meetings to support field configuration of LRV head-end units and data radio protocols communicating from South Mountain Radio Tower.

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 most 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 Sections 3 and 4. Signal system testing is also being conducted in Line Sections 4 and 5.

Issues and Solutions

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

Construction Photographs



Performing Signal Acceptance Testing at Mill Pocket Interlocking



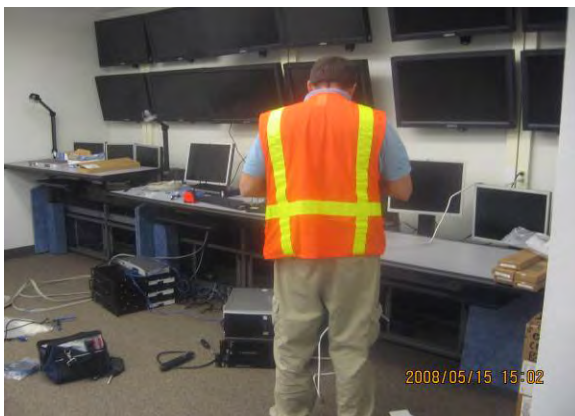
Testing Gate Crossing Mechanisms at Mission Palms Crossing



Terminating Communication Cable at Roosevelt/Central Station



Performing Backbone Fiber Splices at Roosevelt/Central Station



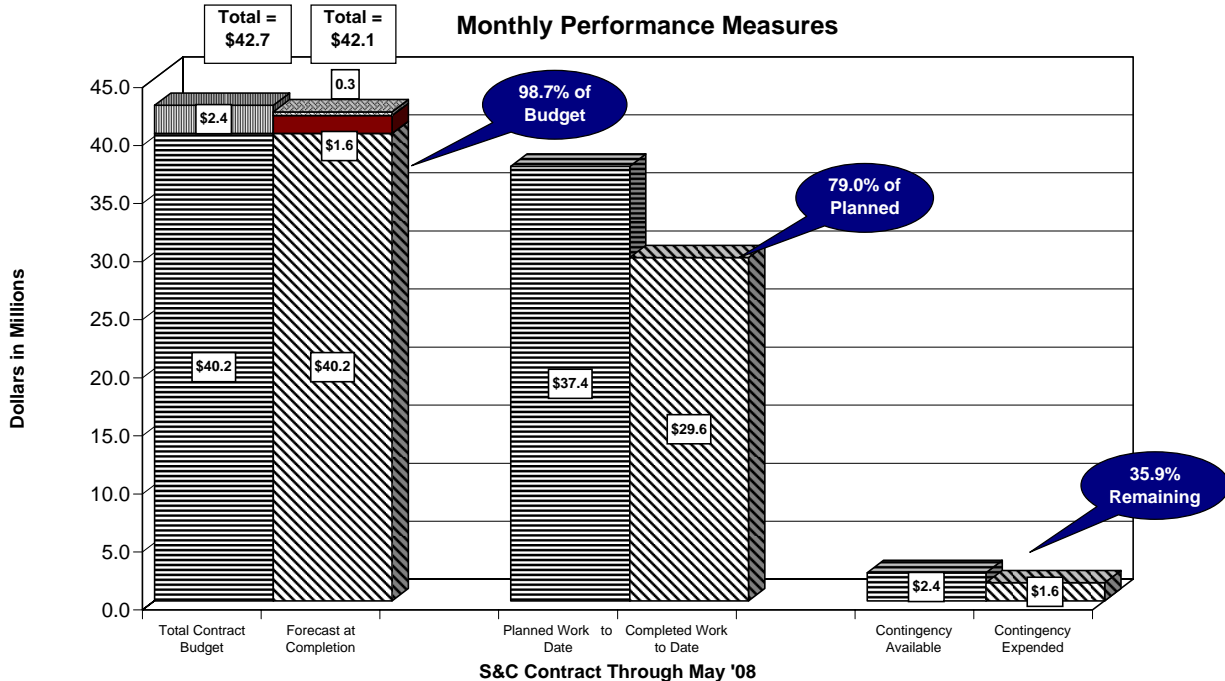
Configuring Passenger Assistance Agent Consoles at OCC



Connecting Overhead Projectors at OCC Operations Room



	Description:	3.7.4 Signals & Communications		
	PE/PA:	Leslee O' Conell		
	Contractor:	Mass Electric		
	Resident Engineer:	Steve Kyauk		
	Data Through:	April 15, 2008		
	Cumulative	5309	CNPA	Total
1	Original Budget	\$37,476,762	\$2,767,625	\$40,244,387
2	Executed Change Orders	\$1,553,040	-\$962	\$1,552,078
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$39,029,802	\$2,766,663	\$41,796,465
5	Work Scheduled	\$35,492,512	\$1,930,137	\$37,422,649
6	Work Earned	\$28,946,546	\$605,969	\$29,552,515
7	Actual Expenditures	\$27,620,145	\$610,256	\$28,230,401
8	Forecast to Complete Base (4-7)	\$11,409,657	\$2,156,407	\$13,566,064
9	Change Orders Pending Execution	\$126,391	\$184,015	\$310,406
10	Forecast at Completion (7+8+9)	\$39,156,193	\$2,950,678	\$42,106,871
11	Percent Budget Expended (7/4)	70.8%	22.1%	67.5%
12	Percent Planned (5/4)	90.9%	69.8%	89.5%
13	Earned Percent Complete (6/4)	74.2%	21.9%	70.7%
14	Schedule Performance (6/5)	0.82	0.31	0.79
15	Cost Performance (6/7)	1.05	0.99	1.05
16	Contingency Budget	\$2,308,000	\$115,096	\$2,423,096
17	Remaining Contingency	\$754,960	\$116,058	\$871,018
18	Percent Contingency Remaining (17/16)	32.7%	100.8%	35.9%
	Period			
1	Original Budget	\$0	\$0	\$0
2	Executed Change Orders	\$14,519	\$0	\$14,519
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$14,519	\$0	\$14,519
5	Work Scheduled (Cumm - Last Period)	\$938,045	\$136,192	\$1,074,237
6	Work Earned (Cumm - Last Period)	\$341,071	\$149,945	\$491,016
7	Actual Expenditures (Cumm - Last Period)	\$465,022	\$140,026	\$605,048
8	Forecast to Complete Base (4-7)	-\$450,503	-\$140,026	-\$590,529
9	Change Orders Pending Execution	\$1,389	\$0	\$1,389
10	Forecast at Completion (7+8+9)	\$15,908	\$0	\$15,908
11	Percent Budget Expended (7/4)	1.2%	5.1%	1.4%
12	Percent Planned (5/4)	2.4%	4.9%	2.5%
13	Earned Percent Complete (6/4)	0.8%	5.4%	1.2%
14	Schedule Performance (6/5)	-0.01	0.06	-0.01
15	Cost Performance (6/7)	-0.01	0.02	-0.01
16	Contingency Budget	\$0	\$0	\$0
17	Remaining Contingency	-\$14,519	\$0	-\$14,519
18	Percent Contingency Remaining (17/16)	-0.6%	0.0%	-0.6%



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
 - Fireproof patching completed.
 - TPSS equipment installation progressed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 70 percent complete.



- Traction Power Substation No. 2
 - Fireproof patching completed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 70 percent complete.
- Traction Power Substation No. 3
 - Fireproof patching completed.
 - Pre-commissioning installation verification inspections commenced.
 - Building and Sitework Construction – 85 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 75 percent complete.
- Traction Power Substation No. 4
 - Fireproof patching completed.
 - TPSS equipment installations progressed.
 - Pre-commissioning installation verification inspections commenced.
 - Building and Sitework Construction – 85 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 70 percent complete.
- Traction Power Substation No. 5
 - Fireproof patching completed.
 - Perimeter fence installation progressed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 6
 - Fireproof patching completed.
 - Pre-commissioning tests completed.
 - Building and Sitework Construction – 90 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.



- Traction Power Substation No. 7
 - Fireproof patching completed.
 - Finalizing HVAC system.
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 8
 - Site fence installation progressed.
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 9
 - Punchlist work in progress (recoated top layer of epoxy floor, painted exterior surfaces of AC Switchgear equipment, door repairs made.)
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 10
 - Fireproof patching completed.
 - OCS electrical tests performed from substation.
 - Site work progressed (service road, pavers, conduit installed at new interface manhole to allow for future sump pump, Town Lake Bridge lighting conduits installed.)
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 11
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.



- Traction Power Substation No. 12
 - Condensate pit installed.
 - Pre-commissioning tests completed.
 - OCS electrical tests performed from substation.
 - Building and Sitework Construction – 85 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 13
 - Fireproof patching completed.
 - HVAC testing, adjusting, and balancing performed.
 - Pre-commissioning testing completed.
 - OCS electrical tests performed from substation.
 - Building and Sitework Construction – 95 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent complete.
- Traction Power Substation No. 14
 - Building Site Work Progressed (repairing door frame, fireproofing, site fence installation).
 - Utility conduit corrections commenced.
 - TPSS equipment installation progressed.
 - Building and Sitework Construction – 80 percent complete.
 - Traction Power Substation Equipment Installation and Testing – 70 percent complete.
- Traction Power Substation No. 15
 - Punchlist work in progress (recoated top layer of epoxy floor).
- MOE Shop and Traction Power Substation No. 16
 - Punchlist items remain outstanding.
- Traction Power Substation Performance Tests
 - Emergency Stop and Transfer Trip Tests performed for TPSS No. 7 through 11.
 - Short Circuit Tests performed at TPSS No. 10.



- Transformer-Rectifier Unit Performance Tests partially performed.
- Overhead Contact System
 - OMC Yard and MOE Shop
 - Punchlist items remain outstanding.
 - 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 45 percent complete.
 - Installation of cantilever support arms is 25 percent complete.
 - Line Section 3
 - Contact and messenger wire for wire runs 17 to 28 has been installed.
 - Installation of OCS poles is 97 percent complete.
 - Installation of cantilever arms is 95 percent complete.
 - Line Section 4
 - Live Wire Test performed at reduced speeds throughout entire Line Section.
 - Punchlist items remain outstanding.
 - Line Section 5
 - Live Wire Test performed at reduced speeds from the west end of Line Section 5 to Mill Pocket.
 - Punchlist work progressed (restored OCS pole foundations).
- 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 2, Line Section 3, and the Station Finishes Contractor.
- Milestones
 - Received a Time Impact Evaluation for Milestone 10B requesting the date of completion to be extended until June 5, 2008.

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 and is in progress for the balance of LS5. Milestone 10A for Test Area A was completed on schedule. Milestone 10B for Test Area B is nearing completion.

Issues and Solutions

- TPSS/LRV Compatibility Issue. During LRV testing along the mainline, the TPSS LRV compatibility issue resurfaced. A tentative meeting is scheduled for June 4 and 5, 2008 with the vehicle and substation suppliers to discuss this issue.
- Induced Voltage over Town Lake Bridge. Approximately 100 V is being induced on the overhead contact system by the 230 kV overhead utility lines. A meeting with the Agency and GEC to discuss the design and solutions has been scheduled to resolve this issue.

Construction Photographs



Live Wire Run Test in Line Section 4



Short Circuit Test in TPSS No. 10



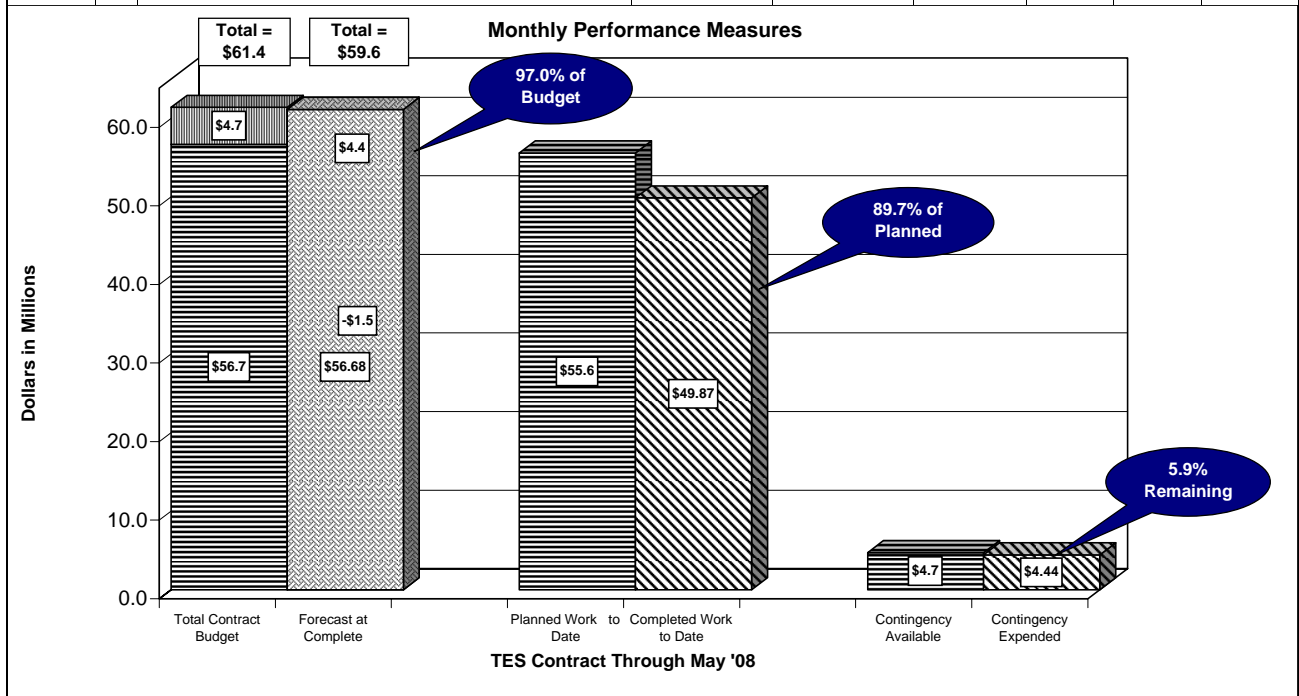
Line Section 5 – Restoring OCS Pole Foundations



Line Section 3 – Stringing Contact Wire for Wire Run 19



Description:		3.7.3 Traction Electrification Systems
PE/PA:		Alan Friend
Contractor:		Mass Electric Corporation
Resident Engineer:		Ron Wong
Data Through:		April 15, 2008
Cumulative		5309
1	Budget	\$56,681,003
2	Executed Change Orders	\$4,438,531
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$61,119,534
5	Work Scheduled	\$55,592,692
6	Work Earned	\$49,874,582
7	Actual Expenditures	\$49,866,252
8	Forecast to Complete Base (4-7)	\$11,253,282
9	Change Orders Pending Execution	-\$1,542,280
10	Forecast at Completion (7+8+9)	\$59,577,254
11	Percent Budget Expended (7/4)	81.6%
12	Percent Planned (5/4)	91.0%
13	Earned Percent Complete (6/4)	81.6%
14	Schedule Performance (6/5)	0.90
15	Cost Performance (6/7)	1.00
16	Contingency Budget	\$4,721,000
17	Remaining Contingency	\$282,469
18	Percent Contingency Remaining (17/16)	6.0%
Period		
1	Budget	\$0
2	Executed Change Orders	-\$14,636
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	-\$14,636
5	Work Scheduled (Cumm - Last Period)	\$2,053,449
6	Work Earned (Cumm - Last Period)	\$9,091
7	Actual Expenditures (Cumm - Last Period)	\$0
8	Forecast to Complete Base (4-7)	-\$14,636
9	Change Orders Pending Execution	\$78,879
10	Forecast at Completion (7+8+9)	\$64,243
11	Percent Budget Expended (7/4)	0.0%
12	Percent Planned (5/4)	3.4%
13	Earned Percent Complete (6/4)	0.0%
14	Schedule Performance (6/5)	-0.03
15	Cost Performance (6/7)	0.00
16	Contingency Budget	\$0
17	Remaining Contingency	\$14,636
18	Percent Contingency Remaining (17/16)	0.3%



Note: No update submitted during the reporting period.



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.

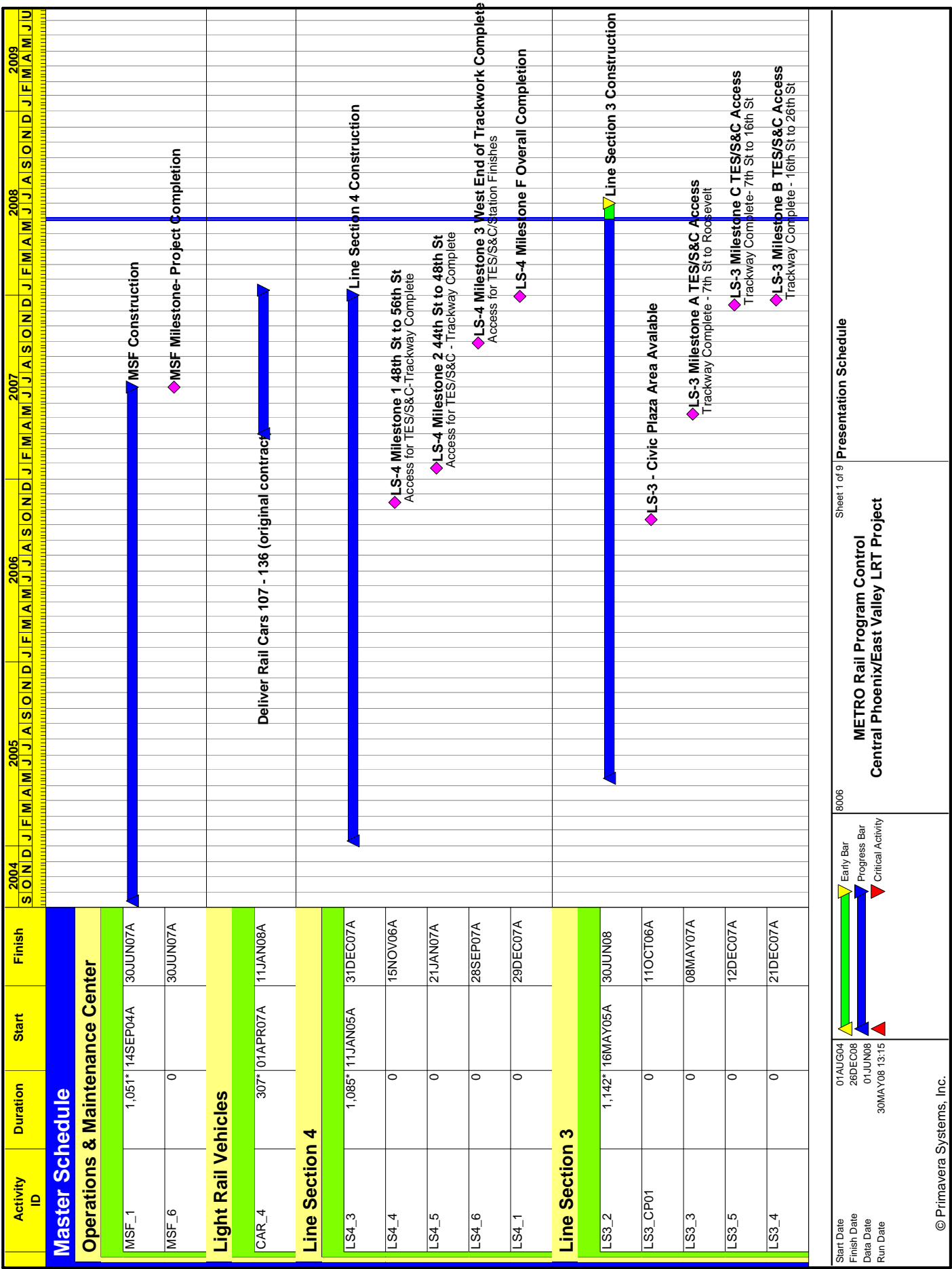
Presently, the primary focus of the Rail Activation Team is to get the extended test track activated by March 15, 2008 (Mill Pocket Track to 27th St. Crossovers).

Progress

- METRO and the consulting staff are developing test plans and procedures related to track allocation, rail/wheel interface, clearance, and LRV dynamic testing.
- METRO, CAC and Seimens are continuing work on modifications to the substations, but this work has no impact on LRV testing.
- LRV testing will continue in the yard until the RAIL/LRV interface problem is corrected.
- Loram Corporation did surface rail grinding on the test track between 48th Street and 56th Street. Some improvement in wheel adhesion was realized after the grinding, but more investigation is needed.
- Rail Activation Team is waiting for final reports on the wheel/rail interface study.
- Draft reports from Zeta-Tech are under review.
- 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 six-mile extended test zone (27th Street to Mill Pocket Track) has been activated and is available for METRO's use.
- Rail Activation team is working towards meeting June 30th's milestone for expanding the test zone from McKinley Loop to end of line in Mesa.
- The Rail Activation Team and the CAC are continually modifying the integrated test schedule to reflect changes in turnover dates.



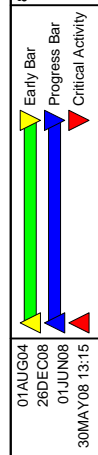
- Track Allocation meetings are being held every Wednesday at the OMC conference room.
- Track Access Training is ongoing every Monday at the OMC.



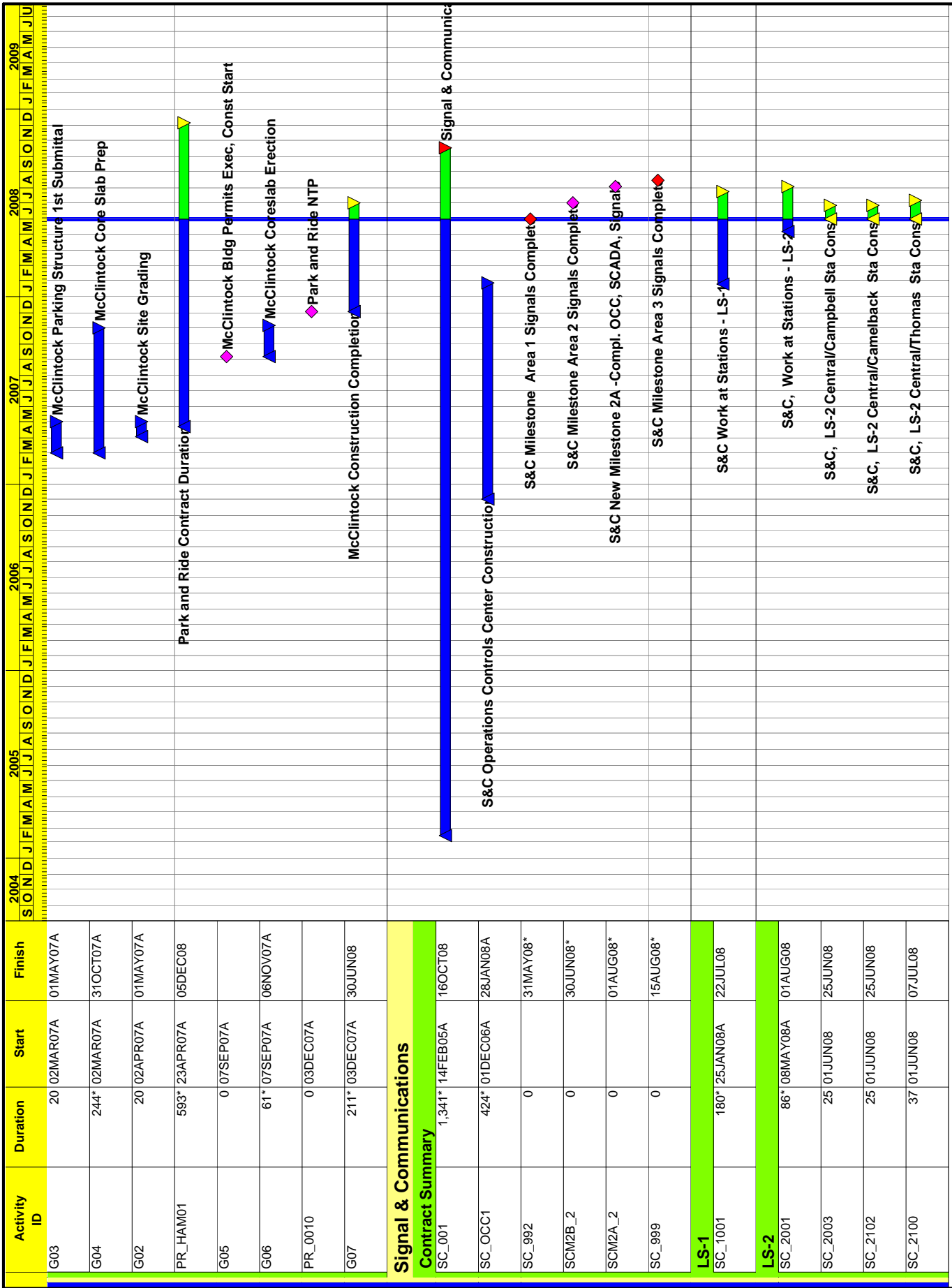
Sheet 1 of 9 | Presentation Schedule

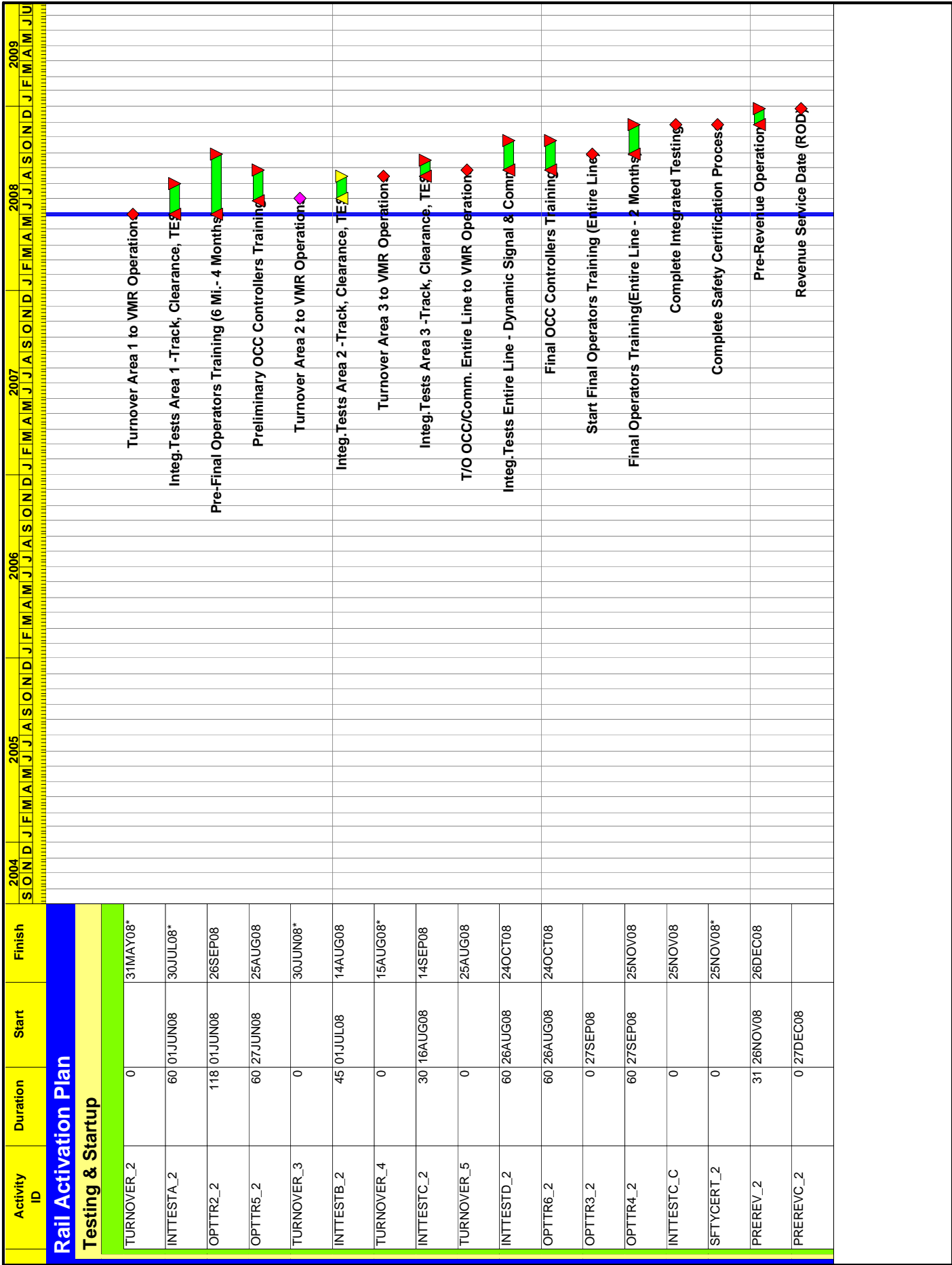
METRO Rail Program Control
Central Phoenix/East Valley LRT Project

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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