



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project

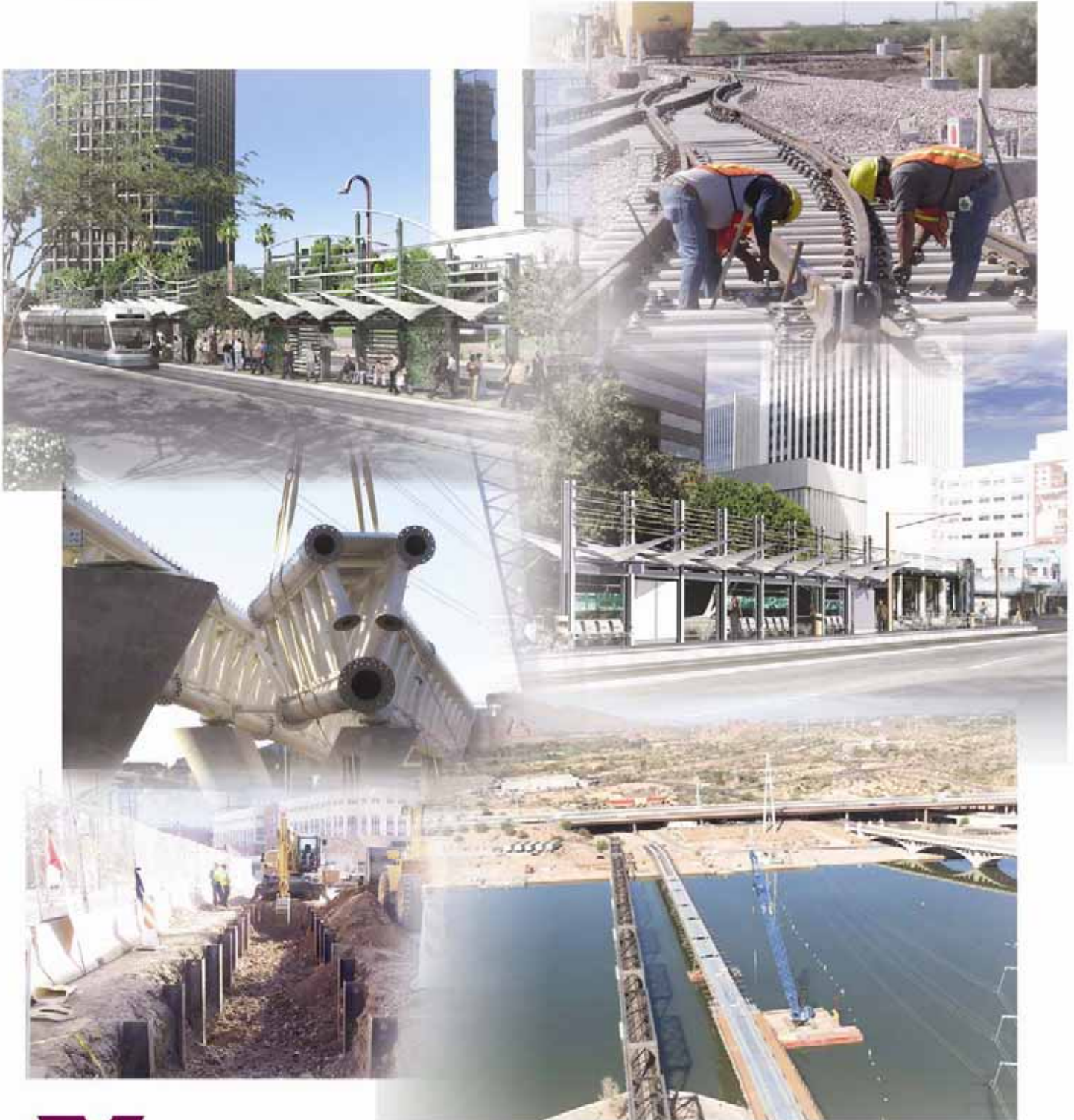




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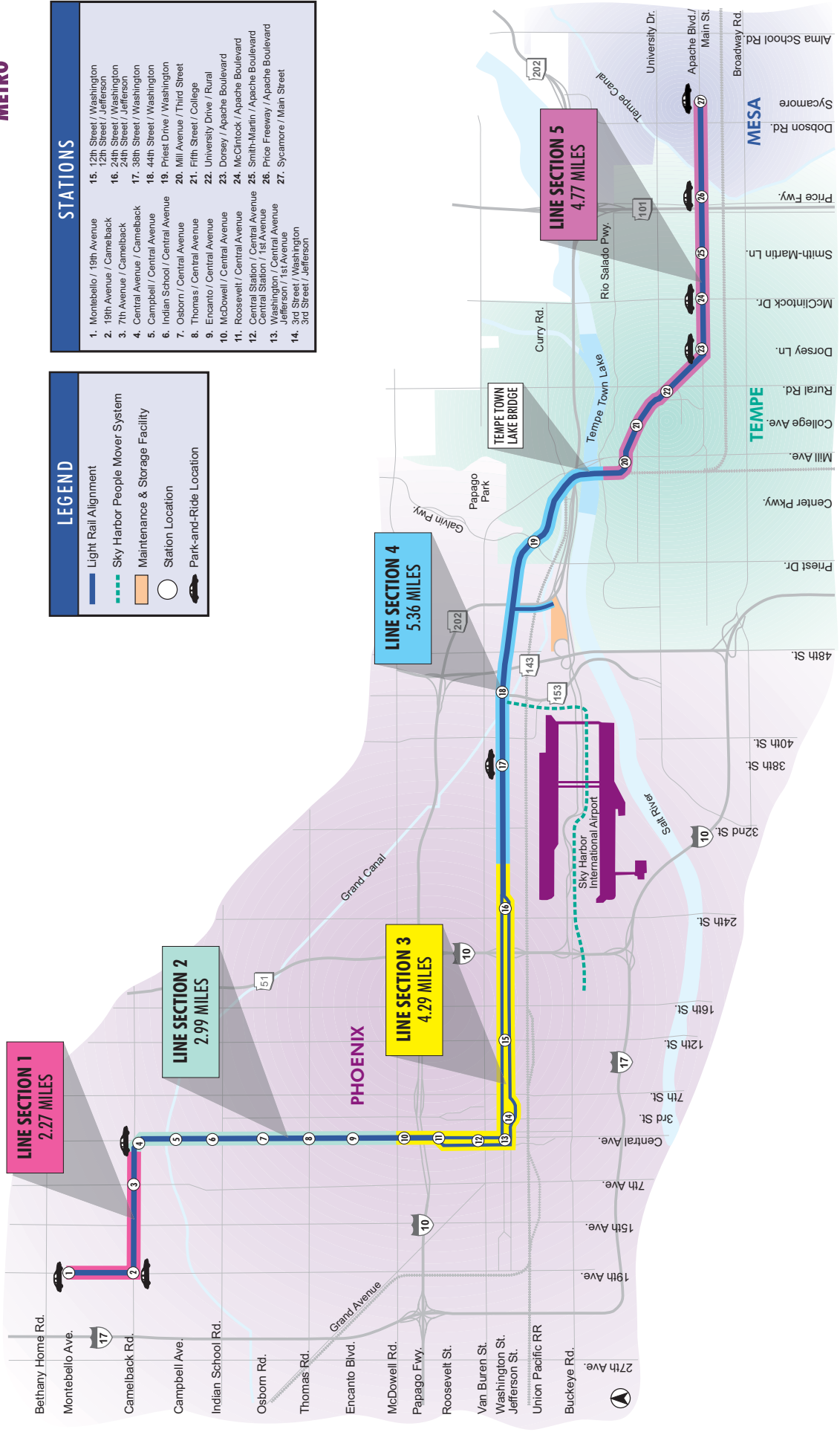
1. Executive Summary

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 a 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 Billion, with a Revenue Operations Date of December 2008.

Major milestones/accomplishments this month include the completion of demonstration track sections in the downtown Phoenix area, completion of the north half of the Washington Street Bridge in Line Section 4, and completion of constraining utility relocation work in Line Section 3 (Level 3 at 24th St.) and Line Section 5 (APS on Terrace Road). The ongoing exercise of revising the Master Schedule and many of the Interim Milestone Dates was successfully completed this month, resulting in a significant step forward for the Project. Most scope reduction decisions regarding the re-sequencing of utility work along 19th Avenue in Line Section 1 were made this month, allowing work to proceed. The Board approved indemnification of contractors for CERCLA liability at the Central and Camelback site, which should prompt the commencement of work at that site in the very near future.

The project remains on schedule and within budget. Real estate acquisition and utility relocation remain as challenges, but are staying just ahead of construction in most cases. Real estate progress in April consisted of 17 additional parcels coming under city control since last month, and 28 additional parcels becoming available for construction. Ninety percent of the parcels are now under City control, while 81 percent of all parcels are available for construction. Four high-priority parcels on Line Section 1 merit the full attention of the project team. These four parcels that are the key to the utility relocation staging on LS 1 and the negotiation of change orders for the re-sequencing of interim milestones on the civil and systems contracts present the biggest challenges to the project schedule and budget. Ongoing quality issues on the systems contracts have been elevated to management level for resolution. Change orders are being processed on all contracts, but there continues to be a forecast of sufficient contingency remaining to complete the project within budget.

LIGHT RAIL STARTER SEGMENT



LEGEND

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

STATIONS

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

VALLEY METRO RAIL, INC.
CONTRACT LOG - JUNE 2006

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
1. PROGRAM MANAGEMENT & ENGINEERING			
1	LRT-99-001	GEC -DES/FES/E	Parsons BrinckerhoffQuade & Douglas
2	LRT-02-001	GEC -FinalDesign	Parsons BrinckerhoffQuade & Douglas
3	LRT-02-001	GEC -DSDC	Parsons BrinckerhoffQuade & Douglas
4	LRT-98-001-PMC	ProjectManagementConsultant	S.R. Bearl & Associates LLC and Parsons Transportation Group, Inc., a Joint Venture
5	LRT-03-005-CAC	Construction Administration Services	Post, Buckley, Schuh & Jemigan, 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)	SundtStacey & Wibeck, Joint Venture
8	LRT-04-020-LS1	Line Section 1	Kiewit Western Co
9	LRT-04-019-LS2	Line Section 2	Hezog Contracting Corp
10	LRT-04-021-LS3	Line Section 3	ArcherWestern Contractors
11	LRT-04-018-LS4	Line Section 4	SundtStacey & Wibeck, Joint Venture
12	LRT-04-022-LS5	Line Section 5	SundtStacey & Wibeck, Joint Venture
13	LRT-05-042-PNR	Park and Rties	Undetermined
14	LRT-04-028-SF	Station Finishes	ArcherWestern Contractors
15	LRT-04-040-FLB	Town Lake Bridge	PCL Civil Constructors, Inc.
16	LRT-05-036-W PM	Wheel Polishing Machine	Simmons Machine Tool Corp
3. SYSTEM ELEMENTS			
17	LRT-03-001	Light Rail Vehicles (LRV)	Kinkisharyo International, L.L.C. and Mitsui & Co. (U.S.A), Inc., CPEV Joint Venture
18	LRT-04-039-S&C	Signals and Communications	Mass Electric Corp.
19	LRT-04-014-FES	Traction Electrification System	Mass Electric Corp.
20	LRT-06-053-FCS	Fare Collection System	Scheidt & Bachmann USA, Inc.
4. PUBLIC ART			
21	02-002-04	LS4 Design Team Artist/Station Artist	Laurie Lundquist
22	02-002-03	LS2 Design Team Artist/Station Artist	Ian Averbuch
23	02-002-04	LS1 Design Team Artist/Station Artist	Robert Adams
24	02-002-05	LS5 Design Team Artist/Station Artist	Norie Sato/Bill Will
25	02-002-01	LS3 Design Team Artist	Janet Zweig
26	05-041-ART	Bridge Design Team Artist	Buster Simpson
27	02-002-07	LS3 Design Team Artist	Laurie Lundquist
28	02-002-08	LS3 Design Team Artist	Robert Adams
29	02-002-09	44th Street Station Artist	Mona Higuchi
30	02-002-10	38th Street Station Artist	Stuart Keefer/Michael Mchnic
31	02-002-11	Central/Roosevelt Station Artist	Peter Richards
32	02-002-12	Central/McDowell Station Artist	Michael Maglich
33	02-002-13	Fifth Street Station Artist	Stephen Farley
34	02-002-14	Third Street Station Artist	Chiff Garten
35	02-002-15	Central Station, Station Artist	Ries Njami
36	02-002-16	12th Street Station Artist	Victor Zabala
37	02-002-17	Fifth Street/College Station Artist	Tad Savinar
38	02-002-18	Central/Campbell Station Artist	Al Price
39	02-002-19	Central/Indian School Station Artist	Mary Lucking
40	02-002-20	Central/Osborn Station Artist	Thomas Sayre
41	02-002-21	Central/Thomas Station Artist	Brian Golibbom
42	02-002-23	Third Street/Mill Station Artist	Catherine Wüger
43	02-002-24	Apache Stations - Lighting Artist	Dan Conson
44	02-002-25	Apache Stations - Cultural Weave Artist	Christine Bourdette
45	02-002-26	Apache Stations - Vertical Objects Artist	Sukang Zhao
46	02-002-27	Apache Stations - Paving Artist	Benson Shaw
47	02-002-28	Long One Station Artist	Brad Konick
48	02-002-29	19th Avenue /Camelback Station Artist	Josh Garber
49	02-002-30	7th Avenue /Camelback Station Artist	Nuba Owens
50	02-002-31	24th Street Station Artist	Kevin Bery
51	02-002-32	Central/Encanto Station Artist	Jamex & Eharder la Tone
5. MISC. CONSTRUCTION & SERVICES			
52	LRT-05-046-ERS	Environmental Remediation Service	Environmental Response Inc
53	LRT-04-031-PCS	Power Consulting Services	RW Beck
54	LRT-06-052-MF	Modular Furniture	Facilitac, Inc.
55	LRT-06-065-TCS	Telecom Carrier Services	Time Warner Telecom
56	LRT-06-057-WLI	WAN/LAN and IPT Voice Sys Equipment	Calence, Inc.
57	LRT-06-60-MME	Information Technology-Office Network Sup	IT Cooperative
58	LRT-04-034-SPC	Strategic Planning Consulting Services	Davis Consulting
59	LRT-05-045-DCS	Document Control Services	LKG-CMC, Inc
60	LRT-05-037-ACS	Audit Consulting Services	Cifton Gunderson LLP
61	LRT-05-038-RMS	Risk Management Services	Ashton Tiffany, LLC
62	LRT-06-069-SSC	Safety & Security Certification Services	Booz Allen Hamilton, Inc.
63	LRT-06-067-ITS	Info Technology-Office Network Support	World Wide Technology, Inc.
6. OWNER FURNISHED MATERIALS			
64	LRT-04-009-M P1	Rail MP1)	Progress Rail Corporation
65	LRT-04-010-M P2	Concrete Crossties (MP2)	CXT Inc
66	LRT-04-030-M P5	Ballasted Special Trackwork (MP5)	VAE Nortrak North America Inc
67	LRT-04-032-M P8	Gravel Rail MP8)	VAE Nortrak North America Inc
68	LRT-04-033-M P9	Gravel Rail Special Trackwork (MP9)	VAE Nortrak North America Inc
69	LRT-04-015-M P3	Traffic Signal Hardware (MP3)	Varbus



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 \$31,465,109 of the available \$84,849,933 planned contingency. Including Project Reserve, this leaves \$63,991,894 of contingency funds available to the project.

The project is 42.9 percent complete. The planned percent is being evaluated to reflect the recently approved revised baseline schedule. Construction is 31.1 percent complete.

Since the last reporting period, the contingency decreased by \$566,832 (\$0.88 percent of the remaining contingency).

Program Management and Administration

Forecast is within budget.

Program Management Consultant

Staffing plan for fiscal years 2008 and 2009 is being developed.

City Administration

Forecasts are per agreements with the cities.

Right of Way Acquisition

Forecast appears adequate but is being evaluated.

PE/FEIS Engineering

Activity is complete.

Engineering

The final design budget and its associated contingency total \$82.8 million. To date, \$81.0 million has been incurred leaving \$1.8 million. Remaining work, other than current change orders, consists of support to the vehicle contract and remaining work to complete the Park and Rides design and conformed documents. The Design Services During Construction budget totals \$14.9 million. To date, \$10.8 million has been incurred leaving \$4.1 million. VMR has \$1,600,000 of contingency available to fund further work. The amounts remaining for DSDC are anticipated to require additional funding to be adequate for the scope of the remaining work.



Light Rail Vehicles

Contingency appears to be sufficient to fund the work remaining.

Facilities

Facilities work is 30.8 percent complete. Executed and pending change orders are expected to utilize \$16.0 million of the \$33.1 million available contingency. Additional expected change orders for required acceleration, additional work and expected requests for equitable adjustment are challenging to the available balance of contingency.

The forecast for prior right utilities continues to be a concern and is being evaluated. The basis of the budget was developed prior to approval of the Full Funding Grant Agreement. Since then there have been significant increases in material costs and changes in market conditions. Indications of increased costs have appeared

Owner Furnished Equipment/Materials

Forecasts are within budget. The work is 77.9 percent complete.

Systems

Systems work is 17.8 percent complete. Remaining contingency is at 5.8 percent of the budget and will likely be required to accelerate the systems work.

Construction Administration Services

The forecast appears adequate though there is some uncertainty as to the cost of archaeological/environmental remediation work that will be assigned to the consultant.

Negotiation of the Construction Administration Consultant Contract (to extend services in line with the December 2008 schedule) will determine the final cost of these services.

Testing and Startup

Forecast continues to show an under run to the budget.

Art Program

Forecast is sufficient to complete the work.

Unallocated Design Contingency

Budget was utilized to fund variances between bid amounts and original budgets.



Project Reserve

Remaining Project Reserve is forecast at \$7.3 million.

Financing Costs

Forecast indicates an under run to the budget and is being evaluated on a periodic basis.

Concurrent Non Project Activities Project

The budget for Concurrent Non Project Activities is \$94,996,637, based on the January 2006 METRO Board approved amount.

During the reporting period no new CNPAs were initiated. The rubberized asphalt on Line Section 4 in Tempe was negotiated and the settled amount was added to the contract via change order number 62. There were 7 change orders processed for City of Phoenix Water Services Department.

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

2006_06

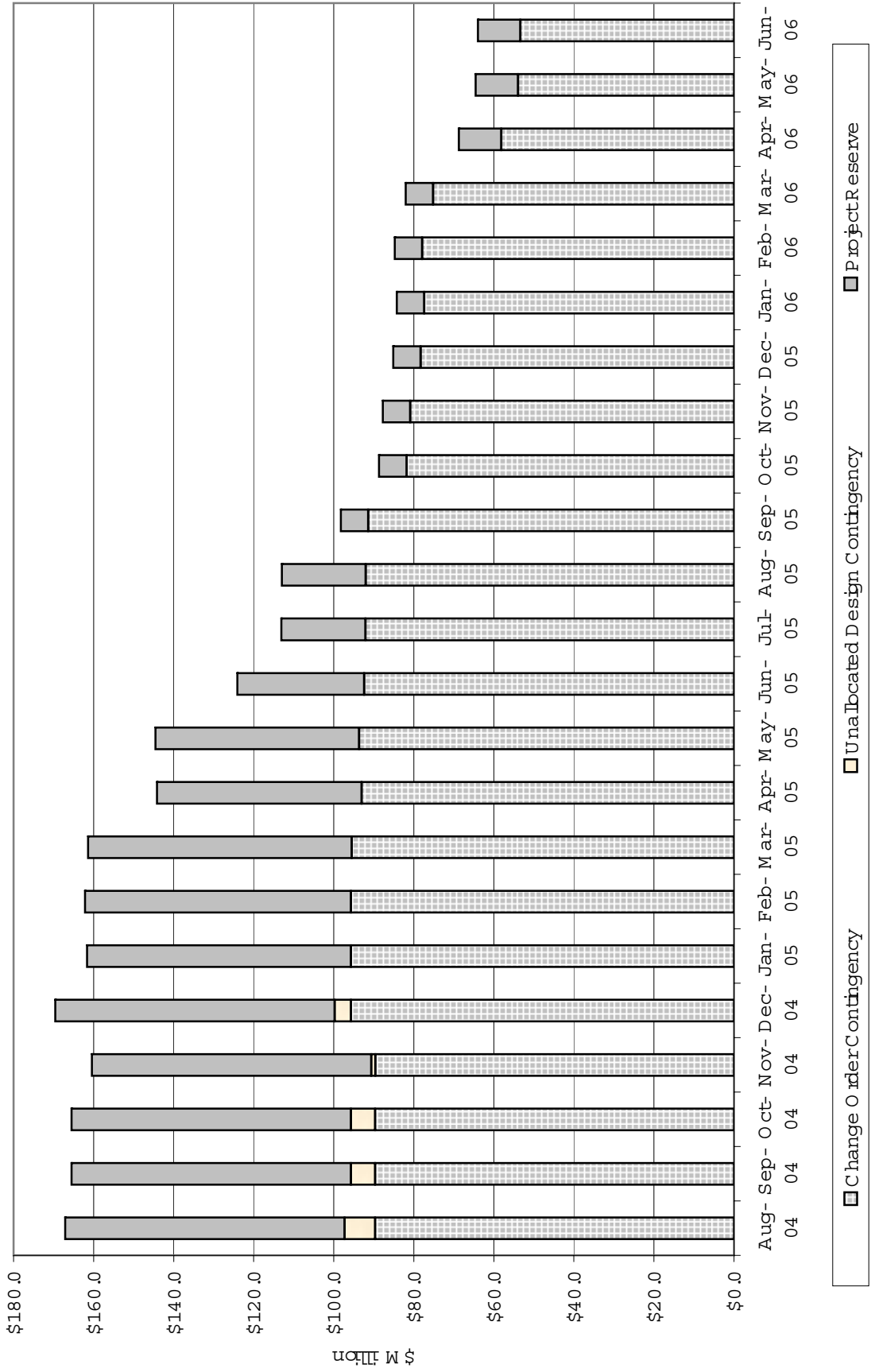
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Cam eback/Central	\$27,130,856	\$41,043,834	\$6,006,696	\$40,981,484	\$62,350
51	LS2 Cam eback/Central-M cDowell Road	\$38,004,059	\$48,964,974	\$5,087,468	\$49,126,088	(\$161,114)
52	LS3 M cDowell Road - 28th Street	\$63,981,654	\$81,208,139	\$16,750,076	\$81,212,730	(\$4,591)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$51,537,827	\$19,444,892	\$51,859,733	(\$321,906)
54	LS5 1st Street - Sycamore	\$49,680,435	\$69,624,970	\$19,169,502	\$69,624,970	\$0
55	Station Finishes	\$38,701,950	\$52,985,000	\$2,515,176	\$53,035,000	(\$50,000)
56	Park and Ride Facilities	\$15,104,339	\$15,104,339	\$0	\$20,907,699	(\$5,803,360)
57	M iscellaneous Construction	\$7,505,200	\$4,501,200	\$0	\$4,501,200	\$0
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$1,004,029	\$16,933	\$1,004,029	\$0
58	M SF Construction/Equipment Installation	\$57,637,721	\$63,661,936	\$48,200,354	\$63,602,327	\$59,609
5G	M SF Underfloor Wheel Profiling System	\$0	\$980,107	\$98,011	\$980,107	\$0
59	48th Street Bridge Restoration	\$2,014,013	\$2,824,232	\$2,824,232	\$2,824,232	\$0
5A	Town Lake Bridge	\$15,529,600	\$21,717,755	\$19,794,866	\$21,889,185	(\$171,430)
5B	Prior Rights Utility Relocations	\$22,938,000	\$21,438,292	\$6,708,542	\$27,894,159	(\$6,455,867)
81	Contingency	\$37,491,841	\$17,471,534	\$0	\$17,076,154	\$395,380
	Facilities	\$422,341,688	\$494,068,168	\$146,616,748	\$506,519,097	(\$12,450,929)
4A	Rail Procurement	\$1,306,200	\$1,271,080	\$1,251,101	\$1,271,080	\$0
4B	Concrete Crosstie Procurement	\$900,000	\$751,492	\$710,953	\$751,492	\$0
4C	Traffic Signal Hardware	\$8,060,100	\$8,060,100	\$6,818,740	\$8,060,100	\$0
4D	Balasted Special Trackwork Procurement	\$2,532,414	\$2,291,498	\$2,253,875	\$2,291,498	\$0
4E	Crossing Panel Procurement	\$380,100	\$360,096	\$0	\$0	\$360,096
4F	Guided Rail Procurement	\$15,079,742	\$14,526,798	\$14,293,479	\$14,526,798	\$0
4G	Guided Rail Special Trackwork Procurement	\$0	\$5,712,656	\$565,052	\$5,712,656	\$0
81	Contingency	\$1,412,863	\$865,480	\$0	\$846,480	\$19,000
	Owner Furnished Materials/Equipment	\$29,671,419	\$33,839,200	\$25,893,200	\$33,460,104	\$379,096
5D	Fare Collection Machines	\$10,755,800	\$7,100,012	\$0	\$7,101,612	(\$1,600)
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$56,871,345	\$12,961,182	\$56,871,345	\$0
5F	Communications/Signals	\$38,220,002	\$37,874,487	\$6,227,519	\$37,940,482	(\$65,995)
81	Contingency	\$8,674,000	\$6,015,467	\$0	\$5,947,872	\$67,595
	Systems	\$119,790,902	\$107,861,311	\$19,188,701	\$107,861,311	\$0
Sub Total, Construction		\$571,804,009	\$635,768,679	\$191,698,649	\$647,840,512	(\$12,071,833)
4K	Vehicle Contact	\$115,501,823	\$117,625,456	\$15,990,522	\$117,625,456	\$0
4N	LRT Vehicle Contact Contingency	\$5,775,001	\$2,512,813	\$0	\$2,512,813	\$0
	LRT Vehicles	\$121,276,824	\$120,138,269	\$15,990,522	\$120,138,269	\$0
22	ROW Acquisition	\$116,214,150	\$116,214,150	\$120,513,794	\$134,000,000	(\$17,785,850)
23	ROW Contingency	\$20,081,000	\$19,603,351	\$0	\$0	\$19,603,351
20	ROW	\$136,295,150	\$135,817,501	\$120,513,794	\$134,000,000	\$1,817,501

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

2006_06

Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FES Engineering	\$25,054,938	\$25,054,938	\$25,054,938	\$25,054,938	\$0
31	Engineering	\$76,780,935	\$75,358,171	\$75,298,992	\$76,405,279	(\$1,047,108)
4L	Vehicle Engineering	\$5,432,358	\$4,955,358	\$4,410,475	\$4,955,358	\$0
20	ROW Engineering	\$1,016,370	\$1,321,163	\$1,386,172	\$1,386,172	(\$65,009)
32	Design Services During Construction	\$14,160,426	\$14,877,262	\$10,763,116	\$14,877,262	\$0
33	Engineering Contingency	\$0	\$1,171,698	\$0	\$59,581	\$1,112,117
34	DSDC Contingency	\$0	\$1,600,000	\$0	\$1,600,000	\$0
	Engineering	\$97,390,089	\$99,283,652	\$91,858,755	\$99,283,652	\$0
60	CAC Contract	\$37,759,127	\$38,368,729	\$21,861,402	\$59,598,298	(\$21,229,569)
61	CAC Contingency	\$15,244,622	\$1,065,984	\$0	\$868,765	\$197,219
	Construction Administration Services	\$53,003,749	\$39,434,713	\$21,861,402	\$60,467,063	(\$21,032,350)
10	PE Administrative Management Costs	\$4,363,526	\$4,363,526	\$4,363,526	\$4,363,526	\$0
11	Administrative Management - VMR	\$43,915,047	\$44,228,316	\$22,227,352	\$44,179,976	\$48,340
62	Construction Administration Services - VMR	\$1,697,232	\$3,087,589	\$1,921,058	\$3,120,457	(\$32,868)
67	CAB Program	\$0	\$2,500,000	\$615,628	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$464,551	\$696,712	\$0
76	Administrative Management Art Program Costs	\$414,632	\$414,632	\$0	\$414,632	\$0
16	Administrative Management - ADOT	\$420,000	\$930,000	\$334,053	\$930,000	\$0
17	Agency Insurance Cost	\$7,000,000	\$7,000,000	\$3,490,220	\$7,000,000	\$0
18	Administrative Management Contingency	\$0	\$11,910,551	\$0	\$6,824,969	\$5,085,582
	Program Management	\$58,507,149	\$75,131,326	\$33,416,388	\$70,030,272	\$5,101,054
10	PE Administrative Management Costs	\$12,832,472	\$12,832,472	\$12,832,472	\$12,832,472	\$0
21	Administrative ROW Costs	\$1,016,571	\$1,016,571	\$735,451	\$1,016,571	\$0
76	Administrative Management Art Program Costs	\$549,061	\$549,061	\$231,590	\$549,061	\$0
12	Administrative Management - PMC	\$32,736,326	\$32,736,326	\$20,624,327	\$32,736,326	\$0
4M	Administrative Vehicle Costs	\$1,337,322	\$1,337,322	\$561,908	\$1,337,322	\$0
63	Construction Administration Services - PMC	\$4,581,527	\$5,081,527	\$2,240,047	\$5,081,527	\$0
	Program Management Consultant	\$53,053,279	\$53,553,279	\$37,225,795	\$53,553,279	\$0
10	PE Administrative Management Costs	\$3,158,439	\$3,158,439	\$3,158,439	\$3,158,439	\$0
13	Administrative Management - COP	\$2,986,000	\$5,448,000	\$4,755,763	\$5,448,000	\$0
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$1,932,939	\$5,885,000	\$0
14	Administrative Management - COT	\$6,797,000	\$6,797,000	\$5,146,515	\$6,797,000	\$0
15	Administrative Management - COM	\$897,000	\$897,000	\$218,518	\$897,000	\$0
	City Administration	\$22,185,439	\$22,185,439	\$15,212,174	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,030,417	\$2,131,339	\$6,030,417	\$0
77	Art Program Contingency	\$999,000	\$252,716	\$0	\$252,716	\$0
	Public Art	\$6,283,133	\$6,283,133	\$2,131,339	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$30,000,000	\$21,135	\$26,000,000	\$4,000,000
80	Unallocated Design Contingency	\$7,575,241	\$0	\$0	\$0	\$0
85	Project Reserve	\$69,829,000	\$10,607,071	\$0	\$7,288,789	\$3,318,282
SUBTOTAL		\$1,253,258,000	\$1,253,258,000	\$554,984,891	\$1,272,125,346	(\$18,867,346)
90	Financing Costs	\$158,867,346	\$158,867,346	\$5,044,591	\$140,000,000	\$18,867,346
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$560,029,482	\$1,412,125,346	\$0

CP/EV LRT Contingency Drawdown



Valley Metro Rail Program Control
 CP EV IRT Project
 Project Budget Status
 CNPA Project

2006_06

Element	Description	Jan 2006		Current Actuals (To Date)	Forecast	Variance
		Approved Total	Revised Budget/Estimate			
A1	Bus Bays (LS2)	\$806,300	\$806,300	\$710,997	\$965,312	(\$159,012)
A2	Phoenix Art Museum Left Turn Signal	\$108,770	\$108,770	\$14,217	\$117,327	(\$9,557)
A5	19th/ Montebello Transit Center (SF)	\$6,344,743	\$6,344,743	\$2,276,404	\$5,562,567	\$782,176
A6	117 Central/Camden Back Transit Center (SF)	\$6,968,744	\$6,968,744	\$1,754,660	\$6,628,579	\$340,165
A7	44th Street/Washington Transit Center Real Estate	\$4,649,580	\$4,649,580	\$2,719,189	\$4,900,509	(\$250,929)
B1	Washington Street Bike Lane (LS4)	\$881,613	\$881,613	\$507,193	\$930,257	(\$48,644)
F4	Civic Plaza Track Support System	\$2,208,231	\$2,208,231	\$142,645	\$2,208,231	(\$0)
F5	Additional Water Services to the Pueblo Grande Museum - LS4	\$89,285	\$89,285	\$62,262	\$89,285	(\$0)
F6	Central/Camden Back Bus Bays Rehabilitation	\$75,000	\$75,000	\$0	\$7,500	\$0
F7	COP Landscape Irrigation Restoration Central Ave	\$0	\$0	\$0	\$108,702	(\$33,702)
H1	Fiber Optic LS1	\$0	\$0	\$0	\$0	\$0
H2	Fiber Optic LS2	\$0	\$0	\$0	\$0	\$0
H3	Fiber Optic Backbone LS-3 (Phoenix portion)	\$287,174	\$348,921	\$7,364	\$348,921	\$0
H4	Fiber Optic Backbone LS-4 (Phoenix portion)	\$269,395	\$269,395	\$18,008	\$269,395	\$0
J6	Washington/Jefferson 16th to 26th Street Property Access	\$3,932,769	\$4,032,015	\$967,757	\$4,129,599	(\$97,584)
	Sub Total Public Transit Department	\$26,546,604	\$26,790,097	\$9,180,696	\$26,266,184	\$523,913
A3	6th Lane - Camden Back (LS1)	\$9,820,210	\$9,820,210	\$7,041,232	\$9,820,210	\$0
D1	Additional Street/Pedestrian Lighting (LS3)	\$492,574	\$509,602	\$205,517	\$509,602	\$0
E3	Seal Coat versus Rubber Overlay (LS 1)	\$264,342	\$264,342	\$17,104	\$264,342	\$0
E4	Seal Coat versus Rubber Overlay (LS 3)	\$1,482,845	\$1,479,845	\$90,509	\$1,482,845	(\$3,000)
E5	Seal Coat versus Rubber Overlay (LS 4)	\$430,896	\$430,896	\$10,832	\$430,896	\$0
K3	Red Light Enforcement	\$0	\$0	\$0	\$93,485	(\$93,485)
	Sub Total Streets Department	\$12,490,867	\$12,504,895	\$7,365,194	\$12,601,380	(\$96,485)
A7	44th Street/Washington Transit Center (SF)	\$2,917,270	\$2,821,529	\$238,759	\$2,842,957	(\$21,428)
D2	Washington Street Transit Center Changes	\$906,881	\$0	\$0	\$0	\$0
D2	44th Street Station People Mover Foundation (LS4)	\$919,161	\$806,000	\$0	\$806,000	\$0
D6	People Mover - APS Duct Bank @ 40th Place	\$216,000	\$216,000	\$115,997	\$216,000	\$0
E9	10" Water Line at 42nd/Washington LS 4	\$67,735	\$61,269	\$17,540	\$61,269	\$0
F3	Archaeological/Hazardous Material Testing (CAC)	\$60,000	\$60,000	\$39,418	\$60,000	\$0
	Sub Total Aviation Department	\$5,087,047	\$3,964,798	\$411,414	\$3,986,226	(\$21,428)
B3	LS 1 Water/Sanitary Sewer	\$9,900,350	\$8,793,510	\$1,093,365	\$8,793,300	\$210
B4	LS 2 Water/Sanitary Sewer	\$6,255,348	\$5,400,686	\$596,328	\$5,494,298	(\$93,612)
B5	LS 3 Water/Sanitary Sewer	\$15,367,099	\$14,081,017	\$5,857,709	\$14,395,458	(\$314,441)
B6	LS 4 Water/Sanitary Sewer	\$4,935,839	\$5,223,124	\$3,766,726	\$5,223,124	\$0
B7	Water and Sanitary Sewer Lines - 48th St Bridge Replacement Contract	\$172,582	\$155,767	\$155,767	\$155,767	\$0
B9	Waterline Crossing at 48th Street Bridge	\$280,424	\$274,299	\$238,381	\$274,299	\$0
J1	Catholic Protection for Waterlines LS1	\$1,187,352	\$1,099,400	\$63,750	\$1,099,400	\$0
J2	Catholic Protection for Waterlines LS2	\$1,083,586	\$979,408	\$97,067	\$0	\$979,408
J3	Catholic Protection for Waterlines LS3	\$29,192	\$0	\$0	\$0	\$0
J5	Catholic Protection for Waterlines LS4	\$432,039	\$435,620	\$85,620	\$435,620	\$0
	Sub Total Water Services Department	\$39,643,811	\$36,442,831	\$11,954,713	\$35,871,266	\$571,565
	Total - Phoenix	\$83,768,328	\$79,702,621	\$28,912,017	\$78,725,056	\$977,565

Valley Metro Rail Program Control
 CP EV IRT Project
 Project Budget Status
 CNPA Project

Element	Description	Jan 2006 Approved Total	Revised Budget/Estimate	Current Actuals (To Date)	Forecast	Variance
A8	Transit Center	\$735,400	\$846,506	\$658,992	\$707,234	\$139,272
B8	Tenace / Apache Waterline Coordination (Design Only)	\$38,105	\$38,105	\$35,577	\$54,640	(\$16,535)
C1	Additional Communications Conduits	\$24,000	\$32,499	\$23,421	\$32,499	\$0
C2	COT ASU Pedestrian Signal	\$0	\$123,637	\$31,048	\$123,637	\$0
C7	Parking Facility 5th/Farmer	\$116,990	\$116,990	\$110,207	\$110,207	\$6,783
D4	COT Additional Street Lighting (LS5)	\$345,014	\$345,014	\$168,449	\$345,014	\$0
E5	COT Rubberized AC Overlay LS4	\$671,372	\$612,946	\$0	\$958,807	(\$345,861)
E6	Rubberized Asphalt LS5	\$624,873	\$624,874	\$0	\$624,874	\$0
F2	McCintock / Apache Storm Drain	\$200,129	\$567,277	\$9,251	\$755,753	(\$188,476)
H4	Fiber Optic Backbone LS-4 (Tempe portion)	\$185,372	\$185,371	\$15,000	\$200,371	(\$15,000)
H5	Fiber Optic Backbone LS-5 (Tempe portion)	\$237,901	\$237,901	\$20,520	\$237,901	\$0
J4	Catholic Protection of Waterline LS4 CO #15	\$158,637	\$158,638	\$111,285	\$158,638	\$0
J9	University Drive Station Bus Interface	\$509,186	\$509,186	\$0	\$509,186	\$0
K1	Veterans Way- 5th/College TC	\$0	\$7,645	\$0	\$7,645	\$0
K2	Bus Shelter Electrification	\$0	\$10,491	\$0	\$11,076	(\$585)
K4	Washington Center Parkway Station	\$0	\$339,524	\$0	\$1,435,524	(\$1,096,000)
XX	Tempe Miscellaneous Force Account Work LS5	\$0	\$20,000	\$10,708	\$20,000	\$0
	Sub Total Tempe	\$3,846,979	\$4,776,604	\$1,194,458	\$6,293,006	(\$1,516,402)
A9	Mesa Sycamore Transit Center	\$5,531,609	\$5,531,611	\$1,078,429	\$5,531,587	\$24
H3	Fiber Optic Backbone LS-3 Mesa portion)	\$271,270	\$271,270	\$1,359	\$271,270	\$0
H4	Fiber Optic Backbone LS-4 Mesa portion)	\$229,216	\$229,216	\$0	\$229,216	\$0
H5	Fiber Optic Backbone LS-5 Mesa portion)	\$297,345	\$297,345	\$0	\$297,345	\$0
XX	Mesa Miscellaneous Force Account Work LS5	\$0	\$5,000	\$2,738	\$5,000	\$0
	Sub Total Mesa	\$6,329,442	\$6,334,442	\$1,082,526	\$6,334,418	\$24
E1	(APS) Duct Bank at 48th St. Utility Bridge, Archaeological Support	\$174,649	\$60,377	\$45,720	\$60,377	\$0
H1	Fiber Optic Backbone LS-1 (ASU portion)	\$0	\$18,550	\$0	\$18,550	\$0
H2	Fiber Optic Backbone LS-2 (ASU portion)	\$0	\$60,560	\$0	\$60,560	\$0
H3	Fiber Optic Backbone LS-3 (ASU portion)	\$228,371	\$64,027	\$301	\$64,027	\$0
H4	Fiber Optic Backbone LS-4 (ASU portion)	\$183,411	\$10,871	\$0	\$10,871	\$0
H5	Fiber Optic Backbone LS-5 (ASU portion)	\$465,458	\$291,855	\$84,343	\$291,855	\$0
H6	Fiber Optic Communication / Signal (ASU portion)	\$0	\$335,569	\$0	\$335,569	\$0
	Sub Total Other	\$1,051,888	\$841,809	\$130,364	\$841,809	\$0
	Grand Total CNPA	\$94,996,637	\$91,655,476	\$31,319,365	\$92,194,289	(\$538,813)



3. Schedule Overview

The current Status of the Master Schedule is based on a data date of July 1, 2006. The current forecast continues to be an on-time Program completion date of Saturday, December 27, 2008.

The Line Section Contracts continue to have right-of-way, cost to cure and private utility relocation issues that have impacted access dates and interim Milestones. METRO management continues to aggressively manage these issues, resulting in minimum impact to the overall Program Schedule/or contract milestones. To date, the Program has been successful in mitigating delays with a minimum of acceleration to Civil Contracts.

During the last month, follow-up meetings were completed with the Line Section Contracts, TES, S&C and Station Finishes. These reviews included the Resident Engineers, the Contractors Project Managers and METRO Design and Construction Management. A full review of the interfaces and mismatches between these contracts was completed. The revised Program Baseline Schedule was issued on June 30, 2006.

During the month of June, 2006, there were no major contracting activities

Revised Baseline Preliminary Schedule Highlights:

Civil:

Line Section 1 Completion:	February, 2008
Line Section 2 Completion:	December, 2007
Line Section 3 Completion:	January, 2008
Test Track Completion:	February, 2007
Line Section 4 Completion:	December, 2007
Line Section 5 Completion:	March, 2008
Maintenance/Storage Facility Completion:	January, 2007
Tempe Town Lake:	August, 2006
Station Finishes:	October, 2008
Park and Ride	October, 2008

Systems:

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



Procurement Bid Status as of 6/29/06						
Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)	
PART I - CP/EV LRT PROJECTS						
Park and Rides <i>(Tentative)</i> Note: significant delays in the IFB due to the design hold for the Central & Camelback site	04/06/07	04/24/07	06/06/07	07/18/07	08/06/07	
LRT Vehicle Maintenance - RFP	04/20/06	05/03/07	06/20/06	09/20/06	10/23/06	
LRT Systems and Facilities Maintenance - RFP	TBD	TBD	TBD	TBD	TBD	
LRT Transportation Services - RFP	04/27/06	05/16/06	06/27/06	09/20/06	10/23/06	
Shop Equipment for Maintenance Facility	04/10/06	NA	05/15/06	06/21/06	07/07/06	
Legal Services	05/19/06	NA	07/12/06	TBD	TBD	
Legal Services (Small Claims)	05/19/06	NA	07/21/06	TBD	TBD	
Maintenance Management Information System <i>(Tentative)</i>	07/10/06	07/24/06	08/23/06	12/20/06	01/15/07	
IT Network Equipment	06/07/06	06/28/06	08/09/06	10/18/06	11/01/06	
Modular Furniture for MSF - IFB	TBD	TBD	TBD	TBD	TBD	
MSF Spray Paint Booth Maintenance - IFB	TBD	TBD	TBD	TBD	TBD	
Systems & Facilities Maintenance - RFP	TBD	TBD	TBD	TBD	TBD	
Power Consulting Services	TBD	TBD	TBD	TBD	TBD	
PART II - LONG RANGE DEVELOPMENT PROJECTS						
Alternatives Analysis and Draft Environment Impact Statements for future extension work in cities of Glendale, Tempe and Mesa	TBD	TBD	TBD	TBD	TBD	
Northwest LRT Extension Engineering Services	TBD	TBD	TBD	TBD	TBD	



4. Quality Assurance

Description

The VMR Quality Assurance Manager is responsible for the establishment and implementation of a Quality Assurance Program for the METRO organization that meets the requirements of the Federal Transit Administration and provides adequate confidence that procured materials and services meet the technical and quality requirements of the project. The VMR 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

Quality Manuals Reviewed:

- Station Finishes Test Plan was resubmitted reviewed and was returned with minor comments. A meeting was held March 3rd to discuss comments and Archer Western is working on revising Test Plan for resubmittal. Resubmittal due in June.
- LS1 QC Plan was resubmitted for review. Minor Comments were made, and will be returned in June with resubmittal due from Contractor in June.
- Line Section 4 revised QC Plan was reviewed and sent back with minor comments.
- MSF Inspection Plan was resubmitted and is in review to verify all previous comments have been incorporated.

First Article Inspections:

- First article inspection was performed at VAE Nortrak, Seattle, Washington for inspection of the 3-5 turnout. Results were satisfactory.

LRV Inspections:

FAI = First Article Inspection

PSI = Pre Shipment Inspection

IPI = In Process Inspection



United States

- PSI of Reservoirs
- PSI of Brake System Components
- PSI of Doors and Door Operators
- PSI of Relay Panels

Japan

- Continuing review of exterior side panel installation (still unacceptable)
- Ongoing daily In process inspections (IPI)

Quality Assurance Audits/Surveillances:

- The CAC conducted an audit of the LS5 Contractor. The scope of the audit was document control, test plan, preparatory meetings, M&TE control, and NCR and QAR response. All audited areas were found acceptable and no QARs were issued.
- The CAC conducted an audit of the LS4 Resident Engineers' activities for compliance with the quality aspects of the CAC Resident Engineers Manual. The scope of the audit was contract drawings, daily diary and weekly report, Contractor submittals, file system, records, NCR process, material sampling and testing, and oversight inspection. Audit findings were issued; however, no major quality issues were identified.
- GEC Audit No. 06-002 was completed in June. Sixteen Change Notice packages representing all Line Sections (LS1-LS5), MSF, TLB, S&C, and TES Projects were reviewed for compliance with the technical checking requirements of the GEC Project Quality Management Plan. The results were reported in GEC Audit Report No. 06-002, dated June 23, 2006. One QAR was issued.

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- VMR QA completed an audit of the Mass Electric Company (MEC) quality assurance/quality control system as applied to Contract No. LRT-04-014-TES. The audit was limited in scope and focused on the contractor's implementation of Specification Section 01440, "Quality Assurance/Quality Control" and the MEC Quality Plan. The audit resulted in a total of thirty-eight (38) Audit Finding Reports. When taken in total, the audit results are symptomatic of a lack of MEC management commitment to the quality of the project. At the time of this writing, the formal audit report is being finalized and an Audit Exit Meeting is being scheduled to coincide with a site visit by MEC Executive Management. The serious nature and large number of Audit Finding



Reports are indicative of a breakdown of the MEC Quality Management System and a lack of management commitment to quality. These matters are exacerbated by the understaffing of the MEC QA and Inspection staff. Although this audit was limited to Contract No. LRT-04-014-TES for the "Traction Electrification System," the contractor's quality resources are also shared with Contract LRT-04-039-S&C, "Signals and Communications" further depleting existing MEC quality resources and is not consistent with prior agreements and understanding between VMR and MEC.

- Nonconformances on the MEC supplied OCS Poles are in the process of being technically reviewed by the GEC. Existing poles will be accepted for the MSF yard, however all poles on the alignment must meet identified technical requirements. Mitigation Plan was received and accepted by the GEC. The CAC is still awaiting written technical justification for the Use-As-Is dispositions that were proposed by the contractor.
- Two Quality Action Requests (QARs) were issued to Mass Electric on the Traction Electrification System Contract for lack of adequate inspection personnel; lack of inspection and surveillance reports, lack of inspection and failure to implement an internal and external audit program. Response was received and rejected and new response is due from Mass Electric by June 30th.
- Two flawed girder rails were discovered at the LS5 welding site. VA Nortrak visited the project and has issued a preliminary report identifying one rolling that has exhibited delamination (preliminary determination of defect). VA Nortrak personnel have been on site performing magnetic particle inspection of all rails from that rolling and random testing on other rollings. Nortrak expects to complete inspection of all suspect rails, finalize a report and provide inspections reports by the end of July if not sooner. All but two rails have been identified. VAE Nortrak to check their stock in Seattle and Birmingham. The remaining rail could also be at the Apache Blvd. rail yard. If not found and tested, VAE Nortrak final report will address future corrective action.



5. Public Involvement

Description

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

Progress

- Construction in all five Line Sections continues to progress and Public Involvement Staff continues to meet and respond to various stakeholders addressing their concerns with construction.

BUSINESS ASSISTANCE

- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through June, 228 signs and 221 banners (449 total) have been issued for businesses in all five Line Sections. The following table illustrates the current distribution for this program:

METRO
Construction Signage/Banner Program
Overall Distribution

Line Section	Signs	Banners	Total
Line Section One (LS1)	15	36	51
Line Section Two (LS2)	35	51	86
Line Section Three (LS3)	108	54	162
Line Section Four (LS4)	23	29	52
Line Section Five (LS5) – Tempe and Mesa	47	51	98
Totals	228	221	449



METRO Business Outreach Program

The following is a break down of business outreach statistics as of June 1, 2006:

- METRO Max Program Participants – **279** businesses
- Construction Signage Program – **449** Total (228 signs and 221 banners)
- Management Technical Assistance (MTA) Program – **175** businesses
- ASU Business Honors Program – **77** businesses
- SELF Seminars – **20** Businesses
- SBDC One-on-One Consultation - **11** 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.

LS-1

- LS 1 conducted its Community Advisory Board (CAB) meeting on Tuesday, June 13th at the Red Roof Inn. LS-1 CAB members welcomed a new member to the group: Pam Allan representing ABIL (Arizona Bridge to Independent Living). For the third consecutive month, Kiewit received an overall rating of 100 percent, for their effort for going "above and beyond" the contract specifications. The next LS 1 CAB meeting is scheduled for Tuesday, July 11th @ Central High School on Central Avenue.

LS-2

- LS 2 held their monthly meeting Tuesday, June 16th at Brophy College Preparatory. LS2 CAB members welcomed two new members to the group: Lynn Houston representing ABIL and Patty Mayes representing Viad Corporate Center. Ms. Mayes is replacing Danny Swancey. During events coordination members discussed the Fabulous Fourth Celebration taking place at Steele Indian School Park. Information was provided on road closures, parking/shuttle routes, and event details. Herzog stated they would have a small crew working during the Fourth of July weekend to keep the line section safe and clean. Julie Ebersole of Steele Indian School Park stated the Parks Department does not think light rail construction will have any effect on the event turnout. Herzog received and overall rating of 90 percent. The next LS 2 CAB meeting is schedule for Tuesday, July 28th

LS-3

- LS-3 held its monthly meeting on Tuesday, June 13th, 2006. Two new members were introduced to LS3 CAB members: Marc Schmidt, representing the Mayor's Commission on Disabled Issues, and Kerwin Brown, representing Tanner Chapel. CAB Members were also introduced to a new tool regarding Outstanding Issue to update members on the



status of “In Progress” items from previous meetings. Members offered some suggestions to improve the document, which will be incorporated into the document. Archer Western Contractors (AWC) highlighted progress and successes that they have achieved during the last month, and described the future trackwork timelines for each segment. AWC indicated that two stakeholder bus tours of Line Section 3 and the Maintenance and Storage Facility also were accomplished during the past rating period. Vice Chair Terry Madeksza stated additional tours are being planned. CAB members will be invited to the tours. The next LS 3 CAB meeting is scheduled for Tuesday, July 10th in the METRO Board.

LS-4

- LS-4 held their monthly CAB Meeting on June 14th at Papago Buttes Corporate Plaza. The LS4 CAB recognized two new members to the board: Mr. Gary Lasko of Stockyards Restaurant and Mr. Chris Falconer of Mandarina Apartment Homes. Mr. Kirk Alire from the City of Phoenix Streets Department commented on traffic control from the city’s perspective. He stated that contractor’s are doing a “phenomenal job” and wanted to remind the CAB that traffic control plans must be approved by the cities, and a key factor is to have a contractor who is responsive to the community and to the city. The LS 4 CAB gave a recommendation of 100 percent of the incentive available to Sundt/Stacy and Witbeck Joint Venture, for going “above and beyond” the contract specifications for the month. LS 4’s next CAB meeting are scheduled for Wednesday, July 12th at Papago Buttes Corporate Center @ 3 p.m.

LS-5

- LS5 CAB conducted it’s meeting on Thursday, June 8th. Meeting discussions included contractor’s response to construction related activities, traffic management, and utility relocation coordination. Additional meeting discussions included new work in the area of 3rd and Ash Streets with the removal of old rail, work in the Terrace Road and Veterans Way vicinity, and bridge work on the 101 Freeway and Tempe Canal bridges. A recommendation of 100 percent of the incentive available to Sundt/Stacy and Witbeck Joint Venture was issued by the LS5 CAB. The next LS5 CAB meeting is scheduled for Thursday, July 13th at the Holiday in on Apache Boulevard and Rural Rd. @ 7:30 a.m.

Cost and Schedule – Variance Analysis

- Public Involvement activities remain on schedule.
- Scheduled CAB Disbursement remains the same as the previous month:

Total Available Incentive:	\$2,500,000.00 (10 Quarterly disbursements)
Total Miles of Street with LRT:	23.53 miles
Allocation per Mile:	\$106,247.34
Total CAB Disbursement through June 2006 is	\$621,578



Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS-1	\$241,181.00	\$ 24,118	\$ 24,118	100%
LS-2	\$317,680.00	\$ 63,536	\$ 63,536	100%
LS-3	\$865,916.00	\$259,774	\$216,479	80%
LS-4	\$567,361.00	\$283,680	\$266,659	90%
LS-5	\$507,862.00	\$101,572	\$101,572	100%

Issues and Solutions

- None



6. Disadvantaged Business Enterprise Program

Description

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

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

Progress

- DBE participation based on amounts originally awarded is 13.84 percent, participation including change order work is at 14.25 percent and DBE's have been paid 12.15 percent of construction dollars to date. Final proposed DBE participation levels will be established once the outstanding construction procurements of Park-and-Rides and Miscellaneous Construction have been completed.

Procurement Activities

- Park-and-Ride Procurement – As mentioned in previous months, the Park-and-Ride Procurement is the last major construction package. This package is being procured using a methodology that will ensure the greatest cost savings for METRO as well as the greatest DBE opportunity. The DBE Outreach Advisory Committee and METRO staff will be doing extensive outreach to educate the small business community about this opportunity. Additionally, onsite training sessions will be conducted at all DBE Committee member organizations in order to ensure that contractors understand METRO's requirements as well as the necessary documentation for bidding.



Outreach Activities

- The DBE Outreach Advisory Committee met June 27, 2006
- A networking event to bring together all of the organizations represented on the Advisory Committee will be held July 27, 2006. The event will be held at Johnny's Uptown (Northeast corner of Central and Camelback) from 5:30 to 7:30 p.m.
- The METRO contractors/subcontractors Meet and Greet has been scheduled for October 5, 2006. This event will be held at the Wyndham from 4:00 to 6:00 p.m. and coincide with the United Latino Business Coalition Awards Banquet which will be held later than evening.
- The DBE Job Fair is scheduled for August 31, 2006 at the Emmett McLoughlin Community Training and Education Center at Henson Village (Northwest corner of 7th Avenue and Buckeye Road)

Cost and Schedule – Variance Analysis

- DBE activities remain within budget and on schedule.

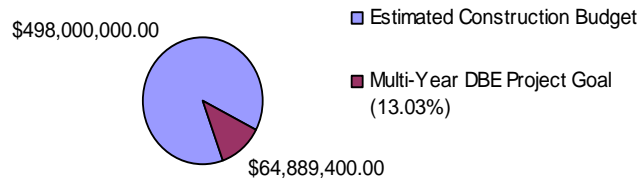
Issues and Solutions

- There are no issues this reporting period.

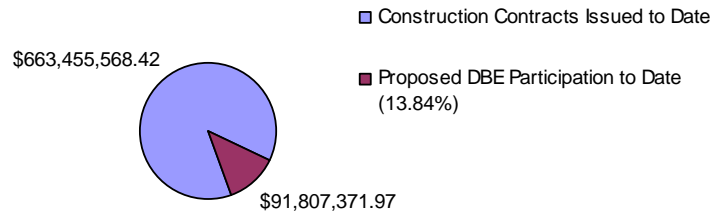


DBE Program Overview

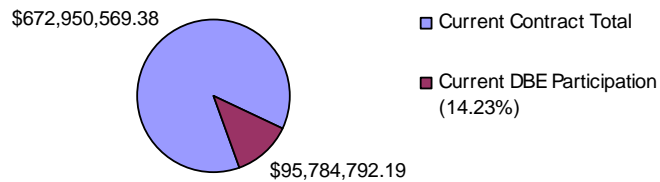
DBE Program Overview



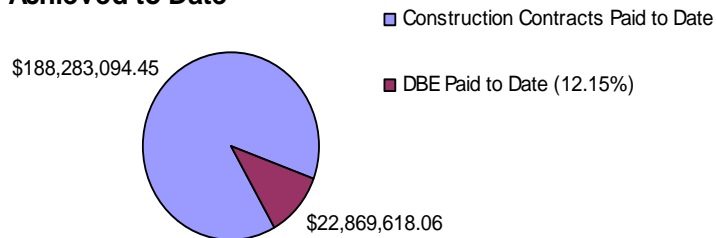
Original Contract Amounts



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

- Met with the new Chase Field Security Director, along with the METRO Operations Manager, to discuss crowd control and queuing issues.
- Developed preliminary plan for barricading the test track.
- Reviewed the draft revision of the Safety and Security Certification Plan and distributed to METRO staff for review. Input was provided to BAH.
- Determined code requirements for station addresses and provided to Architecture.
- Developed a PHA for curbside barriers at Chase Field and US Airways Arena.
- Reviewed the security section of the NW Extension EIS.
- Initiated action to provide a gate for emergency access to the Town Lake Bridge.
- Continued with the process to develop light rail codes and ordinances for traffic, public conduct, and fare inspection enforcement with the City of Phoenix Law Department.
- The Fire/Life Safety and Security Committee, Safety and Security Certification Review Committee, and Security Breach Review Committees did not meet in June.

Cost and Schedule – Variance Analysis

- Safety and Security activities remain within budget on schedule.

Issues and Solutions

- None



8. Environmental Management

Description

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

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

Progress

Archaeology

- Provided archaeological monitoring in LS 2, 3, 4 and 5 for all ground disturbance activities.
- As of June 30, 2006 we have discovered three cremations / 14 inhumations in Pueblo Grande and 28 cremations / 33 inhumations La Plaza (Tempe). In La Plaza site construction has uncovered one pit house complex and approximately two hundred prehistoric features. In addition we have discovered a standing adobe wall, a privy, and trash associated with Barrio San Pablo. The density of discoveries in Pueblo Grande is lower than anticipated. The density of features and burials is consistent with previously reports.
- ACS has providing 22 field archaeologist and two supervisors for excavation in the vicinity of Veterans Way. ACS has maintained schedule commitments to allow target construction dated for paving of Veterans Way prior to the start of school and for the completion of the Promenade area. Field crews are being shifted to meet contractor's priorities.

Contaminated and Hazardous Materials

- Construction monitoring and soil testing in support of LS 1 construction at Central and Camelback is completed. All materials categorized as clean and released to contractor for disposal.
- METRO revised the Soil Monitoring and Management Plan to conduct additional preconstruction testing for contamination. This will support soil characterization in advance of construction and allow contractor to load and dispose of materials with



contamination levels below prescribed level per contract. METRO will take position of contaminated soils for disposal.

Regulator Compliance

- Reviewed and returned with “no exceptions taken” Health and Safety Plan for Herzog and Archer Western for the Central and Camelback site. Reviewed with “no exceptions taken” the SWPPP for Stations Finishes

Cost and Schedule – Variance Analysis

Archaeology

Original Contract Value (CAC)	\$1,500,064
Approved Change Orders	\$400,000
Contract Value to date	\$1,900,064
Invoiced as of June 30, 2006	(\$2,280,366)
<u>Funds Available</u>	<u>(\$380,302)</u>

Hazardous Materials Assessment (CAC)

Original Contract Value	\$499,483
Approved Change Orders	(\$400,000)
Contract Value to date	\$99,483
Invoiced as of April 2006	(\$46,830)
Task orders issued not invoiced	(\$52,653)
<u>Funds Available</u>	<u>\$0</u>

Remediation and Treatment Fund (VMR)

Budget	\$1,004,000
Expended or Committed	(\$140,680)
Data Recovery Report	(\$84,956)
ERI	(\$55,724)
<u>Funds Available</u>	<u>\$863,320</u>



Issues and Solutions

- **Issue:** CAC contract for archaeology services has exceeded budget

Solution: METRO request CAC to do an internal transfer until a change order to cover increased costs.



9. Real Estate

Description

The LRT Project travels down main business arterials in the cities of Phoenix, Tempe and Mesa and approximately 809 parcels of property are affected. The number of right-of-way certifications required within this 20-mile corridor is in excess of 2,500. This number includes all easements required by the project, such as utility, irrigation, sidewalk, traffic, slope, landscape and temporary construction. Real Estate staff members from the project cities are responsible for obtaining all of the necessary property rights required to construct and operate the LRT system. Oversight and coordination of the cities' activities is provided by METRO Real Estate staff.

Progress

- Seventeen (17) additional parcels came under City control since last month, and 28 additional parcels became available for construction. Presently, 90 percent of the required properties are now under city control and 81 percent of the properties are available for construction. Extensive coordination between METRO and City staff has enabled the project to obtain these properties in a manner sufficient to support construction.
- In Line Section 1, one relocation was completed, therefore, 198 relocations have now been completed and only 6 relocations remain. Two parcels came under City control for a total of 132 parcels and 11 parcels were made available for construction for a total of 109 parcels. Line Section 1 contains 150 parcels.
- In Line Section 2, sixteen relocations were completed, therefore, all relocations have been now been completed. Three parcels came under City control for a total of 85 parcels and 3 parcels were made available for construction for a total of 66 parcels. Line Section 2 contains 123 parcels.
- In Line Section 3, only 6 relocations remain. Six parcels came under City control for a total of 256 parcels and 5 parcels were made available for construction for a total of 229 parcels. Line Section 3 contains 264 parcels.
- In Line Section 4, ten relocations were completed; therefore, all of the relocations have now been completed. 1 parcel came under City control for a total of 108 parcels and 3 parcels were made available for construction for a total of 100 parcels. Line Section 4 contains 109 parcels.
- In Line Section 5, nine relocations were completed and only 18 relocations remain. Five parcels came under City control for a total of 146 parcels and 6 parcels were made available for construction for a total of 146 parcels. Line Section 5 contains 163 parcels.



- Several building cut and refaces are underway in Line Sections 1, 2, 3 and 4. These refaces require a structural engineering analysis, architectural and utility modifications, the procurement of relevant contractors and an extensive permitting process.
- The City of Phoenix Ombudsman program continues to be a successful process for negotiating administrative settlements. As of the end of June, two-hundred and thirty-nine ombudsman meetings have been held resulting in two-hundred and eleven settlements. This number represents a success rate of 88 percent.
- An updated Real Estate Acquisition Summary sheet is included at the end of this section.

	5309	CNPA	Total
Budget	\$116,214,150	\$22,221,205	\$138,435,355
Available Contingency	\$ 19,603,351	\$ 1,753,931	\$ 21,357,282
Total	\$135,817,501	\$23,975,136	\$159,792,637
Spent To Date	\$101,379,310	\$15,643,090	\$117,022,400
Balance Available	\$ 34,438,191	\$ 8,332,046	\$ 42,770,237

Cost and Schedule – Variance Analysis

- Real Estate continues to be one of two key issues (utilities being the other) currently driving the project schedule and creating pressure on the ROD. The Cities are working 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

- While the progress made this month is significant and a step in the right direction, there are still many areas on the project where the unavailability of real estate may delay utility relocation and/or construction. The streamlining of processes being implemented appears to be effective, but must be aggressively continued in order to make up for lost time.
- In all Line Sections there is critical work that needs to proceed. In some cases we are awaiting an Order of Immediate Possession (OIP) from the courts or a Right of Entry from the property owner to gain access to the property to initiate the required work. In other cases we are awaiting the removal of cost-to-cure improvements or the completion of a building cut and reface. This is an ongoing effort and all project and City staff are focused on expediting these tasks.



**CENTRAL PHOENIX / EAST VALLEY
LIGHT RAIL TRANSIT PROJECT
REAL ESTATE ACQUISITION SUMMARY
June 30, 2006**

ACTIVITY	1 PHX	2 PHX	3 PHX	4 PHX	4 TEMPE	5 TEMPE	5 MESA	Totals
Full Takes	40	0	8	2	0	12	0	62
Partial Takes	110	123	256	106	1	106	45	747
Total Affected Parcels	150	123	264	108	1	118	45	809
Projected Relocations	204	23	32	32	0	40	3	334
Title Reports Completed	150	123	264	108	1	118	45	809
Legals sent to City	150	123	264	108	1	118	45	809
Appraisals Requested	150	123	264	108	1	118	45	809
Appraisals Completed	148	123	264	107	1	118	45	806
Offers Made	147	93	261	106	1	118	45	771
Offers Accepted	95	63	202	83	1	85	33	562
Escrow Closed Acquisition Complete	88	43	179	82	1	84	19	496
Condemnation Filed	23	16	29	11	0	19	9	107
OIP Received	12	9	23	9	0	19	9	81
ROE Signed	32	33	54	16	0	15	0	150
Relocations Underway	6	0	6	0	0	15	0	27
Relocations Completed	198	23	26	32	0	25	0	304
Parcels Under City Control	132	85	256	107	1	118	28	727
Parcels Available for Construction	109	66	229	100	1	118	28	651
Parcels Pending Release for Construction	23	19	27	7	0	0	0	76



10. Utilities

Description

The METRO Utility Manager is responsible for managing and overseeing the relocation of all privately owned utilities (irrigation, natural gas, nitrogen lines, fiber optics, power, private force mains, private communication lines, private irrigation lines, cable television, and telecommunications) necessary to allow LRT construction, including those with and without prior rights. Utilities with prior rights include SRP Power, SRP Irrigation, Qwest (local and long distance), Southwest Gas, WilTel, MCI and APS. Relocation of privately owned utilities is performed by private utility companies and their contractors, preferably prior to beginning LRT construction. Relocation of publicly-owned utilities is accomplished within the civil construction contracts by METRO contractors.

Progress

- Line Section 1
 - A re-sequencing team has been established to reconsider all wet and dry utility relocation issues for this Line Section.
 - Right-of-way availability continues to constrain utility and contractor activities.
 - All work on 19th Avenue is on hold while various scenarios are under review. The intent of this review is to find the most favorable method of re-sequencing selected work activities to allow the contract work to go ahead.
 - Salt River Project Power (SRPP) has estimated the cost and time to relocate their facilities could be halved if the line is allowed to be relocated to an overhead location. This option will also allow more flexibility in locating underground lines in this tight corridor. METRO has requested the City to allow consideration of this option at the request of the City has requested additional information before making the final decision.
 - Qwest needs to install one manhole near Spectrum Mall pending right-of-way availability. Some time and budget savings may be realized if Qwest facilities are allowed to be relocated to overhead locations.
 - Current Cox design will relocate lines to locations off of 19th Avenue in most locations. Some lines can be placed on the overhead relocation.
 - South West Gas (SWG) continues gas line relocation work on Camelback Avenue and plans on having most of their work finished by the end of July. They will not have the new gas lines in service and the old lines removed until Fry's is available.



- Salt River Project Irrigation (SRPI) continues with the installation of the irrigation structures on the project and Salt River Project Power (SRPP) is in the process of obtaining work permits for the joint trench work on Camelback.
- Line Section 2
 - Utility conflicts and coordination issues are being addressed at bi-weekly meetings held in the field office to increase contractor communication with utilities and to hold utilities accountable.
 - MCI Contractor, Fishel, has completed placing 8,800 feet of conduit in the ground and installed 11 manholes. MCI has started pulling fiber and will start splicing, which may take up to four weeks but will not impact LS2 Contractor activity.
 - The additional APS electric easements that are needed for street lights are being reviewed by the City of Phoenix to see if they can be placed under an Image Easement.
 - APS still needs to demo/remove the 69 kV over head crossing at Central Virginia.
 - APS needs to pull the new 12 kV at Central Avenue and Indian School Road and remove existing over head once new cable is in.
 - SRP Irrigation will start placing pipe at Central Avenue and Mariposa mid July of 2006.
 - ADEQ facilities are in conflict with the proposed relocation of the SRP Irrigation Structure at south west corner of Camelback Road and Central Avenue which will impact the private irrigation installation for LS1. The Easement at Parcel 30.2038 has been revised and approved and was submitted to the City of Phoenix to process.
- Line Section 3
 - Utility conflicts and coordination issues are being addressed at bi-weekly meetings held in the field office to increase contractor communication with the utilities, and to hold utilities accountable.
 - Level 3 has completed relocation of duct bank and manholes at 24th Street and Washington Street and has moved to Washington 20th and 22nd streets. The City of Phoenix contractor, Tel-Tech, has relocated COP and ITD manholes at Washington and 24th Street and has moved them to 22nd street.
 - AWC and METRO continue to meet with APS to confirm revenue design on a weekly basis.



- The project team continues to work with APS to implement design modifications as development pressures increase within the downtown area. The weekly coordination meeting that is held with APS representatives has been instrumental in facilitating the necessary changes of this work.
- APS and Qwest have resumed their relocation at 23rd Street and Jefferson now that Right-of-Way has been acquired.
- Line Section 4
 - Utility conflicts and coordination issues are being addressed at weekly meetings at the field office to better effect contractor communication with utilities and to hold utilities accountable.
 - APS and Qwest still needs to demo overhead facilities, and remove power poles on Washington Street between 32nd Street and 30th Street.
 - The existing 8-inch high pressure Southwest Gas main between 50th Street and 48th Street was found to have insufficient cover. SWG continues to trench, weld and install the replacement 8-inch high pressure gas main as well as the 2-inch service line between 50th Street and 48th Street. SWG began to trench for the installation of the replacement 8-inch high pressure gas main and 2-inch service line below the yard lead track to MSF. Permit was expedited so SWG can start relocation ASAP. The LS4 Contractor is cooperating with METRO to work around this utility to mitigate delays while Southwest Gas completes its work.
- Line Section 5
 - Resolution of utility issues is addressed weekly in the Line Section 5 Utilities Coordination meeting.
 - Work on the APS Joint trench from Myrtle Street to Veterans' Way is complete, enabling APS to begin overhead to underground conversion of power lines along Creamery Route.
 - APS completed transition from overhead to underground power on Terrace Road, allowing removal of a conflicting power pole on the southbound roadway, allowing the Contractor to pave the remainder of the southbound side.
 - SWG continues to work on Apache Boulevard from Price Freeway to Tempe Canal.
 - SRP Electric continues to trench and install street lights and is proceeding well.
 - Potential for other utility conflicts is being reviewed in conjunction with the contractor's baseline schedule and three-week look-ahead.



- UPRR and APS conflicts at First Street are being resolved.
- Union Pacific Railroad needs to relocate a signal and a communication cabinet, will need to coordinate with LS5 Contractor.

Cost and Schedule – Variance Analysis

- Costs incurred to-date for prior rights utilities are within the Utility Budget. We are concerned that the budget for SRP Irrigation and SRP Power will run over budget due to material costs and the fact that traffic control costs have increased.
- Utility relocation continues to be one of two key issues driving the project schedule. Lack of available Right-of-Way and delays in completion of utility design have affected contractor construction schedules. METRO is working with the cities, the utility companies and the Contractors to develop strategies to streamline processes provide additional resources and create opportunities for work-around so that impacts to the Contractors' schedules are minimized.

Issues and Solutions

- Line Section 1 - SRP Irrigation easements have been defined but not all have been obtained. Several SRP Power easements are being revised due to METRO design revisions and new development projects. Parcel acquisitions and cost to cure items have been prioritized so as to coincide with the contractor's construction schedule and utility needs. METRO currently needs the access to Walgreen's, Fry's, Osco, and other parcels to allow the third party utilities and contract work to continue.
- Line Section 2 – MCI still needs to relocate their fiber – major relocation. The contractor is working around this area to mitigate delays.
- Line Section 3 – Level 3 and City Com need to relocate several manholes. The contractor is working around this area to mitigate delays.
- Line Section 4 – METRO must ensure that all utility relocations within the test track are complete, including the SWG 8-inch high pressure gas main that was recently discovered. The contractor is working around this area to mitigate delays.
- Line Section 5 – APS overhead to underground conversion delays at Creamery Route threatens delays to guideway and promenade work. The contractor is working around existing poles, and planning for alternate scheduling of work in that area to bypass the affected locations until the overhead lines can be removed.

Construction Photographs



Level 3 relocating manholes on Washington Street
from 7th street to 24th Street in Line Section 3



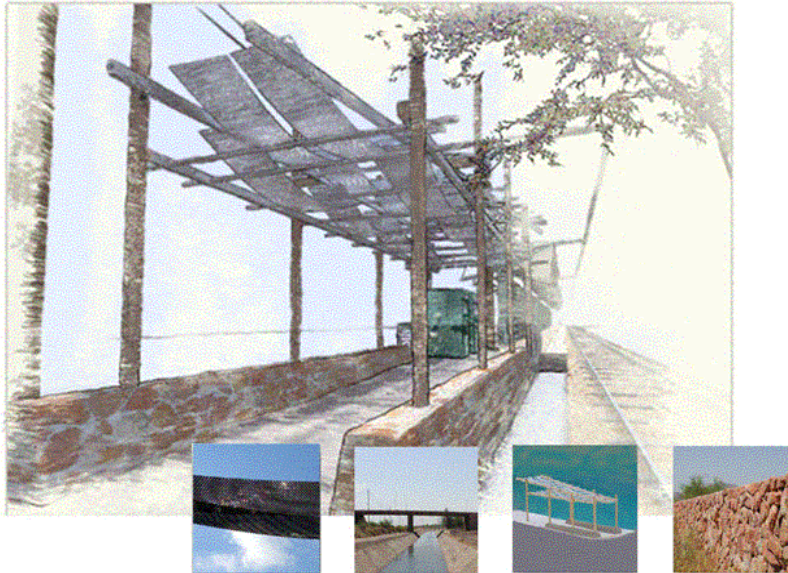
SWG relocating gas main on Washington Street
Line Section 4

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

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	52.8%	\$3,685,930	\$1,945,896	\$1,912,773	\$7,139,507
Line Section 2	67.3%	\$1,775,000	\$1,195,000	\$89,936	\$1,775,000
Line Section 3	80.0%	\$3,071,676	\$2,457,341	\$406,686	\$3,900,000
Line Section 4	88.3%	\$4,425,236	\$3,908,745	\$1,529,655	\$5,126,806
Line Section 5	48.0%	\$7,010,760	\$3,366,401	\$1,661,746	\$7,790,372
Maintenance Storage Facility	90.6%	\$320,230	\$290,230	\$208,649	\$378,879
Town Lake Bridge	100.0%	\$1,150,000	\$1,150,000	\$899,097	\$1,235,279
Projected Forecast Increase	0.0%	\$0	\$0	\$0	\$819,524
Contingency	0.0%	\$2,367,169	\$0	\$0	\$0
Total Prior Rights Utilities	60.1%	\$23,806,001	\$14,313,613	\$6,708,542	\$28,165,367

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

- Buster Simpson will be working with Rio Salado Parkway to install his south beach sculpture at the same time as the Tempe Art Center walkway. Installation is scheduled to begin sometime after August.
- Installation for the brickwork art element on the south wall is almost complete.

Cost and Schedule – Variance Analysis

- Public Art activities remain on schedule and within budget.

Issues and Solutions

- Continuing to monitor contract schedule issues.
- Continuing change order negotiations with artist Mona Higuchi.

Station Finishes



Description

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

The SF architects prepared the construction drawings in five separate packages that correspond to each civil line section. These documents along with an art reference volume have been combined together and are currently under construction.

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) and automated ticket vending machines (TVM).



Progress

- Building permits for the stations have been issued by the City of Phoenix. Review of station superstructure updated details and calculations resulting from Value Engineering are proceeding with the Development Services Department.
- Necessary coordination with line section contracts has progressed so that the Station Finishes Contractor can start construction on the Van Buren Street and 1st Avenue Station by mid-July 2006 (pending DSD approval noted above). Other station/transit center start-ups are soon to follow.
- A coordination meeting with Spectrum Mall personnel was attended by METRO and City of Phoenix Legal staff. The Mall ownership is anxious for METRO to begin and complete construction so that it does not interfere with the 2006 holiday season shopping which begins around Thanksgiving. They will begin planned demolition of the Dillard's Outlet (a.k.a. Bullocks) Store and rework their parking lot on the north side of Montebello later this summer. There are coordination issues that need to be resolved with further discussion regarding interim access for existing mall businesses adjacent to Montebello. See Issues and Solutions below.
- Demolition work, previously one of various obstacles at the Montebello and 19th Avenue Transit Center, has been completed.
- A coordination meeting was held with METRO, City of Tempe Transit and the ASU University Architectural staff for determining proposed minor design revisions at ASU destination stations (Van Buren Street and Central Avenue to 1st Avenue, Veterans' Way and College, and University Drive and Rural). Cost estimates from the SF Contractor will be solicited by METRO in July 2006 for these Items with ultimate inclusion as a potential Change Notice and are reimbursable from ASU.
- Responses to initial comments received from the City of Mesa Building Safety Department are in process by METRO/GEC for the Sycamore/Main Transit Center permit. Anticipated access (and permit) may be provided earlier than the scheduled date of January 2, 2007 to this site.

Cost and Schedule – Variance Analysis

- A change order will be issued revising the contractual milestone completion dates. New start dates, interface dates with line section contractors (foundations) and signals and communications (follow-on work), and station-by-station completion dates have been re-established via the cross partnering process.
- AWC is revising their schedule with new target milestones established in the cross partnering process. The reissued schedule will be part of the Contract's "revised baseline schedule". The contract is at 4.0 percent complete versus 7.7 percent planned. Cost performance remains at 1.0.

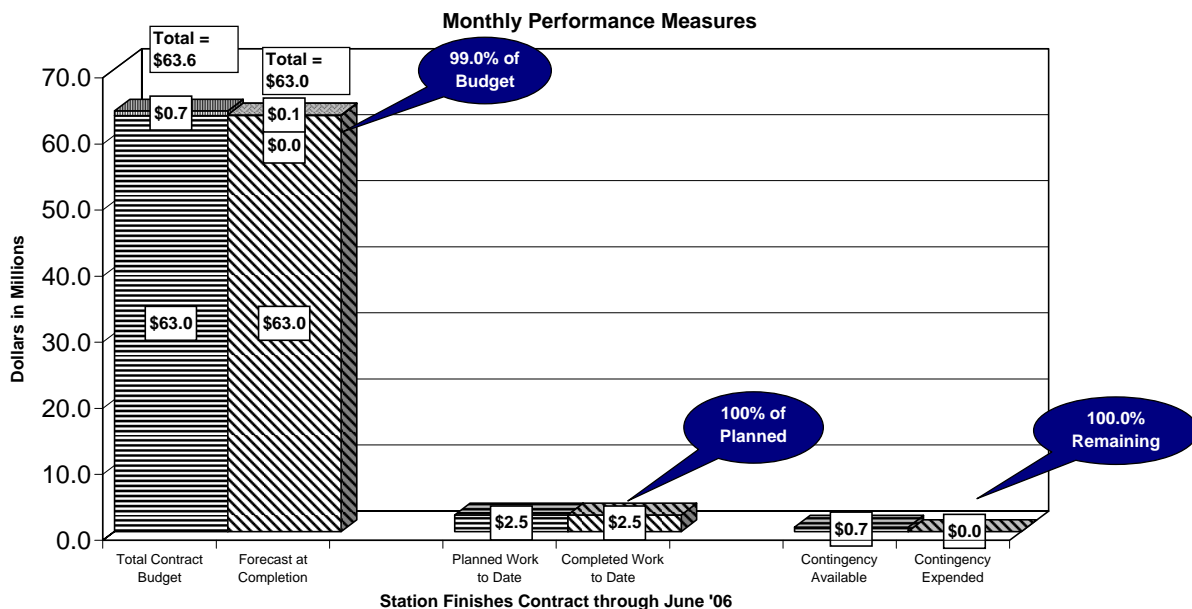


Issues and Solutions

- Right of Entry (ROE) for Spectrum Mall has not yet been procured by the City of Phoenix for METRO. The draft Agreement has been developed by the City's Legal Office and out of a need for clarifying definitions in this document, a meeting was held with Spectrum Mall management to inform them of the adjoining LRT work, how it will be phased and derive their concerns involving traffic detours as well as traffic flow, trash delivery access and parking, scheduling and any other issues the Agency could address. The meeting outcome with Spectrum Mall seemed to indicate their positive concurrence with the Project work scope and schedule.
- Lack of ROE combined with delayed receipt of the building permits and SRP street work are causing ongoing delays to the start of construction at the Montebello and 19th Avenue Transit Center. METRO/COP Public Transit/Real Estate, COP (DSD and Legal) and GEC staff continue to pursue real estate agreements, work with SRP and permit approvals.
- Contract environmental concerns related to Superfund designation of the Central Avenue and Camelback Transit Center site and the lack of construction permits continue to delay construction activity at this facility. However, environmental issues are now resolved and will allow work to proceed on or around July 24, 2006 on the Mariposa Street cul-de-sac by AWC. Construction can also begin at the Transit Center with anticipated receipt of permits in July 2006.
- Delayed procurement of construction permits continues to prevent the contractor from beginning any construction on the 44th Street and Washington Transit Center. APS has some work remaining in the form of relocating conduit and cable on the site along its eastern boundary. Construction should proceed with anticipated receipt of permits in July 2006.
- Final review comments on the draft METRO Way-Finding Signage Guide Manual need to be addressed by the Agency and GEC. A funding mechanism for completion of this signage and the system map graphic design/procurement remains under consideration.

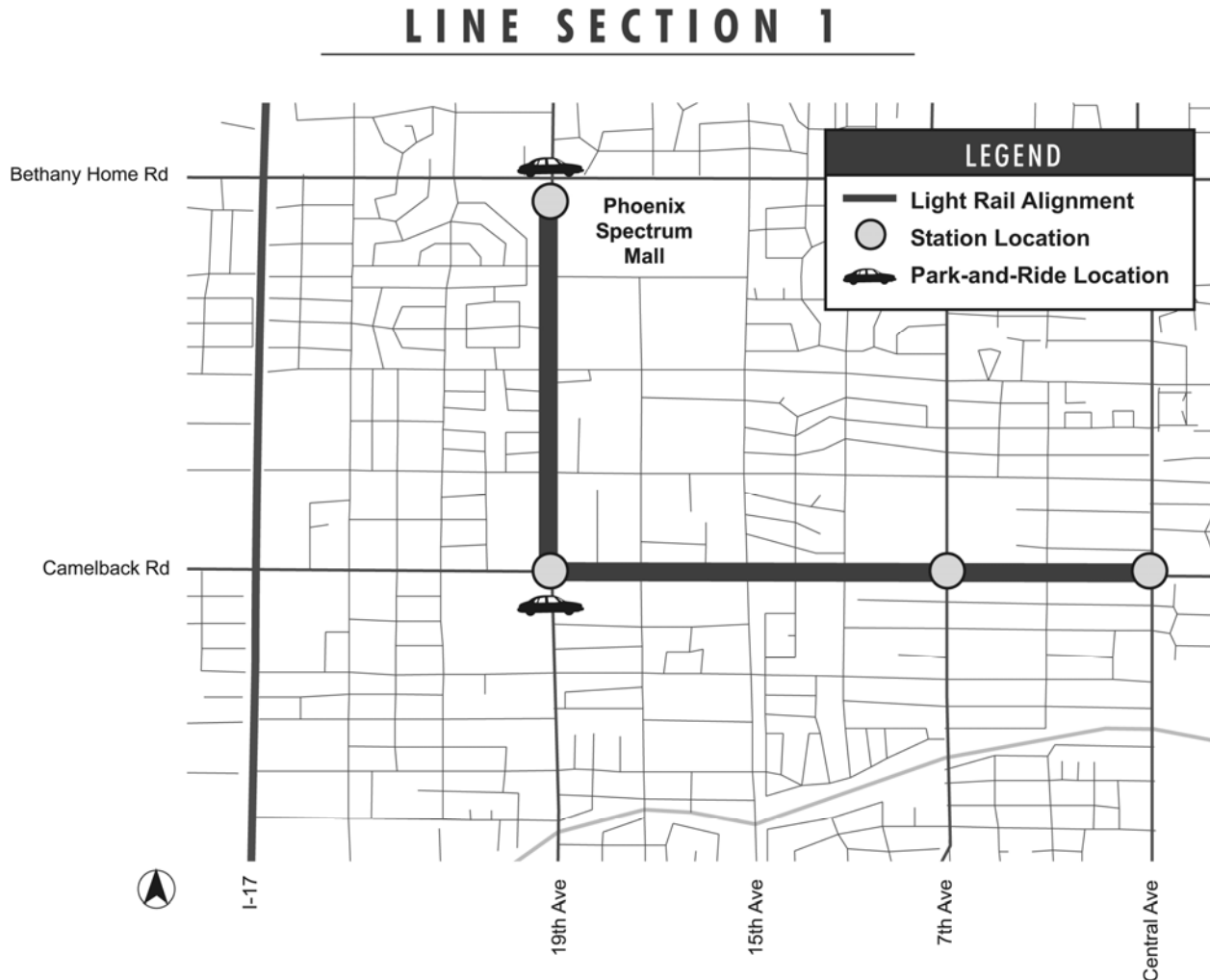


Description:		3.2.1 Station Finishes		
PE/PA:		Steve Gottesman		
Contractor:		Archer Western Contractors		
Resident Architect:		Bob Yantzer		
Data Through:		May 15, 2006		
Cumulative		5309	CNPA	Total
1	Original Budget	\$52,985,000	\$9,988,000	\$62,973,000
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$52,985,000	\$9,988,000	\$62,973,000
5	Work Scheduled	\$2,526,374	\$0	\$2,526,374
6	Work Earned	\$2,527,657	\$0	\$2,527,657
7	Actual Expenditures	\$2,515,176	\$0	\$2,515,176
8	Forecast to Complete Base (4-7)	\$50,469,824	\$9,988,000	\$60,457,824
9	Change Orders Pending Execution	\$50,000	\$0	\$50,000
10	Forecast at Completion (7+8+9)	\$53,035,000	\$9,988,000	\$63,023,000
11	Percent Budget Expended (7/4)	4.7%	0.0%	4.0%
12	Percent Planned (5/4)	4.8%	0.0%	4.0%
13	Earned Percent Complete (6/4)	4.8%	0.0%	4.0%
14	Schedule Performance (6/5)	1.00	N/A	1.00
15	Cost Performance (6/7)	1.00	N/A	1.00
16	Contingency Budget	\$546,000	\$149,173	\$695,173
17	Remaining Contingency	\$546,000	\$149,173	\$695,173
18	Percent Contingency Remaining (17/16)	100.0%	100.0%	100.0%
Period				
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$52,985,000	\$0	\$0
5	Work Scheduled (Cumm - Last Period)	\$3,537,972	\$1,249,534	\$4,787,506
6	Work Earned (Cumm - Last Period)	\$921,107	\$0	\$921,107
7	Actual Expenditures (Cumm - Last Period)	\$908,626	\$0	\$908,626
8	Forecast to Complete Base (4-7)	\$52,076,374	\$0	\$52,076,374
9	Change Orders Pending Execution	\$50,000	\$0	\$50,000
10	Forecast at Completion (7+8+9)	\$53,035,000	\$0	\$53,035,000
11	Percent Budget Expended (7/4)	1.7%	0.0%	1.4%
12	Percent Planned (5/4)	6.7%	12.5%	7.6%
13	Earned Percent Complete (6/4)	1.7%	0.0%	1.5%
14	Schedule Performance (6/5)	0.26	N/A	0.19
15	Cost Performance (6/7)	1.01	N/A	1.01
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



12. Facilities

Line Section 1



Description

Line Section 1 is 2.27 miles in length, and begins on 19th Avenue south of Bethany Home Road to a point west of the Central Avenue and Camelback Road Station. The construction work anticipated 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 etc.

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



Progress

- Kiewit continues potholing, water line installation, sewer line installation and private irrigation work at various locations along the South Side of Camelback Road. They are also working on street light installation and landscape irrigation on the South Side of Camelback. Roadway excavation continues on Camelback from Central to 11th Avenue and from 19th Avenue to 15th Avenue. Much of the work is being performed at night. Private irrigation tie-in work utilizing “mini dry-ups” are being coordinated well between KWC and Salt River Project Irrigation.
- All work on 19th Avenue is on hold while various scenarios are under review. The intent of this review is to find the most favorable method of re-sequencing selected work activities to allow the contract work to go ahead.
- South West Gas (SWG) continues gas line relocation work on Camelback Avenue and plans on having most of their work finished by the end of July. They will not have the new gas lines in service and the old lines removed until Fry’s is available.
- Salt River Project Irrigation (SRPI) continues with the installation of the irrigation structures on the project and Salt River Project Power (SRPP) is in the process of obtaining work permits for the joint trench work on Camelback.
- APS is proceeding; however, they have a key relocation to do on 7th Avenue to allow the Contractor to install the SRPI private irrigation line.
- Traffic control has been seamlessly combined between all participants in the project work and has been very successful to date.

Cost and Schedule – Variance Analysis

- Kiewit submitted the following schedules to METRO this month.
 - March 2006 Schedule Update
 - April 2006 Schedule Update
- Underground utilities on 19th Avenue have slowed down progress on the project, also prolonged acquisition timeframes have impacted construction. A Mitigation Plan will be prepared to recover lost time once 19th Avenue work is re-started and the acquisition of these parcels has been completed.
- The monthly performance indicators for both cost and schedule for this month are 0.77 for schedule performance index and 1.0 for cost performance index. The cost performance is right on target and schedule performance are below its anticipated performance due to project delays. Once direction is given on 19th Avenue utility work, it is expected that schedule performance will dramatically improve.

Issues and Solutions

- Real Estate and “cost-to-cure” items continue to be a major concern. There are several parcels on LS1 that are not available. The Contractor and third party utilities are aware of the unavailability of these key work areas. They are amending their work plans as much as possible; but crucial systems tie-ins can not be finished until the parcels are available. METRO currently needs the access to Walgreen’s, Fry’s, Osco, and other parcels to allow the third party utilities and contract work to continue.
- Meetings are held as requested to go over the problems on 19th Avenue. A final decision on how to proceed is expected in early July.

Construction Photos



Contractors West installing the new 2-inch conduits crossing the LRT at approximately 471+60



Contractors West excavating the trench for the new 2-inch conduit station 475+64 to 477++ East of Central South of Camelback



Contractors West compacting the trench backfill crossing the LRT 471+30 to the East



KWC laborer backfilling the CB-N16A Station 325+72 70.65 RT



KWC laborer backfilling the CB-N16A Station
325+72.7 70.65 RT



KWC Excavating for the new 12-inch private
irrigation crossing 11th Avenue



KWC crews placing slurry on the installed storm
drain lateral at Sta. 463+80



KWC crews installing a storm drain lateral at Sta.
463+80



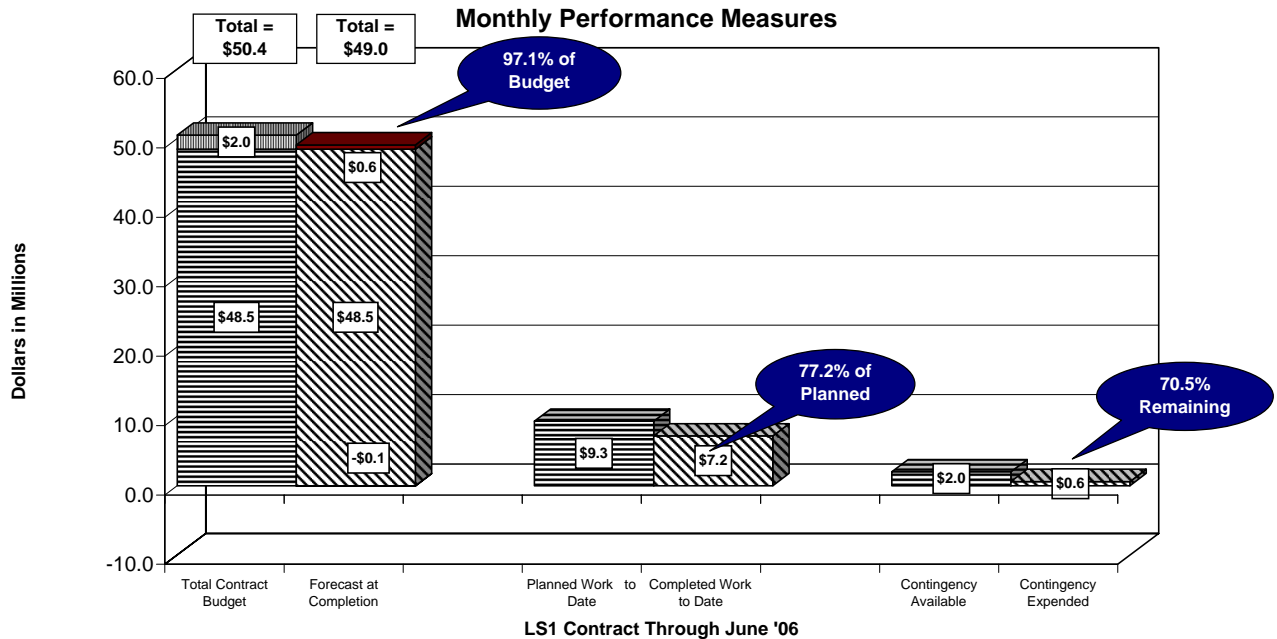
Contractors West excavating the trench for the new
2-inch conduit station 475+64 to 477++ East of
Central South of Camelback



Contractors West using a joint trench to install 2.5-
inch and 2-2-inch conduits crossing the LRT 471+30
to the East



Description:		3.1.1 Line Section 1		
PE/PA:		Alvin Livingstone		
Contractor:		Kiewit Western Co.		
Resident Engineer:		Bill Blane		
Data Through:		April 30, 2006		
	Cumulative	5309	CNPA	Total
1	Budget	\$37,951,658	\$10,533,342	\$48,485,000
2	Executed Change Orders	\$592,175	\$0	\$592,175
3	Budget Transfers	\$2,500,000	\$0	\$2,500,000
4	Current Budget (1+2+3)	\$41,043,833	\$10,533,342	\$51,577,175
5	Work Scheduled	\$7,421,063	\$1,855,298	\$9,276,361
6	Work Earned	\$6,005,633	\$1,159,267	\$7,164,900
7	Actual Expenditures	\$6,006,696	\$1,157,115	\$7,163,811
8	Forecast to Complete Base (4-7)	\$35,037,137	\$9,376,227	\$44,413,364
9	Change Orders Pending Execution	-\$62,350	-\$210	-\$62,560
10	Forecast at Completion (7+8+9)	\$40,981,483	\$10,533,132	\$51,514,615
11	Percent Budget Expended (7/4)	14.6%	11.0%	13.9%
12	Percent Planned (5/4)	18.1%	17.6%	18.0%
13	Earned Percent Complete (6/4)	14.6%	11.0%	13.9%
14	Schedule Performance (6/5)	0.81	0.62	0.77
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$1,963,056	\$44,811	\$2,007,867
17	Remaining Contingency	\$1,370,881	\$44,811	\$1,415,692
18	Percent Contingency Remaining (17/16)	69.8%	100.0%	70.5%
	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)	\$41,043,833	\$10,533,342	\$51,577,175
5	Work Scheduled (Cumm - Last Period)	\$1,495,506	\$1,203,029	\$2,698,535
6	Work Earned (Cumm - Last Period)	\$1,495,506	\$1,159,267	\$2,654,772
7	Actual Expenditures (Cumm - Last Period)	\$1,494,987	\$559,870	\$2,054,857
8	Forecast to Complete Base (4-7)	\$39,548,846	\$9,973,472	\$49,522,318
9	Change Orders Pending Execution	\$135,000	\$0	\$135,000
10	Forecast at Completion (7+8+9)	\$41,178,833	\$10,533,342	\$51,712,175
11	Percent Budget Expended (7/4)	3.6%	5.3%	4.0%
12	Percent Planned (5/4)	3.6%	11.4%	5.2%
13	Earned Percent Complete (6/4)	3.6%	11.0%	5.1%
14	Schedule Performance (6/5)	1.00	0.96	0.98
15	Cost Performance (6/7)	1.00	2.07	1.29
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: 2 updates were submitted during the reporting period

Line Section 2

LINE SECTION 2



Description

Line Section 2 begins at a point on Camelback Road just west of the Central Avenue/Camelback Road Station, and continues south on Central Avenue to a point approximately 200 feet north of the Central Avenue/McDowell Road intersection. The construction work in this contract includes demolition, relocation of public utilities, roadway improvements, drainage modifications, systems ductbank installations, station foundations, installation of systems ductbank and conduits, streetlights, traffic signals, OCS pole foundations, preparation of trackbed, and installation of embedded track. It also includes replacement of the Grand Canal Bridge on Central Avenue.

This Line Section will have six stations at the following locations: Central/Camelback, Central/Campbell, Central/Indian School, Central/Osborn, Central/Thomas and Central/Encanto.



Progress

- Herzog continues to install various underground utilities throughout the project. They have completed the pressure and bacterial test for several firelines and hydrants and put this line back in service. They have completed several waterlines on the east side of Central Avenue and are now installing various storm drain laterals, sewer, water, and electrical conduits throughout the project.
- The sidewalk area north and south of the Grand Canal Bridge on the west side has been demolished, and is currently being graded and formed for the installation of the new sidewalk. Herzog completed installing utilities on north and south approaches of the westerly half of the Grand Canal Bridge. A traffic shift to the southbound side of Central Avenue is expected early next month. Demolition of the easterly half of the Grand Canal Bridge is anticipated to start mid July. However this may be delayed until after the peak season for electricity. Herzog will work with APS to coordinate a convenient time in which we can work around the high voltage line, and drill the new piers.
- METRO has finally resolved the access issues to the Central and Camelback work site. Herzog will start work on this site around the 2nd week in July.
- Light poles are being restored, painted and placed on new foundations along the easterly half of Central Avenue.
- Herzog continues potholing activities between Osborn and Thomas Road in preparation for the upcoming utility relocations.
- Traffic signal layout and installation continue this month. So far three intersections are complete.
- No lost time injuries occurred this month.

Cost and Schedule – Variance Analysis

- Schedule impacts from Environmental issues at the superfund site at the corner of Central Avenue and Camelback Road. Other schedule impacts include conflicts with underground utilities and design changes.
- METRO has issued several change notices to Herzog for pricing/credit. Several change orders are being performed on the job, mostly concerning utility work-a-rounds.
- The monthly performance indicators for both cost and schedule for this month are 1.01 for cost performance and 0.43 for schedule performance. The schedule performance is impacted by project impacts on interim milestones.

Issues and Solutions

- Line Section 2 continues to have parcels that still remain unavailable to the contractor; however, parcels and access issues are being resolved every day. METRO will continue to meet with COP Real Estate to ensure that our concerns are voiced; we now have a commitment regarding when we expect these parcels will become available to the project. No impacts at this time.
- Utility conflicts continue to occur. METRO is working diligently with Herzog to perform work-arounds and other mitigation processes as needed to keep on schedule.
- Camelback Station site has environmental issues. Ninyo and Moore have been tasked to monitor the soil during excavation. Clean site and access issues are being addressed by METRO and Herzog Corporate. Indemnity issues are being negotiated at this time.
- A new form called the Field Change Authorization form was implemented this month with great success. It allows work to proceed in many cases, without delay and acts as a means of 'as-building' the job for the record.

Construction Photos



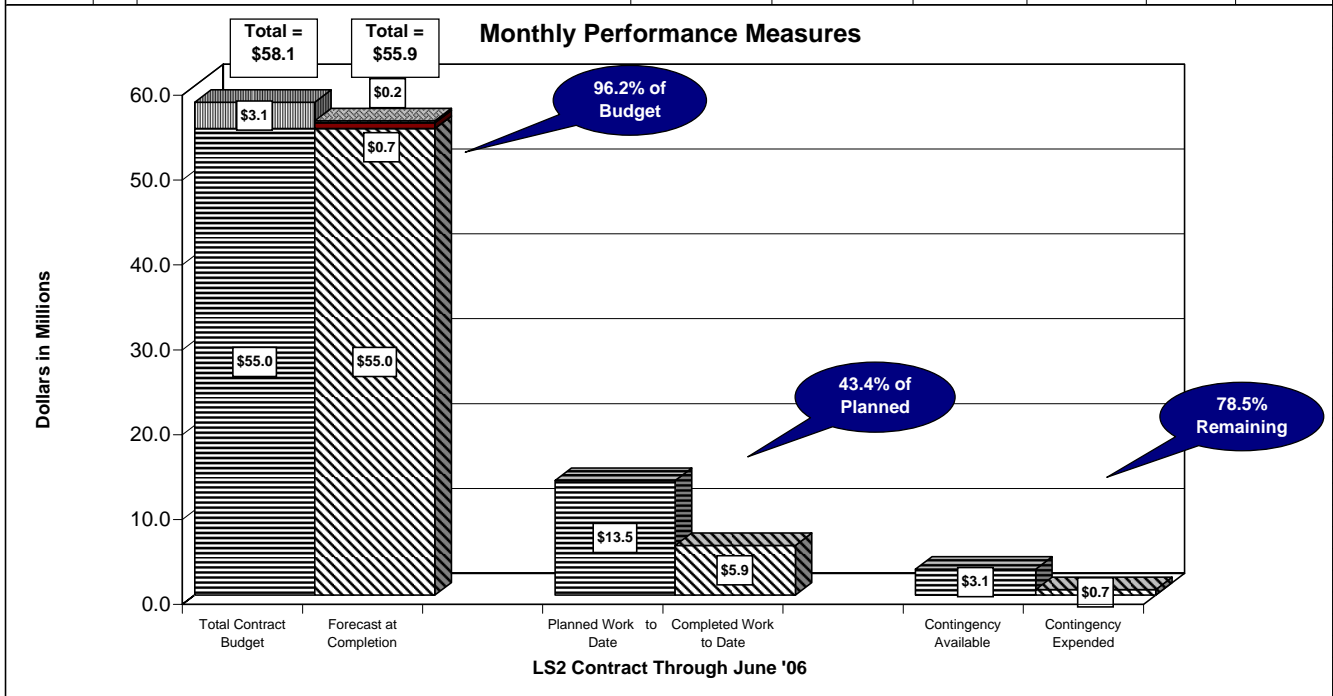
Installing Pipe near Steele/Indian School Park



Early morning concrete pour of curb and gutter at Central High School.

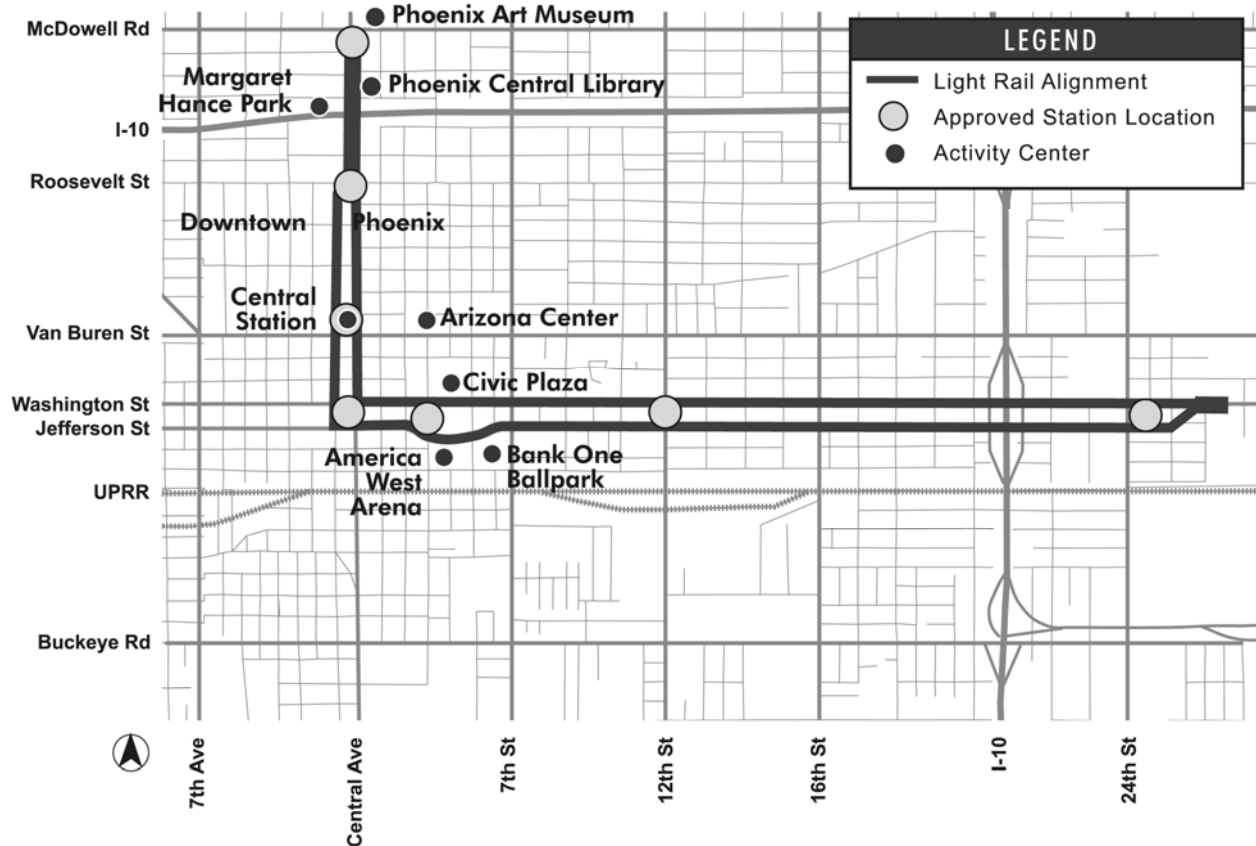


Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Matt McMenamin		
Data Through:		April 30, 2006		
	Cumulative	5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$6,562,248	\$54,987,372
2	Executed Change Orders	\$539,849	\$0	\$539,849
3	Budget Transfers	\$10,000	\$107,750	\$117,750
4	Current Budget (1+2+3)	\$48,974,973	\$6,669,998	\$55,644,971
5	Work Scheduled	\$9,887,489	\$3,622,727	\$13,510,216
6	Work Earned	\$5,081,793	\$778,582	\$5,860,375
7	Actual Expenditures	\$5,087,468	\$776,580	\$5,864,048
8	Forecast to Complete Base (4-7)	\$43,887,505	\$5,893,418	\$49,780,923
9	Change Orders Pending Execution	\$161,114	\$59,236	\$220,350
10	Forecast at Completion (7+8+9)	\$48,974,973	\$6,729,234	\$55,704,207
11	Percent Budget Expended (7/4)	10.4%	11.6%	10.5%
12	Percent Planned (5/4)	20.2%	54.3%	24.3%
13	Earned Percent Complete (6/4)	10.4%	11.7%	10.5%
14	Schedule Performance (6/5)	0.51	0.21	0.43
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$3,050,401	\$13,293	\$3,063,694
17	Remaining Contingency	\$2,500,552	\$13,293	\$2,406,095
18	Percent Contingency Remaining (17/16)	82.0%	100.0%	78.5%
Period				
1	Budget		N/A	N/A
2	Executed Change Orders	-\$359,765	\$0	-\$359,765
3	Budget Transfers	\$0	-\$5,360	-\$5,360
4	Current Budget (1+2+3)	\$48,974,973	\$6,669,998	\$55,644,971
5	Work Scheduled (Cumm - Last Period)	\$59,948	\$0	\$59,948
6	Work Earned (Cumm - Last Period)	\$41,286	\$241,462	\$282,749
7	Actual Expenditures (Cumm - Last Period)	\$59,948	\$258,669	\$318,617
8	Forecast to Complete Base (4-7)	\$48,915,025	\$6,411,329	\$55,326,354
9	Change Orders Pending Execution	-\$232,641	\$4,660	-\$227,981
10	Forecast at Completion (7+8+9)	\$48,742,332	\$6,674,658	\$55,416,990
11	Percent Budget Expended (7/4)	0.1%	3.9%	0.6%
12	Percent Planned (5/4)	0.1%	0.0%	0.1%
13	Earned Percent Complete (6/4)	0.1%	3.6%	0.5%
14	Schedule Performance (6/5)	0.69	N/A	4.72
15	Cost Performance (6/7)	0.69	0.93	0.89
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Line Section 3

LINE SECTION 3



Description

Line Section 3 is 4.29 miles in length with approximately eight miles of in-street track. It begins at Central Avenue and McDowell Road and extends south on Central Avenue to Portland Avenue where the line splits into single-track alignment on the one-way streets of Central Avenue and 1st Avenue. It continues south on one-way 1st Avenue to Jefferson Street and then east on one-way Jefferson Street to its end at 26th Street. It continues on one-way Central Avenue to Washington Street and then east on one-way Washington Street to 26th Street. The eastbound leg is on 1st Avenue and Jefferson Street and the westbound leg is on Washington Street and Central Avenue. The Section traverses downtown Phoenix crossing the Deck Park Bridge and passes near America West Arena, Bank One Ballpark, the Symphony Hall, Civic Plaza and Arizona Science Center.

The work anticipated in this construction contract includes demolition, relocation of public utilities, corrosion control facilities, roadway and drainage modifications, station platform foundations, installation of systems duct bank and conduits, streetlights, traffic signals, OCS pole foundations, irrigation, landscaping, traffic signing, pavement marking, preparation of



track bed and installation of embedded track. It also includes modifications of existing structures at the Deck Park Bridge, Renaissance II Garage, Arizona Science Center/CPEG Pedestrian Bridge and ADOT I-10 Washington-Jefferson Interchange.

The seven stations with 13 platforms located within Line Section 3 are McDowell Road/Central Avenue, Roosevelt Street/Central Avenue, Roosevelt Street/1st Avenue, Van Buren Street/Central Avenue, Van Buren Street/1st Avenue, Washington Street/Central Avenue, Jefferson Street/1st Avenue, 3rd Street/Washington Street, 3rd Street/Jefferson Street, 12th Street/Washington Street, 12th Street/Jefferson Street, 24th Street/Washington Street and 24th Street/Jefferson Street.

For Right-of-Way availability and order of construction or sequencing, Line Section 3 has been divided into 15 segments. The segments are paired on the one-way street couplets with Segments 1 and 2 extending from Polk to Washington on Central and 1st Avenue, 3 and 4 from 1st Avenue to 3rd Street on Washington and Jefferson, 5 and 6 from 3rd Street to 9th Street on Washington and Jefferson, 7 and 8 from Portland to Polk on Central and 1st Avenue, 9 and 10 from 9th Street to 14th Street on Washington and Jefferson, 11 and 12 from 14th to 20th Street on Washington and Jefferson, 13 and 14 from 20th to 26th Street on Washington and Jefferson, and Segment 15 on Central Avenue from McDowell to Portland.

Progress

- Archer Western Contractors (AWC) is continuing utility construction in Segments 1 through 7, 13 and 14 installing storm sewer, sanitary sewer and water service. AWC is continuing to install traffic features and wiring on traffic signals in Segments 1 through 6 and continuing to extend traffic signal work in Segments 7 through 15. Additionally AWC is proceeding with OCS foundations, lighting conduits and foundations, irrigation as required along ROW and stations.
- AWC continues to work crews 6-7 days and 4 nights a week.
- AWC has placed plinth concrete at the south end on the east and west sides of the Deck Park Bridge and is proceeding with the installation.
- AWC has completed the platform foundations at Jefferson Street and 3rd Street, 1st Ave and Jefferson and has completed excavation of Roosevelt and Central and Roosevelt and 1st Ave. AWC is mobilizing on the Washington/3rd Street station site.
- AWC has paved the bus bay lane and completing sidewalk paving on Washington between 5th and 7th streets (Science Center).
- AWC has placed bus bay paving on Van Buren and continues work on Central side bus bay.
- Level 3 has completed relocation of duct bank and manholes at 24th Street and Washington Street and has moved to Washington 20th and 22nd streets. COP contractor



Telltech has relocated COP and ITD manholes at Washington and 24th street and has moved to 22nd street. AWC and VMR continue to meet with APS to confirm design of revenue service.

- Demonstration track and adjacent pavement has been completed on Central Avenue, north of Monroe Street to the south side of Monroe Street (approximately 250 lf).
- AWC has placed direct fixation track on east and west side sides of Deck Park Bridge at the south end (approximately 300 lf). Also have installed approximately 450 lf of embedded track guideway from the Washington and Central station to south of Monroe. AWC is currently preparing embedded track guideway on Jefferson between 1st Ave and Central and on Central north of Monroe to Van Buren for concrete placement.
- A change notice has been issued for the work on Washington from 3rd street to 5th street for installation of 16-inch water line and the track support slab for the future expansion of the Phoenix Convention Center.

Cost and Schedule – Variance Analysis

- AWC has submitted a revised draft baseline schedule and VMR is currently reviewing. The interim progress schedule indicates the contractor has completed 21 percent of the work
- Performance indicators for both cost and schedule for this month are 0.92 (CPI) and 0.53 (SPI), due mostly to third party utility relocations and construction which continues to impact the work.

Issues and Solutions

- Bi-weekly meetings continue to address any conflicts and coordination issues. Meetings are being held at the field office to better effect contractor communication with utilities as well as make the utilities accountable.
- ROW acquisition is nearly complete with only three or four outstanding properties in condemnation. VMR is currently negotiating with AWC to resolve the water shut down issues with the COP concerning the provision of current survey data, and temporary accommodations for water and fire protection.

Construction Photographs



Excavation of 1st Ave/Roosevelt Station Platform



Placing Concrete at OCS Foundation



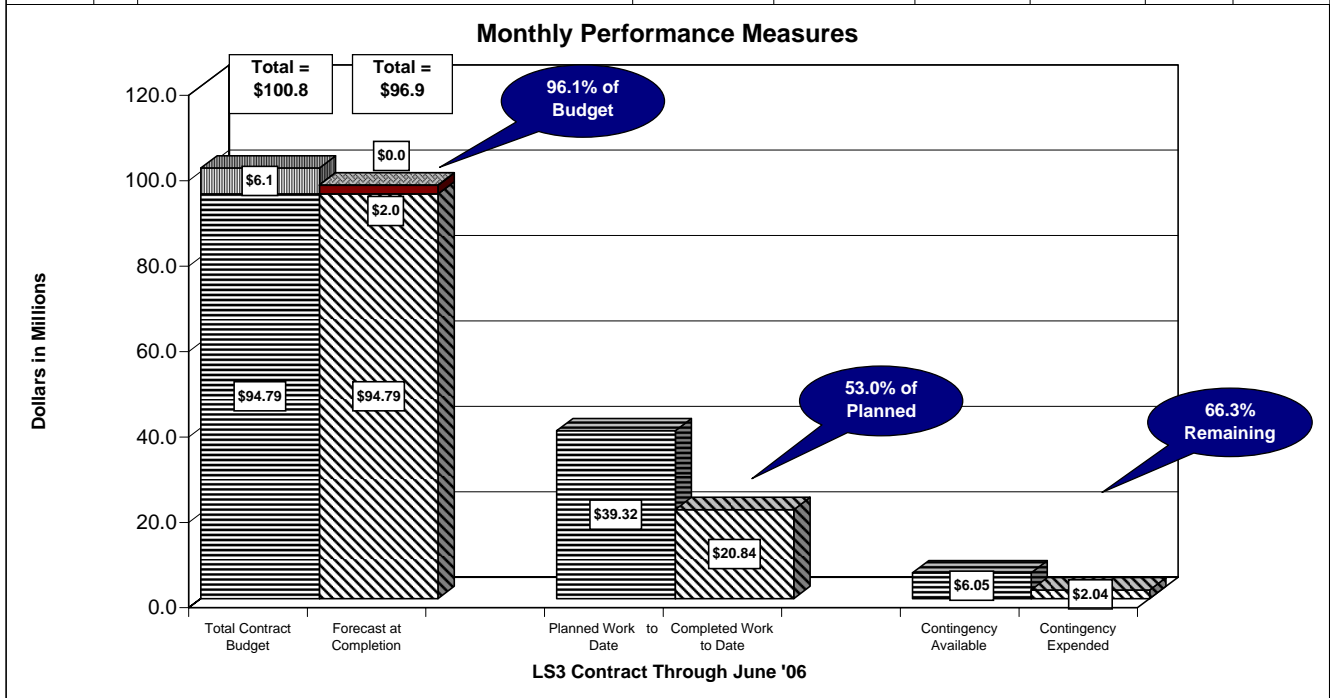
Installing APS conduit and transformer pad



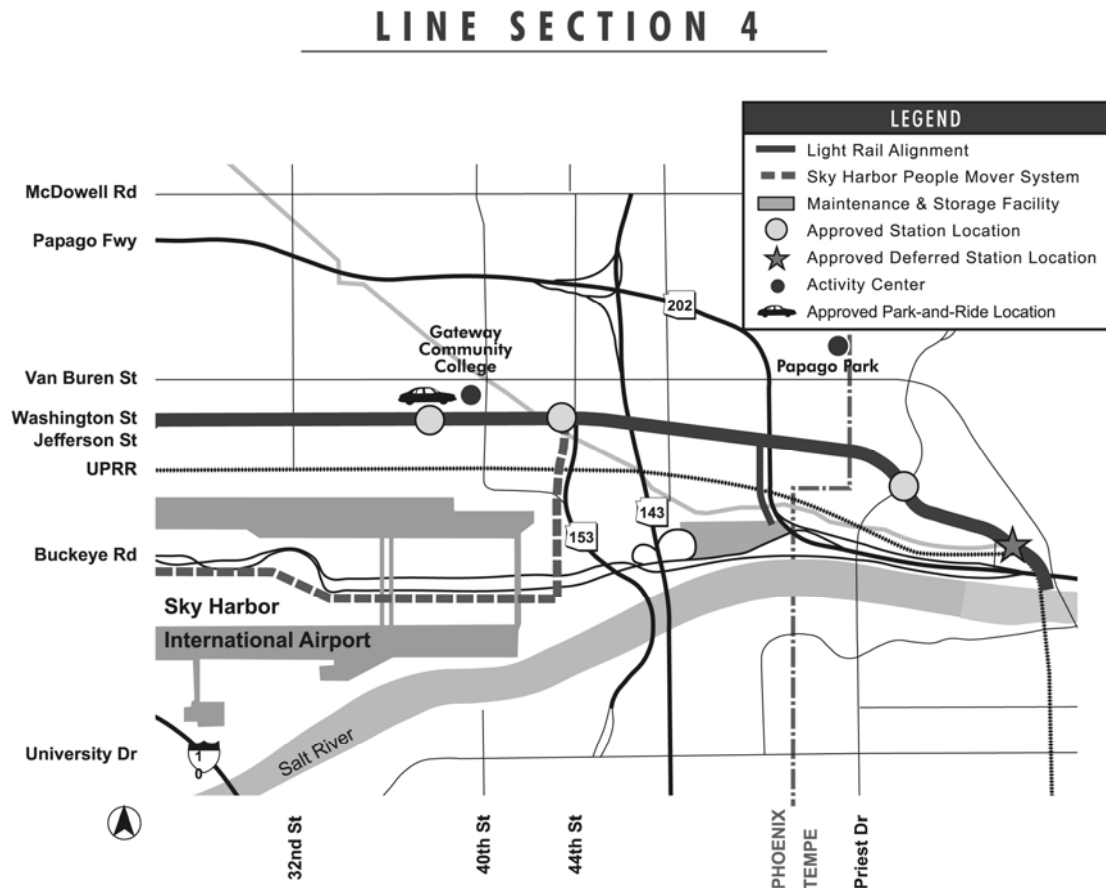
Setting Communication Manhole



Description:		3.1.3 Line Section 3		
PE/PA:		William Gustafson		
Contractor:		Archer Western		
Resident Engineer:		William Atesis		
Data Through:		May 24, 2006		
	Cumulative	5309	CNPA	Total
1	Budget	\$79,248,617	\$15,545,838	\$94,794,455
2	Executed Change Orders	\$1,935,690	\$25,000	\$1,960,690
3	Budget Transfers	\$23,831	\$51,853	\$75,684
4	Current Budget (1+2+3)	\$81,208,138	\$15,622,691	\$96,830,829
5	Work Scheduled	\$28,810,251	\$10,511,505	\$39,321,756
6	Work Earned	\$16,724,895	\$4,114,311	\$20,839,206
7	Actual Expenditures	\$16,750,076	\$5,892,389	\$22,642,465
8	Forecast to Complete Base (4-7)	\$64,458,062	\$9,730,302	\$74,188,364
9	Change Orders Pending Execution	-\$2,143	\$41,850	\$39,707
10	Forecast at Completion (7+8+9)	\$81,205,995	\$15,664,541	\$96,870,536
11	Percent Budget Expended (7/4)	20.6%	37.7%	23.4%
12	Percent Planned (5/4)	35.5%	67.3%	40.6%
13	Earned Percent Complete (6/4)	20.6%	26.3%	21.5%
14	Schedule Performance (6/5)	0.58	0.39	0.53
15	Cost Performance (6/7)	1.00	0.70	0.92
16	Contingency Budget	\$5,648,232	\$402,730	\$6,050,962
17	Remaining Contingency	\$3,736,373	\$381,610	\$4,014,588
18	Percent Contingency Remaining (17/16)	66.2%	94.8%	66.3%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$72,295	\$0	\$72,295
3	Budget Transfers	\$0	\$26,028	\$26,028
4	Current Budget (1+2+3)	\$81,208,138	\$15,622,691	\$96,830,829
5	Work Scheduled (Cumm - Last Period)	\$1,360,023	\$4,642,302	\$6,002,325
6	Work Earned (Cumm - Last Period)	\$1,360,023	\$3,077,457	\$4,437,480
7	Actual Expenditures (Cumm - Last Period)	\$1,312,517	\$1,792,409	\$3,104,926
8	Forecast to Complete Base (4-7)	\$79,895,621	\$13,830,282	\$93,725,903
9	Change Orders Pending Execution	-\$86,055	\$16,850	-\$69,205
10	Forecast at Completion (7+8+9)	\$81,122,083	\$15,639,541	\$96,761,624
11	Percent Budget Expended (7/4)	1.6%	11.5%	3.2%
12	Percent Planned (5/4)	1.7%	29.7%	6.2%
13	Earned Percent Complete (6/4)	1.7%	19.7%	4.6%
14	Schedule Performance (6/5)	1.00	0.66	0.74
15	Cost Performance (6/7)	1.04	1.72	1.43
16	Contingency Budget	\$6,398,232	\$1,231,072	\$7,629,304
17	Remaining Contingency	\$6,325,937	\$1,205,044	\$7,530,981
18	Percent Contingency Remaining (17/16)	98.9%	97.9%	98.7%



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

- Center Parkway to 56th Street: Continued to install guide-way slab reinforcement, girder rail with the boot and leveling beams; continued to install guide-way top mat reinforcing, cross bond box including conduits, and cast west track slabs and curbs at various locations from Trillium Drive to Priest Drive; completed the rough grading for the Priest Station.



- 56th Street to 48th Street: Excavated guide-way to grade and the bathtub/special track work at yard lead; placed east and west embedded guide-way slabs east of SR202; installed combined system ductbank conduits and manholes from SR202 to the west side of the yard lead; constructed OCS foundations; completed the excavation, installation and backfill of the APS duct bank through the southwest portion of Washington Street at 48th Street; completed the installation of storm drain manholes from 54th Place to 50th Street; SW Gas began to trench for the installation of the replacement 8-inch high pressure gas main and 2-inch service line below the yard lead track to MSF.
- 50th Street to 48th Street: SW Gas continues to trench, weld and install the replacement 8-inch high pressure gas main as well as the 2-inch service line.
- 48th Street to 44th Street: Completed the placement of the curbs/gutters and sidewalks along the north side ramps of SR143.
- 44th Street to 32nd Street: Continued the installation of advanced utility crossings under the LRV guide-way from west of the Grand Canal to 32nd Street; completed placement of curbs/gutters, sidewalks, bus turnout, driveways, base lift of the AC roadway on the north side of Washington Street from 44th Street to west of the Grand Canal bridge; switched traffic to the north side of Washington Street; removed sidewalks, driveways, retaining walls, curbs/gutters and AC roadway on the south side of Washington Street from the Grand Canal to 40th Street; installed 36-inch RGRCP and CIP junction structures for SRP Irrigation across Washington Street at 40th Street; completed pressure butt welding strings of girder rail.
- Washington Street Bridge: Opened north half of the new bridge to traffic; demolished the south half of the existing bridge, excavated to the CIDH piles, modified the existing abutment walls, began installing forms and reinforcing for the south half of the bridge abutments.

Cost and Schedule – Variance Analysis

- The contract schedule is now divided into four milestones. The METRO targets for Milestones 1 and 2 have been integrated with follow-on contractors for TES and S&C to determine the earliest possible start for TES, S&C and Station Finishes in the test track area. There is no forecasted impact to the start of testing in April 2007.
- Cost status shown on the spread sheet attached is through progress at the end of May 2006. The contract is at 38.5 percent complete versus 58.2 percent planned. The Cost Performance Indicator (CPI) for LS 4 is currently at 0.98. The Schedule Performance Indicator (SPI) is at .66.

Issues and Solutions

- Progress continues on the re-facing of buildings that intrude into the new right of way.
- The replacement of approximately 350 feet of 8-inch high pressure Southwest Gas main and 2-inch service line below yard lead tracks to MSF has now been added to this franchise utility's scope of work. The LS4 Contractor is coordinating its work activities with SW Gas.

Construction Photographs



Paving 44th and Washington Streets



SRP irrigation installation at 40th and Washington Streets



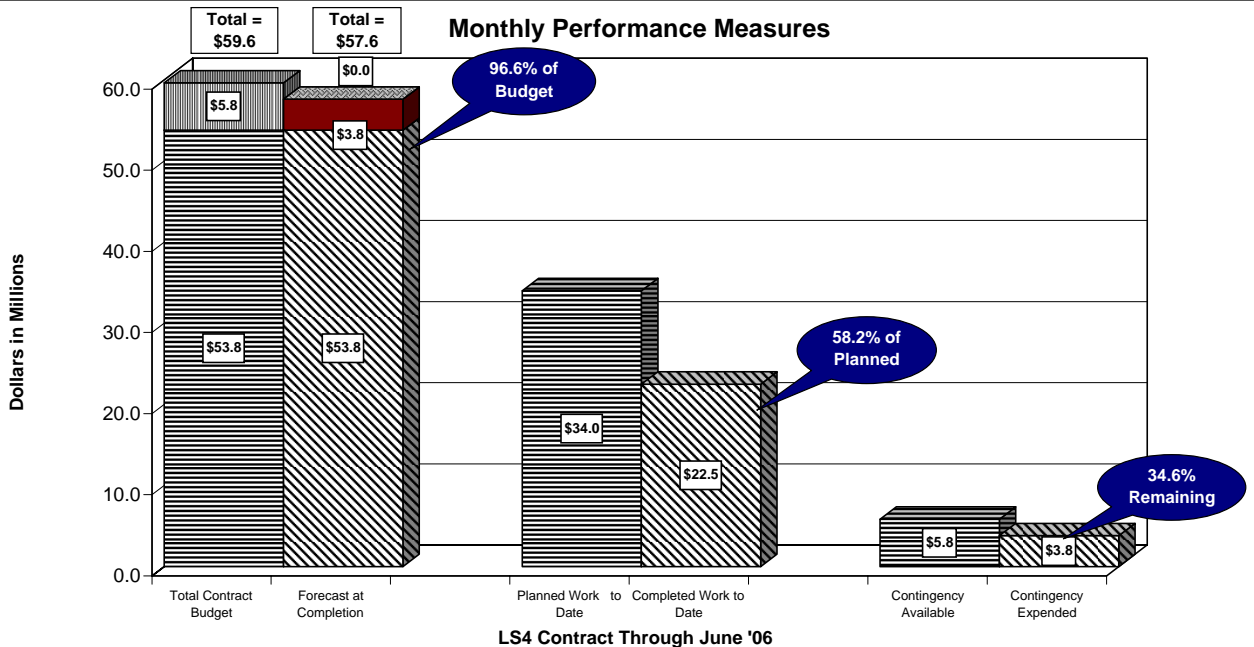
Demolition of the Washington Street bridge over the Grand Canal



OCS foundation construction at SR202

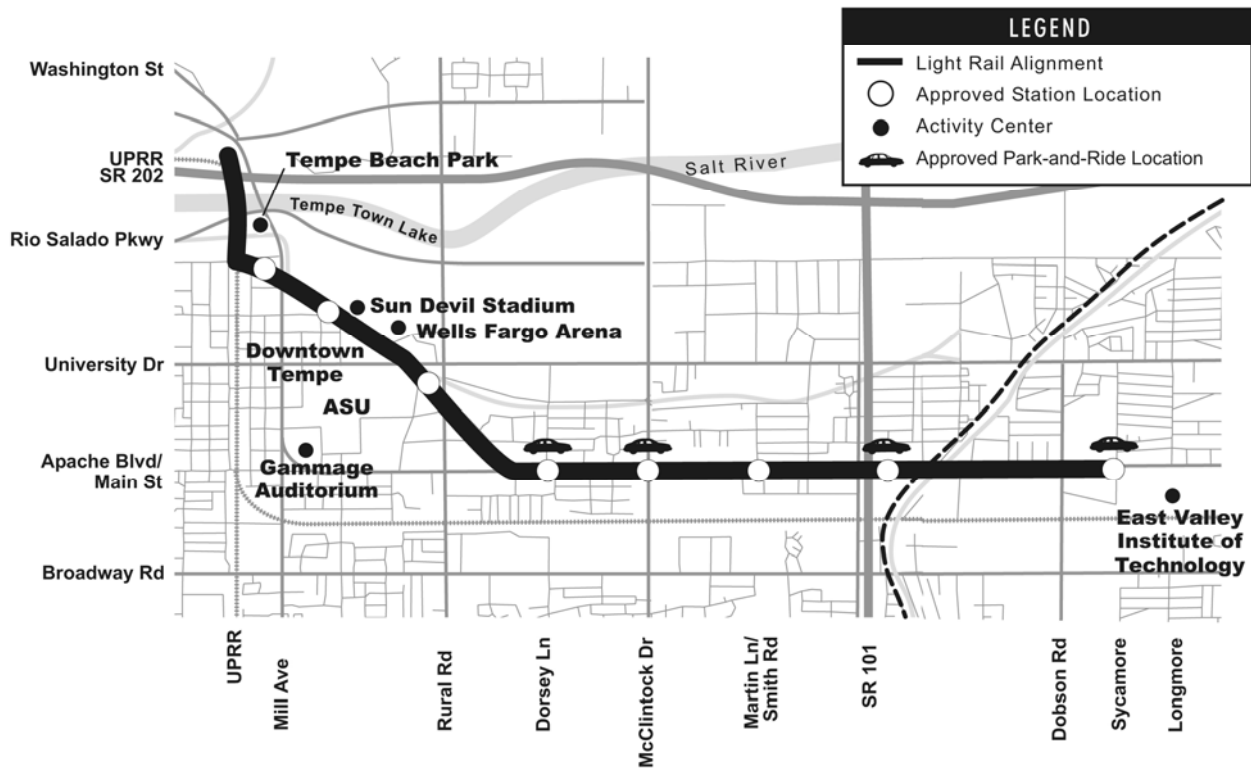


Description:	3.1.4 Line Section 4			
PE/PA:	Avrum Loewenstein			
Contractor:	Sundt/Stacey Witbeck			
Resident Engineer:	Marty Spong			
Data Through:	May 30, 2006			
	Cumulative	5309	CNPA	Total
1 Budget	\$47,869,894	\$5,908,411	\$53,778,305	
2 Executed Change Orders	\$3,815,283	\$175,270	\$3,990,553	
3 Budget Transfers	-\$147,349	\$781,360	\$634,011	
4 Current Budget (1+2+3)	\$51,537,828	\$6,865,041	\$58,402,869	
5 Work Scheduled	\$30,131,504	\$3,872,266	\$34,003,770	
6 Work Earned	\$18,703,612	\$3,794,522	\$22,498,134	
7 Actual Expenditures	\$19,444,892	\$3,957,681	\$23,402,573	
8 Forecast to Complete Base (4-7)	\$32,092,936	\$2,907,360	\$35,000,296	
9 Change Orders Pending Execution	\$5,116	\$345,861	\$350,977	
10 Forecast at Completion (7+8+9)	\$51,542,944	\$7,210,902	\$58,753,846	
11 Percent Budget Expended (7/4)	37.7%	57.6%	40.1%	
12 Percent Planned (5/4)	58.5%	56.4%	58.2%	
13 Earned Percent Complete (6/4)	36.3%	55.3%	38.5%	
14 Schedule Performance (6/5)	0.62	0.98	0.66	
15 Cost Performance (6/7)	0.96	0.96	0.96	
16 Contingency Budget	\$5,662,190	\$178,928	\$5,841,118	
17 Remaining Contingency	\$1,841,791	\$178,928	\$2,020,719	
18 Percent Contingency Remaining (17/16)	32.5%	100.0%	34.6%	
	Period			
1 Budget	N/A	N/A	N/A	
2 Executed Change Orders	\$2,746,767	\$0	\$2,746,767	
3 Budget Transfers	\$10,000	-\$1,260	\$8,740	
4 Current Budget (1+2+3)	\$51,537,828	\$6,865,041	\$58,402,869	
5 Work Scheduled (Cumm - Last Period)	\$6,418,419	\$371,995	\$6,790,414	
6 Work Earned (Cumm - Last Period)	\$4,443,918	\$294,251	\$4,738,169	
7 Actual Expenditures (Cumm - Last Period)	\$5,185,198	\$457,410	\$5,642,608	
8 Forecast to Complete Base (4-7)	\$32,092,936	\$2,907,360	\$35,000,296	
9 Change Orders Pending Execution	-\$2,430,632	\$337,321	-\$2,093,311	
10 Forecast at Completion (7+8+9)	\$34,847,502	\$3,702,091	\$38,549,593	
11 Percent Budget Expended (7/4)	10.1%	6.7%	9.7%	
12 Percent Planned (5/4)	12.5%	5.4%	11.6%	
13 Earned Percent Complete (6/4)	8.6%	4.3%	8.1%	
14 Schedule Performance (6/5)	0.69	0.79	0.70	
15 Cost Performance (6/7)	0.86	0.64	0.84	
16 Contingency Budget				
17 Remaining Contingency				
18 Percent Contingency Remaining (17/16)				



Line Section 5

LINE SECTION 5



Description

Line Section 5 is 4.7 miles in length and begins at the 1st Street grade crossing in Tempe and progresses 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 anticipated 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 completed demolition of old track, and placed storm drain and most of Retaining Wall 5 in the parking lot area from Ash Avenue toward First Street.
- The Contractor completed traffic signal conduits and foundations at 3rd and Ash, and 3rd and Mill intersections; storm drain laterals across 3rd Street; street light conduit on both sides of 3rd Street, and new curbs and pavement on 3rd Street.
- The Contractor completed the APS joint trench from Mission Palms to Veterans' Way, turning the ductbank over to APS for overhead to underground power conversion.
- The Contractor backfilled Retaining Walls 3 and 4, along the Creamery Route, and began placement of OCS foundations. A waterline crossing at the west end of Lot 55, adjacent to Retaining Wall 7, was placed after archeological exploration and bracing of a conflicting power pole were accomplished. After placement, the waterline trench was left open to facilitate additional archeological data recovery.
- The Contractor completed asphalt stripping and south side sidewalk/curb demolition on Veterans' Way, exposing numerous archeological features. Placement of a 12" waterline on the south side of the street was continued after archeological exploration was accomplished. The Contractor also placed storm drain, waterline crossings, and street light foundations; graded the roadway to specified elevations; and began placement of guideway curb on Veterans' Way.
- The Contractor placed guideway ductbank from 6th Street to Rural Road, and placed grounding grid and irrigation lines at the University/Rural station.
- The Contractor continued waterline work at Rural Road, and completed the Rural Road transition into the new Terrace Road alignment.
- The Contractor continued placement of curb, gutter, and pavement on Terrace Road, south of Lemon Avenue. APS completed transition from overhead to underground power on Terrace Road, allowing removal of a conflicting power pole on the southbound roadway, allowing the Contractor to pave the remainder of the southbound side. The Contractor replaced the remainder of existing northbound roadway between Orange Market and Apache Boulevard to open Terrace Road to two-way traffic.
- The Contractor continued placing curb and storm drain laterals along the north side of Apache Boulevard, as well as street light foundations on the south side. Third-party utility companies continued relocations along Apache Boulevard.
- The Contractor post-tensioned the new pedestrian bridges girders for the at the 101 Freeway Bridge, removed the falsework, and lowered the pedestrian bridges into place.



- The Contractor placed wing walls and approach slabs on the south side of the Tempe Canal Bridge, and placed pavement, curb, and sidewalk for roadway widening in the City of Mesa to facilitate traffic switchover for construction of the north side of the bridge.
- The Contractor began utility relocation work from the Tempe Canal Bridge, eastward past Roosevelt Street in the City of Mesa.

Cost and Schedule – Variance Analysis

- Status through June 15, 2006 indicates the LS 5 is 26.0 percent complete with total billing of 27.4 percent of the project's revised contract value of \$71,156,976. Cost performance indicators (CPI) are at 0.95 due to the contractor's efforts to work in several "dislocated areas". The schedule performance indicator of 0.86 reflects the utility impacts on working the critical path activities in series with more efficiency.
- Key interface dates with follow-on contractors Station Finishes, TES and S&C continue to be achievable. SSW continues to make excellent effort to work through utility and other conflicts to keep the project moving forward.

Issues and Solutions

- APS overhead to underground conversion delays from Mission Palms to Veteran's Way, and significant archeological data recovery in Lot 55 and along Veterans' Way, have impeded guide-way and promenade work in the ASU area. Completing Veterans' Way roadway prior to return of students, and the ASU Promenade prior to beginning of football season, will be a challenge. The contractor is pushing to complete work in areas as they open in order to meet these specific objectives.
- The placements of street light conduits along Apache Boulevard are delaying street widening efforts there. The contractor has altered its schedule to enable the utilities to complete that work expeditiously.
- The potential for other utility conflicts is being reviewed in conjunction with the contractor's baseline schedule and three-week "look-aheads". Resolution of utility issues is addressed weekly in the Line Section 5 Utilities Coordination meeting.
- The contractor has taken positive steps to assure positive public involvement, issuing notices to stakeholders regarding construction activities, and resolving stakeholder concerns as quickly as possible. SSWJV has continued to receive 100 percent of the Community Advisory Board incentive award.

Construction Photos



Retaining Wall 5, Ash to First Street



Roadway Work, Veterans' Way



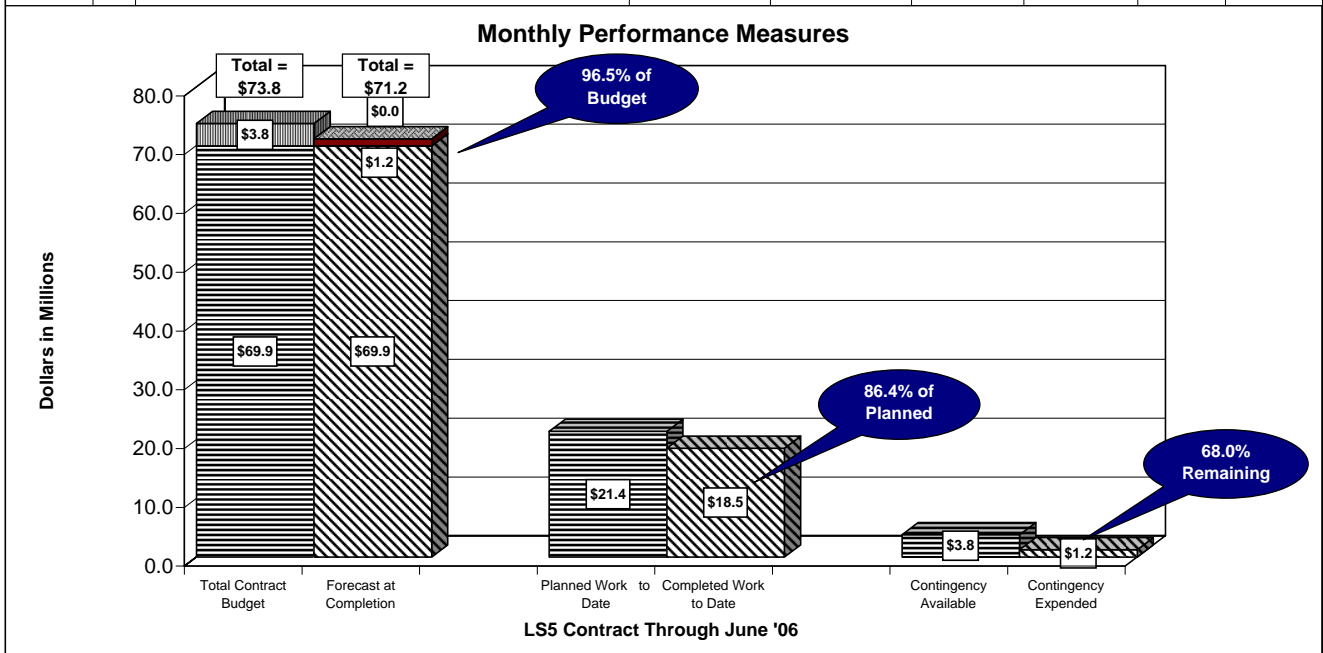
Pedestrian Bridges Lowered into Place
at 101 Freeway



Roadway Work—East from Tempe Canal Bridge



Description:		3.1.5 Line Section 5		
PE/PA:		Brian Buchanan		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Sam Graham		
Data Through:		June 15, 2006		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$1,049,247	\$69,932,216
2	Executed Change Orders	\$742,002	\$482,716	\$1,224,718
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,624,971	\$1,531,963	\$71,156,934
5	Work Scheduled	\$21,296,981	\$105,012	\$21,401,993
6	Work Earned	\$18,209,252	\$272,257	\$18,481,509
7	Actual Expenditures	\$19,169,502	\$302,449	\$19,471,951
8	Forecast to Complete Base (4-7)	\$50,455,469	\$1,229,513	\$51,684,982
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$69,624,971	\$1,531,963	\$71,156,934
11	Percent Budget Expended (7/4)	10.8%	19.7%	27.4%
12	Percent Planned (5/4)	30.6%	6.9%	30.1%
13	Earned Percent Complete (6/4)	26.2%	17.8%	26.0%
14	Schedule Performance (6/5) (SPI)	0.86	0.00	0.86
15	Cost Performance (6/7) (CPI)	0.95	0.00	0.95
16	Contingency Budget	\$3,708,135	\$117,663	\$3,825,798
17	Remaining Contingency	\$2,966,133	\$117,663	\$2,601,080
18	Percent Contingency Remaining (17/16)	80.0%	100.0%	68.0%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$172,642	(\$1,800)	\$170,842
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,624,971	\$1,531,963	\$71,156,934
5	Work Scheduled (Cumm - Last Period)	\$347,482	\$117,737	\$465,219
6	Work Earned (Cumm - Last Period)	\$347,482	\$117,737	\$465,219
7	Actual Expenditures (Cumm - Last Period)	\$2,701,210	\$101,924	\$2,803,134
8	Forecast to Complete Base (4-7)	\$66,923,761	\$1,430,038	\$68,353,799
9	Change Orders Pending Execution	-\$122,642	\$0	-\$122,642
10	Forecast at Completion (7+8+9)	\$69,502,329	\$1,531,963	\$71,034,292
11	Percent Budget Expended (7/4)	3.9%	6.7%	3.9%
12	Percent Planned (5/4)	0.5%	7.7%	0.7%
13	Earned Percent Complete (6/4)	0.5%	7.7%	0.7%
14	Schedule Performance (6/5)	1.00	0.00	1.00
15	Cost Performance (6/7)	0.13	0.00	0.17
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



48th Street Bridge Replacement



Description

The 48th Street Bridge Replacement Contract consists of the replacement of one concrete vehicular and one utility bridge over the SRP Grand Canal, construction of underground utilities including water mains and APS ductbanks, jack and bored utility pipe casings under UPRR railroad track, curb and gutter, sidewalk and driveways, grading and fencing of the METRO rail material storage yard, and removal and replacement of asphalt concrete pavement.

Progress

- The work on the utility bridge is substantially complete. All that remains is the installation of the protective bollards around the APS electrical pole and punch list items noted. The Contractor is addressing the remaining work when the trades become available. No work was done this month.

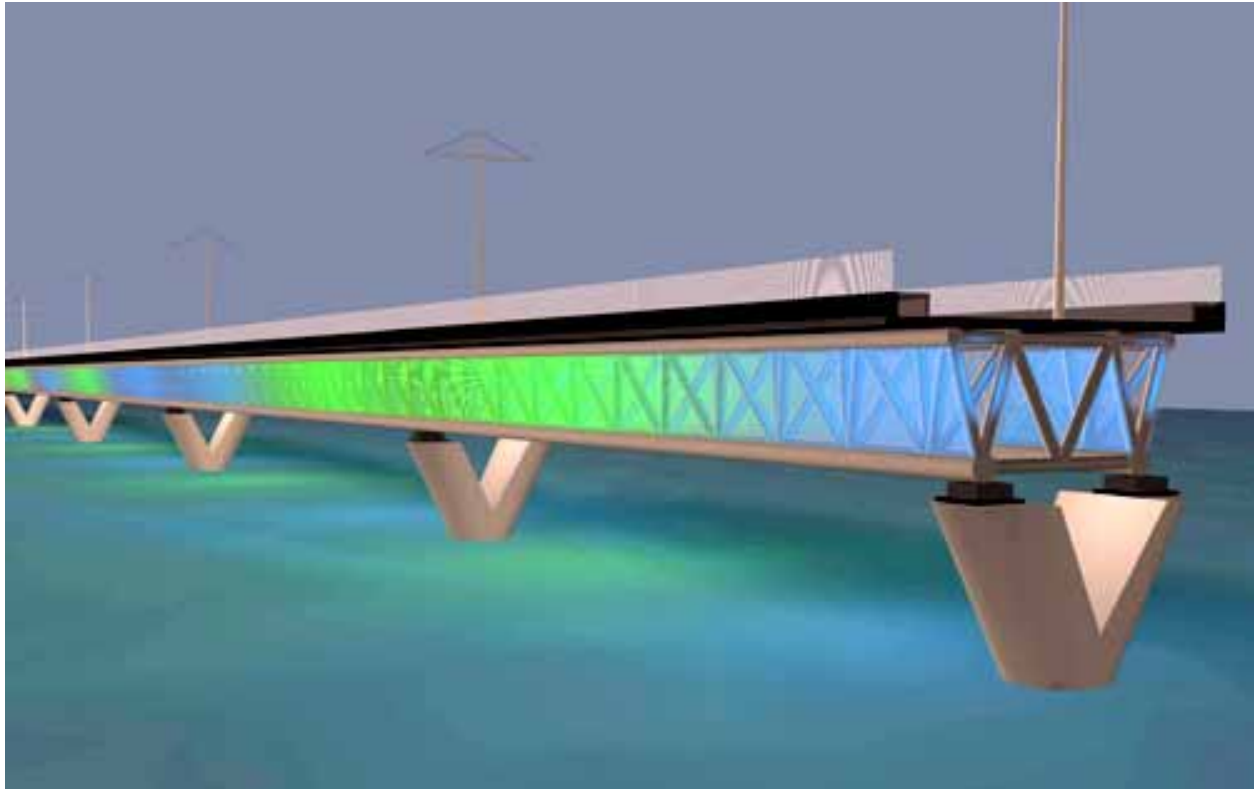
Cost and Schedule – Variance Analysis

- 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 right and left trackslabs, devil strip and emergency sidewalks for the north approach from just south of Washington Street to the north abutment of the bridge have been completed. Slope paving on the west side of the north approach has also been completed.



- Installation of permanent aluminum and stainless steel wire rope handrail on the northwest retaining wall and on the west side of the bridge deck began.
- Completed custom block work for southeast retaining wall. System wide ductbank work and OCS foundations for the south approach was completed. Continued guideway embankment and began trackslab formwork and reinforcing steel activities for the south approach.
- Began constructing the brick pavers sidewalk and continued streetlight work on the west side of Rio Salado Parkway.
- Continued production truss coating, applying one coat of epoxy over the primer, one coat of white and one coat of clear urethane.
- Continued installing power supply boxes and mounting hardware for the special purpose lights within the trusses.

Cost and Schedule – Variance Analysis

- The performance indicators for both cost and schedule for this month are 1.0 for cost performance and 0.92 for schedule performance. The schedule performance is impacted by schedule re-sequencing, however it is projected to finish on time.
- The May 2006 Schedule Update shows the projected finish date to be within the contract completion date. There are no major delay events forecasted on the project that could have a negative impact to the completion date of the schedule.

Issues and Solutions

- The contractor continues to work overtime and weekends as needed in order to stay on schedule.

Construction Photographs



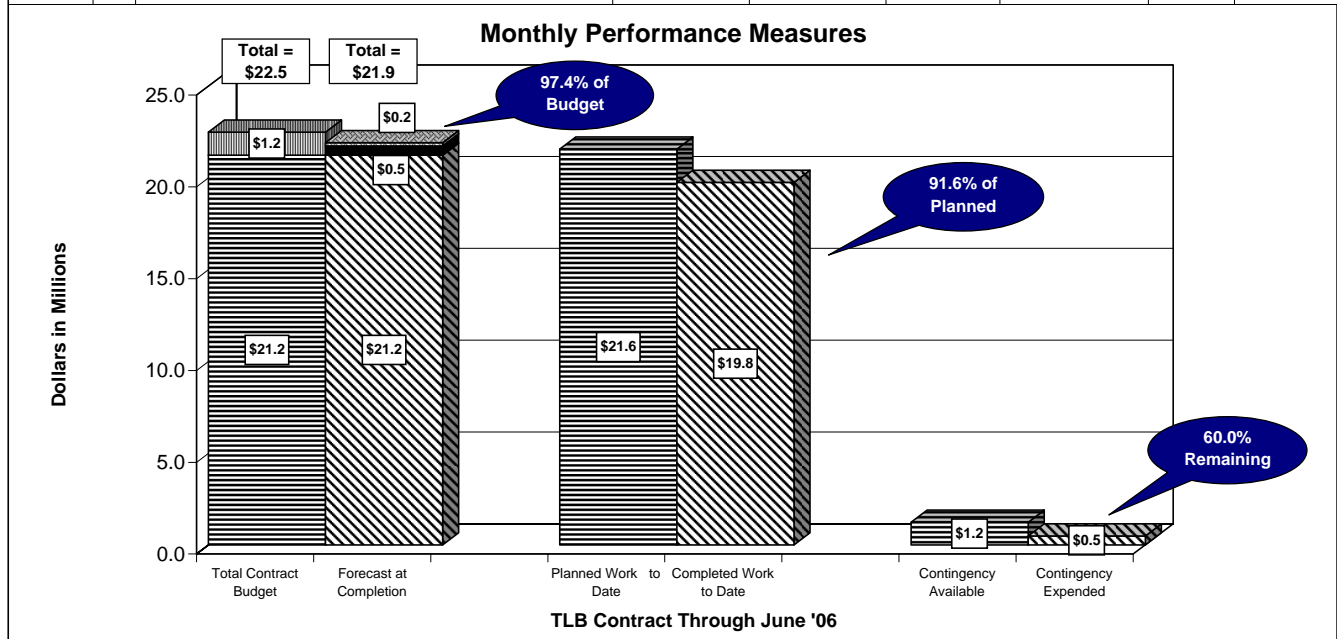
Southeast Retaining Wall



Painters Coating Trusses



Description:		3.6.1 Town Lake Bridge		
PE/PA:		Bill Gustafson		
Contractor:		PCL Contractors		
Resident Engineer:		Joel Mona		
Data Through:		May 31, 2006		
Cumulative		5309	CNPA	Total
1	Budget	\$21,219,861	\$17,523	\$21,237,384
2	Executed Change Orders	\$680,894	\$0	\$680,894
3	Budget Transfers	-\$183,000	\$0	-\$183,000
4	Current Budget (1+2+3)	\$21,717,755	\$17,523	\$21,735,278
5	Work Scheduled	\$21,564,877	\$0	\$21,564,877
6	Work Earned	\$19,741,121	\$15,771	\$19,756,892
7	Actual Expenditures	\$19,794,866	\$15,771	\$19,810,637
8	Forecast to Complete Base (4-7)	\$1,922,889	\$1,752	\$1,924,641
9	Change Orders Pending Execution	\$169,468	\$0	\$169,468
10	Forecast at Completion (7+8+9)	\$21,887,223	\$17,523	\$21,904,746
11	Percent Budget Expended (7/4)	66.1%	90.0%	91.1%
12	Percent Planned (5/4)	99.3%	0.0%	99.2%
13	Earned Percent Complete (6/4)	90.9%	90.0%	90.9%
14	Schedule Performance (6/5)	0.92	0.00	0.92
15	Cost Performance (6/7)	1.0	1.0	1.0
16	Contingency Budget	\$1,242,400	\$1,402	\$1,243,802
17	Remaining Contingency	\$561,506	\$1,402	\$745,908
18	Percent Contingency Remaining (17/16)	45.2%	0.0%	60.0%
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)	\$21,717,755	\$17,523	\$21,735,278
5	Work Scheduled (Cumm - Last Period)	\$539,839	\$0	\$539,839
6	Work Earned (Cumm - Last Period)	\$790,969	\$0	\$790,969
7	Actual Expenditures (Cumm - Last Period)	\$873,851	\$0	\$873,851
8	Forecast to Complete Base (4-7)	\$20,843,904	\$17,523	\$20,861,427
9	Change Orders Pending Execution	\$34,468	\$0	\$34,468
10	Forecast at Completion (7+8+9)	\$21,752,223	\$0	\$21,752,223
11	Percent Budget Expended (7/4)	4.0%	0.0%	4.0%
12	Percent Planned (5/4)	2.5%	0.0%	2.5%
13	Earned Percent Complete (6/4)	3.6%	0.0%	3.6%
14	Schedule Performance (6/5)	1.47	0.00	1.47
15	Cost Performance (6/7)	0.91	0.00	0.91
16	Contingency Budget	\$1,242,400	\$0	\$1,242,400
17	Remaining Contingency	\$561,506	\$0	\$561,506
18	Percent Contingency Remaining (17/16)	45.2%	0.0%	45.2%



Maintenance and Storage Facility



Description

The Maintenance and Storage Facility (MSF) 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 MSF 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

- East of the yard lead track irrigation installation as well as landscaping work within the ADOT right of way is nearing completion.
- At the MOE building the gypsum wallboard installation continues on all floors. Mechanical, electrical, plumbing and fire sprinkler rough-in work is progressing. All the one ton jib cranes have been installed as well as two turn tables. The LRV lift equipment has started to arrive. The assembly of the passenger elevator is nearing completion. The installation of the exterior metal panels is continuing along the north, east and west faces of the building.



- The standing seam metal roof is substantially complete on the north roof section and work is continuing on the south half of the roof. The last section of the concrete entrance ramp to the mezzanine level has been placed with exception of the curb. Bottom lifts of track slabs M1-M4 at the west apron have been placed. The insulation and fire stopping sub contractors have mobilized and started their portions of the work.
- In the MOE building basement the electrical work is continuing in the electrical distribution room. Painting of the basement ceiling was started.
- Welding of track and special trackwork installation continues along with top ballast placement and regulating of the same at tracks M1 through M5 west MOE building. De-stressing of the installed rail is continuing.
- The earthwork subcontractor continues to import and place select fill for final grading and set catch basins between the MOE and MOW buildings in preparations for AC paving in the MOW building parking lot. Installation of the irrigation system is ongoing throughout the work site.
- APS installed a major power pole adjacent to its new substation. It will be used to support the redundant power source to the substation and MSF.
- At the MOW building exterior and interior CMU wall construction is complete. The mechanical and plumbing rough-in work is ongoing. The metal stud installation has begun throughout the building.
- At the LRV Wash building the slab on grade was placed and CMU wall construction has started.
- At the yard service and cleaning platform the concrete track and platform slabs are almost complete.

Cost and Schedule – Variance Analysis

- The Contractor's June 2006 schedule update forecasts substantial completion of the MOE building as October 19, 2006 by providing temporary power for test and commissioning. The plan would mitigate impacts to energizing transformers and panels due to the anticipated fabrication and delivery of the Service Entry Section (SES) scheduled for late September 2006. Final contract completion remains forecasted for January 22, 2007.
- The latest project schedule update indicates 75.2 percent of the work is complete. Cost and schedule performance indicators are at 0.99 and 1.01 respectively.

Construction Photographs



View of the MOE building from the East



View of the MOW building from the West



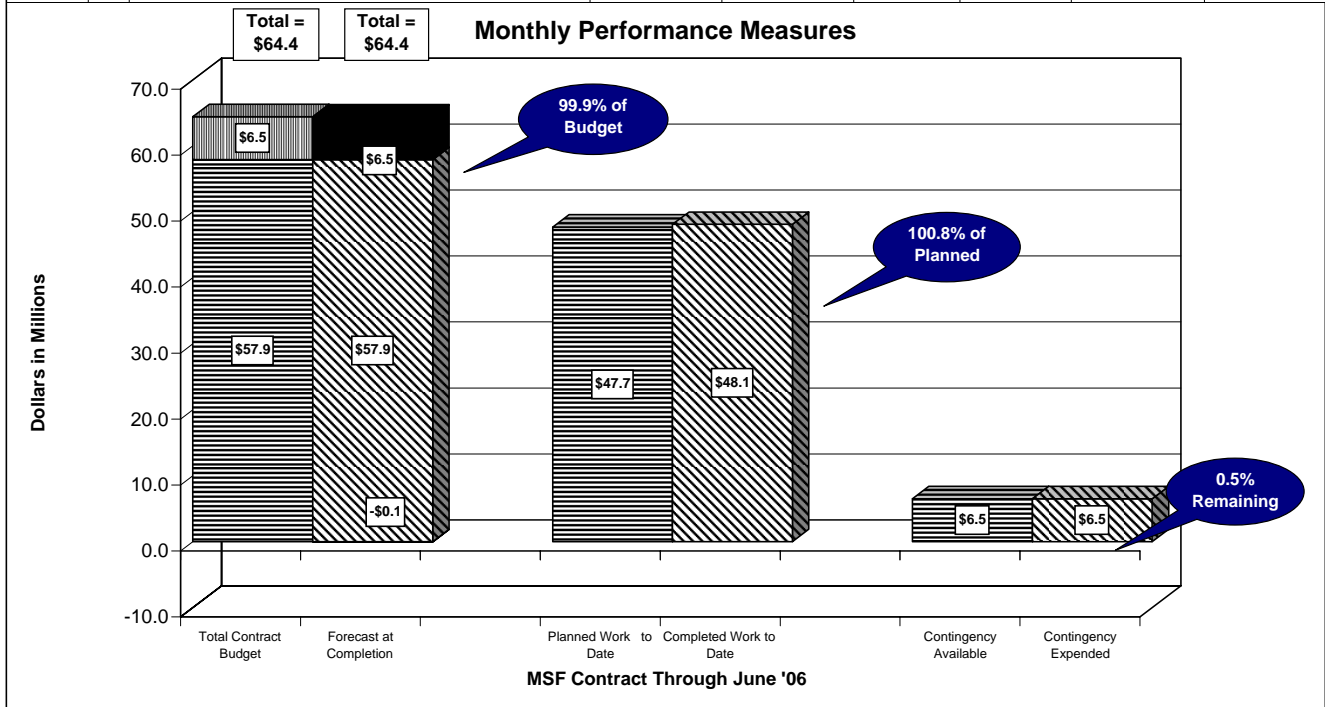
View of the LRV building from the West



Palo Verde trees stored off-site ready for the shipment



Description:		3.5.1 Maintenance Support Facility		
PE/PA:		Avrum Loewenstein		
Contractor:		Sundt/Stacy Witbeck		
Resident Engineer:		Frank Aber		
Data Through:		May 31, 2006		
Cumulative		5309	CNPA	Total
1 Budget		\$57,637,721	\$274,299	\$57,912,020
2 Executed Change Orders		\$6,282,199	\$0	\$6,282,199
3 Budget Transfers		-\$257,984	\$0	-\$257,984
4 Current Budget (1+2+3)		\$63,661,936	\$274,299	\$63,936,235
5 Work Scheduled		\$47,428,299	\$274,299	\$47,702,598
6 Work Earned		\$47,856,475	\$238,723	\$48,095,198
7 Actual Expenditures		\$48,200,354	\$238,381	\$48,438,735
8 Forecast to Complete Base (4-7)		\$15,461,582	\$35,918	\$15,497,500
9 Change Orders Pending Execution		-\$59,609	\$0	-\$59,609
10 Forecast at Completion (7+8+9)		\$63,602,327	\$274,299	\$63,876,626
11 Percent Budget Expended (7/4)		75.7%	86.9%	75.8%
12 Percent Planned (5/4)		74.5%	100.0%	74.6%
13 Earned Percent Complete (6/4)		75.2%	87.0%	75.2%
14 Schedule Performance (6/5)		1.01	0.87	1.01
15 Cost Performance (6/7)		0.99	1.00	0.99
16 Contingency Budget		\$6,513,772	\$0	\$6,513,772
17 Remaining Contingency		\$33,198	\$0	\$33,198
18 Percent Contingency Remaining (17/16)		0.5%	0.0%	0.5%
Period				
1 Budget		N/A	N/A	N/A
2 Executed Change Orders		-\$70,083	\$0	-\$70,083
3 Budget Transfers		\$0	\$0	\$0
4 Current Budget (1+2+3)		\$47,428,299	\$274,299	\$47,702,598
5 Work Scheduled (Cumm - Last Period)		\$1,914,445	\$0	\$1,914,445
6 Work Earned (Cumm - Last Period)		\$1,914,445	\$244	\$1,914,689
7 Actual Expenditures (Cumm - Last Period)		\$2,253,984	\$0	\$2,253,984
8 Forecast to Complete Base (4-7)		\$45,174,315	\$274,299	\$45,448,614
9 Change Orders Pending Execution		-\$143,606	\$0	-\$143,606
10 Forecast at Completion (7+8+9)		\$47,284,693	\$274,299	\$47,558,992
11 Percent Budget Expended (7/4)		4.8%	0.0%	4.7%
12 Percent Planned (5/4)		4.0%	0.0%	N/A
13 Earned Percent Complete (6/4)		4.0%	0.0%	N/A
14 Schedule Performance (6/5)		1.00	N/A	1.00
15 Cost Performance (6/7)		0.85	N/A	0.85
16 Contingency Budget				
17 Remaining Contingency				
18 Percent Contingency Remaining (17/16)				



Park-and-Ride



Description

Surface Park-and-Rides are proposed at eight sites along the alignment. Approximately 3,600 spaces are to be provided. Sites are located at 19th Avenue/Montebello Avenue, 19th Avenue/Camelback Road, Central Avenue/Camelback Road, 38th Street/ Washington Street, Dorsey Lane/Apache Boulevard, McClintock Road/Apache Boulevard, Price Freeway/Apache Boulevard., and Sycamore Street/Main Street. The lots are adjacent to Transit Centers at 19th Street/Montebello Avenue, Central/Camelback and Sycamore Street/Main Street.

The Surface Parking Lots construction package includes work for demolition, grading, drainage, concrete curbs, concrete sidewalks, asphalt concrete pavement, lighting, irrigation, landscaping, a security building, signing and pavement marking. CCTV security cameras and emergency telephones will be installed under the Signals and Communication construction package.

Progress

- The 19th Avenue and Montebello site is at 100 percent design completion by the primary sub-consultant. 100 percent consolidation of plans is in process by the GEC.
- The 19th Avenue and Camelback site is at 100 percent design completion by the primary sub-consultant. 100 percent consolidation of plans is in process by the GEC.



- The Central Avenue and Camelback PNR change order for redesign is underway. A pre-application site plan meeting with Development Services is being scheduled and an On-Board submittal is anticipated in July 2006. It is anticipated that the new design will be complete and approved in time to include in the total PNR bid package in April 2007.
- The Dorsey and Apache PNR has been designed by the City of Tempe as a maintenance upgrade only.
- The 38th Street and Washington Street PNR site has reached the 100 percent design completion by the primary sub-consultant. A final draft for the IGA between Gateway Community College and the City of Phoenix has been settled. 100 percent consolidation of plans is in process by the GEC.
- The McClintock and Apache PNR site has reached the 100 percent design completion by the primary sub-consultant. 100 percent consolidation of plans is in process by the GEC.
- The Loop 101 and Apache PNR site has reached the 100 percent design completion by the primary sub-consultant. 100 percent consolidation of plans is in process by the GEC.
- The Sycamore and Main PNR site has reached the 100 percent design completion by the primary sub-consultant. 100 percent consolidation of plans is in process by the GEC.

Cost and Schedule – Variance Analysis

- The budget for all sites is \$15,104,339 with a contingency of \$1,208,300.
- A December 2005 construction estimate and projections indicate a base cost (without soft costs) of \$21,000,000. This cost does not include shade canopies.
- With the Central and Camelback site included, a bid date is scheduled for April 2007 with construction completion of all sites by December 2008. Construction completion of some sites is necessarily delayed by their use as construction yards for the Line Section contractors.

Issues and Solutions

- Projected construction cost exceeds budget: each site is being evaluated for cost reduction methods to reduce the difference as much as possible. It should be noted that the budget was established under significantly different market conditions; therefore, Project Reserve will most likely need to be used.

Track Material Procurement



Description

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

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

Progress

- Ballasted Special Trackwork
 - The material deliveries for this contract have been completed.
- Girder Rail
 - The Contractor is approximately 98 percent complete. The Contractor did not make any material deliveries during this month.
- Embedded Special Trackwork

- The Contractor continues to produce crossover and turnout castings for this contract. During this month the rail team made an inspection trip to Seattle Washington to check on the Contractor's progress and to inspect a 50 meter turnout for LS3. If the layout is approved and the contractor will deliver the crossover the first week in July 2006.
- Our next inspection trip is scheduled for mid July.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- There are no significant issues at this time.

Material Delivery Photos

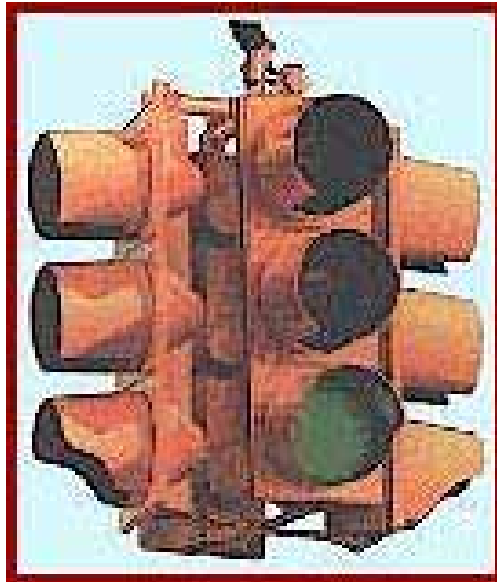


Bonded insulated joint delivery



MP9 - 100 Meter Left Hand Crossover (4-9/4-10) being delivered to the MSF Storage Yard

Traffic Signal Procurement



Description

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

Progress

- The Contractor for the Line Section 5 traffic signal poles and mast arms has delivered approximately 100 percent of their original purchase order quantities. The additional materials purchased under a separate purchase order were delivered on May 18, 2006.

Cost and Schedule – Variance Analysis

- Traffic signal procurement activities remain on schedule and within budget at this time.
- A table showing the status of costs incurred to-date versus budget is shown on the next page.

Description	Contract/Budget Amount	Payments to Date
COP Traffic System Upgrades	\$ 958,862.00	\$ 596,957.60
COT Traffic System Upgrades	\$ 344,097.00	\$ 189,612.00
Traffic Signal Controller/Cabinets	\$ 2,711,527.00	\$2,516,973.82
LS 1 Traffic Signal Poles/Mast Arms (PO is completed)	\$ 209,144.33	\$ 204,961.42

Description	Contract/Budget Amount	Payments to Date
LS 2 Traffic Signal Poles/Mast Arms (PO is completed)	\$ 309,685.98	\$ 304,479.32
LS 3 Traffic Signal Poles/Mast Arms (PO is completed)	\$ 1,369,268.37	\$ 1,241,739.95
LS 4 Traffic Signal Poles/Mast Arms (Phoenix) (PO is completed)	\$ 369,069.21	\$ 365,378.49
LS 4 Traffic Signal Poles/Mast Arms (Tempe) (PO is completed)	\$ 337,883.37	\$ 336,248.15
LS 5 Traffic Signal Poles/Mast Arms (Tempe)	\$ 942,013.10	\$ 840,942.23

Issues and Solutions

- Blank out Panels (Line Section 5) - On June 22, 2006 the Contractor delivered half of the blank out panels that they had previously picked up for finishing. The remaining panels were delivered on June 27, 2006.

Delivery Photos



Refinished LS5 Traffic Signal Blank Out Panels Arriving at the Apache Blvd Storage Yard



Refinished Panels Stored at LS5 Apache Blvd Storage Yard

Underfloor Wheel Profiling Machine



Description

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

Progress

- Simmons Machine Tool Corporation continues to work on its submittals and procure materials.

Cost and Schedule – Variance Analysis

- Wheel profiling machine activities remain on schedule and within budget at this time.

Issues and Solutions

- None

13. Systems

Automated Fare Collection System



Description

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

Progress

- Submittals review comments have been provided to the Contractor including Management Plan, Preliminary Master Program Schedule and Contract CDRL List.
- Contractor currently in the Conceptual Design Phase.



Cost and Schedule – Variance Analysis

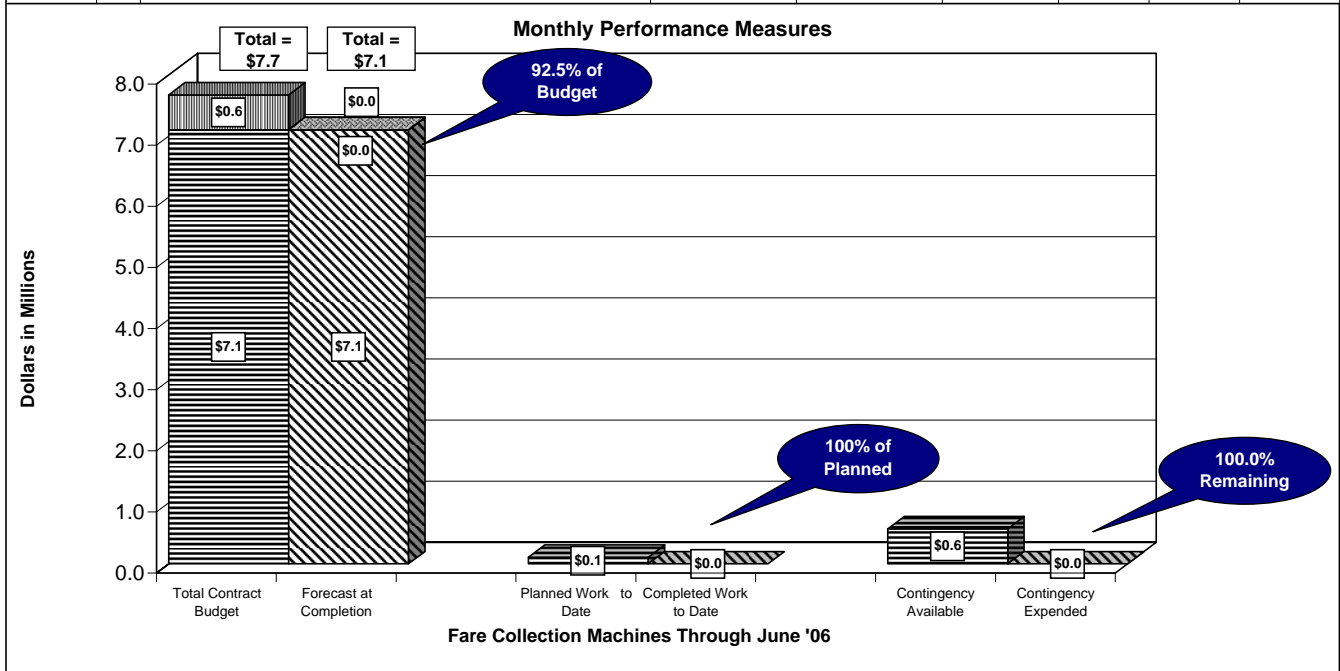
- Fare collection system activities remain on schedule and within budget at this time.

Issues and Solutions

- COP Public Transit Department and METRO received Contractor's Proposal to combine Fare Collection Data Central Processing in one single office. Proposal is in review by METRO and COP PTD/ITD.
- Contract requirements for the Contractor's Quality Assurance Program Plan are currently being reviewed for potential revisions.



Description:		Fare Collection Machines
PE/PA:		Arkady Bernshtryn
Contractor:		Anticipated NTP
Resident Engineer:		May 1, 2006
Data Through:		June 2006
Cumulative		
1	Original Budget	\$7,100,012
2	Executed Change Orders	\$0
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$7,100,012
5	Work Scheduled	\$105,860
6	Work Earned	\$0
7	Actual Expenditures	\$0
8	Forecast to Complete Base (4-7)	\$7,100,012
9	Change Orders Pending Execution	\$1,600
10	Forecast at Completion (7+8+9)	\$7,101,612
11	Percent Budget Expended (7/4)	0.0%
12	Percent Planned (5/4)	1.5%
13	Earned Percent Complete (6/4)	0.0%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$574,535
17	Remaining Contingency	\$574,535
18	Percent Contingency Remaining (17/16)	100.0%
Period		
1	Original Budget	\$0
2	Executed Change Orders	\$0
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$7,100,012
5	Work Scheduled (Cumm - Last Period)	\$105,860
6	Work Earned (Cumm - Last Period)	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0
8	Forecast to Complete Base (4-7)	\$7,100,012
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$7,100,012
11	Percent Budget Expended (7/4)	0.0%
12	Percent Planned (5/4)	1.5%
13	Earned Percent Complete (6/4)	0.0%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	
17	Remaining Contingency	
18	Percent Contingency Remaining (17/16)	



Light Rail Vehicle



Description

METRO has a Contract with KINKISHARYO International, L.L.C. (KI) for two prototype and forty eight production light rail vehicles (LRVs) for a total of thirty-six LRVs. The contract includes prototype engineering, special tools and test equipment, training, spare parts and publications. The cars are 70 percent low-floor, double-articulated LRVs with two main “A” and “B” passenger sections and a mid “C” section, joined to form one single operating unit. There are four passenger doors on each side and an operators cab at each end. The LRVs are designed to be “street friendly” with energy absorbing bumpers and crashworthy cab ends.

Progress

- METRO is continuing review of submittals of Contract Data Requirement List items (CDRLs) the bulk of which are test procedures and reports as well as First Article Inspection (FAI) reports.
- METRO held Design Review Meeting No. 22 with KI on June 15, 2006. The main topics for presentation by KI and discussion were: Bumper side panel application; truck FAI;



closing open items; bumper fit; master control review on mockup; climate room schedule; and vehicle delivery schedule.

- METRO/KI dialogue continues regarding vehicle final assembly in the METRO Maintenance Storage Facility (MSF).
- Changes for an Overhead Catenary System (OCS) Surveillance Camera Installation on two cars and an Automatic Passenger Counting System (APC) for the fleet are being processed.

The following describes ongoing METRO resident inspection, quality assurance, manufacturing monitoring, and site surveillance activities at the Kinki Sharyo factory in Osaka Japan (KS-J) during June 2006:

- LRV Mass Production – METRO witnessed the official non-destructive testing (MT, UT and PT) of the first mass-production underframe no. 103A on April 26. The locations checked were in accordance with approved procedure for mass-production cars. No defects were noted. 19 trains are now in production.
- An inspection of the grit blasting is being performed and ongoing. No defects noted.
- A visual and dimensional inspection of underframe was performed ongoing. The dimensions were within tolerance, but defects were noted during the inspection. No defects remained after rework and reinspection.
- KS-J completed the 14 underframe bolsters and has set up the end frame underframe jig for mass-production. The end underframe for car 103A was produced and removed from the jig, and KS-J performed weld finishing work. The first 14 underframes for car 103 - 114 have been welded and inspected, and NDT for 103A and C have been completed. Underframes have been grit blasted and primer has been applied.
- Carbody – water tests were performed on Cars 101 A, B and C. Some open items remain. Sound deadener has been applied. Installation of the insulation is now in process. In car 102A, installation of the main duct and ceiling panels as well as the cab partition wall is complete. Installation of window masks is in process. In car 102B installation of the main duct and ceiling panels is in process. In car 102C installation of interior wiring and duct is in process. 102 is scheduled for climate testing August 21 – September 7, 2006.
- Concealment inspections were witnessed in two stages each for cars 101 and 102. All noted defects were repaired. No defects remain.
- There are excessive gaps located between the front mask and adjacent side panel installations on the prototype cars. KS-J and KI will discuss.
- KS-J has made parts adjustments to all the A and B prototype cars at the cab front mask around the front destination sign opening. This allowed KS-J to install the front windshield and destination sign window.

- KS-J advised that a new rubber seal will be installed on the front headlights to improve the water tightness.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- None

Construction Photographs



Installation of HVAC unit on roof of METRO prototype car 102A on April 10.



Finishing Work in process on METRO Underframe.



In-progress roof wiring and piping on METRO prototype car.



In progress interior work in METRO Prototype car 102.



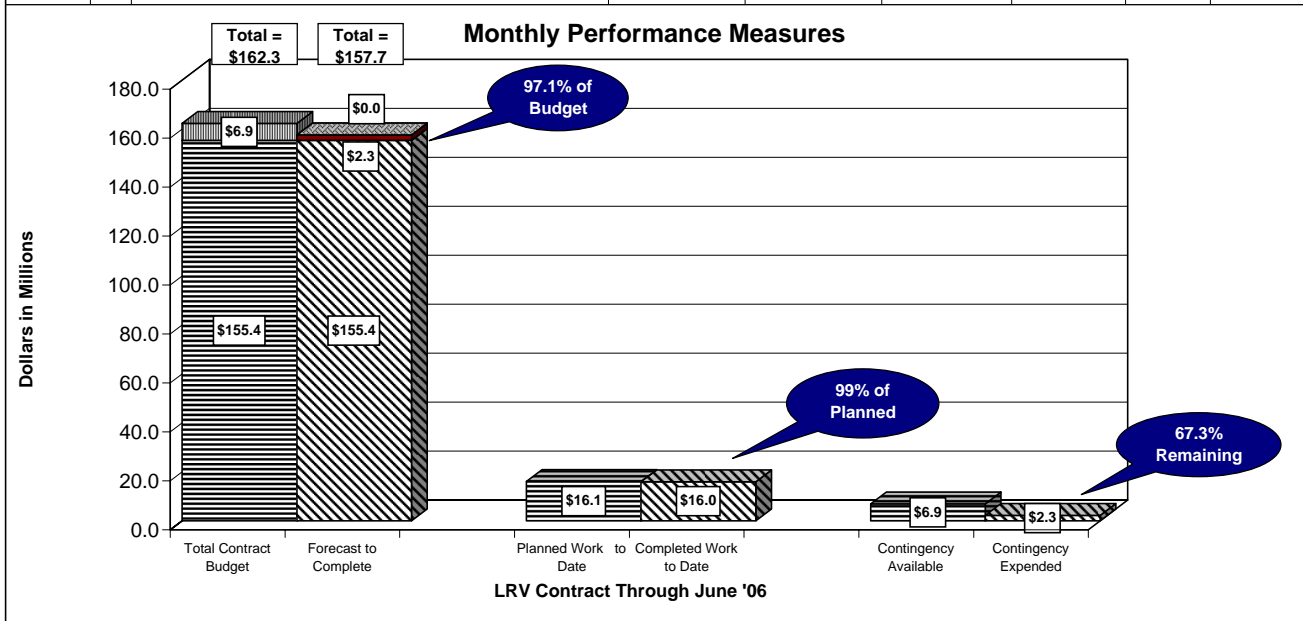
Prototype Car 101C after paint inspection on June 29, 2006.



In progress wiring and piping work on METRO prototype end truck bolster April 27.



Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		May 2, 2006		
Cumulative		5309	COP Funded	Total
1	Original Budget	\$115,369,780	\$40,050,160	\$155,419,940
2	Executed Change Orders	\$2,255,676	\$0	\$2,255,676
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$117,625,456	\$40,050,160	\$77,575,296
5	Work Scheduled	\$16,121,338	\$0	\$16,121,338
6	Work Earned	\$15,952,105	\$0	\$15,952,105
7	Actual Expenditures	\$15,990,522	\$0	\$15,990,522
8	Forecast to Complete Base (4-7)	\$101,634,934	\$40,050,160	\$61,584,774
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$117,625,456	\$40,050,160	\$77,575,296
11	Percent Budget Expended (7/4)	13.6%	0.0%	20.6%
12	Percent Planned (5/4)	13.7%	0.0%	20.8%
13	Earned Percent Complete (6/4)	13.6%	0.0%	20.6%
14	Schedule Performance (6/5)	0.99	N/A	0.99
15	Cost Performance (6/7)	1.00	N/A	1.00
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$2,512,813	\$2,135,840	\$4,648,653
18	Percent Contingency Remaining (17/16)	52.7%	100.0%	67.3%
Period				
1	Original Budget	\$115,369,780	\$40,050,160	\$155,419,940
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$117,625,456	\$40,050,160	\$157,675,616
5	Work Scheduled (Cumm - Last Period)	\$1,058,519	\$0	\$1,058,519
6	Work Earned (Cumm - Last Period)	\$653,631	\$0	\$653,631
7	Actual Expenditures (Cumm - Last Period)	\$620,346	\$0	\$620,346
8	Forecast to Complete Base (4-7)	\$117,005,110	\$40,050,160	\$157,055,270
9	Pending Changes	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$117,625,456	\$40,050,160	\$157,675,616
11	Percent Budget Expended (7/4)	0.5%	0.0%	0.8%
12	Percent Planned (5/4)	13.7%	0.0%	20.8%
13	Earned Percent Complete (6/4)	13.7%	0.0%	20.8%
14	Schedule Performance (6/5)	1.00	N/A	0.62
15	Cost Performance (6/7)	1.00	N/A	1.05
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$2,512,813	\$2,135,840	\$4,648,653
18	Percent Contingency Remaining (17/16)	52.7%	100.0%	67.3%



Signals and Communications



Description

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

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



Progress

- Signal Buildings and Signal Cases
 - Contractor is continuing construction at Signal Building No. 5. Interior rough-in, metal framing, and metal liner panel system have been completed. Preparation for mechanical and electrical installation is underway.
 - No construction activity at Signal Building No. 4.
 - Contractor is continuing construction at Signal Building No. 3. Stem wall and building slab have been poured. Completed first and second masonry block lifts.
 - Footings for Roosevelt Signal Case have been excavated. Conduits for power and signal cable have been installed.
- Signaling System
 - Impedance Bonds have been installed at the MSF Yard. Contractor is proceeding with the installation of Signaling and Power Bonding Cable.
- Communications System
 - Contractor has begun design work for Communication System Final Design Review (FDRs). Radio Preliminary Design Review (PDR) has been submitted and currently under review.
- OCC Build Out
 - Contractor is continuing OCC Build-Out construction. Installed condenser units for conditioning system. Contractor is installing mechanical ductwork and refrigerant piping. Performed x-raying of potential core drill locations.
- Coordinating with Other Contracts
 - Master Schedule Update. Contractor performing impact analysis and mitigation plan to support revised facilities access dates
 - Contractor has continued to interface with Line Section Contractors. Coordination has begun for the installation of power and signal cable connections to rail and installation of embedded earth boxes.
 - Contractor coordinating with MSF Contractor to adjust switch machine layouts.

Cost and Schedule – Variance Analysis

- The Signals and Communications contractor has completed 16 percent of the work to-date. The contract is in the early stages of submittals, design and procurement with very little field construction work in progress. Field construction to date has included the civil and architectural parts of three signal buildings, some architectural work at the OCC, some track bonding at MSF and installation of powered switch machines at MSF. Construction progress is lagging slightly due to site access and building permit issues at signal building sites and MSF. Planned progress is being evaluated to reflect the revisions to the master schedule.
- The critical path of this contract is a path with zero float running through some of the signal buildings, continuing through additional signals related work in line section areas and finally through integrated systems testing. Near term interim milestones at MSF for track related signals work and communications work in the MOE have been delayed due to lack of access at MSF. Work at MSF will not affect the over all contract completion date. Although signal building work has been delayed by lack of permits and access, it should not delay over all completion of the contract. The schedule interface between the stations finishes contract and signals and communications is still evolving, and opportunities to mitigate delays in this area do exist.

The contract is currently progressing within budget. The Cost Performance Index of 1.0 is indicative of some progress made on design engineering and submittals for which payment has not been requested.

Issues and Solutions

- Signal Building No. 1 and 6 Building Permits - DSD revision of documents to incorporate DSD comments and submission to DSD is being expedited to provide Contractor continued civil building work.

Construction Photographs



SB No. 3 Installation of 2nd Masonry Lift



SB No. 3 Monolithic Slab/Stem Wall Pour



OCC - Installation of Mechanical Rough-In



MSF Yard Installation of Impedance Bonds



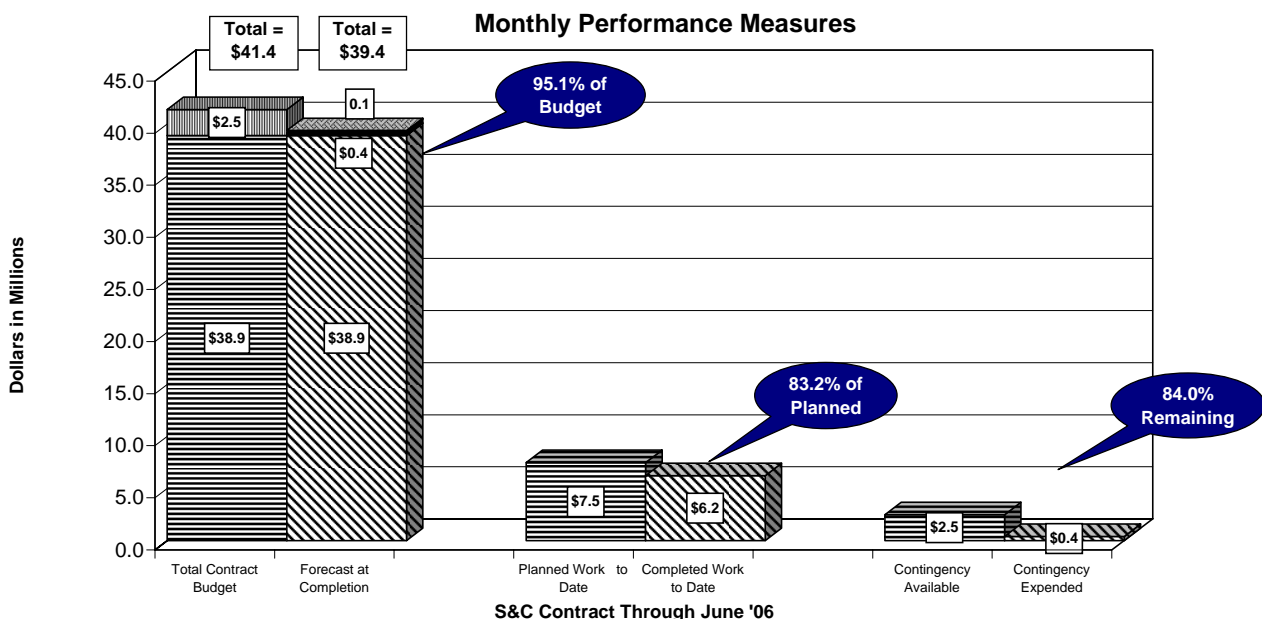
SB No. 5 Metal Liner Panels Installation



OCC Installation of HVAC Condenser Units



Description:		3.7.4 Signals & Communications		
PE/PA:		Leslee O' Connell		
Contractor:		Mass Electric		
Resident Engineer:		Steve Kyauk		
Data Through:		May 15, 2006		
	Cumulative	5309	CNPA	Total
1	Original Budget	\$37,476,762	\$1,418,393	\$38,895,155
2	Executed Change Orders	\$478,057	\$0	\$478,057
3	Budget Transfers	-\$80,332	\$0	-\$80,332
4	Current Budget (1+2+3)	\$37,874,487	\$1,418,393	\$39,292,880
5	Work Scheduled	\$7,486,141	\$15,000	\$7,501,141
6	Work Earned	\$6,216,911	\$20,486	\$6,237,397
7	Actual Expenditures	\$6,227,519	\$15,000	\$6,242,519
8	Forecast to Complete Base (4-7)	\$31,646,968	\$1,403,393	\$33,050,361
9	Change Orders Pending Execution	\$65,995	\$0	\$65,995
10	Forecast at Completion (7+8+9)	\$37,940,482	\$1,418,393	\$39,358,875
11	Percent Budget Expended (7/4)	16.4%	1.1%	15.9%
12	Percent Planned (5/4)	19.8%	1.1%	19.1%
13	Earned Percent Complete (6/4)	16.4%	1.4%	15.9%
14	Schedule Performance (6/5)	0.83	1.37	0.83
15	Cost Performance (6/7)	1.00	1.37	1.00
16	Contingency Budget	\$2,388,332	\$93,913	\$2,482,245
17	Remaining Contingency	\$1,910,275	\$93,913	\$2,084,520
18	Percent Contingency Remaining (17/16)	80.0%	100.0%	84.0%
	Period			
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$207,020	\$0	\$207,020
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$37,874,487	\$1,418,393	\$39,292,880
5	Work Scheduled (Cumm - Last Period)	\$773,813	\$0	\$773,813
6	Work Earned (Cumm - Last Period)	\$773,813	\$5,485	\$779,298
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0	\$0
8	Forecast to Complete Base (4-7)	\$37,874,487	\$1,418,393	\$39,292,880
9	Change Orders Pending Execution	-\$110,394	\$0	-\$110,394
10	Forecast at Completion (7+8+9)	\$37,764,093	\$1,418,393	\$39,182,486
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	2.0%	0.0%	2.0%
13	Earned Percent Complete (6/4)	2.0%	0.4%	2.0%
14	Schedule Performance (6/5)	1.00	N/A	1.01
15	Cost Performance (6/7)	N/A	N/A	N/A
16	Contingency Budget	\$2,388,332	\$93,913	\$2,482,245
17	Remaining Contingency	\$1,910,275	\$93,913	\$2,084,520
18	Percent Contingency Remaining (17/16)	80.0%	100.0%	84.0%



NOTE: No update was received during the reporting period

Traction Electrification System



Description

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

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

Progress

- Traction Power Substation No. 1
 - Damproofing, Caulking, and Anti-Graffiti coating applications have been completed.
 - Structural Steel and Roof Decking has been completed.



- Parapet framing installation activities have begun.
 - Dielectric Floor application has begun.
 - Conduit and Cable Tray Supports have been added to the roof beams.
- Traction Power Substation No. 2
 - CMU wall installation nearly complete.
- Traction Power Substation No. 3
 - APS conduits have been placed.
- Traction Power Substation No. 5
 - Ductbank and conduits have been installed.
 - Ground grid has been installed and tested.
 - Footing rebar has been installed.
- Traction Power Substation No. 6
 - Structural Steel and Roof Decking has been completed.
- Traction Power Substation No. 7
 - Excavation for ductbanks and installation of conduits has progressed.
 - Concrete has been placed for footings.
 - Ground grid has been installed.
 - Underslab conduits have been placed.
- Traction Power Substation No. 8
 - Parapet Cap has been installed.
 - Electrical rough-in activities have been completed.
 - Insulation and metal panel installation has begun.
- Traction Power Substation No. 9
 - Rectifier Transformer has been delivered.
 - HVAC units have been installed.
 - Doors have been installed.



- Electrical rough-in work has been completed.
- Metal panel installations have been completed.
- Dielectric floor has been tested.
- Traction Power Substation No. 15
 - Electrical rough-in activities have begun.
 - Parapet framing and dens-deck has been completed.
 - Stucco has been applied to the parapet wall.
- Overhead Contact System
 - OCS Pole installations in the MSF Yard are progressing.
 - OCS Headspan installations have begun on the north storage tracks.
- Site Access/Permits
 - Grading and Drainage permits have been issued from Tempe DSD for TPSS No. 10 and TPSS No. 11. Tempe DSD had minor comments on the building drawings for TPSS No. 10 and TPSS No. 11. The designer is making the corrections and the drawings will be resubmitted for permit the first week of July. TPSS No. 12 (McClintock Park and Ride) has utility impacts which require remediation to allow the TPSS building to be constructed. Also the site for the McClintock Park and Ride may change from its current configuration which may affect the grading and drainage plans.
 - The designer has revised the permit drawings for TPSS No. 3 and No. 4 in response to comments. The revised drawings have been resubmitted to Phoenix DSD for permit. The permit for TPSS No. 3 is expected by the week of July 10th.
- Coordination with other Contracts/Entities
 - Ongoing coordination meetings are being held with the Facility Contractors.

Cost and Schedule – Variance Analysis

- The contractor has completed 23 percent of their work to-date. The contract is in early stages of submittals, design and procurement with some field construction work in progress. Field construction to date has included the civil and architectural parts of eight out of the sixteen traction power substations. Planned progress is currently being evaluated as the master schedule revisions are being implemented.

Issues and Solutions

- Various access dates are projected to be delayed as a result of postponed Civil Contract milestone dates. MEC has been given the updated projected Civil Contract milestone dates and are re-sequencing their schedule accordingly.

Construction Photographs



Rectifier Transformer at TPSS No. 9



Electrical Rough-In at TPSS No. 8



CMU Installation at TPSS No. 2



Roof Decking at TPSS No. 6



Electrical Rough-In at TPSS No. 15



Parapet Framing at TPSS No. 1



APS Ductbank at TPSS No. 3



Footings at TPSS No. 7



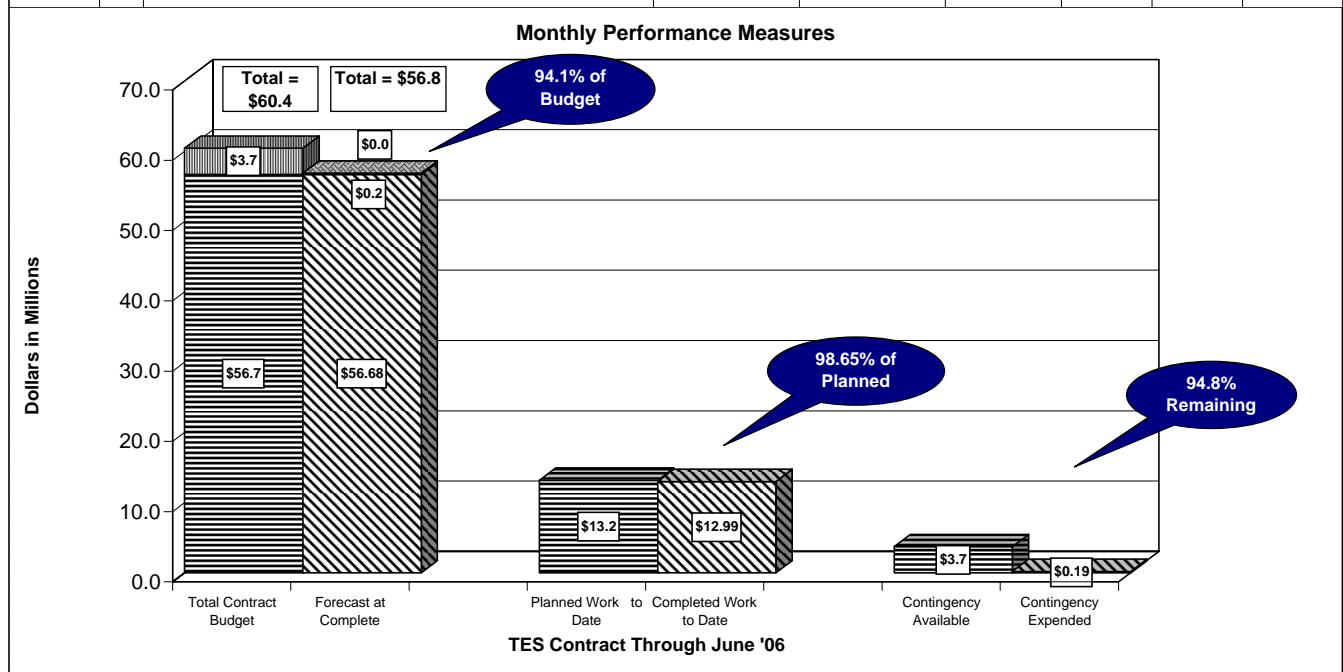
Installation of Rebar for TPSS No. 5 Footings

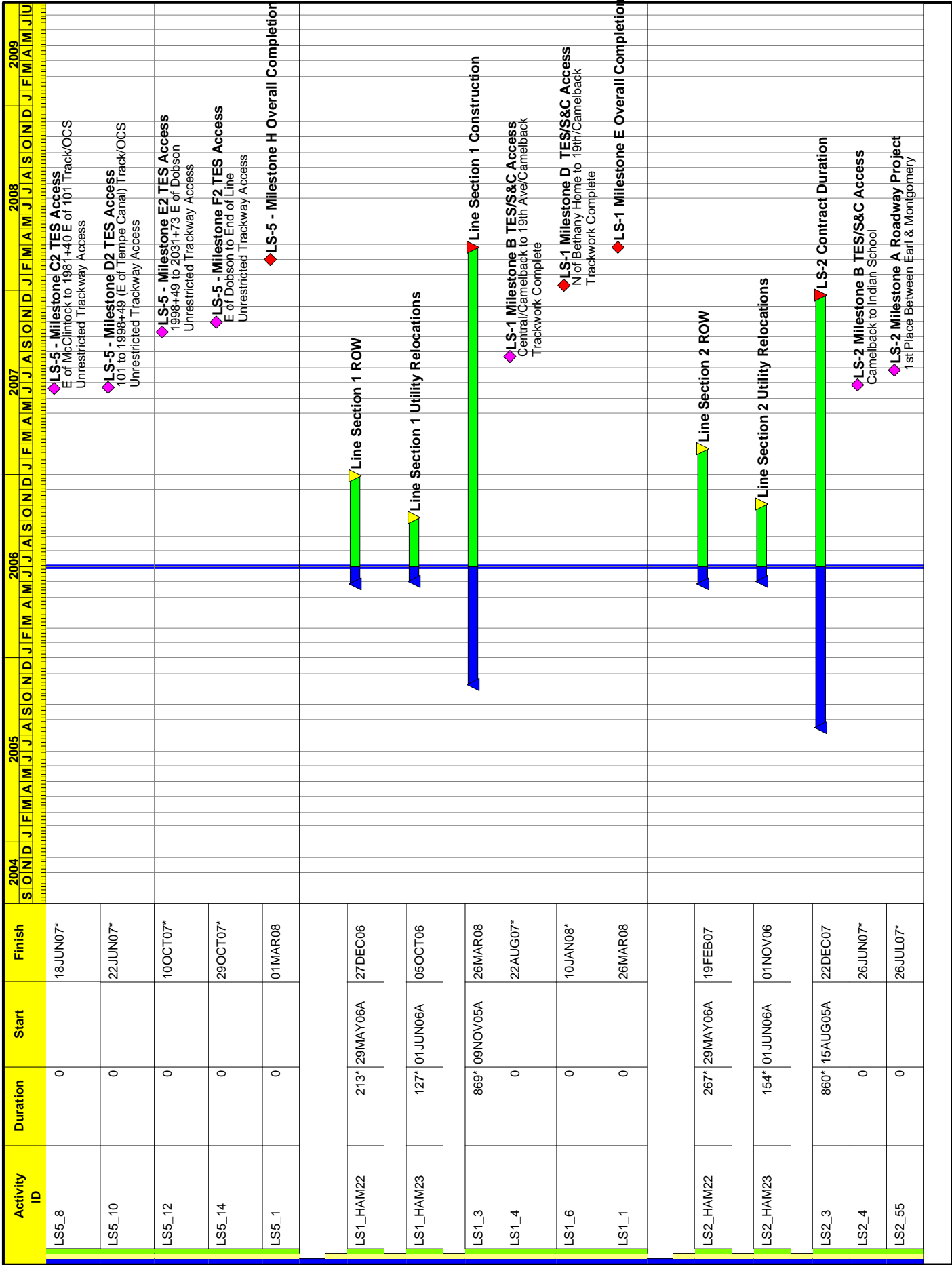


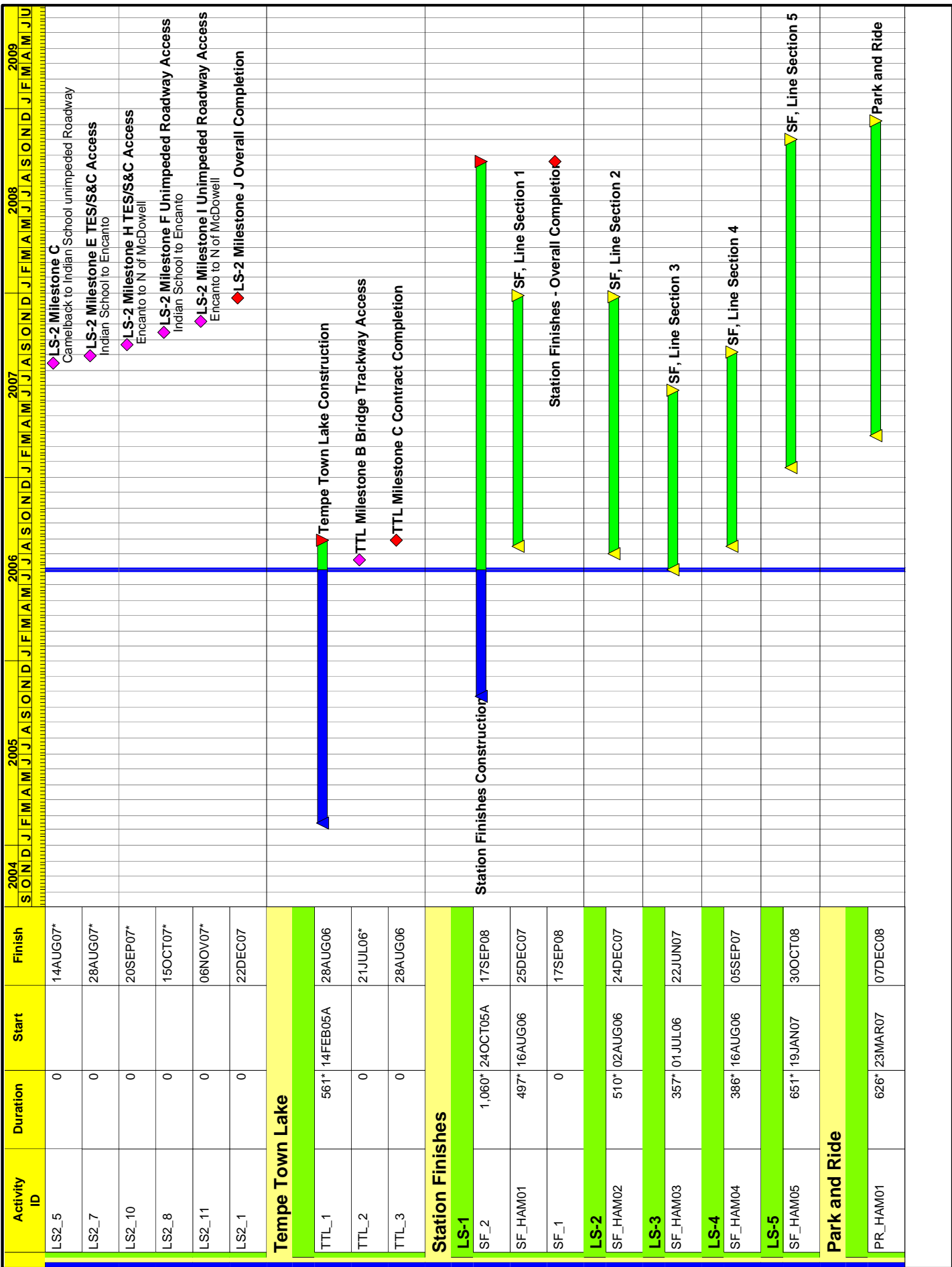
Installation of Headspan - North MSF Yard



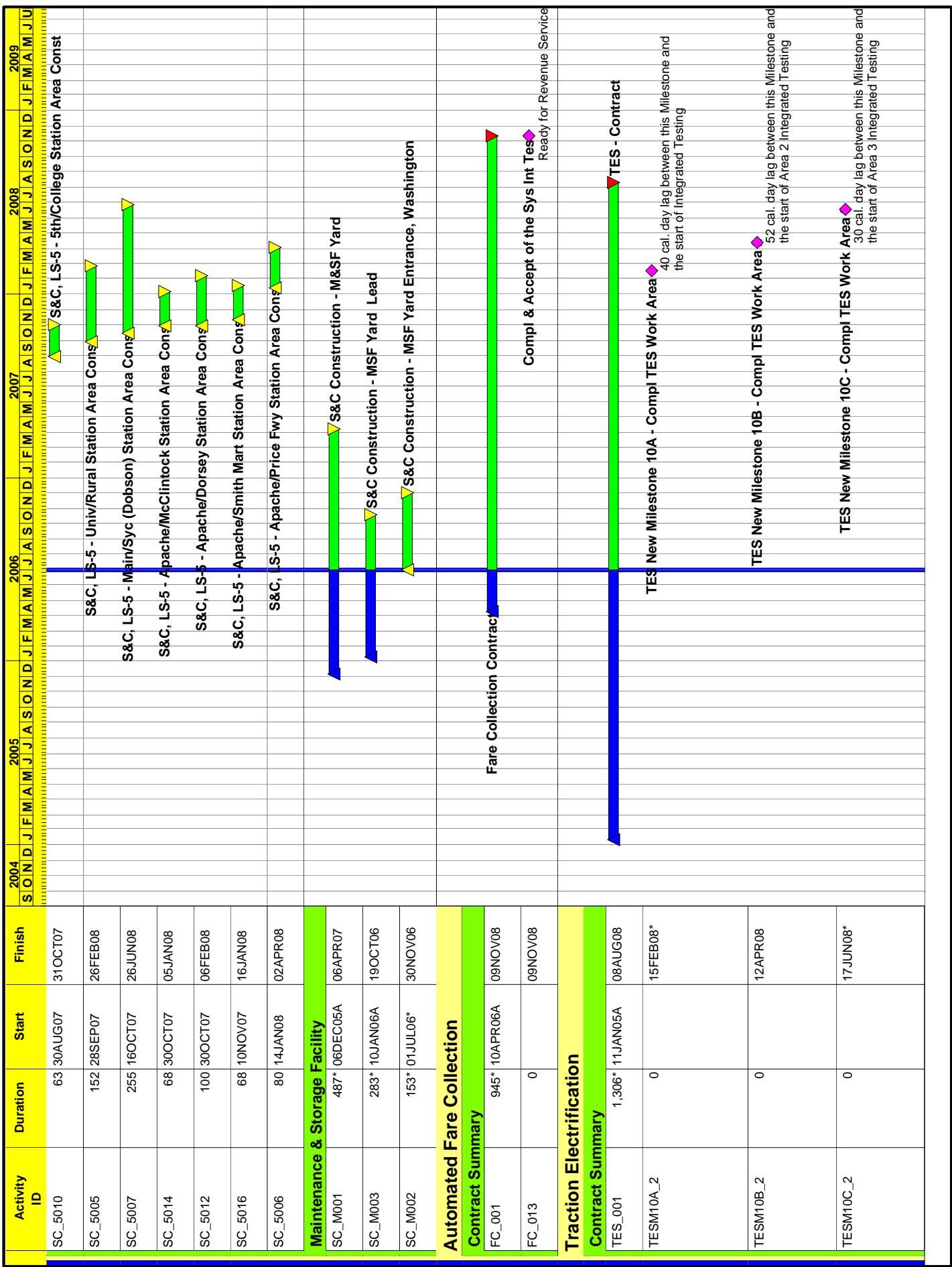
Description:		3.7.3 Traction Electrification Systems
PE/PA:		Alan Friend
Contractor:		Mass Electric Corporation
Resident Engineer:		Ron Wong
Data Through:		May 15, 2006
Cumulative		5309
1	Budget	\$56,681,003
2	Executed Change Orders	\$190,342
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$56,871,345
5	Work Scheduled	\$13,168,276
6	Work Earned	\$12,990,763
7	Actual Expenditures	\$12,961,182
8	Forecast to Complete Base (4-7)	\$43,910,163
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$56,871,345
11	Percent Budget Expended (7/4)	22.8%
12	Percent Planned (5/4)	23.2%
13	Earned Percent Complete (6/4)	22.8%
14	Schedule Performance (6/5)	0.99
15	Cost Performance (6/7)	1.00
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$3,530,658
18	Percent Contingency Remaining (17/16)	94.88%
Period		
1	Budget	N/A
2	Executed Change Orders	\$0
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$56,871,345
5	Work Scheduled (Cumm - Last Period)	\$438,499
6	Work Earned (Cumm - Last Period)	\$438,499
7	Actual Expenditures (Cumm - Last Period)	\$0
8	Forecast to Complete Base (4-7)	\$56,871,345
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$56,871,345
11	Percent Budget Expended (7/4)	0.0%
12	Percent Planned (5/4)	0.8%
13	Earned Percent Complete (6/4)	0.8%
14	Schedule Performance (6/5)	1.00
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$3,530,658
18	Percent Contingency Remaining (17/16)	94.88%







◆ LS-2 Milestone C
 Camelback to Indian School unimpeded Roadway
 ◆ LS-2 Milestone E TES/S&C Access
 Indian School to Encanto
 ◆ LS-2 Milestone H TES/S&C Access
 Encanto to N of McDowell
 ◆ LS-2 Milestone F Unimpeded Roadway Access
 Indian School to Encanto
 ◆ LS-2 Milestone I Unimpeded Roadway Access
 Encanto to N of McDowell
 ◆ LS-2 Milestone J Overall Completion



Activity ID	Duration	Start	Finish
SC_5010	63	30AUG07	31OCT07
SC_5005	152	28SEP07	26FEB08
SC_5007	255	16OCT07	26JUN08
SC_5014	68	30OCT07	05JAN08
SC_5012	100	30OCT07	06FEB08
SC_5016	68	10NOV07	16JAN08
SC_5006	80	14JAN08	02APR08
Maintenance & Storage Facility			
SC_M001	487*	06DEC05A	06APR07
SC_M003	283*	10JAN06A	19OCT06
SC_M002	153*	01JUL06*	30NOV06
Automated Fare Collection			
Contract Summary			
FC_001	945*	10APR06A	09NOV08
FC_013	0		09NOV08
Traction Electrification			
Contract Summary			
TES_001	1,306*	11JAN05A	08AUG08
TESM10A_2	0		15FEB08*
TESM10B_2	0		12APR08
TESM10C_2	0		17JUN08*



Nonconformance Report Logs

Contract: Maintenance and Storage Facility

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
006	Retaining Walls and ADOT Box Culvert are missing Weep Holes. The geo-composite drain is improperly installed, etc.	4/28/05		Contractor has not responded. Was discussed in weekly progress meeting. Contractor will not be paid for the work until resolution of NCR.	Contractor has completed the coring of the weepholes and is in process of completing minor details for completion. Estimated closure of NCR 7/1/06
012	Power Manhole at Station 9+18 – numerous conduit discrepancies.	7/14/05	CLOSED 6/12/06		
014	Hand Rail on MSE wall and YL Bridge does not meet specification finish requirements	8/19/05		Contractor's response unacceptable. Meeting held with subcontractor 10/4/05. Contractor has agreed to perform weld repairs. Weld repairs were unacceptable.	Repairs have been started, however, completion is estimated 7/15/06
018	Paint on faying surfaces of Steel Beams	11/11/05	CLOSED 6/27/06		



020	MOE: Structural Steel beams – Plug Welding Holes – RFI 690	11/14/05	CLOSED 6/27/06		
024	OCS FTF-B Feeder Foundation – Spare conduit placement	1/17/06		No response from GEC to date.	Completion date 7/15/06
026	Core Hole in MOE Basement	2/15/06	CLOSED 6/27/06		
028	Structural Steel Installation – Lack of Continuous Welding Inspection	2/16/06	CLOSED 6/27/06		
030	Shop Priming	3/01/06		Response received.	Erector rework to be complete by 6/30/06
032	Welds at MOE East Stair Tower	3/13/06	CLOSED 6/20/06		
035	Wrong dimensions for MOE Mezzanine Platform stairs	3/23/06			Received SSWJV response on 4/11/06 Awaiting GEC review and concurrence. Due 7/15/06
036	Tree Size	5/25/06		Contractor response unacceptable.	Resolution due 7/30/06
037	Damage Manual Switch Stand	6/05/06		Contractor response unacceptable.	NCR response to be resolved by 7/30/06
038	Metal Roof and Wall Panel System	6/6/06	CLOSED 6/27/06		
039	Structural Steel Field “Touch Up” Painting.	6/07/06			Work is in progress. Estimated completion 7/30/06



Contract: Line Section 1

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
003	Fire Hydrant Bonding	4/20/06		RFI 140 has been submitted for review.	Estimated resolution 7/15/06
004	Restraining straps not installed per details	5/31/06		Response received. Sent to GEC 6/27/06 for concurrence.	
005	Coupler installed was not bonded	5/31/06		Response received. Sent to GEC 6/27/06 for concurrence	

Contract: Line Section 2

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
002	Design pattern and finish on concrete for handicap ramp is incorrect and does not meet specification	12/6/05		Rework has been completed.	Awaiting COP concurrence on rework. Estimated closure 8/1/06
004	Sidewalk Ramp	1/11/06		Response received. Contractor will employ new subcontractor to repair.	Awaiting COP concurrence on rework. Estimated closure 8/1/06
005	Sidewalk Ramp	1/11/06		Response received. Contractor will employ new subcontractor to repair.	Awaiting COP concurrence on rework. Estimated closure 8/1/06
006	Sidewalk Ramp	1/11/06		Response received. Contractor will employ new subcontractor to repair.	Estimated completion 8/1/06



007	Sidewalk Ramp Detail C	1/11/06		Response received. Contractor will employ new subcontractor to repair.	Estimated completion 8/1/06.
008	Curb and Gutter not to MAG Std. Dtl. 220 Type A	1/16/06		Response received. Contractor will employ new subcontractor to repair.	Estimated completion 8/1/06.
009	Cracks on the raised retaining wall	4/24/06		No response to date.	RE to request response by 7/15/06
010	Sidewalk not sloped to correct direction	6/02/06			
011	Flow-thru Guideway Curb Steel Fabrication	6/12/06			
012	Concrete mix design number used to pour collar on Manhole No. 6 not approved	6/13/06			

Contract: Line Section 3

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
011	Pedestrian Stairway Installation at Civic Plaza Garage stair height not uniform	5/15/06		RE to resolve with Contractor to repair to meet Code.	Estimated closure 8/1/06
012	No concrete sampling and testing taken by AWC test laboratory	5/12/06	CLOSED 6/05/06		
013	OCS Foundation WTN and 226 concrete breaks low	5/17/06	CLOSED 6/05/06		



014	Rebar mat not detailed per drawing.	6/12/06	CLOSED 6/27/06		
015	Tool joints at left track guideway	6/14/06	CLOSED 6/27/06		
016	Track Drain	6/14/06	CLOSED 6/27/06		
017	OCS Feeder Foundation Assembly	6/23/06			

Contract: Line Section 4

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
003	MAG B Concrete used where MAG A is required	6/08/06		SSWJV requests 28 day breaks to see if meets MAG A requirements	
004	Embedded Track Slump not met	6/13/06		SSWJV requests 28 day breaks to see if meets PSI requirements	
005	Low Concrete Cylinder breaks at 28 days	6/23/06			
006	Insufficient Opening in Scupper	6/26/06			

Contract: Line Section 5

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
001	Agency Furnished Products, Storage Handling deficiencies	4/3/06			No response from Contractor.



Contract: Tempe Town Lake Bridge

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
002	Asphalt Concrete Pavement – Lakeview Drive	4/13/05		NCR-002 to stay open until completion of Contract in case pavement deteriorates.	If repair required 7/06
015	Low Concrete Cylinder Break on Bridge Deck Pour No. 21	6/20/06	CLOSED 6/22/06		Core was taken and met over the 28 day psi requirements.

Contract: MP2 Concrete Crossties

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
004	Concrete Tie Spalling	11/15/05		No response to date from CXT.	J. Reyna to contact CXT for response. Estimated date 7/17/06. Money is being held until response and repairs are complete. Contractor will repair after track installation is completed at the MSF. Estimated date 8/1/06
005	Concrete Crossties – Damaged and Workmanship	11/29/05		Response received 12/21/05	Corrective action to be performed by 8/1/06



Contract: Traffic Signal Hardware

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
001	Traffic Signal Hardware – Nonconforming Paint.	11/07/05		All panels have been returned to Contractor for repair. Twenty panels have been repaired, 30 panels left to be repaired and delivered.	Estimated date of completion of repairs 7/31/06

Contract: MP5 Ballasted Special Trackwork

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
006	Damaged concrete ties No. 6 Turnout (Y24 & 25 Turnouts)	9/15/05		Contractor has responded and will repair ties.	SSWJV to perform rework at no cost to VMR. Estimated completion 8/1/06
009	Guard Rail Flangeway width low.	11/16/05		Response received from Contractor.	NCR will not be completed and closed until all are inspected, not just ones identified on this NCR. To date 27 out of 37 have been inspected. Estimated completion date 8/1/06.

Contract: MP8 Girder Rail

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
009	Flawed girder rails at LS5 welding site.	4/25/06		Contractor has responded and is in process of testing all nonconforming rails.	Completion of testing and final report estimated 8/1/06



010	Girder Rail Indications	5/17/06		Contractor has responded and is in process of testing all nonconforming rails.	Completion of testing and final report estimated 8/1/06
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Contract: LRT-04-014-TES – MEC NCRs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
022	Welding of OS Poles to Unapproved Welding Procedures	2/3/06		MEC in process of resolving with subcontractor	Estimated closure by 7/15/06. Awaiting resolution of NCR by GEC.
028	Poles have over spray, runs and shipping damage	3/29/06			NCR is awaiting resolution by GEC by 7/15/06
031	TPSSNo. 15 Form failure on south stem wall	4/13/06		Awaiting approval of repair submitted 4/25/06.	Estimated closure 7/15/06.
032	TPSSNo. 2 Communications Duct Bank Encased in Slurry Mix	4/13/06		Awaiting approval of repair submitted 4/25/06.	Estimated closure 7/15/06.
034	TPSS 15 1 st lift grout under specified strength	5/3/06			No approved disposition to date. SSWJ has submitted use-as-is disposition for GEC approval.



035	TPSS 15 2 nd lift mortar under specified strength	5/4/06			No approved disposition to date. SSWJ has submitted use-as-is disposition for GEC approval.
036	TPSS 15 3 rd strength grout under specified strength	5/10/06			No approved disposition to date. SSWJ has submitted use-as-is disposition for GEC approval.
037	TPSS 1 masonry control joint missing	5/11/06	CLOSED 6/28/06		
038	TPSS 15 Masonry damproofing damage and voids	5/23/06	CLOSED 6/28/06		
039	OCS Poles – Deformations caused by heat straightening	5/26/06			Awaiting concurrence by GEC. Estimated date 7/15/06
040	OCS Poles – Dimensional tolerance of out of roundness not achieved.	5/26/06			Awaiting concurrence by GEC. Estimated date 7/15/06
041	Unacceptable SFRM Substrate from Special Inspection with no follow-up inspection	5/31/06		MEC has requested use-as-is with retest.	Estimated closure 7/15/06
042	TPSS No. 8 and 9 – Condensate to Seepage Pit	6/1/06	CLOSED 6/28/06		
043	TPSS-2 Initial mortar bed for the curtain wall exceeds 1”	6/13/06		MEC has requested use-as-is	Awaiting concurrence by GEC. Estimated date 7/15/06



044	TPSS-2 Workmanship on 3 rd lift CMU unacceptable	6/16/06	CLOSED 6/28/06		
045	TPSS-1,2,8,9,15 CMU layout incorrect	6/21/06		MEC has requested use-as-is	Awaiting concurrence by GEC. Estimated date 7/15/06
046	TPSS-1 Mortar on 2 nd lift has low compression tests	6/28/06			

Contract: LRT-04-014-TES – CAC NCRs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
014	TPSS No. 2 CMU Installation	6/16/06			CAC requests SCRAP.
S2006-001	Lack of adequate inspection personnel; lack of inspection and surveillance reports, lack of inspection and failure to implement an internal and external audit program.	5/17/06		MEC provided response; however it was unacceptable.	MEC to provide new response by 6/30/06.
S2006-002	Lack of inspection and surveillance reports	5/17/06		MEC provided response; however it was unacceptable.	MEC to provide new response by 6/30/06.



Contract: Signals and Communications – MEC NCR's

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
003	Signal Building 4 Grout low on 28 day compressive strength	4/24/06			No approved disposition to date. SSWJ has submitted use- as-is disposition for GEC approval.

Contract: LRT-04-014-S&C – MEC AFRs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
AFR- HMM-06- 001-02	HMM design drawings	1/16/06		HMM PE to date seal on VMR copy of drawings	About half of drawings have been dated; awaiting return of PE to complete. Estimated completion 8/1/06

Contract: LRT-04-014-TES –MEC AFR's

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
SFT-06-001	Design review deficiencies	2/13/06			Draft response received. Unacceptable. Awaiting further response. Due by 5/15/06. MEC has received new responses and will forward to Lead Auditor for review by 7/31/06



SFT-06-002	Discipline checking not documented on check prints.	2/13/06			Draft response received. Unacceptable. Due by 5/15/06 MEC has received new responses and will forward to Lead Auditor for review by 7/31/06
SFT-06-003	All client comments were not incorporated in the final design review.	2/13/06			Draft response received. Unacceptable. Due by 5/15/06. MEC has received new responses and will forward to Lead Auditor for review by 7/31/06

Contract: CAC Owner Furnished Material Procedure Audit A05-01 QARs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A05-01-03	Contractor submittal for storage and handling of OFM not submitted.	11/15/05		Email to RE's to obtain submittals	Auditor to review corrective action by 05/15/06. Awaiting Line Section 2 CDRL, which was rejected and required to be resubmitted.

Contract: MSF Contractor Audit A05-02

NCR/QAR No.	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A05-02-01	Receiving inspection nonconformances	12/28/05	CLOSED 06/29/06		



Contract: MSF Contractor Audit A06-05 QARs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A06-05-01	Implementation of document control procedure	CLOSED 6/27/06			
A06-05-02	Nonconformance deficiencies	CLOSED 6/27/06			

Contract: PCL TTLB Contractor Audit A06-06 QARs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A06-06-02	Preparatory meetings	04/06/06		Provide copies of alternate documentation of Hold & Witness points for 3 Preparatory Meetings; henceforth document such on Agency form.	Response received 05/26/06. Additional info needed; due by 07/31/06.

Contract: SSWJV Line Section 4 Contractor Audit A06-02 QARs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A06-02-01	Receiving inspection nonconformances	1/26/06	CLOSED 6/1/06		
A06-02-02	Traceability nonconformances	1/26/06	CLOSED 6/1/06		

Contract: SSWJV Line Section 4 Contractor Audit A06-07 QARs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A06-07-01	Review of field office documents	04/24/06	CLOSED 6/1/06		
A06-07-02	Incomplete NCR responses	4/24/06	CLOSED 6/1/06		



Contract: AWC Line Section 3 Contractor Audit A06-03 QARs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A06-03-01	No receiving inspection logs	2/23/06			Response received 04/03/06; discussion held with Contractor on 04/25/06; Contractor to send revised response by 05/15/06. Revised Response received 05/17/06. Further discussion needed. Meeting held 06/28/06 to discuss resolution. Contractor response is unacceptable. T. Cottrill to write letter by 07/15/06 to LS3 Project Manager instructing LS3 to comply with receiving inspection requirements. Estimated resolution by 7/31/06

Contract: SSWJV Line Section 5 Contractor Audit A06-04 QARs

NCR/QAR No	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A06-04-01	No receiving inspection logs	Withdrawn 6/13/06			



Contract: CAC MSF RE Audit A06-08 QARs

QAR No.	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A06-08-01	Maintaining working set of Contract Drawings	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.
A06-08-02	Maintaining a Daily Diary	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.
A06-08-03	Monitoring required vs. received Contractor CDRLs	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.
A06-08-04	Confirming Contractor filing system & records	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.



A06-08-05	Documenting REPAIR & USE-AS-IS NCR dispositions; and documenting re-inspection of REPAIR & REWORK NCR dispositions	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.
A06-08-06	Use of test lab Call Notification Form and Maintenance of Verification Test Log	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.
A06-08-07	Preparation of IDRs for Contractor non-work days; and documenting deficient conditions in IDRs that lead to NCRs	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.

Contract: CAC TLB RE Audit A06-10 QARs

QAR No.	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A06-10-01	Maintaining Drawing Control Log	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.



A06-10-02	Tracking required vs. received Contractor CDRLs	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.
A06-10-03	Confirming Contractor filing system & records	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.
A06-10-04	Documenting re-inspection of REPAIR & REWORK on NCR Form	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.
A06-10-05	Documenting completion of NCR Corrective Actions in Inspector's Daily Reports	05/23/06			Response due 06/07/06. CAC QA Mgr. reviewing responses of QARs to determine if RE Manual revision is required.

Contract: CAC LS4 RE Audit A06-12 QARs

NCR/QAR No.	Subject	Date Open	Date Closed	Planned Resolution	Remarks
A06-12-01	Noting RFI responses on working set of as-built drawings	06/22/06			Response due 07/17/06



A06-12-02	Verifying Contractor compliance to filing system and records storage requirements	06/22/06			Response due 07/17/06
A06-12-03	Not completing IDR for non-work days.	06/22/06			Response due 07/17/06
A06-12-04	Not always noting discovery of deficient conditions that lead to NCRs, in IDRs.	06/22/06			Response due 07/17/06



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
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
LAN	Local Area Network
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
METRO	Valley Metro Rail
MPH	Miles Per Hour



MSF	Maintenance and Storage Facility
MUTCD	Manual on Uniform Traffic Control Devices
NEC	National Electrical Code
NEMA	National Electrical Manufacturers Association
NESC	National Electrical Safety Code
NFPA	National Fire Protection Association
NRHP	National Register of Historic Places
OCC	Operations Control Center
OCS	Overhead Contact System
O&M	Operations And Maintenance
OPS	Operations
PA	Public Address
PAN	Pantograph
PBAX	Telephone Private Exchange And Controls
PCI	Prestressed Concrete Institute
PED	Pedestrian
PMC	Program Management Consultant
PNR	Park-and-Ride
PSF	Pounds Per Square Foot
PSI	Pounds Per Square Inch
PTZ	Pan Tilt Zoom
QA	Quality Assurance
QC	Quality Control
RE	Registered Engineer
RFI	Request For Information
RPM	Revolutions Per Minute
R/W	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