



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project

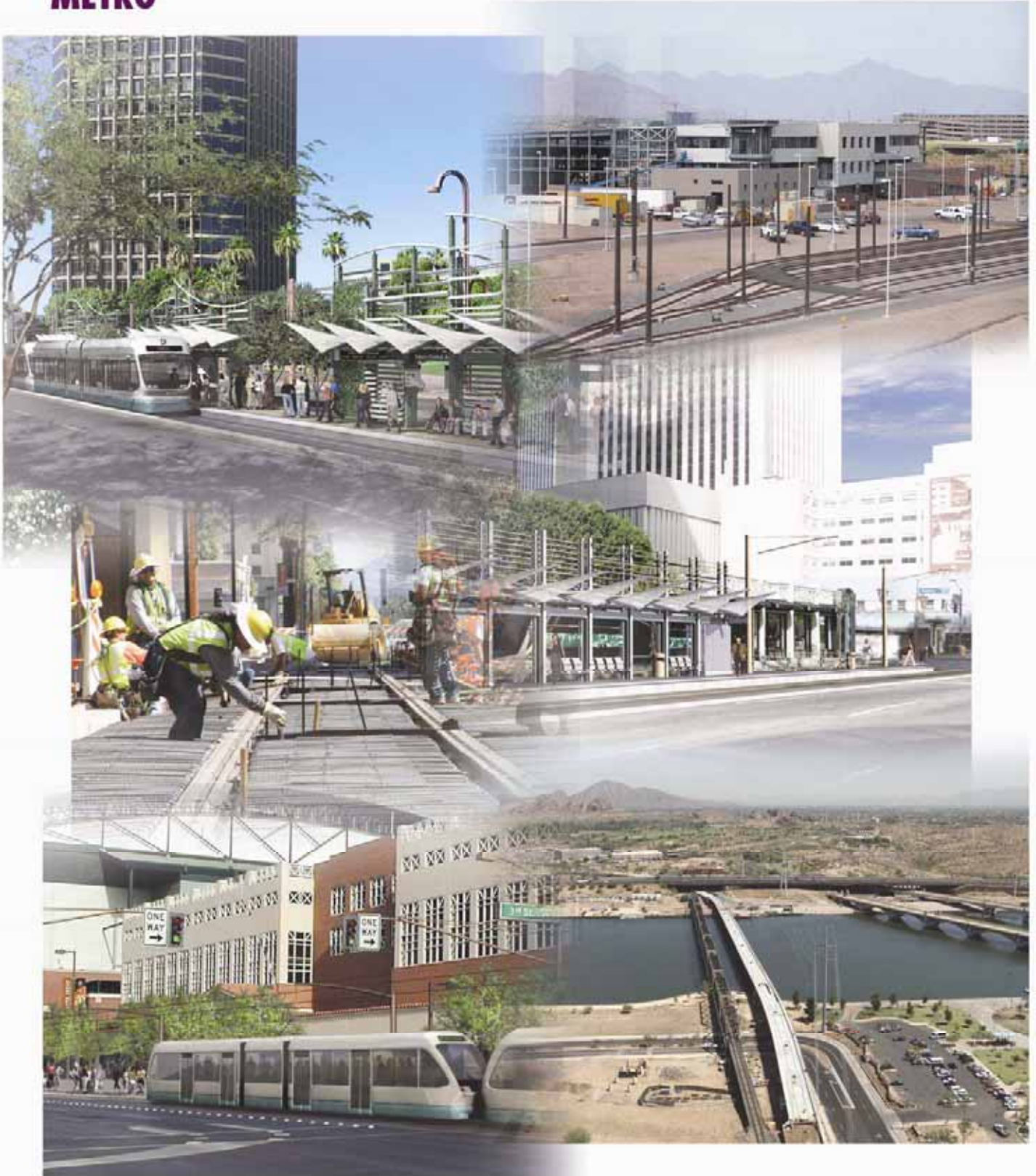




Table of Contents

| | |
|--|-----|
| 1. Executive Summary | 3 |
| • Map of Corridor | 4 |
| • Contract Log..... | 5 |
| 2. Cost Overview | 6 |
| • Project Budget Status | 9 |
| • Plan vs. Actual | 11 |
| • Current vs. Baseline | 11 |
| • Contingency Drawdown | 12 |
| • CNPA Project Budget Status..... | 13 |
| 3. Schedule Overview | 15 |
| • Critical Path..... | 17 |
| • Procurement Bid Status Report..... | 20 |
| 4. Quality Assurance | 21 |
| 5. Public Involvement | 25 |
| 6. Disadvantage Business Enterprise Program..... | 30 |
| • DBE Program Overview | 32 |
| 7. System Safety and Security | 33 |
| 8. Environmental Management | 35 |
| 9. Real Estate..... | 37 |
| 10. Utilities..... | 40 |
| • Prior Rights Utility Cost Status | 46 |
| 11. Architecture | 47 |
| • Public Art..... | 47 |
| • Station Finishes..... | 49 |
| 12. Facilities | 53 |
| • Line Section 1 | 53 |
| • Line Section 2 | 58 |
| • Line Section 3 | 62 |
| • Line Section 4 | 67 |
| • Line Section 5 | 72 |
| • 48 th Street Bridge Replacement | 77 |
| • Town Lake Bridge | 78 |
| • Maintenance and Storage Facility | 81 |
| • Park-and-Ride | 85 |
| • Track Material Procurement..... | 87 |
| • Traffic Signal Procurement..... | 89 |
| • Underfloor Wheel Profiling Machine..... | 91 |
| 13. Systems | 92 |
| • Automated Fare Collection System..... | 92 |
| • Light Rail Vehicle | 95 |
| • Signals and Communications..... | 100 |



- Traction Electrification System 105
- 14. Appendix 111
 - Presentation Schedule 111
 - Acronyms 121



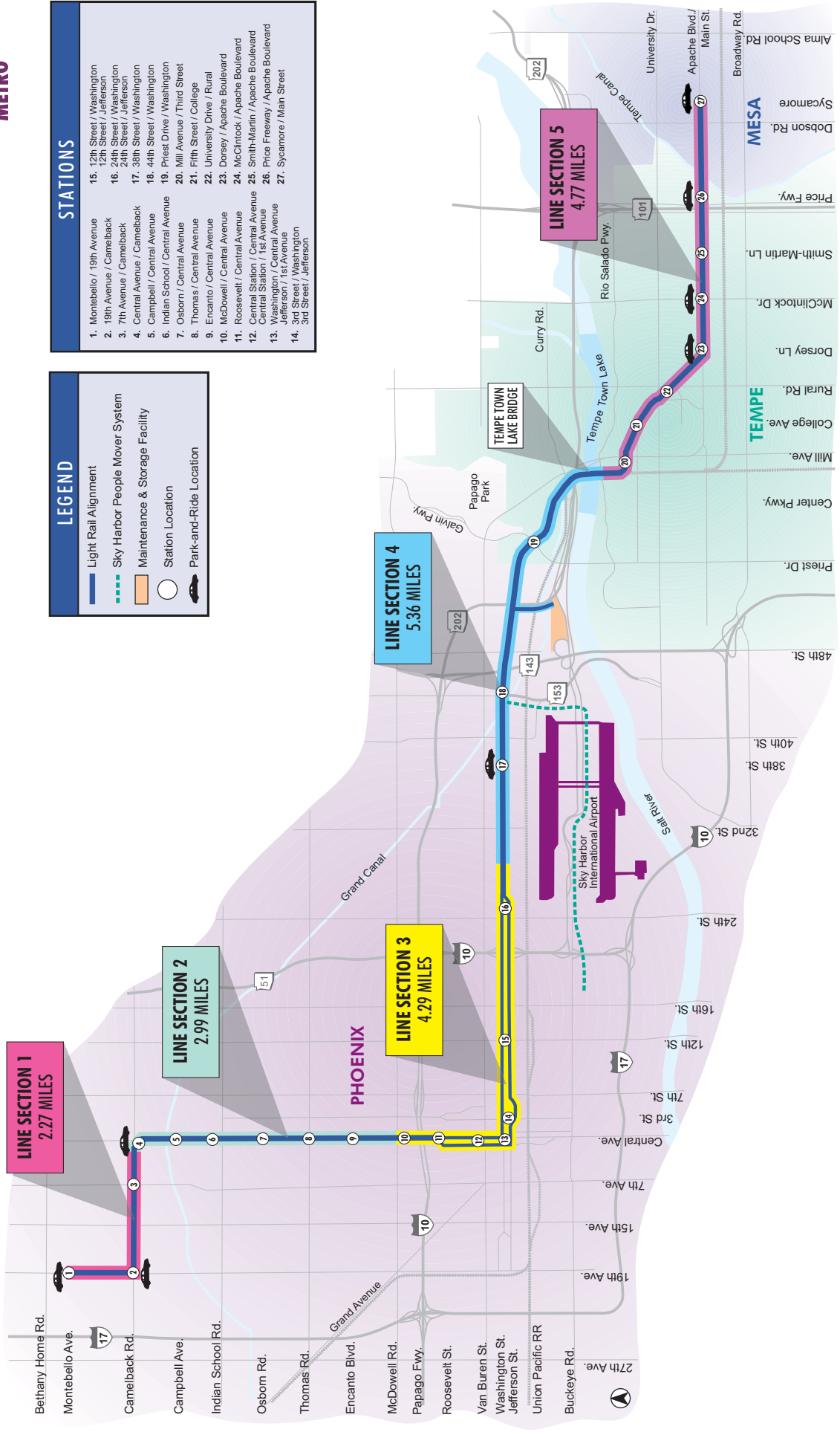
1. Executive Summary

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 \$1,412,000,000 Billion, with a Revenue Operations Date of December 2008.

Major milestones/accomplishments this month include the resumption of construction along 19th Avenue on LS 1, both by the private utility companies and by the contractor. The LS 2 contractor has also begun guideway excavation along Central Avenue, including that for the Campbell Station foundation, and has also begun rail welding operations. The LS 3 contractor has completed guideway installation in segment 1 (Central – Washington to Polk) and has set T-rail on southbound and northbound side of Deck Park Bridge. The LS 4 contractor has substantially completed guideway from 48th Street to Center Parkway. The LS 5 contractor has shifted traffic to the completed south side of the Tempe Canal Bridge, and begun demo and new construction on the north side, as well as completing necessary work on the ASU campus prior to the start of the school year and football season. The Town Lake Bridge contract was substantially completed this month, highlighted by a successful bridge lighting test on August 21st. The SES equipment necessary to provide permanent power on the MSF contract was successfully delivered this month, keeping the MOE building on schedule for temporary occupancy in October.

The project remains on schedule and within budget. Fewer than 30 ROW parcels are not yet under City control, and only a small number of those are negatively impacting construction. Eighteen additional parcels came under City control since last month, and 28 additional parcels became available for construction. Presently, 96 percent of the required properties are now under City control and 89 percent of the properties are available for construction. Now that the revised Master Schedule has been issued, attention turns to negotiations with contractors. During the last month, follow-up meetings continued with the Line Section Contracts, TES, S&C and Station Finishes. These reviews are now focusing on the development of the contractors' revised detailed schedules, supporting the new Master Schedule. There continues to be a forecast of sufficient contingency remaining to complete the project within budget.

LIGHT RAIL STARTER SEGMENT



METRO
CONTRACT LOG -AUGUST 2006

| ITEM | CONTRACT NUMBER | CONTRACT DESCRIPTION | CONTRACTOR |
|--|-----------------|---|--|
| 1. PROGRAM MANAGEMENT & ENGINEERING | | | |
| 1 | LRT-99-001 | GEC - DEIS/FEIS/PE | Parsons Brinckerhoff Quade & Douglas |
| 2 | LRT-02-001 | GEC - Final Design | Parsons Brinckerhoff Quade & Douglas |
| 3 | LRT-02-001 | GEC - DSDC | Parsons Brinckerhoff Quade & Douglas |
| 4 | LRT-98-001-PMC | Project Management Consultant | S.R. Beard & Associates LLC and Parsons Transportation Group, Inc., a Joint Venture |
| 5 | LRT-03-005-CAC | Construction Administration Services | Post, Buckley, Schuh & Jernigan, Inc., and PGH Wong Engineering, Inc., a Joint Venture |
| 2. CONSTRUCTION | | | |
| 6 | LRT-03-007-B48 | 48th Street Bridge Replacement | FNF Construction, Inc. |
| 7 | LRT-04-017-MSF | Maintenance & Storage Facility (MSF) | Sundt/Stacey & Witbeck, Joint Venture |
| 8 | LRT-04-020-LS1 | Line Section 1 | Kiewit Western Co |
| 9 | LRT-04-019-LS2 | Line Section 2 | Herzog Contracting Corp |
| 10 | LRT-04-021-LS3 | Line Section 3 | Archer Western Contractors |
| 11 | LRT-04-018-LS4 | Line Section 4 | Sundt/Stacey & Witbeck, Joint Venture |
| 12 | LRT-04-022-LS5 | Line Section 5 | Sundt/Stacey & Witbeck, Joint Venture |
| 13 | LRT-05-042-PNR | Park and Rides | Undetermined |
| 14 | LRT-04-028-SF | Station Finishes | Archer Western Contractors |
| 15 | LRT-04-040-TLB | Town Lake Bridge | PCL Civil Constructors, Inc. |
| 16 | LRT-05-036-WPM | Wheel Profiling Machine | Simmons Machine Tool Corp |
| 3. SYSTEM ELEMENTS | | | |
| 17 | LRT-03-001 | Light Rail Vehicles (LRV) | Kinkisharyo International, L.L.C. and Mitsui & Co. (U.S.A), Inc., CPEV Joint Venture |
| 18 | LRT-04-039-S&C | Signals and Communications | Mass Electric Corp. |
| 19 | LRT-04-014-TES | Traction Electrification System | Mass Electric Corp. |
| 20 | LRT-06-053-FCS | Fare Collection System | Scheidt & Bachmann USA, Inc. |
| 21 | LRT-06-071-LCM | Light Rail Car Mover | Brandt Road Rail Corp |
| 4. PUBLIC ART | | | |
| 22 | 02-002-04 | LS4 Design Team Artist/Station Artist | Laurie Lundquist |
| 23 | 02-002-03 | LS2 Design Team Artist/Station Artist | Ilan Averbuch |
| 24 | 02-002-04 | LS1 Design Team Artist/Station Artist | Robert Adams |
| 25 | 02-002-05 | LS5 Design Team Artist/Station Artist | Norie Sato/Bill Will |
| 26 | 02-002-01 | LS3 Design Team Artist | Janet Zweig |
| 27 | 05-041-ART | Bridge Design Team Artist | Buster Simpson |
| 28 | 02-002-07 | LS3 Design Team Artist | Laurie Lundquist |
| 29 | 02-002-08 | LS3 Design Team Artist | Robert Adams |
| 30 | 02-002-09 | 44th Street Station Artist | Mona Higuchi |
| 31 | 02-002-10 | 38th Street Station Artist | Stuart Keeler/Michael Machnic |
| 32 | 02-002-11 | Central / Roosevelt Station Artist | Peter Richards |
| 33 | 02-002-12 | Central / McDowell Station Artist | Michael Maglich |
| 34 | 02-002-13 | First Street Station Artist | Stephen Farley |
| 35 | 02-002-14 | Third Street Station Artist | Cliff Garten |
| 36 | 02-002-15 | Central Station, Station Artist | Ries Niemi |
| 37 | 02-002-16 | 12th Street Station Artist | Victor Zaballa |
| 38 | 02-002-17 | Fifth Street / College Station Artist | Tad Savinar |
| 39 | 02-002-18 | Central / Campbell Station Artist | Al Price |
| 40 | 02-002-19 | Central / Indian School Station Artist | Mary Lucking |
| 41 | 02-002-20 | Central / Osborn Station Artist | Thomas Sayre |
| 42 | 02-002-21 | Central / Thomas Station Artist | Brian Goldbloom |
| 43 | 02-002-23 | Third Street / Mill Station Artist | Catherine Widgery |
| 44 | 02-002-24 | Apache Stations - Lighting Artist | Dan Corson |
| 45 | 02-002-25 | Apache Stations - Cultural Weave Artist | Christine Bourdette |
| 46 | 02-002-26 | Apache Stations - Vertical Objects Artist | Suikang Zhao |
| 47 | 02-002-27 | Apache Stations - Paving Artist | Benson Shaw |
| 48 | 02-002-28 | Longmore Station Artist | Brad Konick |
| 49 | 02-002-29 | 19th Avenue / Camelback Station Artist | Josh Garber |
| 50 | 02-002-30 | 7th Avenue / Camelback Station Artist | Nubia Owens |
| 51 | 02-002-31 | 24th Street Station Artist | Kevin Berry |
| 52 | 02-002-32 | Central / Encanto Station Artist | Jamex & Einar de la Torre |
| 5. MISC. CONSTRUCTION & SERVICES | | | |
| 53 | LRT-05-046-ERS | Environmental Remediation Service | Environmental Response Inc |
| 54 | LRT-04-031-PCS | Power Consulting Services | RW Beck |
| 55 | LRT-06-052-MF | Modular Furniture | Faciltec, Inc. |
| 56 | LRT-06-065-TCS | Telecom Carrier Services | Time Warner Telecom |
| 57 | LRT-06-057-WLI | WAN/LAN and IPT Voice Sys Equipment | Calence, Inc. |
| 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 | Clifton 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-MP1 | Rail (MP1) | Progress Rail Corporation |
| 65 | LRT-04-010-MP2 | Concrete Crossties (MP2) | CXT Inc |
| 66 | LRT-04-030-MP5 | Ballasted Special Trackwork (MP5) | VAE Nortrak North America Inc |
| 67 | LRT-04-032-MP8 | Girder Rail (MP8) | VAE Nortrak North America Inc |
| 68 | LRT-04-033-MP9 | Girder Rail Special Trackwork (MP9) | VAE Nortrak North America Inc |
| 69 | LRT-04-015-MP3 | Traffic Signal Hardware (MP3) | Various |
| 70 | LRT-06-072-SE | Shop Equipment for Maintenance Facility | Wissota Supply Company, Inc |
| 7. FUTURE LIGHT RAIL EXTENSIONS | | | |
| 71 | LRT-06-050-DCS | Design Criteria & Standards | Stantec Consulting |
| 72 | LRT-06-055-PSS | Planning Support Services | HDR Engineering, Inc. |



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 \$33,162,167 of the available \$84,536,664 planned contingency. Including \$10,607,071 Project Reserve, this leaves \$62,041,161 of contingency funds available to the project.

The project is 47.3 percent complete. The planned percent is still being evaluated to reflect the recently approved revised baseline schedule. Construction is 36.2 percent complete.

Since the last reporting period, the contingency decreased by \$187,600.

Program Management & Administration

Forecast is below budget. No major draws on contingency in this contract unit are anticipated. This period the contingency forecast was reduced by \$5,000,000 and reallocated to cover additional costs forecasted for engineering.

Program Management Consultant

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

City Administration

Forecasts are per agreements with the cities.

Right-of-Way Acquisition

Forecast is being evaluated.

PE/FEIS Engineering

Activity is complete.

Engineering

The final design budget and its associated contingency total \$82,800,000. To date, \$81,700,000 has been incurred. Work remaining consists of change orders, completion of Park-and-Rides design and vehicle engineering support.

The Design Services During Construction (DSDC) budget totals \$14,900,000 and \$12,100,000 of this has been expended. METRO has \$1,600,000 of contingency available to fund further work. The forecast for DSDC was increased by \$5,000,000 this period in anticipation of necessary increased costs to provide the level of DSDC that has been required. Further evaluation is in progress in anticipation of a required November Board action.



Owner Furnished Equipment/Materials

Forecasts are within budget. The work is 80 percent complete.

Light Rail Vehicles

Contingency appears to be sufficient to fund the work remaining.

Facilities

Facilities work is 36.2 percent complete. Executed and pending change orders are expected to utilize \$16,400,000 of the \$33,100,000 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. Portions of the work are being performed by the line section contracts for schedule mitigation reasons.

Systems

Systems work is 22.4 percent complete. Remaining contingency is at 89 percent of the contingency 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 appears 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 \$7,300,000.



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, one new CNPA was initiated for work at the Rojo Lofts for a total of \$81,998. There were two change orders processed for City of Phoenix Water Services Department. Work continues on finalizing changes to the fiber optic work occurring throughout the alignment.

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

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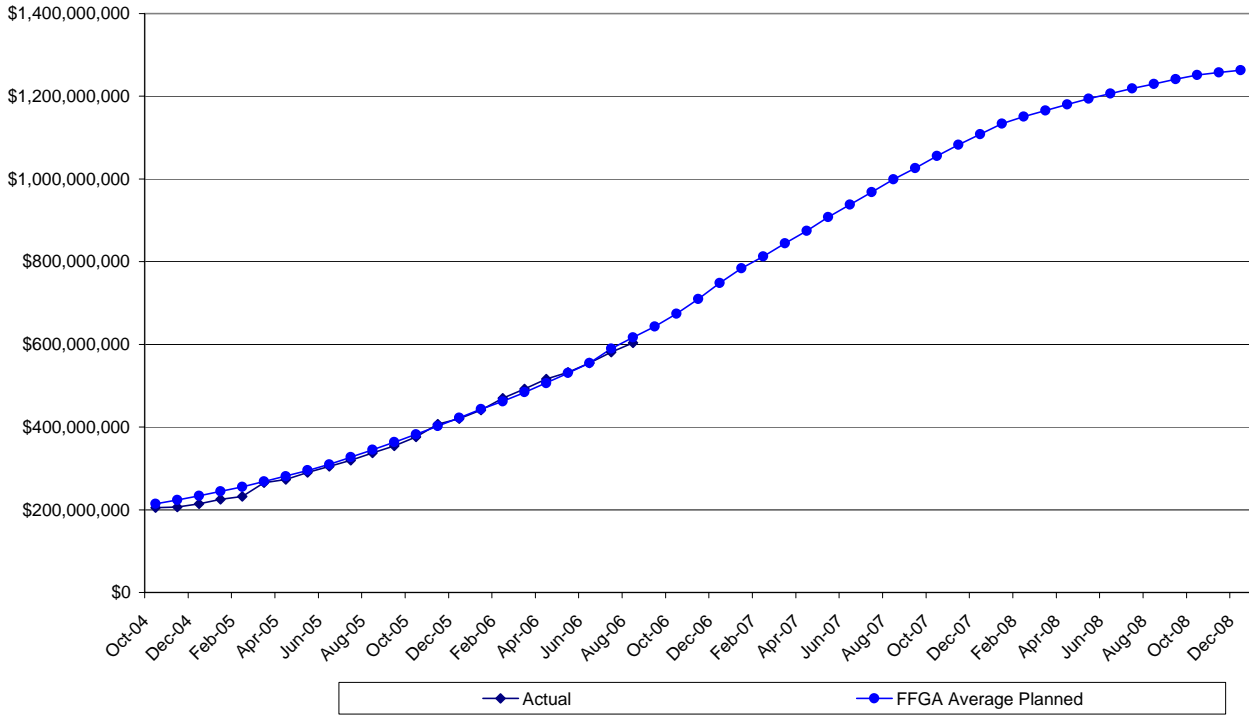
| Element | Description | FFGA Attachment 3 | Board Revised Budget | Current Actual \$ (To Date) | Forecast | Variance |
|--------------------------------|--|----------------------|----------------------------|-----------------------------------|----------------------|-----------------------|
| 50 | LS1 19th Ave/Bethany - Camelback/Central | \$27,130,856 | \$40,991,524 | \$9,170,513 | \$41,047,524 | (\$56,000) |
| 51 | LS2 Camelback/Central - McDowell Road | \$38,004,059 | \$49,177,296 | \$8,491,283 | \$49,262,431 | (\$85,135) |
| 52 | LS3 McDowell Road - 28th Street | \$63,981,654 | \$81,136,831 | \$21,546,673 | \$81,320,286 | (\$183,455) |
| 53 | LS4 28th Street - N Approach to Town Lake | \$46,622,020 | \$51,957,347 | \$22,868,953 | \$52,151,117 | (\$193,770) |
| 54 | LS5 1st Street - Sycamore | \$49,680,435 | \$69,659,157 | \$23,341,634 | \$69,750,466 | (\$91,309) |
| 55 | Station Finishes | \$38,701,950 | \$52,985,000 | \$2,515,176 | \$52,985,000 | \$0 |
| 56 | Park and Ride Facilities | \$15,104,339 | \$15,104,339 | \$0 | \$20,907,699 | (\$5,803,360) |
| 57 | Miscellaneous Construction | \$7,505,200 | \$4,501,200 | \$0 | \$4,501,200 | \$0 |
| 5K | Archaeological Investigations/Hazardous Material Removal | \$0 | \$1,004,029 | \$21,249 | \$1,004,029 | \$0 |
| 58 | MSF Construction/Equipment Installation | \$57,637,721 | \$63,930,517 | \$53,293,917 | \$63,543,061 | \$387,456 |
| 5G | MSF 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 | \$21,884,369 | \$20,825,570 | \$21,905,386 | (\$21,017) |
| 5B | Prior Rights Utility Relocations | \$22,938,000 | \$21,167,084 | \$9,983,630 | \$27,905,387 | (\$6,738,303) |
| 81 | Contingency | \$37,491,841 | \$16,795,221 | \$0 | \$16,422,294 | \$372,927 |
| | Facilities | \$422,341,688 | \$494,098,253 | \$174,980,841 | \$506,510,219 | (\$12,411,966) |
| 4A | Rail Procurement | \$1,306,200 | \$1,271,080 | \$1,251,101 | \$1,271,080 | \$0 |
| 4B | Concrete Crosstie Procurement | \$900,000 | \$751,492 | \$718,285 | \$751,492 | \$0 |
| 4C | Traffic Signal Hardware | \$8,060,100 | \$8,060,100 | \$6,820,471 | \$8,060,100 | \$0 |
| 4D | Ballasted 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 | Girder Rail Procurement | \$15,079,742 | \$14,526,798 | \$14,293,479 | \$14,526,798 | \$0 |
| 4G | Girder 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 | \$25,902,263 | \$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 | \$56,870,356 | \$15,779,178 | \$56,874,356 | (\$4,000) |
| 5F | Communications/Signals | \$38,220,002 | \$37,882,933 | \$8,318,459 | \$38,011,238 | (\$128,305) |
| 81 | Contingency | \$8,674,000 | \$6,008,011 | \$0 | \$5,874,106 | \$133,905 |
| | Systems | \$119,790,902 | \$107,861,312 | \$24,097,637 | \$107,861,312 | \$0 |
| Sub Total, Construction | | \$571,804,009 | \$635,798,765 | \$224,980,741 | \$647,831,635 | (\$12,032,870) |
| 4K | Vehicle Contract | \$115,501,823 | \$117,625,456 | \$15,990,522 | \$117,625,456 | \$0 |
| 4N | LRT Vehicle Contract 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 | \$125,021,733 | \$134,000,000 | (\$17,785,850) |
| 23 | ROW Contingency | \$20,081,000 | \$19,570,482 | \$0 | \$0 | \$19,570,482 |
| 20 | ROW | \$136,295,150 | \$135,784,632 | \$125,021,733 | \$134,000,000 | \$1,784,632 |

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

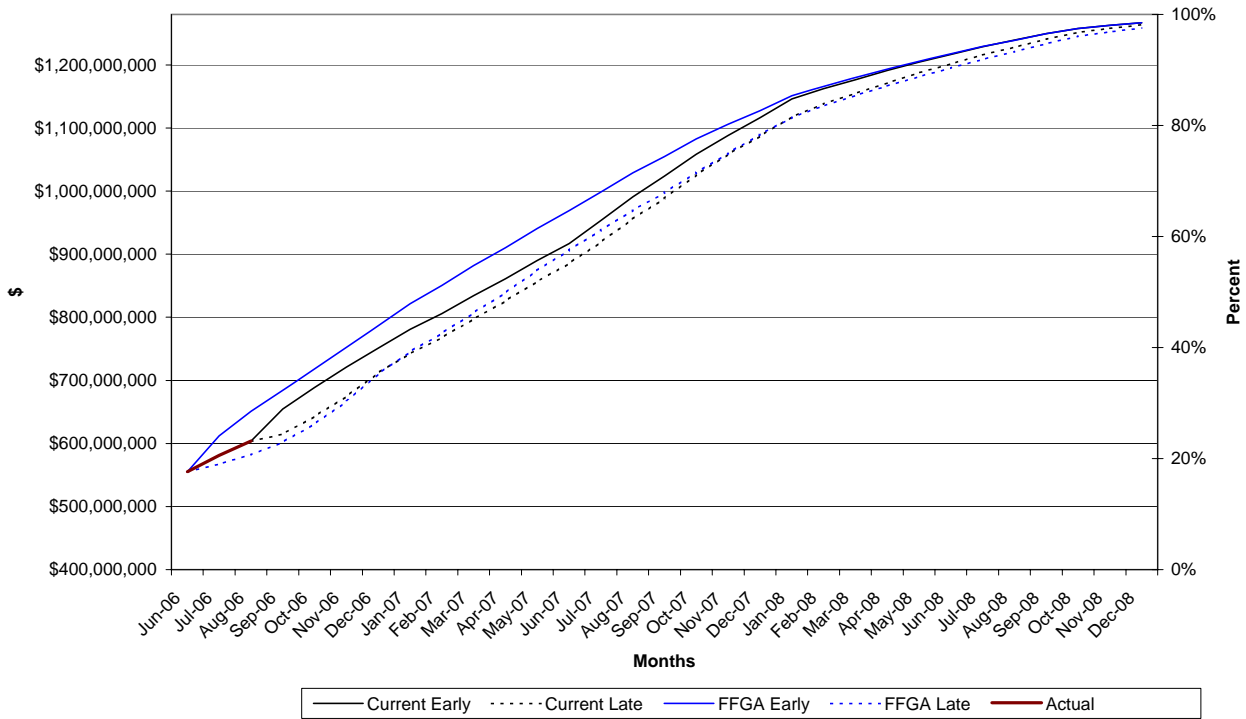
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| Element | Description | FFGA Attachment 3 | Board Revised Budget | Current Actual \$ (To Date) | Forecast | Variance |
|----------------------------|---|------------------------|----------------------------|-----------------------------------|------------------------|-----------------------|
| 30 | PE/FES Engineering | \$25,054,938 | \$25,054,938 | \$25,054,938 | \$25,054,938 | \$0 |
| 31 | Engineering | \$76,780,935 | \$75,420,547 | \$75,158,237 | \$75,912,253 | (\$491,706) |
| 4L | Vehicle Engineering | \$5,432,358 | \$4,955,358 | \$4,646,483 | \$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 | \$12,097,254 | \$19,877,262 | (\$5,000,000) |
| 33 | Engineering Contingency | \$0 | \$1,112,105 | \$0 | \$561,484 | \$550,621 |
| 34 | DSDC Contingency | \$0 | \$1,600,000 | \$0 | \$1,600,000 | \$0 |
| | Engineering | \$97,390,089 | \$99,286,435 | \$93,288,146 | \$104,292,529 | (\$5,006,094) |
| | | | | | | \$0 |
| 60 | CAC Contract | \$37,759,127 | \$38,368,729 | \$26,853,286 | \$59,401,079 | (\$21,032,350) |
| 61 | CAC Contingency | \$15,244,622 | \$1,065,984 | \$0 | \$1,065,984 | \$0 |
| | Construction Administration Services | \$53,003,749 | \$39,434,713 | \$26,853,286 | \$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 | \$23,742,469 | \$44,179,976 | \$48,340 |
| 62 | Construction Administration Services - VMR | \$1,697,232 | \$3,087,589 | \$2,051,720 | \$3,120,457 | (\$32,868) |
| 67 | CAB Program | \$0 | \$2,500,000 | \$819,080 | \$2,500,000 | \$0 |
| 21 | Administrative ROW Costs | \$696,712 | \$696,712 | \$496,844 | \$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 | \$340,365 | \$930,000 | \$0 |
| 17 | Agency Insurance Cost | \$7,000,000 | \$7,000,000 | \$3,589,429 | \$7,000,000 | \$0 |
| 18 | Administrative/Management Contingency | | \$11,910,551 | \$0 | \$1,824,969 | \$10,085,582 |
| | Program Management | \$58,507,149 | \$75,131,326 | \$35,403,433 | \$65,030,272 | \$10,101,054 |
| 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 | \$793,865 | \$981,934 | \$34,637 |
| 76 | Administrative/Management Art Program Costs | \$549,061 | \$549,061 | \$234,041 | \$501,189 | \$47,872 |
| 12 | Administrative/Management - PMC | \$32,736,326 | \$32,736,326 | \$21,653,782 | \$33,684,591 | (\$948,265) |
| 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 | \$2,539,229 | \$4,215,771 | \$865,756 |
| | Program Management Consultant | \$53,053,279 | \$53,553,279 | \$38,615,297 | \$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 | \$4,923,337 | \$5,448,000 | \$0 |
| 64 | Construction Administration Services - COP | \$8,347,000 | \$5,885,000 | \$2,651,343 | \$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 | \$263,164 | \$897,000 | \$0 |
| | City Administration | \$22,185,439 | \$22,185,439 | \$16,142,798 | \$22,185,439 | \$0 |
| 75 | Public Art Contracts | \$5,284,133 | \$6,079,659 | \$2,296,299 | \$6,079,659 | \$0 |
| 77 | Art Program Contingency | \$999,000 | \$203,474 | \$0 | \$203,474 | \$0 |
| | Public Art | \$6,283,133 | \$6,283,133 | \$2,296,299 | \$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 | \$603,668,328 | \$1,272,125,346 | (\$18,867,346) |
| 90 | Financing Costs | \$158,867,346 | \$158,867,346 | \$5,717,401 | \$140,000,000 | \$18,867,346 |
| TOTAL CP/EV PROJECT | | \$1,412,125,346 | \$1,412,125,346 | \$609,385,729 | \$1,412,125,346 | \$0 |

Plan versus Actual Costs

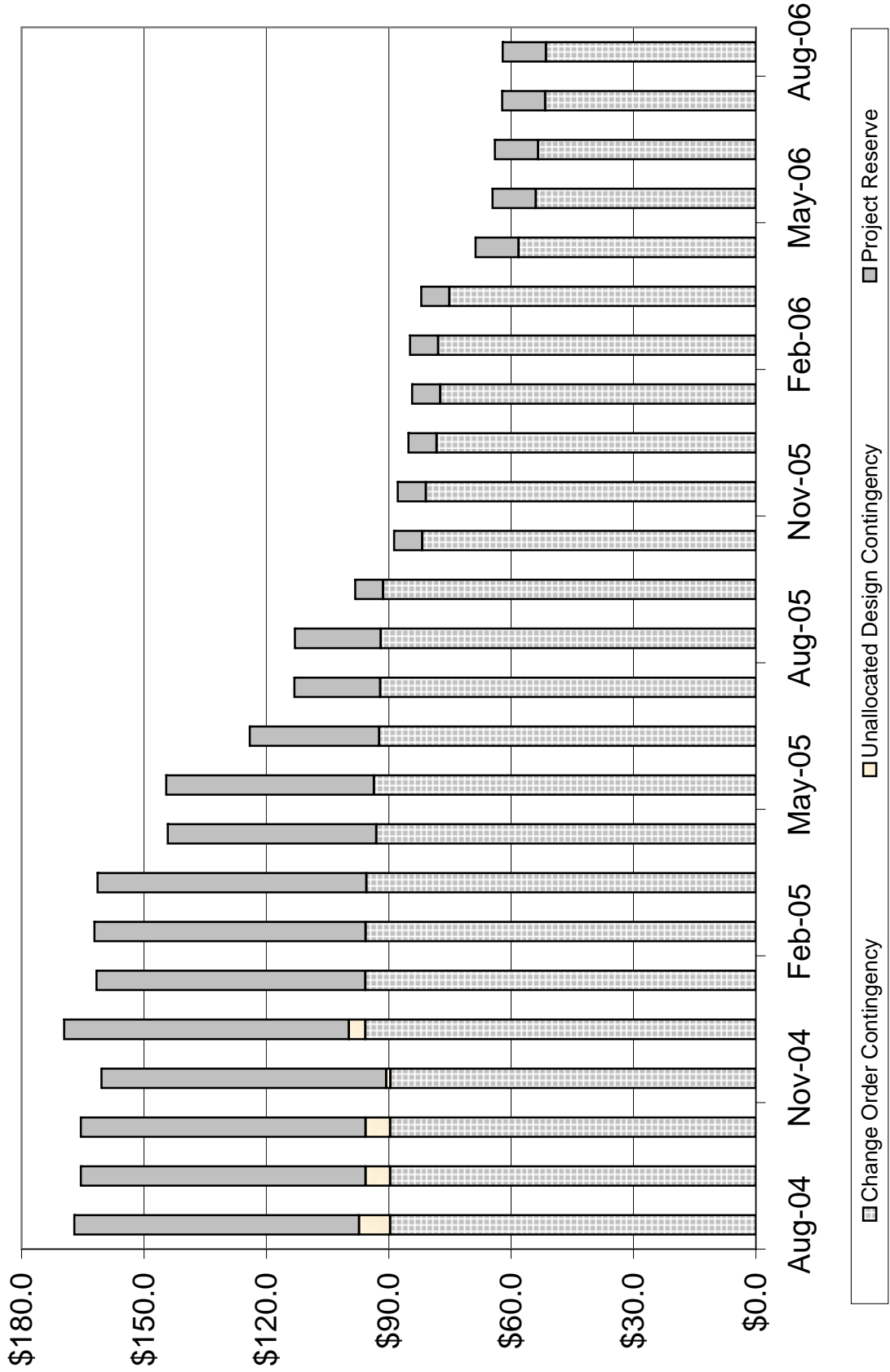


Current versus Baseline



CP/EV LRT Contingency Drawdown

\$ Million



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

2006_08

| Element | Description | Jan 2006 | | Current Actual \$ (To Date) | Forecast | Variance |
|---------|---|----------------|-------------------------|-----------------------------|--------------|-------------|
| | | Approved Total | Revised Budget/Estimate | | | |
| A1 | Bus Bays (LS2) | \$806,300 | \$806,300 | \$755,507 | \$965,311 | (\$159,011) |
| A2 | Phoenix Art Museum Left Turn Signal | \$108,770 | \$108,770 | \$19,904 | \$123,014 | (\$14,244) |
| A5 | 19th/Montebello Transit Center (SF) | \$6,344,743 | \$6,344,743 | \$2,273,413 | \$5,562,567 | \$782,176 |
| A6 | 117 Central/Camelback Transit Center (SF) | \$6,968,744 | \$6,968,744 | \$1,565,488 | \$6,678,579 | \$290,165 |
| A7 | 44th Street/Washington Transit Center Real Estate | \$4,649,580 | \$4,649,580 | \$2,680,145 | \$4,900,509 | (\$250,929) |
| B1 | Washington Street Bike Lane (LS4) | \$881,613 | \$906,604 | \$541,499 | \$930,257 | (\$23,653) |
| F4 | Civic Plaza Track Support System | \$2,208,231 | \$2,208,231 | \$155,172 | \$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/Camelback Bus Bays Relocation | | \$7,500 | \$0 | \$200,565 | (\$193,065) |
| F7 | COP Landscape Irrigation Restoration Central Ave | | \$75,000 | \$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 | \$213,922 | \$11,016 | \$213,922 | \$0 |
| H4 | Fiber Optic Backbone LS-4 (Phoenix portion) | \$289,395 | \$154,479 | \$19,128 | \$154,479 | \$0 |
| J6 | Washington/Jefferson 16th to 26th Street, Property Access | \$3,932,769 | \$4,032,015 | \$956,424 | \$4,129,599 | (\$97,584) |
| | Sub Total Public Transit Department | \$26,546,604 | \$26,565,173 | \$9,039,958 | \$26,265,020 | \$300,153 |
| A3 | 6th Lane - Camelback (LS1) | \$9,820,210 | \$9,820,210 | \$6,976,598 | \$9,820,210 | \$0 |
| D1 | Additional Street/Pedestrian Lighting (LS3) | \$492,574 | \$509,602 | \$238,893 | \$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 | \$93,485 | (\$93,485) |
| | Sub Total Streets Department | \$12,490,867 | \$12,504,895 | \$7,333,936 | \$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) |
| A7 | Washington Street Transit Center Changes | \$906,881 | \$0 | \$0 | \$0 | \$0 |
| D2 | 44th Street Station People Mover Foundation (LS4) | \$919,161 | \$806,000 | \$575,608 | \$806,000 | \$0 |
| D6 | People Mover - APS Duct Bank @ 40th Place | \$216,000 | \$216,000 | \$326,527 | \$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 | \$36,147 | \$60,000 | \$0 |
| | Sub Total Aviation Department | \$5,087,047 | \$3,964,798 | \$1,194,581 | \$3,986,226 | (\$21,428) |
| B3 | LS 1 Water/Sanitary Sewer | \$9,900,351 | \$8,793,300 | \$1,337,142 | \$8,793,300 | \$0 |
| B4 | LS 2 Water/Sanitary Sewer | \$6,255,348 | \$5,445,703 | \$895,717 | \$5,439,804 | \$5,899 |
| B5 | LS 3 Water/Sanitary Sewer | \$15,367,099 | \$14,418,694 | \$6,846,058 | \$14,513,489 | (\$94,795) |
| B6 | LS 4 Water/Sanitary Sewer | \$4,935,839 | \$5,293,954 | \$4,030,492 | \$5,293,954 | \$0 |
| B7 | Water and Sanitary Sewer Lines - 48th St. Bridge Replacement Contract | \$453,006 | \$155,767 | \$155,767 | \$155,767 | \$0 |
| J1 | Catholic Protection for Waterlines LS1 | \$1,187,352 | \$1,099,400 | \$84,700 | \$1,099,400 | \$0 |
| J2 | Catholic Protection for Waterlines LS2 | \$1,083,586 | \$979,408 | \$103,502 | \$979,408 | \$0 |
| 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 | \$36,621,846 | \$13,538,998 | \$35,731,334 | \$890,512 |
| | Total - Phoenix | \$83,768,329 | \$79,656,712 | \$31,107,473 | \$78,583,960 | \$1,072,752 |

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

2006_08

| Element | Description | Jan 2006 Approved Total | Revised Budget/Estimate | Current Actual \$ (To Date) | Forecast | Variance |
|---------|--|-------------------------------|----------------------------|-----------------------------------|--------------|------------|
| A8 | Transit Center | \$735,400 | \$1,004,069 | \$658,992 | \$1,007,234 | (\$3,165) |
| B8 | Terrace / 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 | \$48,158 | \$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 | \$199,949 | \$345,014 | \$0 |
| E5 | COT Rubberized AC Overlay LS4 | \$671,372 | \$523,214 | \$0 | \$523,214 | \$0 |
| E6 | Rubberized Asphalt LS5 | \$624,873 | \$624,874 | \$0 | \$624,874 | \$0 |
| F2 | McClintock / Apache Storm Drain | \$200,129 | \$611,695 | \$9,251 | \$611,695 | \$0 |
| H4 | Fiber Optic Backbone LS-4 (Tempe portion) | \$185,372 | \$173,055 | \$15,000 | \$173,055 | \$0 |
| H5 | Fiber Optic Backbone LS-5 (Tempe portion) | \$237,901 | \$200,468 | \$21,463 | \$200,468 | \$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 | Veteran's Way- 5th/College TC | \$0 | \$7,645 | \$0 | \$7,645 | \$0 |
| K2 | Bus Shelter Electrification | \$0 | \$11,076 | \$0 | \$11,076 | \$0 |
| K4 | Washington/Center Parkway Station | \$0 | \$1,435,524 | \$72,175 | \$1,435,524 | \$0 |
| N4 | Tempe Market Analysis | \$0 | \$44,378 | \$0 | \$44,378 | \$0 |
| XX | Tempe Miscellaneous Force Account Work LS5 | \$0 | \$20,000 | \$10,708 | \$20,000 | \$0 |
| | Sub Total Tempe | \$3,846,979 | \$5,980,067 | \$1,316,186 | \$5,992,984 | (\$12,917) |
| A9 | Main 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 | \$269,091 | \$4,490 | \$269,091 | \$0 |
| H4 | Fiber Optic Backbone LS-4 (Mesa portion) | \$229,216 | \$230,308 | \$0 | \$230,308 | \$0 |
| H5 | Fiber Optic Backbone LS-5 (Mesa portion) | \$297,345 | \$263,878 | \$0 | \$263,878 | \$0 |
| N3 | Mesa Market Analysis | \$0 | \$18,542 | \$0 | \$18,542 | \$0 |
| XX | Mesa Miscellaneous Force Account Work LS5 | \$0 | \$5,000 | \$2,738 | \$5,000 | \$0 |
| | Sub Total Mesa | \$6,329,442 | \$6,318,430 | \$1,085,657 | \$6,318,406 | \$24 |
| FB | Fiber Optic Ductbanks | \$0 | \$0 | \$0 | \$0 | \$0 |
| H1 | Fiber Optic Backbone LS-1 | \$0 | \$27,986 | \$0 | \$27,986 | \$0 |
| H2 | Fiber Optic Backbone LS-2 | \$0 | \$91,367 | \$9,200 | \$91,367 | \$0 |
| H3 | Fiber Optic Backbone LS-3 | \$228,371 | \$265,288 | \$4,043 | \$265,288 | \$0 |
| H4 | Fiber Optic Backbone LS-4 | \$183,411 | \$214,060 | \$0 | \$214,060 | \$0 |
| H5 | Fiber Optic Backbone LS-5 | \$465,458 | \$236,498 | \$110,379 | \$236,498 | \$0 |
| H6 | Fiber Optic Comm/Signals | \$0 | \$365,279 | \$0 | \$365,279 | \$0 |
| | Sub Total ASU | \$877,239 | \$959,445 | \$123,622 | \$959,445 | \$0 |
| E1 | (APS) Duct Bank at 48th St. Utility Bridge, Archaeological Support | \$174,649 | \$60,377 | \$57,870 | \$62,342 | (\$1,965) |
| F8 | Rojo Lofts Property | \$0 | \$0 | \$0 | \$81,998 | (\$81,998) |
| | Sub Total Other | \$174,649 | \$60,377 | \$57,870 | \$144,340 | (\$83,963) |
| | Grand Total CNPA | \$94,996,638 | \$92,975,031 | \$33,690,808 | \$91,999,135 | \$297,896 |



3. Schedule Overview

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

Line Section Contracts 1 and 2 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 and/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 continued with the Line Section Contracts, TES, S&C and Station Finishes. These reviews are focused on the development of the contractors revised detail schedules, supporting the new Master Schedule.

During the month of August, 2006, there were no major contract procurement 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 |
| MSF Completion: | January, 2007 |
| Tempe Town Lake: | August, 2006 |
| Station Finishes: | October, 2008 |
| Park and Ride | October, 2008 |

Systems:

| | |
|---------------------------|----------------|
| Signals & Communications | October, 2008 |
| Fare Collection: | November, 2008 |
| Traction Electrification: | August, 2008 |



Startup:

Start Integrated Testing Area 1 Washington/Jefferson/25th St to 5th St/College

(All of LS-4, parts of LS-3 & LS-5): March, 2008

Start Integrated Testing Area 2 Balance of LS-3 and Balance of LS-5

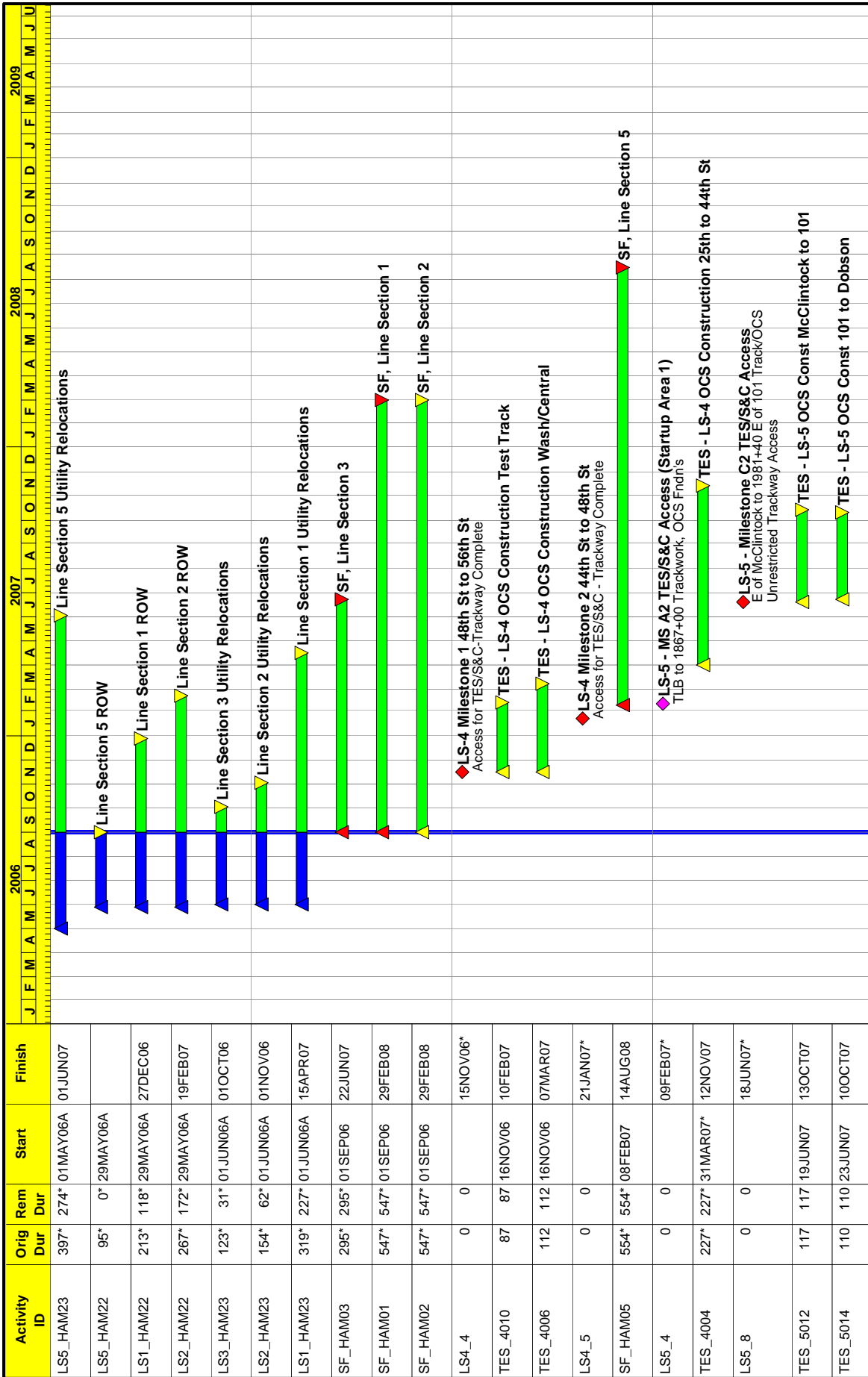
June, 2008

Start Integrated Testing Area 3 All of LS-2 and LS-1

July, 2008

Critical Path(s):

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



| Activity ID | Orig Dur | Rem Dur | Start | Finish |
|-------------|----------|---------|----------|---------|
| LS5_HAM23 | 397* | 274* | 01MAY06A | 01JUN07 |
| LS5_HAM22 | 95* | 0* | 29MAY06A | |
| LS1_HAM22 | 213* | 118* | 29MAY06A | 27DEC06 |
| LS2_HAM22 | 267* | 172* | 29MAY06A | 19FEB07 |
| LS3_HAM23 | 123* | 31* | 01JUN06A | 01OCT06 |
| LS2_HAM23 | 154* | 62* | 01JUN06A | 01NOV06 |
| LS1_HAM23 | 319* | 227* | 01JUN06A | 15APR07 |
| SF_HAM03 | 295* | 295* | 01SEP06 | 22JUN07 |
| SF_HAM01 | 547* | 547* | 01SEP06 | 29FEB08 |
| SF_HAM02 | 547* | 547* | 01SEP06 | 29FEB08 |
| LS4_4 | 0 | 0 | 15NOV06* | |
| TES_4010 | 87 | 87 | 16NOV06 | 10FEB07 |
| TES_4006 | 112 | 112 | 16NOV06 | 07MAR07 |
| LS4_5 | 0 | 0 | 21JAN07* | |
| SF_HAM05 | 554* | 554* | 08FEB07 | 14AUG08 |
| LS5_4 | 0 | 0 | 09FEB07* | |
| TES_4004 | 227* | 227* | 31MAR07* | 12NOV07 |
| LS5_8 | 0 | 0 | 18JUN07* | |
| TES_5012 | 117 | 117 | 19JUN07 | 13OCT07 |
| TES_5014 | 110 | 110 | 23JUN07 | 10OCT07 |

Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 01SEP06
 Run Date: 07SEP06 08:34

6008

Valley Metro Rail
 Central Phoenix/East Valley LRT
 Critical Path

Sheet 1 of 3

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| Activity ID | Orig Dur | Rem Dur | Start | Finish | 2006 | | | | | | | | | | | | 2007 | | | | | | | | | | | | 2008 | | | | | | | | | | | | 2009 | | | | | | | | | | | |
|-------------|----------|---------|---------|----------|--------------------------------------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D |
| INTTESTC_C | 0 | 0 | | 25NOV08 | Complete Integrated Testin | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SFTYCERT_2 | 0 | 0 | | 25NOV08* | Complete Safety Certification Proces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PREREV_2 | 31 | 31 | 26NOV08 | 26DEC08 | Pre-Revenue Operation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PREREVC_2 | 0 | 0 | 27DEC08 | | Revenue Service Date (ROD) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Procurement Bid Status Report as of 8/31/06

| 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 | 10/18/06 | 11/20/06 |
| LRT Systems and Facilities Maintenance - RFP | TBD | TBD | TBD | TBD | TBD |
| LRT Transportation Services - RFP | 04/27/06 | 05/16/06 | 06/27/06 | 10/18/06 | 11/20/06 |
| Legal Services | 05/19/06 | NA | 07/12/06 | TBD | TBD |
| Legal Services (Small Claims) | 05/19/06 | NA | TBD | TBD | TBD |
| Maintenance Management Information System | 07/10/06 | 07/24/06 | 08/28/06 | 12/20/06 | 01/15/07 |
| IT Network Equipment | 06/07/06 | 06/28/06 | 08/18/06 | 10/18/06 | 11/01/06 |
| On Call Printing Services | TBD | TBD | TBD | TBD | TBD |
| Modular Furniture for MSF - IFB | 08/14/06 | 08/21/06 | 08/29/06 | 9/20/06 | 10/02/06 |
| MSF Spray Paint Booth Manlifts - IFB | 08/21/06 | N/A | 09/07/06 | N/A | 10/02/06 |
| Power Consulting Services | TBD | TBD | TBD | TBD | TBD |
| Telecommunications Services at MSF | 07/26/06 | NA | 08/28/06 | NA | 09/18/06 |
| PART II - LONG RANGE DEVELOPMENT PROJECTS | | | | | |
| Planning, Conceptual Engineering, and Environmental Studies for Future Light Rail Extensions | 08/10/06 | 08/30/06 | 09/22/06 | 12/20/06 | 01/15/07 |
| Northwest LRT Extension Engineering Services | TBD | TBD | TBD | TBD | TBD |



4. Quality Assurance

Description

The METRO Quality Assurance Manager is responsible for the establishment and implementation of a Quality Assurance Program for the METRO organization that meets the requirements of the Federal Transit Administration and provides adequate confidence that procured materials and services meet the technical and quality requirements of the project. The METRO Quality Assurance Manager is assisted by the Quality Assurance Managers for the GEC for design, the GEC for LRT Vehicle procurement and the CAC for construction, installation, inspection and testing.

Individually and collectively, the Quality Assurance Managers are responsible for ensuring the effective implementation of the Quality Assurance Programs for their respective organizations and contractors. The Quality Assurance Managers are responsible for approval of quality programs, assessment of compliance with quality programs through inspections, audits and surveillances and for identifying nonconforming materials, parts and services and assuring effective corrective action.

Progress

QUALITY MANUALS REVIEWED:

- Station Finishes QC Plan was resubmitted and reviewed with minor comments. Resubmittal is due in September.
- LS1 QC Plan was resubmitted for review, with minor comments. Resubmittal due in September.

FIRST ARTICLE INSPECTIONS:

- First article inspection was performed at VAE Nortrak on pocket-tracks 5-2, 5-2, 5-3 and turnouts 3-7 and 3-8 in Birmingham, Alabama.

QUALITY ASSURANCE AUDITS/SURVEILLANCES:

- The CAC commenced an audit of the TLB closeout activities. The scope of the audit is verification of compliance with Spec 01770, "Closeout Procedure," and Spec 01789, "Contract Record Documents.". While some closeout activities have been completed, others are still in progress. The Audit will be left open and resume in mid September to allow all items to be completed
- The CAC conducted an audit of the LS5 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, two of which were significant, namely: not posting RFI responses in a timely manner on the working set of Contract Drawings; and not issuing NCRs for non-conforming conditions if



the Contractor agrees to correct the condition in a timely manner (rather, the RE tracks these via a personal log).

- No GEC Audits were performed in August 2006.

VEHICLE ACQUISITION

- Quality Manuals
 - No Quality Manuals reviewed during this period
- Audits
 - No Audits performed during this period
- Documents Reviewed
 - CDRL PHX-636, VMP 4.8.3.2, Rev. 2
 - CDRL PHX-642, VMP 4.8.3.5, Rev. 2
 - CDRL PHX-648, VMP 4.8.3.8, Rev. 2
 - CDRL PHX-710, VMP 5.17.1, Rev. 1
 - CDRL PHX-748, VMP 4.5.1, Rev. 4
 - CDRL PHX-750, VMP 4.6.1, Rev. 2
 - CDRL PHX-804, VMP 4.5.2, Rev. 0
 - CDRL PHX-806, VMP 4.6.3, Rev. 0
- Inspections - U.S.
 - PSI of panels at Wausaukee Composites
 - PSI of Windscreens and Stanchions at G.G. Schmitt
 - PSI of Door system components at IFE America
 - PSI of Windows at NASG
 - PSI of HVAC units at AirSerco
 - PSI of Wheel/Axle sets at Penn Machine
 - PSI of Controls at Remote Control Systems
 - PSI of Brake components at Knorr
 - PSI of Control Panels at PHW



- Re-FAI of Bumper at Hubner
- Inspections - Japan
 - Continuing review of exterior side panel installation (still unaccepted)
 - Monitoring of unauthorized RI in Lieu of skipped PSIs of window glass at NASG
 - Ongoing daily In process inspections (IPI)
 - Monitoring ongoing qualification and routine tests
- Meetings
 - No meetings attended this month.
- Open NCRs and Audit items
 - No NCRs generated during this reporting period. All previously generated NCRs have been closed.

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- Nonconformances on the 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, however, the GEC is still in the process of issuing concurrence of the plan.
- 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 September 7th.
- 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 lamination. All but two pieces have been identified. VA Nortrak is in process of scheduling visit to perform corrective action of the defective rail. At completion, VAE Nortrak will issue final report and address future corrective action if two pieces are not identified.



- CAC Quality Assurance visited Arizona Galvanizing in Goodyear, Arizona to inspect Station Finishes 200 light frame assemblies fabricated by Trinity Metal Products that were shipped without first article inspection by the CAC. Light frames do not meet technical specification requirements and an NCR has been issued. Trinity, AWC and CAC met in Goodyear and determined that light frames would be returned to Trinity for rework or scrap. CAC Quality Assurance to visit Trinity Metal Products prior to shipment of light frames and fabrication of structural columns.



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 August, 322 signs and 252 banners (575 totals) 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) | 18 | 44 | 62 |
| Line Section Two (LS2) | 59 | 51 | 110 |
| Line Section Three (LS3) | 151 | 51 | 202 |
| Line Section Four (LS4) | 26 | 31 | 57 |
| Line Section Five (LS5) | 68 | 75 | 143 |
| Totals | 322 | 252 | 574 |



METRO Business Outreach Program

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

- METRO Max Program Participants – **179** businesses
- Construction Signage Program – **575** Total (322 signs and 252 banners)
- Management Technical Assistance (MTA) Program – **188** businesses
- ASU Business Honors Program – **83** businesses (73 Complete / 10 In-Progress)
- SELF Seminars / Micro Loan Assistance – **21** Businesses
- SBDC One-on-One Consultation - **13** 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, August 8th at AmeriSchools Academy. METRO's Chief Executive Officer, Rick Simonetta, presented a state of the system update highlighting milestones reached throughout the project and a timeline for construction through 2008. After the presentation members had an opportunity to interact with Mr. Simonetta about timelines for future extension, the vehicle and testing track, system operations, and asked if the project is on time and budget. Howard Steere introduced Construction Stakeholder Evaluation process to members. Mr. Steere explained how the surveys will be implemented and that members will have the opportunity to review the completed surveys during meetings. A copy of the implementation plan and sample evaluation form was distributed to the members. 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, September 12th.

LS-2

- LS 2 held their monthly meeting Tuesday, August 15th at Brophy College Preparatory. CAB members welcomed two new members to the board: Dick Schaefer representing Central Park Neighborhood Association and Jerry Chevront representing St. Francis Neighborhood Association. METRO's Acting Manager of Architecture, Steve Gottesman, presented a light rail stations overview highlighting the design aspects of the stations and how METRO decided to incorporate cooling features, art and architecture, and functionality to each station. Howard Steere introduced the Construction Stakeholder Evaluation to members. Mr. Steere explained how the surveys will be implemented and that members will have the opportunity to review the completed surveys during



meetings. A copy of the implementation plan and sample evaluation form was distributed to the members. Herzog received an overall rating of 100 percent. The next LS 2 CAB meeting is scheduled for Tuesday, September 19th.

LS-3

- LS-3 held its monthly meeting on Tuesday, August 8th, 2006. METRO's Chief Executive Officer, Rick Simonetta, provided members with a "State of the System" overview of the light rail project to date. The presentation focused on milestones reached on all line sections, including track installation, station construction and updated private utility relocation completion figures. Rick also provided a timeline of upcoming milestones for the project and showed an animation showing the light rail vehicle in motion. Howard Steere, METRO's Public Involvement Manager, introduced the Light Rail Construction Stakeholder Evaluation to members. The forms will be used as an additional tool to receive comments and feedback from stakeholders. Archer Western Contractors (AWC) delivered their contractor presentation, highlighting the progress and successes that they have achieved during the last month, and described future track work timelines for each segment. The presentation also included a list of future intersection closures. Members requested a discussion of the evaluation criteria during next month's meeting for clarification. AWC received an overall rating of 70 percent. The next LS 3 CAB meeting is scheduled for Tuesday, September 12th in the METRO Board Room.

LS-4

- LS-4 held their monthly CAB Meeting on Wednesday, August 9th at Papago Buttes Corporate Plaza. METRO's Chief Executive Officer, Rick Simonetta, provided an update on the overall state of the light rail project. Mr. Simonetta thanked the CAB members for their participation and noted his appreciation for the time and effort members have devoted to the program. Gary Flunoy, Line Section 4 Community Outreach Coordinator, provided an update on the progress of utility construction activity along Line Section 4. Gary reminded members that utilities are over 90 percent complete, and noted activity being performed by Southwest Gas in the Tempe area near the Marquee Theatre, Lakeside Drive, by the Loop 202, the 52nd Street area and also at 37th Street. Gary also distributed revised Construction Surveys and explained how they will be disseminated to stakeholders impacted during different phases of construction. Mr. Erik Yingling, Project Manager for SSWJV, described construction milestones, stated work on Line Section 4 is about 50 percent complete, and reiterated that utility construction is almost completed. Erik stated that the relocation of Southwest Gas lines have been challenging to work around and described track laying procedures between 56th and 54th Streets. Erik indicated most of the track work between 32nd and 44th Streets should be completed by January 2007. 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, September 13th at Papago Buttes Corporate Center at 3 p.m.

LS-5

- LS5 CAB conducted it's meeting on Thursday, August 10th. CAB Members discussed contractor's response to irrigation system issues, efforts to alleviate issues in non-contractor related activities, and upcoming work along Veterans Way coinciding with the commencement of ASU fall semester. A recommendation of 100 percent of the incentive available to Sundt/Stacy and Witbeck Joint Venture was recommended by the LS5 CAB. The next LS5 CAB meeting is scheduled for Thursday, September 14th and has been relocated to the Escalante Community Center located at 2150 E Orange Street, in Tempe at 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 August 2006 is \$ 836,473

| Line Section | Total Amount Available | Available for Award to Date | Total Award to Date | % Award to Date |
|--------------|------------------------|-----------------------------|---------------------|-----------------|
| LS-1 | \$241,181.00 | \$ 48,236 | \$ 48,236 | 100% |
| LS-2 | \$317,680.00 | \$ 95,304 | \$ 92,127 | 97% |
| LS-3 | \$865,916.00 | \$346,366 | \$277,093 | 80% |
| LS-4 | \$567,361.00 | \$283,680 | \$266,659 | 94% |
| LS-5 | \$507,862.00 | \$152,358 | \$152,358 | 100% |

Issues and Solutions

- Removal of temporary fence at various parcels as contractor is nearing completion of work area. Need to establish primary point person to inform property owners to install new permanent fences & identify approximate dates of temporary removal, & property owner's options on fence replacement. Proactive approach of identifying all fence impacted properties along the alignment should also be considered. The following issues need to be considered:



- Will these properties be catalogued to ensure completion?
- How will the cost of leasing fence be transferred from contractor to COP?
- The overall goal should focus on providing a seamless process, avoiding delays and accommodating stakeholders' needs



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 14.31 percent and DBE's have been paid 11.88 percent of construction dollars to date. Final proposed DBE participation levels will be established once the outstanding construction procurements of Park-N-Rides and Miscellaneous Construction have been completed.

Procurement Activities

- There are no DBE-related procurement activities this period.

Outreach Activities

- The DBE Outreach Advisory Committee met August 14, 2006
- A "Profiles in Diversity" event 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 purpose of this event is to highlight the work of the small, minority, and women owned businesses that are contributing to METRO's success. It will also recognize the efforts of our general contractors and consultants who



continue to ensure that opportunities are provided. Formal invitations will be sent to METRO and participating City leadership, as well as prime contractors and consultants, the DBE Outreach Advisory Committee and their Boards of Directors, and DBE subcontractor and subconsultants who have contributed to the METRO program.

Cost and Schedule – Variance Analysis

- DBE activities remain within budget and on schedule.

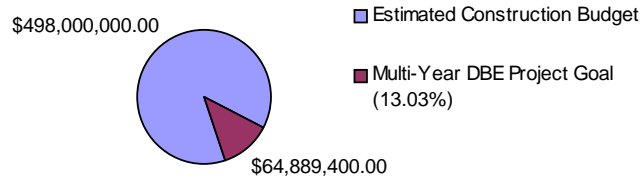
Issues and Solutions

- There are no issues this reporting period.

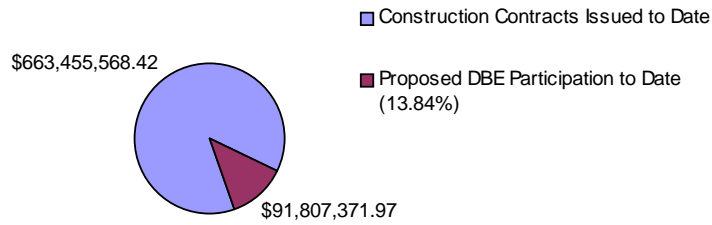


DBE Program Overview

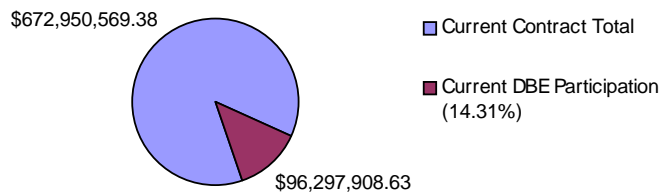
DBE Program Overview



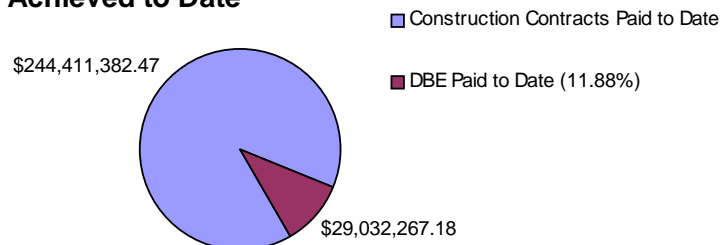
Original Contract Amounts



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

- Continued development of plan for barricading the test track.
- Participated in commissioning efforts for the MSF
- Completed Safety and Security Certification Checklist for the Town Lake Bridge.
- Met with counterparts at Chase Field and US Airways Arena concerning the pedestrian barrier on Jefferson Street in front of both venues.
- Assisted in developing a key plan for MSF.
- Conducted a briefing for the new Phoenix Police Commander for the Transit Bureau.
- Began working with BAH to develop safety and security certification checklists for construction.
- Incorporated PMOC safety and security consultant revisions of the Safety & Security Certification Plan.
- Conducted safety review of Operations Contract Proposals.
- 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.
- There was no Fire/Life Safety and Security Committee meeting.
- Conducted the Safety and Security Certification Review Committee Committees meeting.



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 September 1, 2006 we have discovered four cremations / 27 inhumations in Pueblo Grande and 35 cremations / 54 inhumations La Plaza (Tempe). Primary data recovery efforts have been in the Promenade area of the 5th and College Station. A concentration of burials were discovered in LS 4 and required removal in order to allow contractor to install an off-set manhole. Archaeological recovery efforts continue to be adjusted to accommodate contractor's priorities.
- ACS has providing 20 field archaeologist and two supervisors for excavation in the vicinity of Veterans Way. ACS has maintained schedule commitments. Field crews are being shifted to meet contractor's priorities. Primary work has shifted to guideway in Veterans Way

Contaminated and Hazardous Materials

- The Soil Monitoring and Management Plan is being implemented for excavation at Central and Camelback. To date no materials have demonstrated contamination levels above residential standards. All excavated materials suitable for backfill can be reused on site or disposed at a designated landfill.
- Removed, disposed and closed underground storage tank (UST) at Polk and Central (LS 3).
- Field tested excavation area where contractor improperly removed UST at 22nd and Washington (LS 3).



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 (METRO)

| | |
|------------------------|------------------|
| Budget | \$1,004,000 |
| Expended or Committed | (\$150,680) |
| Data Recovery Report | (\$84,956) |
| ERI | (\$65,724) |
| <u>Funds Available</u> | <u>\$853,320</u> |

Issues and Solutions

- **Issue:** Suspicious soils generated at Central and Camelback may have to be transported to Beatty NV for disposal due to presents of chemicals associated with dry cleaning. Preliminary cost estimate for transport and disposal is \$35,000-45,000 for an estimated 120 CY.

Solution: METRO and COP to evaluate requesting ADEQ to “declassify” materials due to the low levels of contaminants and to see if a local land fills will take the materials.



9. Real Estate

Description

The LRT Project travels down main business arterials in the cities of Phoenix, Tempe and Mesa and approximately 782 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

- Eighteen additional parcels came under City control since last month, and 28 additional parcels became available for construction. Presently, 96 percent of the required properties are now under city control and 89 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, 171 relocations have now been completed and only 8 remain. Five parcels came under City control for a total of 139. An additional three parcels were made available for construction for a total of 118. Line Section 1 contains a total of 153 parcels.
- In Line Section 2, all relocations have now been completed. Five parcels were made available for construction for a total of 74. The image easements thought to be required and added to the parcel list in recent months have been deemed unnecessary, and have been removed. Line Section 2 now contains a total of 94 parcels.
- In Line Section 3, only 5 relocations remain. A total of 258 parcels are now under City control and 9 parcels were made available for construction for a total of 241. Line Section 3 contains a total of 260 parcels.
- In Line Section 4, all of the relocations have now been completed. 108 parcels are now under City control and 103 parcels are available for construction. Line Section 4 contains a total of 109 parcels.
- In Line Section 5, all of the relocations have now been completed. Nine parcels came under City control for a total of 161. Nine parcels were made available for construction for a total of 158. Line Section 5 contains a total of 166 parcels.
- In Line Sections 1, 2, 3 and 4; eighteen building cut and re-faces were identified; twelve have been completed and 6 are currently underway. These building modifications 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 August, 243 ombudsman meetings have been held resulting in 216 settlements. This number represents a negotiated success rate of 89 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 | \$ 19,570,480 | \$ 1,753,931 | \$ 21,324,411 |
| Total | \$135,784,630 | \$23,975,136 | \$159,759,766 |
| Spent To Date | \$111,973,034 | \$15,643,090 | \$127,616,124 |
| Balance Available | \$ 23,811,596 | \$ 8,332,046 | \$ 32,143,642 |

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

- The number of parcels that are negatively impacting the schedule has been reduced to a precious few. The energy of the project team is focused where it is needed most. In all line sections there are some parcels that remain unavailable for construction. Four key parcels in Line Section 1 are the most critical, and one of those has been acquired with one other nearly acquired since the level of urgency was raised. This is the kind of commitment from all parties which will help maintain the newly revised master schedule.



**CENTRAL PHOENIX / EAST VALLEY
LIGHT RAIL TRANSIT PROJECT
REAL ESTATE ACQUISITION SUMMARY**

August 31, 2006

| ACTIVITY | 1 PHX | 2 PHX | 3 PHX | 4 PHX | 4 TEMPE | 5 TEMPE | 5 MESA | Totals |
|--|------------|-----------|------------|------------|----------|------------|-----------|------------|
| Full Takes | 40 | 0 | 9 | 2 | 0 | 12 | 0 | 63 |
| Partial Takes | 113 | 94 | 251 | 106 | 1 | 109 | 45 | 719 |
| Total Affected Parcels | 153 | 94 | 260 | 108 | 1 | 121 | 45 | 782 |
| Projected Relocations | 179 | 29 | 36 | 28 | 0 | 40 | 0 | 312 |
| Title Reports Completed | 153 | 94 | 260 | 108 | 1 | 121 | 45 | 782 |
| Legals sent to City | 153 | 94 | 260 | 108 | 1 | 121 | 45 | 782 |
| Appraisals Requested | 153 | 94 | 260 | 108 | 1 | 121 | 45 | 782 |
| Appraisals Completed | 151 | 94 | 260 | 108 | 1 | 121 | 45 | 780 |
| Offers Made | 150 | 93 | 260 | 108 | 1 | 121 | 45 | 778 |
| Offers Accepted | 98 | 65 | 221 | 85 | 1 | 88 | 34 | 592 |
| Escrow Closed Acquisition Complete | 93 | 48 | 190 | 85 | 1 | 84 | 22 | 523 |
| Condemnation Filed | 27 | 14 | 26 | 11 | 0 | 29 | 13 | 120 |
| OIP Received | 14 | 8 | 22 | 9 | 0 | 29 | 13 | 95 |
| ROE Signed | 32 | 32 | 46 | 13 | 0 | 8 | 5 | 136 |
| Relocations Underway | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 13 |
| Relocations Completed | 171 | 29 | 31 | 28 | 0 | 40 | 0 | 299 |
| Parcels Under City Control | 139 | 88 | 258 | 107 | 1 | 121 | 40 | 754 |
| Parcels Available for Construction | 118 | 74 | 241 | 102 | 1 | 119 | 39 | 694 |
| Parcels Pending Release for Construction | 21 | 14 | 17 | 5 | 0 | 2 | 1 | 60 |



10. Utilities

Description

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

Progress

- **Line Section 1**

- Right-of-way availability continues to constrain utility and contractor activities. Acquisition progress is being made on all parcels. Three properties at 19th Avenue and Camelback Road prohibit contractor progress in this area.
- SRPP previous claims of prior rights are disputed in several areas. On 19th Avenue SRPP have about 3 percent Prior Rights and 97 percent Non Prior Rights. Things were a bit more complicated on the Camelback Corridor where approximately 50 percent appear to be Prior Rights but are still being disputed.
- The City of Phoenix has allowed re-routing of bus traffic from 19th Avenue between Campbell and Missouri and from Camelback Road between 23rd Avenue and 15th Avenue. Bus traffic will skirt the 19th and Camelback intersection for approximately one year allowing construction in this intersection to take place with nighttime closures of the intersection.
- Southwest Gas (SWG) has completed most of the relocation work on Camelback Road. The newly installed gas lines cannot be placed in service and the old lines removed until the utility easement on Fry's property becomes available.
- Salt River Project Irrigation (SRPI) continues with the installation of the irrigation structures on the project as right-of-way becomes available.
- Salt River Project Power (SRPP) trenching on Camelback west from 9th Avenue has begun. Work has slowed for a private irrigation pipeline which must be removed.
- The private irrigation work is pending resolution of a siphon condition at 15th Avenue. Once the resolution is made and a connection is established to



- the SRPI structure at 15th Avenue, the conflicting private pipeline can be removed.
- The re-sequencing team has reconsidered all wet and dry utility relocation issues on 19th Avenue. City of Phoenix cooperation has made this effort manageable. A new sequence for construction has been developed and updated construction plans for some lines have become available.
 - All third-party relocations originally planned to be placed underground in 19th Avenue will continue as planned.
 - Revised 24-inch sewer plans have been delivered to the contractor. Construction will begin when SWG and SRPP trenching activities have moved far enough away to allow the excavation for the sewer to take place, currently estimated to be about the first part of October.
 - Revised 48-inch water plans have been delivered to the Resident Engineer so the contractor can order pipe production.
 - Southwest Gas relocations on 19th Avenue began August 14th with the utility working in multiple locations.
 - The contractor's joint trenching for SRPP, Qwest and Cox has begun.
 - Qwest needs right-of-way availability to install a manhole near Spectrum Mall.
 - Cox design will relocate some lines from 19th Avenue to locations in streets west of 19th Avenue. Some lines will be placed in the 19th Avenue joint trench.
 - A private irrigation line crossing 19th at Montebello conflicts with the 45-inch water line that is not to be relocated since the re-sequencing. Several alternatives are being investigated.
- **Line Section 2**
 - Utility conflicts and coordination issues are being addressed at bi-weekly meetings held in the field office. These meetings increase contractor communication, and utility company accountability.
 - Archer Western has completed placing APS conduits at the Camelback Station site. Cox has started trenching and placing conduits.
 - Fishel, the MCI Contractor, has completed placing manholes and conduits. MCI has started splicing 432, 288 and 144 fiber optic cables, which may take up to four weeks. LS 2 Contractor activity will not be impacted.
 - Thirty-two APS electric easements that were originally needed for pedestrian street lights are no longer needed. APS Street lights are being modified to be placed in the proposed right-of-way and existing Image Easement.



- Documentation was forwarded to the City for final approval. APS has stated that when the City approves, then APS will concur that the street lights can remain in the Image Easement which means that no additional easements are needed for street lights. The Landscape Easement will need to be revised and modified to become an Image easement.
- APS needs to pull the 12 kV cable at Central Avenue and Indian School Road and remove the existing overhead once the new cable is installed. This is the proposed power to TPSS No. 3.
 - SRP Irrigation will start placing pipe at Central Avenue and Mariposa mid October of 2006.
 - ADEQ facilities are in conflict with the proposed relocation of the SRP Irrigation Structure at the southwest 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 by SRP. ADEQ submitted relocation plans of their facilities. These plans are being review by METRO and SRP-Water.
- **Line Section 3**
 - Utility conflicts and coordination issues are being addressed at bi-weekly meetings held in the field office. These meetings increase contractor communication, and utility company accountability.
 - Level 3 has completed relocation of duct bank and manholes at 24th Street, 22nd Street and 18th Street and has moved to 17th Street and Washington. The COP contractor, Tel-Tech/Fierro, has completed COP ITD manholes along Washington Street. The only work left is asphalt restoration.
 - 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 increases 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 the Right-of-Way has been acquired. APS is pulling cable.
 - **Line Section 4**
 - Utility conflicts and coordination issues are being addressed at bi-weekly meetings held in the field office. These meetings increase contractor communication, and utility company accountability.
 - APS still needs to demo overhead facilities, and remove power poles on Washington Street between 32nd Street and 30th Street.



- Southwest Gas has completed 8-inch high pressure gas main installation as well as the 2-inch service line relocation at SR 202 and Yard Lead entrance, Lakeview and Washington Street and 37th Street and Washington.
- **Line Section 5**
 - Resolution of utility issues is addressed weekly in the Line Section 5 Utilities Coordination meeting.
 - APS completed the overhead-to-underground power conversion from Mission Palms to Veterans' Way, enabling the Contractor to continue placement of retaining wall one.
 - SRP irrigation plans are 100 percent done for Apache Boulevard from Price Freeway to Smith and Main Street from Dobson to Sycamore. SRP irrigation facilities are impacting LS 5 Contractor work at Price Freeway and Apache Boulevard. A meeting between Utility Companies, METRO and the LS 5 Contractor was held to review the next segment of SRP Irrigation work and address utility conflicts and Cost-to-Cure items. There are two siphons being installed, one at Rural and Tyler and one at SR 101 and Apache, which will be field adjusted to minimum depth that will allow SRP to expedite their work and avoid a major Qwest relocation.
 - SRP Electric continues to trench and install street lights. The SRP electrical crossing at McClintock and Apache Boulevard are taking longer than expected.
 - Potential for other utility conflicts is being reviewed in conjunction with the contractor's baseline schedule and three-week look-ahead.
 - The LS 5 Contractor has elected to bore a 24-inch casing under the Union Pacific Railroad.
 - The Union Pacific Railroad needs to relocate a signal and a communication cabinet.
- **Traction Power Substations**
 - METRO and APS met to define electrical easements that are still needed for Traction Power Substations. No. 3, 4, 5, 6, 7, 8, 10, 11 and 15.
 - METRO and SRP met to define electrical easements that are still needed for Traction Power Substations. No. 1, 2, 9, 12, 13 and 14.
- **New Electric Services Accounts**
 - APS electrical services for METRO have been established.
 - SRP electrical services are being established for METRO.



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 and labor cost increases, but remain confident that costs will be within project budget.
- Utility relocation continues to be one of two key issues driving the project schedule. Unavailability of certain Right-of-Way parcels 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

- 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
- Define APS and SRP Electric easements for the TPSS Site number 1 thru number 12 and number 14.
- 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 splice their fiber, which is a major process. Getting a window to do the cut over from major customers has been a major challenge to MCI.
- Line Section 3 – Level 3 needs to relocate several manholes. The contractor is working around these areas to mitigate delays.
- Line Section 4 – METRO must ensure that all utility relocations within the test track are complete.
- Line Section 5 – SRP irrigation relocation, SRP Power, Qwest and Cox still hinders the LS 5 Contractor.

Construction Photographs



SWG relocation 8-inch High Pressure Gas main at 19th Avenue & Camelback Road in Line Section 1



SWG relocation 8-inch High Pressure Gas Main on Washington Street and Lakeview Drive in Line Section 4

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

| | Percent | Budget | Earned | Cost to Date | Forecast |
|-------------------------------------|----------------|---------------------|---------------------|---------------------|---------------------|
| Line Section 1 | 56.0% | \$3,685,390 | \$2,062,424 | \$2,205,797 | \$6,732,476 |
| Line Section 2 | 71.3% | \$1,775,000 | \$1,265,000 | \$89,936 | \$1,775,000 |
| Line Section 3 | 82.2% | \$3,071,676 | \$2,525,925 | \$406,686 | \$3,900,000 |
| Line Section 4 | 89.4% | \$4,425,236 | \$3,954,688 | \$2,003,401 | \$5,126,806 |
| Line Section 5 | 56.3% | \$7,010,760 | \$3,944,528 | \$4,055,837 | \$7,790,372 |
| Maintenance Storage Facility | 95.3% | \$320,230 | \$305,230 | \$397,876 | \$397,876 |
| Town Lake Bridge | 100.0% | \$1,150,000 | \$1,150,000 | \$824,097 | \$1,216,282 |
| Sub Total | | \$21,438,292 | \$15,207,795 | \$9,983,630 | \$26,938,812 |
| Contingency | 0.0% | \$1,185,480 | \$0 | \$0 | \$0 |
| Total Prior Rights Utilities | 67.2% | \$22,623,772 | \$15,207,795 | \$9,983,630 | \$26,938,812 |

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

- August 21st saw the successful test lighting of the Tempe Town Lake Bridge. Lighting designer, Buster Simpson, participated in the light program training session that followed.
- Installation of Buster's *Triologue* sculpture on the south beach will begin late August or early September in conjunction with the Rio Salado/Tempe Art Center walkway.



- Installation for the brickwork art element on the south wall of Town Lake Bridge (TLB) is complete. Porcelain steel panels will be installed in August.
- A Pre-construction meeting with 44th St. station artist, Mona Higuchi was held and the outstanding installation issues are being resolved.

Cost and Schedule – Variance Analysis

- Public Art activities remain on schedule and within budget.

Issues and Solutions

- Continuing to monitor contract schedule issues.

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

- The Permit for the civil work was issued by the City of Phoenix for the 44th Street/Washington Transit Center thereby allowing underground and surface construction to commence. Construction mobilization began in August.
- The underground APS electrical conduits have been installed by Archer Western Contractors in Mariposa Street. Since this is a shared site, Herzog Construction is currently on the street installing water lines. When they finish, Archer Western will get back on the street and complete curb, gutter, paving and miscellaneous utilities.
- Underground electrical work is being installed on the Central Avenue/Camelback Transit Center Site.
- A Code Modification was approved by the City of Phoenix DSD for permitting station canopies as currently designed. This paved the way for station construction to begin, with work commencing at the Van Buren/1st Avenue Station.
- The physical links between the couplet stations at Van Buren/1st Avenue and Central into the bus transit center are underway. This work includes the extension of the foundations which were turned over to the Station Finishes Contractor from the Line Section 3 Contractor in August plus walkways, retaining walls and rework to the retention basins.
- A modified and reduced list of eight vine species was approved for use by senior METRO Operations staff at the station platforms. This will be a no-cost revision and planned as a Change Notice to the contract.
- A Change Notice cost proposal is expected back from AWC by early September in response to requests from ASU and the Cities of Tempe and Phoenix for minor design revisions at ASU destination stations (Van Buren/Central and 1st Avenue, Veterans' Way/College, and University Drive/Rural). Final cost and scope will be reviewed, determined and reimbursed by ASU.
- The second submittal in response to comments for the Sycamore/Main Transit Center construction permit application was provided to the City of Mesa Building Safety Office. Anticipated access (and permits) may be obtained earlier than the contract scheduled date of January 2, 2007 for this site.

Cost and Schedule – Variance Analysis

- There are no updates for the month of August. Currently, the Station Finishes Contract remains on schedule and within budget. The new schedule has been issued by METRO via a Change Order and Archer Western Contractors has requested additional time to respond to cost and time issues related to this Change Order.

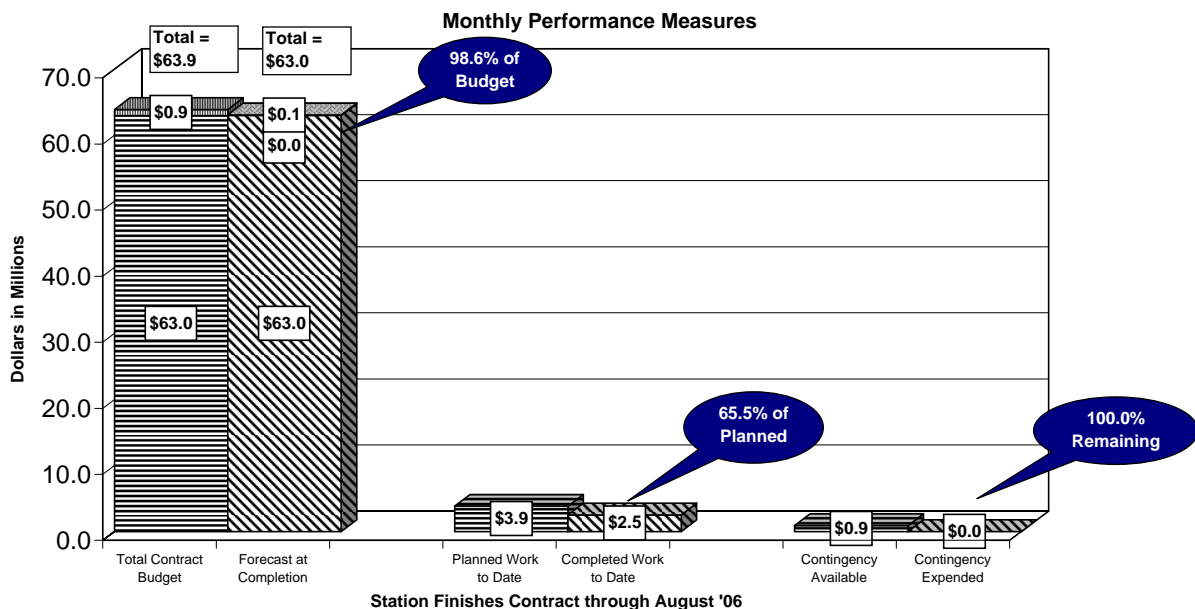


Issues and Solutions

- Right of Entry for Spectrum Mall has been re-negotiated into a purchase agreement by the City of Phoenix to provide needed Right-of-Way for the METRO LRT. However, the final marked-up legal agreement has not yet been signed by either party, but anticipated for kick-off in early September 2006. This has continued to delay construction and receipt of a building permit for this site.
- The building permit for the 44th Street/Washington Transit Center has not yet been issued by the City of Phoenix, but is anticipated by early September 2006.
- SRP drawings for the work in Montebello Street have not been received from SRP. These drawings have been promised by SRP to METRO for many months and once the permit for the Montebello/19th Avenue Transit Center is obtained from the city, the SRP work will continue to hold up start of construction.
- Final review comments on the draft METRO Way-Finding Signage Guide Manual need to be addressed by the Agency and GEC in the coming months. A funding mechanism for completion of this signage and the system map graphic design and procurement remains under consideration.



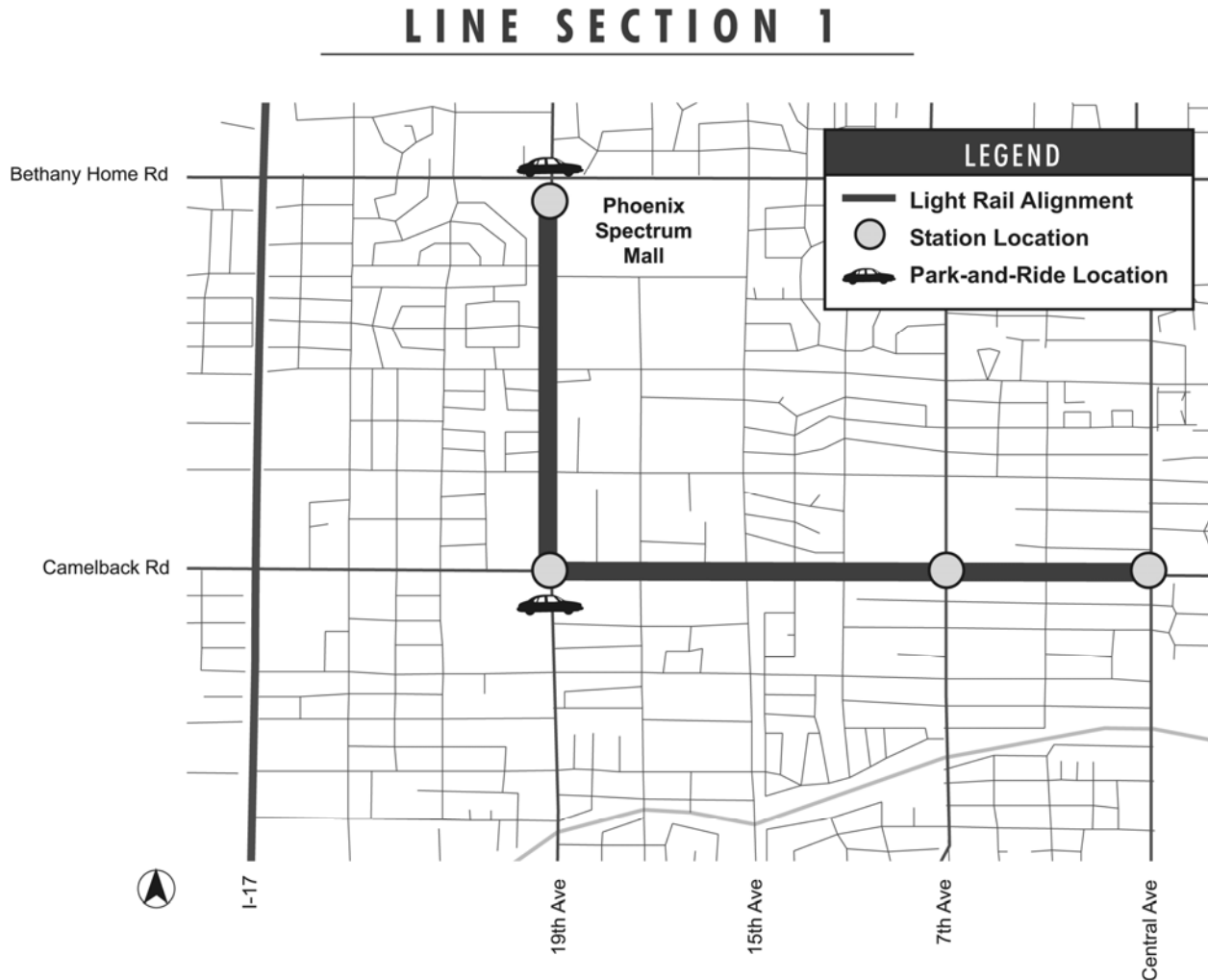
| | | | | |
|----------------------------|--|-----------------------------------|--------------|--------------|
| Description: | | 3.2.1 Station Finishes | | |
| PE/PA: | | Steve Gottesman | | |
| Contractor: | | Archer Western Contractors | | |
| Resident Architect: | | Bob Yantzer | | |
| Data Through: | | 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 | \$3,316,821 | \$541,125 | \$3,857,946 |
| 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 | \$0 | \$50,000 | \$50,000 |
| 10 | Forecast at Completion (7+8+9) | \$52,985,000 | \$10,038,000 | \$63,023,000 |
| 11 | Percent Budget Expended (7/4) | 4.7% | 0.0% | 4.0% |
| 12 | Percent Planned (5/4) | 6.3% | 5.4% | 6.1% |
| 13 | Earned Percent Complete (6/4) | 4.8% | 0.0% | 4.0% |
| 14 | Schedule Performance (6/5) | 0.76 | 0.00 | 0.66 |
| 15 | Cost Performance (6/7) | 1.00 | N/A | 1.00 |
| 16 | Contingency Budget | \$546,000 | \$371,603 | \$917,603 |
| 17 | Remaining Contingency | \$546,000 | \$371,603 | \$917,603 |
| 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 | \$9,988,000 | \$62,973,000 |
| 5 | Work Scheduled (Cumm - Last Period) | \$419,029 | \$458,774 | \$877,803 |
| 6 | Work Earned (Cumm - Last Period) | \$0 | \$0 | \$0 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$0 | \$0 | \$0 |
| 8 | Forecast to Complete Base (4-7) | \$52,985,000 | \$9,988,000 | \$62,973,000 |
| 9 | Change Orders Pending Execution | \$0 | \$0 | \$0 |
| 10 | Forecast at Completion (7+8+9) | \$52,985,000 | \$9,988,000 | \$62,973,000 |
| 11 | Percent Budget Expended (7/4) | 0.0% | 0.0% | 0.0% |
| 12 | Percent Planned (5/4) | 0.8% | 4.6% | 1.4% |
| 13 | Earned Percent Complete (6/4) | 0.0% | 0.0% | 0.0% |
| 14 | Schedule Performance (6/5) | 0.00 | 0.00 | 0.00 |
| 15 | Cost Performance (6/7) | #N/A | N/A | #N/A |
| 16 | Contingency Budget | | | |
| 17 | Remaining Contingency | | | |
| 18 | Percent Contingency Remaining (17/16) | | | |



Note: No update was submitted during the reporting period

12. Facilities

Line Section 1



Description

Line Section 1 is 2.27 miles in length, and begins on 19th Avenue south of Bethany Home Road to a point west of the Central Avenue and Camelback Road Station. The construction work in this contract includes demolition, relocation of public utilities, roadway and drainage modifications, systems ductbank installation to the substation site interface, station foundations, signing and marking, irrigation, landscaping, et cetera.

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



Progress

- 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. Much of the work is being done at night. Private irrigation tie-in work utilizing “mini dry-ups” are being coordinated well between KWC and Salt River Project Irrigation. They have also completed two centenary pole foundations and plan to start curb, gutter and sidewalk work next month.
- Southwest Gas (SWG) has completed all of the gas line relocation work on Camelback Road that they have access to; however, they will not have the new gas lines on Camelback in service and the old lines removed until Fry’s is available. They have begun work on 19th Avenue with two crews from working from Bethany Home Road south and from Camelback road north. They also are performing drops in the 19th Avenues and Camelback intersection at night.
- Salt River Project Irrigation (SRPI) continues with the installation of the irrigation structures on the project and Salt River Project Power (SRPP) has begun the joint trench work on Camelback.
- Traffic control has been seamlessly combined between all participants in the project and continues to be successful with virtually no complaints from the various stake holders or traveling public.

Cost and Schedule – Variance Analysis

- A Mitigation Plan is being prepared to recover lost time once 19th Avenue work is re-started and the acquisition of these parcels has been completed.
- Planned progress is currently being evaluated as the master schedule revisions are being implemented.

Issues and Solutions

- Real Estate, Cost-To-Cure (CTC), and SRP Power Utility Easements continue to be a concern. There are several parcels on LS 1 that are not yet available or have CTC issues. In addition, there are several SRP Power Utility Easements not yet obtained. The Contractor and third party utilities know of the lack of these key work areas and are amending their work plans as much as possible, but crucial systems tie-ins can not be finished until the parcels and easements are available. METRO and COP have intensified their efforts to obtain the remaining parcels and easements.

Construction Photos



KWC hand digging around the existing 21-inch CP in preparation to install the new SRP manhole number seven



KWC crews installed the 30-inch SRP irrigation line at STA. 453+40



Installing private fence between 7th and 3rd Avenue



KWC crews preparing pipe collars for the private irrigation line connection at STA. 330+ on 19th Avenue



Stockpiled 6-inch steel gas line on 19th Avenue between west and east Montebello Roads



Olsen crews installing turnbuckles on the pressure manhole on Camelback Road



KWC crews placing slurry on the installed 24-inch private irrigation line at STA. 453+60



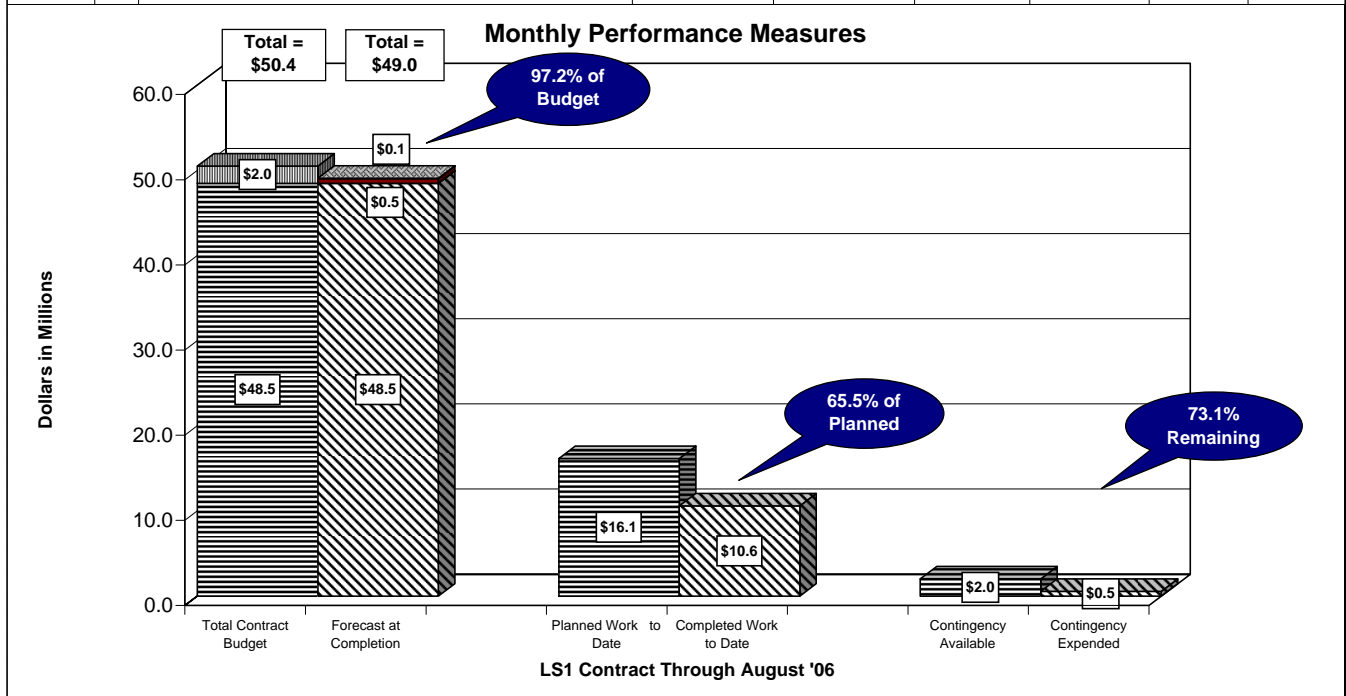
KWC crews installed the 30-inch SRP irrigation line at STA. 453+40



KWC crews placing slurry on the 30-inch SRP Irrigation line at STA. 453+40

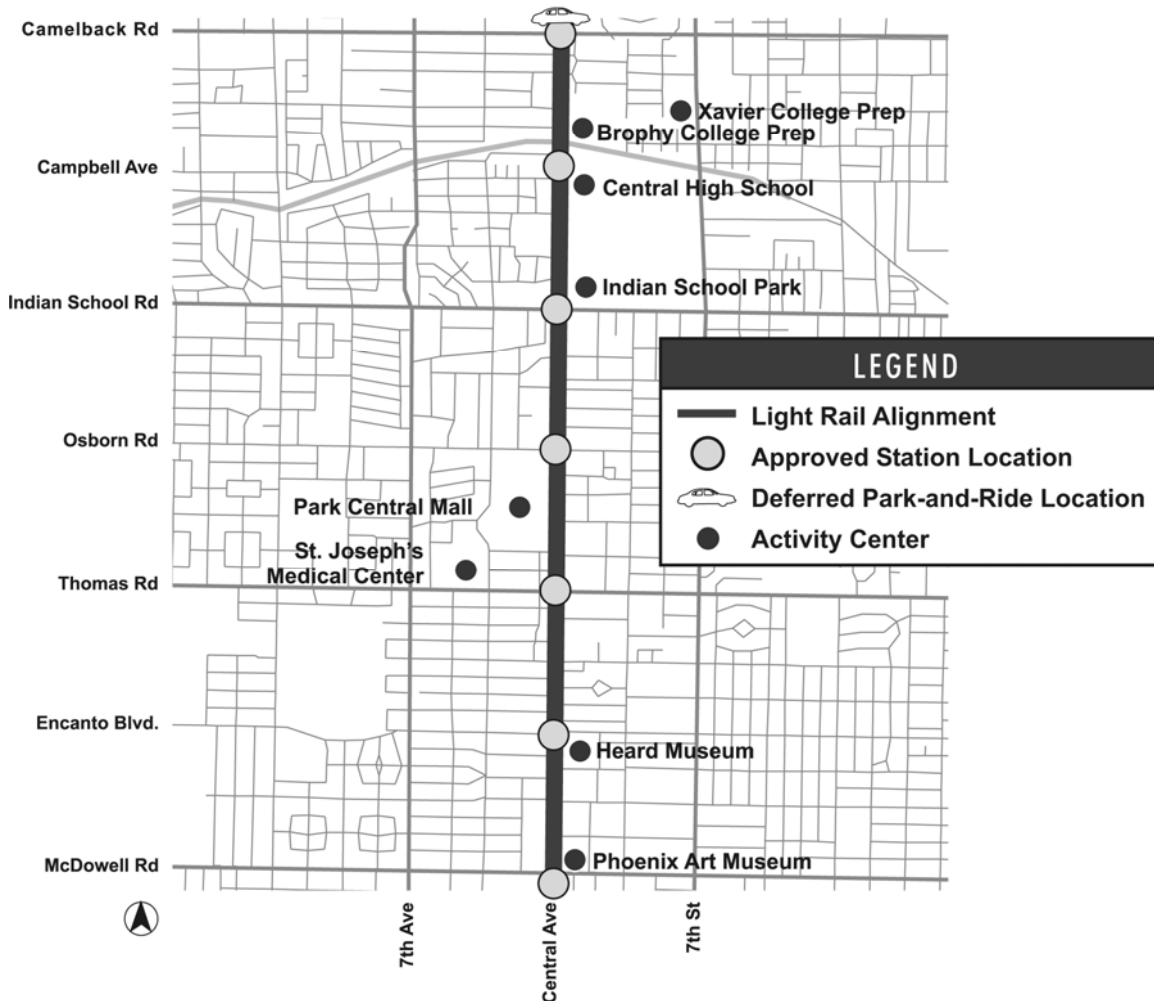


| | | | | |
|---------------------------|--|-----------------------------|--------------|--------------|
| Description: | | 3.1.1 Line Section 1 | | |
| PE/PA: | | Alvin Livingstone | | |
| Contractor: | | Kiewit Western Co. | | |
| Resident Engineer: | | Bill Blane | | |
| Data Through: | | July 31, 2006 | | |
| | Cumulative | 5309 | CNPA | Total |
| 1 | Budget | \$37,951,658 | \$10,533,342 | \$48,485,000 |
| 2 | Executed Change Orders | \$539,865 | -\$210 | \$539,655 |
| 3 | Budget Transfers | \$2,500,000 | \$0 | \$2,500,000 |
| 4 | Current Budget (1+2+3) | \$40,991,523 | \$10,533,132 | \$51,524,655 |
| 5 | Work Scheduled | \$12,078,142 | \$4,061,884 | \$16,140,026 |
| 6 | Work Earned | \$9,154,835 | \$1,421,288 | \$10,576,123 |
| 7 | Actual Expenditures | \$9,170,513 | \$1,421,842 | \$10,592,355 |
| 8 | Forecast to Complete Base (4-7) | \$31,821,010 | \$9,111,290 | \$40,932,300 |
| 9 | Change Orders Pending Execution | \$56,000 | \$9,300 | \$65,300 |
| 10 | Forecast at Completion (7+8+9) | \$41,047,523 | \$10,542,432 | \$51,589,955 |
| 11 | Percent Budget Expended (7/4) | 22.4% | 13.5% | 20.6% |
| 12 | Percent Planned (5/4) | 29.5% | 38.6% | 31.3% |
| 13 | Earned Percent Complete (6/4) | 22.3% | 13.5% | 20.5% |
| 14 | Schedule Performance (6/5) | 0.76 | 0.35 | 0.66 |
| 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 | \$1,423,191 | \$45,021 | \$1,468,212 |
| 18 | Percent Contingency Remaining (17/16) | 72.5% | 100.5% | 73.1% |
| | Period | | | |
| 1 | Budget | N/A | N/A | N/A |
| 2 | Executed Change Orders | -\$52,310 | -\$210 | -\$52,520 |
| 3 | Budget Transfers | \$0 | \$0 | \$0 |
| 4 | Current Budget (1+2+3) | \$40,991,523 | \$10,533,132 | \$51,524,655 |
| 5 | Work Scheduled (Cumm - Last Period) | \$2,738,535 | \$608,044 | \$3,346,579 |
| 6 | Work Earned (Cumm - Last Period) | \$3,164,880 | \$262,021 | \$3,426,901 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$3,163,817 | \$264,727 | \$3,428,544 |
| 8 | Forecast to Complete Base (4-7) | \$37,827,706 | \$10,268,405 | \$48,096,111 |
| 9 | Change Orders Pending Execution | \$118,350 | \$210 | \$118,560 |
| 10 | Forecast at Completion (7+8+9) | \$41,109,873 | \$10,533,342 | \$51,643,215 |
| 11 | Percent Budget Expended (7/4) | 7.7% | 2.5% | 6.7% |
| 12 | Percent Planned (5/4) | 6.7% | 5.8% | 6.5% |
| 13 | Earned Percent Complete (6/4) | 7.7% | 2.5% | 6.7% |
| 14 | Schedule Performance (6/5) | 1.16 | 0.43 | 1.02 |
| 15 | Cost Performance (6/7) | 1.00 | 0.99 | 1.00 |
| 16 | Contingency Budget | | | |
| 17 | Remaining Contingency | | | |
| 18 | Percent Contingency Remaining (17/16) | | | |



Line Section 2

LINE SECTION 2



Description

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

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



Progress

- Herzog continues to install various underground utilities throughout the project. They have completed the pressure and bacterial test for several fire lines and hydrants and put these lines back in service. They are now installing various storm drain laterals, sewer, water and laterals, fire hydrants and electrical conduits throughout the project.
- Guideway excavation has begun this month opposite Central High School and Campbell. This includes excavation for Campbell Station foundations.
- The sidewalk area north and south of the Grand Canal Bridge and along the easterly & westerly sides of Central opposite Central High School have are nearly complete. Herzog is well underway this month with constructing the easterly half of the Grand Canal Bridge. Traffic is currently using the new westerly half of the bridge in both directions. Work has begun this month at the Camelback Station Site and Herzog is coordinating with Archer Western. Utilities are the first order of work on site.
- Light poles and traffic signal poles are being restored (or installed new), painted and placed on new foundations along the easterly half of Central Avenue.
- Herzog continues potholing activities between Osborn and McDowell Road in preparation for the upcoming utility relocations. Off-set manholes for the storm drain access are being installed in this area.
- Herzog began delivering rail for LS2 and began the welding process near Steele/Indian School Park.
- No lost time injuries occurred this month.
- Contractor received a 100 percent score on their Community Advisory Board (CAB) review this month.

Cost and Schedule – Variance Analysis

- Schedule impacts include conflicts with underground utilities and design changes.
- METRO has issued several change notices to Herzog for pricing and credit. Several change orders are being performed on the job, mostly concerning utility work-a-rounds and design changes.
- Planned progress is currently being evaluated as the master schedule revisions are being implemented.

Issues and Solutions

- Line Section 2 still has some parcels that remain unavailable to the contractor; however, parcels and access issues are being resolved every day and do not currently impact the project. METRO will continue to meet with COP Real Estate to ensure that the proper attention is being placed on acquisition of all remaining LS 2 parcels. 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.
- Several major design adjustments, including protection of the 54-inch waterline at Indian School Road/Central, the 24-inch waterline at Osborn, and the private irrigation at Mariposa are being completed and should be implemented soon.

Construction Photos



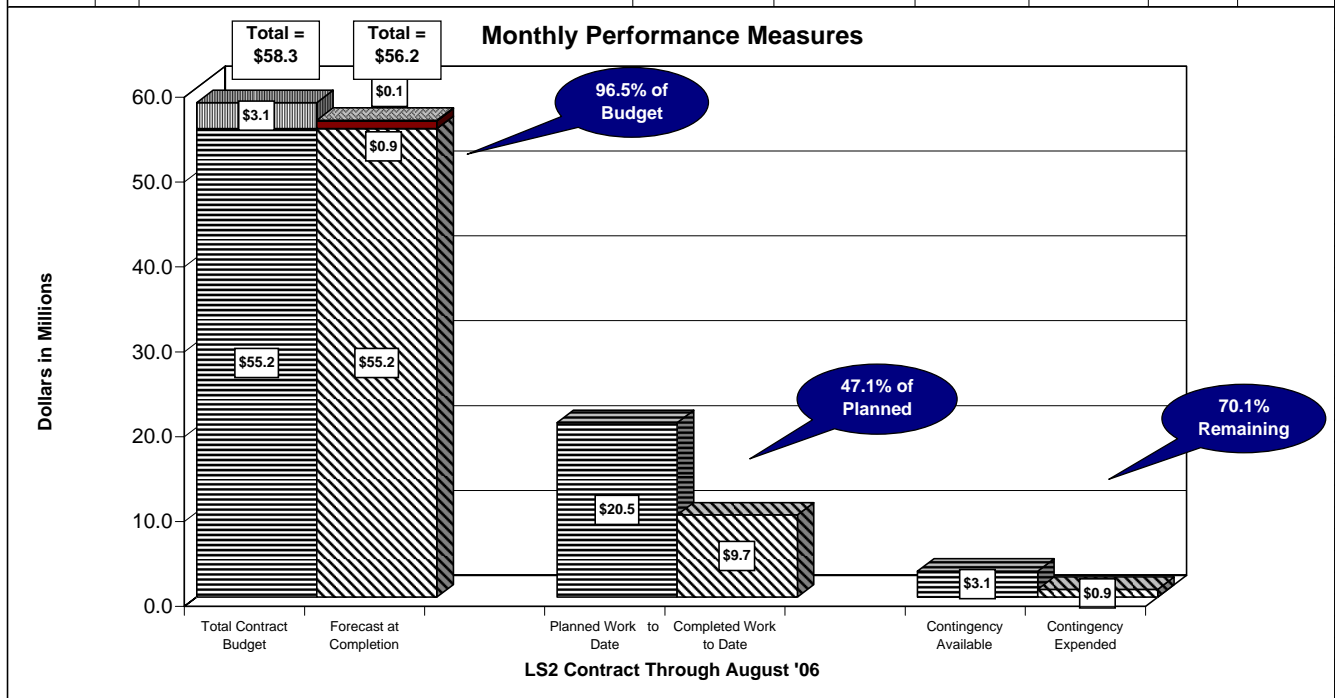
Pouring Grand Canal Bridge abutment on the south end of the bridge.



Ribbon Weld flash butt welding rail into strings near Steele/Indian School Park.

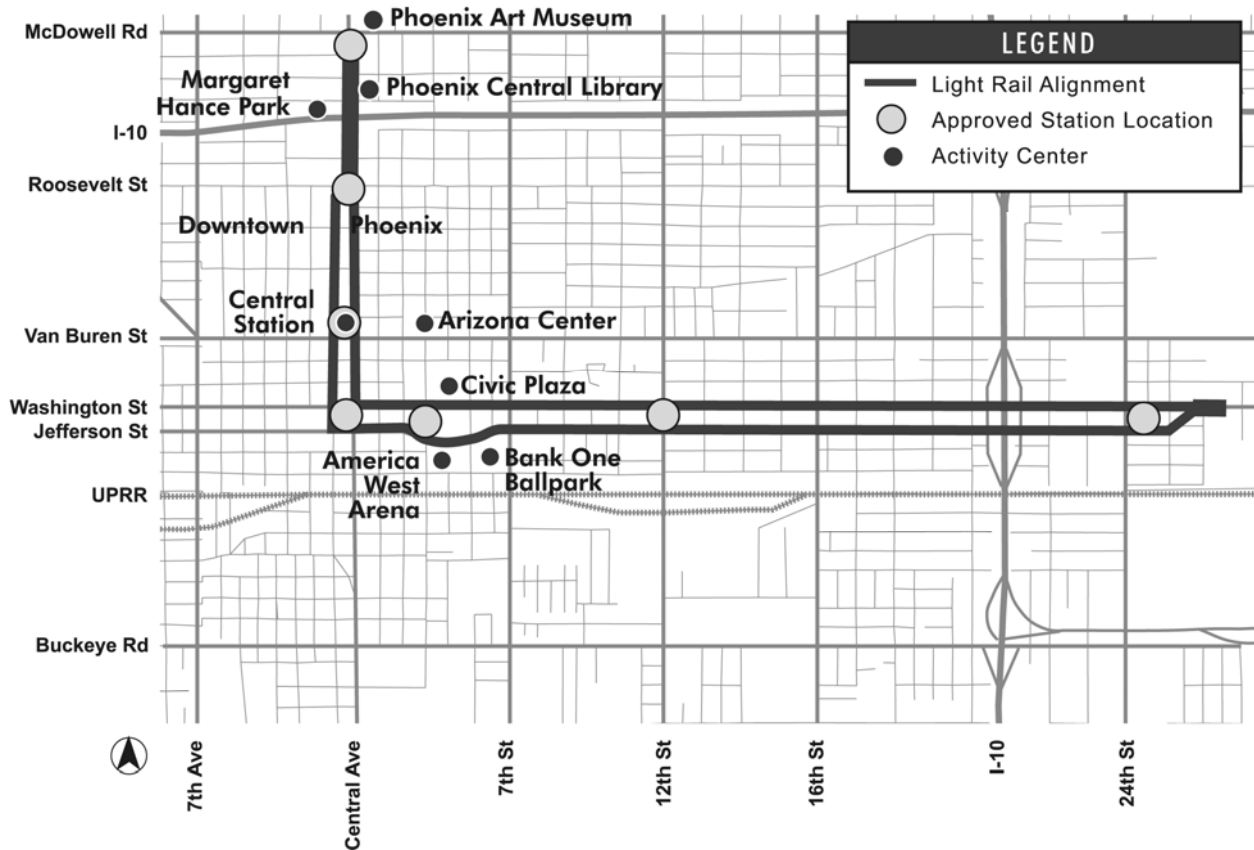


| | | | | |
|---------------------------|--|---------------------------------------|-------------|--------------|
| Description: | | 3.1.2 Line Section 2 | | |
| PE/PA: | | Alvin Livingstone | | |
| Contractor: | | Herzog Contracting Corporation | | |
| Resident Engineer: | | Matt McMenamin | | |
| Data Through: | | July 31, 2006 | | |
| | Cumulative | 5309 | CNPA/Other | Total |
| 1 | Budget | \$48,425,124 | \$6,762,248 | \$55,187,372 |
| 2 | Executed Change Orders | \$752,171 | \$0 | \$752,171 |
| 3 | Budget Transfers | \$10,000 | \$152,767 | \$162,767 |
| 4 | Current Budget (1+2+3) | \$49,187,295 | \$6,915,015 | \$56,102,310 |
| 5 | Work Scheduled | \$16,743,535 | \$3,800,380 | \$20,543,915 |
| 6 | Work Earned | \$8,490,396 | \$1,191,267 | \$9,681,663 |
| 7 | Actual Expenditures | \$8,491,283 | \$1,063,069 | \$9,554,352 |
| 8 | Forecast to Complete Base (4-7) | \$40,696,012 | \$5,851,946 | \$46,547,958 |
| 9 | Change Orders Pending Execution | \$85,135 | \$3,401 | \$88,536 |
| 10 | Forecast at Completion (7+8+9) | \$49,187,295 | \$6,918,416 | \$56,105,711 |
| 11 | Percent Budget Expended (7/4) | 17.3% | 15.4% | 17.0% |
| 12 | Percent Planned (5/4) | 34.0% | 55.0% | 36.6% |
| 13 | Earned Percent Complete (6/4) | 17.3% | 17.2% | 17.3% |
| 14 | Schedule Performance (6/5) | 0.51 | 0.31 | 0.47 |
| 15 | Cost Performance (6/7) | 1.00 | 1.12 | 1.01 |
| 16 | Contingency Budget | \$3,050,401 | \$13,293 | \$3,063,694 |
| 17 | Remaining Contingency | \$2,288,230 | \$13,293 | \$2,148,756 |
| 18 | Percent Contingency Remaining (17/16) | 75.0% | 100.0% | 70.1% |
| Period | | | | |
| 1 | Budget | | N/A | N/A |
| 2 | Executed Change Orders | \$33,083 | \$0 | \$33,083 |
| 3 | Budget Transfers | \$0 | \$0 | \$0 |
| 4 | Current Budget (1+2+3) | \$49,187,295 | \$6,915,015 | \$56,102,310 |
| 5 | Work Scheduled (Cumm - Last Period) | \$2,260,961 | \$0 | \$2,260,961 |
| 6 | Work Earned (Cumm - Last Period) | \$2,471,453 | \$0 | \$2,471,453 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$2,461,132 | \$218,644 | \$2,679,776 |
| 8 | Forecast to Complete Base (4-7) | \$46,726,163 | \$6,696,371 | \$53,422,534 |
| 9 | Change Orders Pending Execution | \$32,347 | -\$55,835 | -\$23,488 |
| 10 | Forecast at Completion (7+8+9) | \$49,219,642 | \$6,859,180 | \$56,078,822 |
| 11 | Percent Budget Expended (7/4) | 5.0% | 3.2% | 4.8% |
| 12 | Percent Planned (5/4) | 4.6% | 0.0% | 4.0% |
| 13 | Earned Percent Complete (6/4) | 5.0% | 0.0% | 4.4% |
| 14 | Schedule Performance (6/5) | 1.09 | N/A | 1.09 |
| 15 | Cost Performance (6/7) | 1.00 | 0.00 | 0.92 |
| 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 2 through 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 15. Additionally, AWC is proceeding with OCS foundations, lighting conduits and foundations, irrigation as required along ROW and stations.
- AWC is working currently working their day crews 6 days per week and night crews 4 to 5 nights a week.
- AWC has completed placing foundations for Roosevelt/Central station and is currently performing work on the Washington/3rd St and Washington/24th St foundations. AWC has released six foundations for access to the Stations Finishes contractor. The six include; Central Washington, Van Buren/1st Ave, Van Buren/Central, Jefferson/1st Ave, Jefferson/3rd St, Jefferson/24th St.
- AWC has completed guideway installation in segment 1 (Central – Washington to Polk) and placed paving from Washington to Van Buren. Also installed guideway on Jefferson to from Central to 1st street. Currently placing pre-curve rail from 1st Ave to Jefferson and preparing guideway installation from 1st St to 3rd St on Jefferson. AWC is continuing guideway excavation on Washington from 25th street to 22nd St. AWC has set rail for concrete placement from Polk to Fillmore on Central.



- Level 3 has completed relocation of duct bank and manholes at 20th Street and Washington Street and has moved to Washington 18th street. COP contractor Telltech/Fiero continues to relocate COP ITD manholes along Washington and has progressed to 7th St location. AWC and METRO continue to meet with APS to confirm design of revenue service.
- AWC has set T-rail on southbound and northbound side of Deck Park Bridge.
- AWC has established six rail headings to provide schedule flexibility for the approximate 44,635 lf of guideway installation for this project. To date AWC has installed approximately 3500 lf of guideway (including direct fixation track).

Cost and Schedule – Variance Analysis

- AWC and METRO are in negotiations concerning the master schedule milestone revision change order. The interim progress schedule indicates the contractor has completed 30 percent of the work.
- Planned progress is currently being evaluated as the master schedule revisions are being implemented.

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.
- Weekly APS meetings are also continuing to better facilitate the revenue installation and expedite any required changes.
- ROW acquisition is nearly complete with only three or four outstanding properties in condemnation; continuing to address Cost-to-Cure items.

Construction Photographs



Sidewalk Placement at Central Ave/Adams



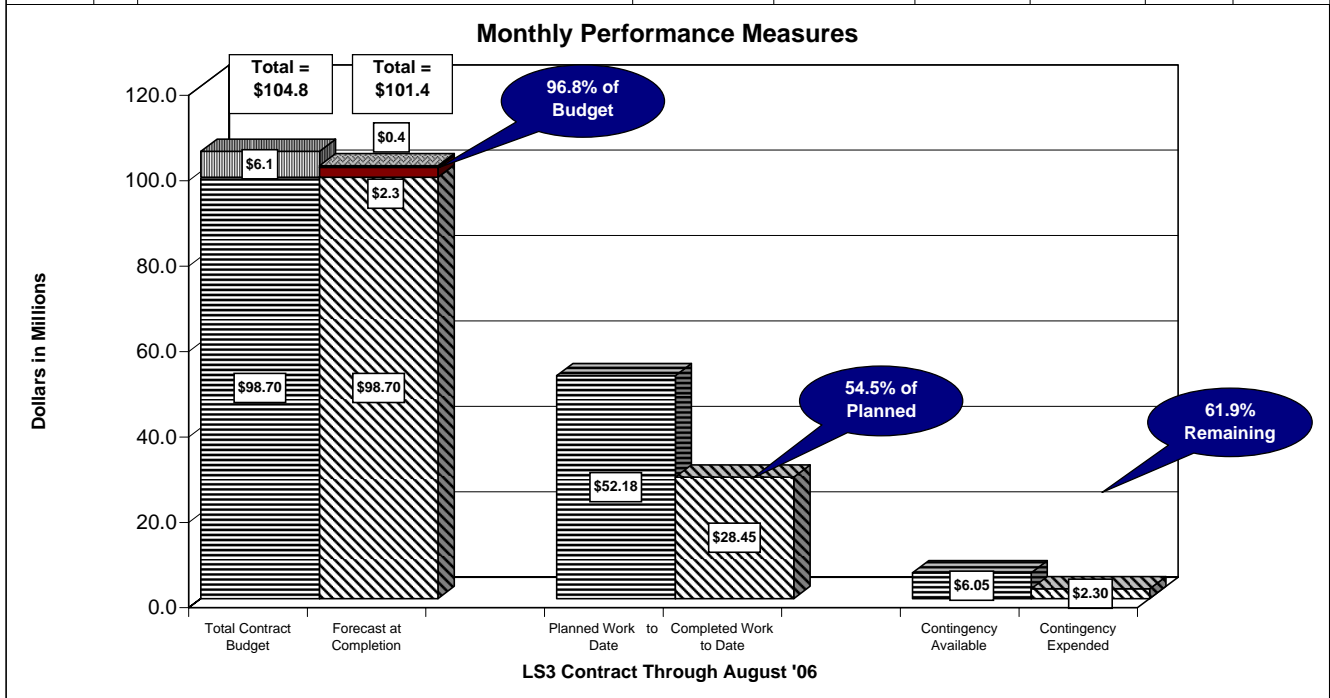
Pavement Preparation Central/Van Buren



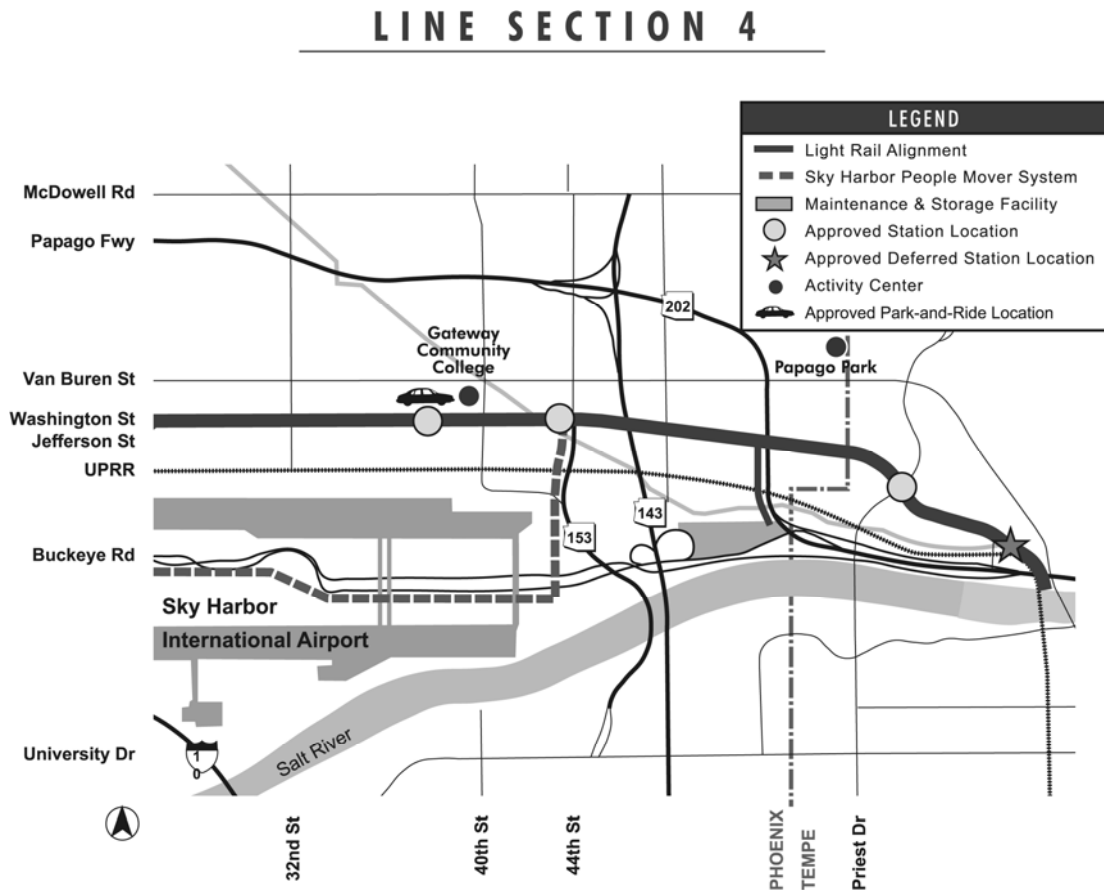
Guideway Preparation Jefferson/2nd Street



| | | | | |
|---------------------------|--|-----------------------------|--------------|---------------|
| Description: | | 3.1.3 Line Section 3 | | |
| PE/PA: | | William Gustafson | | |
| Contractor: | | Archer Western | | |
| Resident Engineer: | | William Atesis | | |
| Data Through: | | July 26, 2006 | | |
| | Cumulative | 5309 | CNPA | Total |
| 1 | Budget | \$79,248,617 | \$19,452,352 | \$98,700,969 |
| 2 | Executed Change Orders | \$1,864,382 | \$25,285 | \$1,889,667 |
| 3 | Budget Transfers | \$23,831 | \$389,245 | \$413,076 |
| 4 | Current Budget (1+2+3) | \$81,136,830 | \$19,866,882 | \$101,003,712 |
| 5 | Work Scheduled | \$38,914,522 | \$13,269,191 | \$52,183,713 |
| 6 | Work Earned | \$21,524,437 | \$6,922,770 | \$28,447,207 |
| 7 | Actual Expenditures | \$21,546,673 | \$6,924,639 | \$28,471,312 |
| 8 | Forecast to Complete Base (4-7) | \$59,590,157 | \$12,942,243 | \$72,532,400 |
| 9 | Change Orders Pending Execution | \$176,038 | \$203,857 | \$379,895 |
| 10 | Forecast at Completion (7+8+9) | \$81,312,868 | \$20,070,739 | \$101,383,607 |
| 11 | Percent Budget Expended (7/4) | 26.6% | 34.9% | 28.2% |
| 12 | Percent Planned (5/4) | 48.0% | 66.8% | 51.7% |
| 13 | Earned Percent Complete (6/4) | 26.5% | 34.8% | 28.2% |
| 14 | Schedule Performance (6/5) | 0.55 | 0.52 | 0.55 |
| 15 | Cost Performance (6/7) | 1.00 | 1.00 | 1.00 |
| 16 | Contingency Budget | \$5,648,232 | \$402,730 | \$6,050,962 |
| 17 | Remaining Contingency | \$3,807,681 | \$381,610 | \$3,748,219 |
| 18 | Percent Contingency Remaining (17/16) | 67.4% | 94.8% | 61.9% |
| | Period | | | |
| 1 | Budget | N/A | N/A | N/A |
| 2 | Executed Change Orders | -\$55,399 | \$0 | -\$55,399 |
| 3 | Budget Transfers | \$0 | \$335,194 | \$335,194 |
| 4 | Current Budget (1+2+3) | \$81,136,830 | \$19,866,882 | \$101,003,712 |
| 5 | Work Scheduled (Cumm - Last Period) | \$3,911,983 | \$1,113,127 | \$5,025,110 |
| 6 | Work Earned (Cumm - Last Period) | \$2,405,374 | \$427,044 | \$2,832,418 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$2,401,294 | \$425,079 | \$2,826,373 |
| 8 | Forecast to Complete Base (4-7) | \$78,735,536 | \$19,441,803 | \$98,177,339 |
| 9 | Change Orders Pending Execution | \$167,535 | \$162,007 | \$329,542 |
| 10 | Forecast at Completion (7+8+9) | \$81,304,365 | \$20,028,889 | \$101,333,254 |
| 11 | Percent Budget Expended (7/4) | 3.0% | 2.1% | 2.8% |
| 12 | Percent Planned (5/4) | 4.8% | 5.6% | 5.0% |
| 13 | Earned Percent Complete (6/4) | 3.0% | 2.1% | 2.8% |
| 14 | Schedule Performance (6/5) | 0.61 | 0.38 | 0.56 |
| 15 | Cost Performance (6/7) | 1.00 | 1.00 | 1.00 |
| 16 | Contingency Budget | \$6,398,232 | \$1,231,072 | \$7,629,304 |
| 17 | Remaining Contingency | \$6,453,631 | \$895,878 | \$7,349,509 |
| 18 | Percent Contingency Remaining (17/16) | 100.9% | 72.8% | 96.3% |



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

- Lakeside Drive to Center Parkway: Installation of sanitary manhole is still in progress. Also underway is the installation of irrigation sleeves, piping, re-connection to existing irrigation controller and repair to existing irrigation lines and valves. SWG lowered its high pressure gas main on the south side of Washington Street as it crosses under the LRT guideway.



- Center Parkway to 56th Street: Continued guide-way construction with special attention given to the guide-ways adjacent to the Priest Station; placed track slabs and curbs at various locations from Trillium Drive to 56th Street; completed the guide-way construction at the Priest Drive intersection and reopened it to traffic two days earlier than scheduled.
- 56th Street to 50th Street: Completed the OCS foundations, offset storm drainage manholes and the combined system duct bank to SR202; placed extruded guide-way curbs to SR202; placed guide-way slabs from 56th Street to 54th Place; completed the construction of the special track bathtub foundation east of SR202; placed isolation membrane, reinforcing and the right turnout track work to the yard lead track of the Maintenance and Storage Facility (MSF) into the special track work bathtub; Southwest Gas (SWG) completed the installation of the replacement of an 8-inch high pressure gas main and 2-inch service line below the yard lead tracks to MSF.
- 50th Street to 48th Street: Relocated storm drains that were in conflict with OCS foundations; placed OCS foundations; completed installing offset storm drain manholes, and installed catch basins; placed sidewalks, driveways, curb/gutter and graded roadway for AC paving; continued installation of combined systems duct back conduits; removed the remaining existing curb/gutter, sidewalk and bus stop.
- 48th Street to 44th Street: Completed installing offset storm drain manholes, track drainage piping, OCS foundations and combined systems duct bank conduits; completed the archaeological monitoring and resource recovery at the offset storm drain manhole; removed the existing curb/gutter and sidewalks from 48th Street to SR143.
- 44th Street to 40th Street: Installed the water main west of the Grand Canal at 42nd Street for future APM facility and additional scope for COP Water Services; completed the placement of the APM foundation, backfilling and APM power and telecommunications duct banks; fine graded the roadway for AC paving, began placing curb/gutter, driveways, sidewalks on the south side of Washington Street from the Washington Street bridge to 40th Street; completed the sanitary manholes and sanitary line installation at the 40th street intersection.
- 40th Street to 26th Street: Continued the installation of advanced utility crossings under the LRV guide-way from west of the 36th to 32nd Streets; continued the underground electrical conversion connections to various parcels.
- Washington Street Bridge: Placed the south guide-way and roadway decks, roadway approach slabs, retaining wall/wing walls, set and cast the bridge expansion joints.

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 July 2006. Planned progress is currently being evaluated as the master schedule revisions are being implemented.

Issues and Solutions

- The re-facing of the buildings that intrude into the new right-of-way is almost complete.

Construction Photographs



Thermite welding track east of Priest Drive



Placement of the right guide-way slab



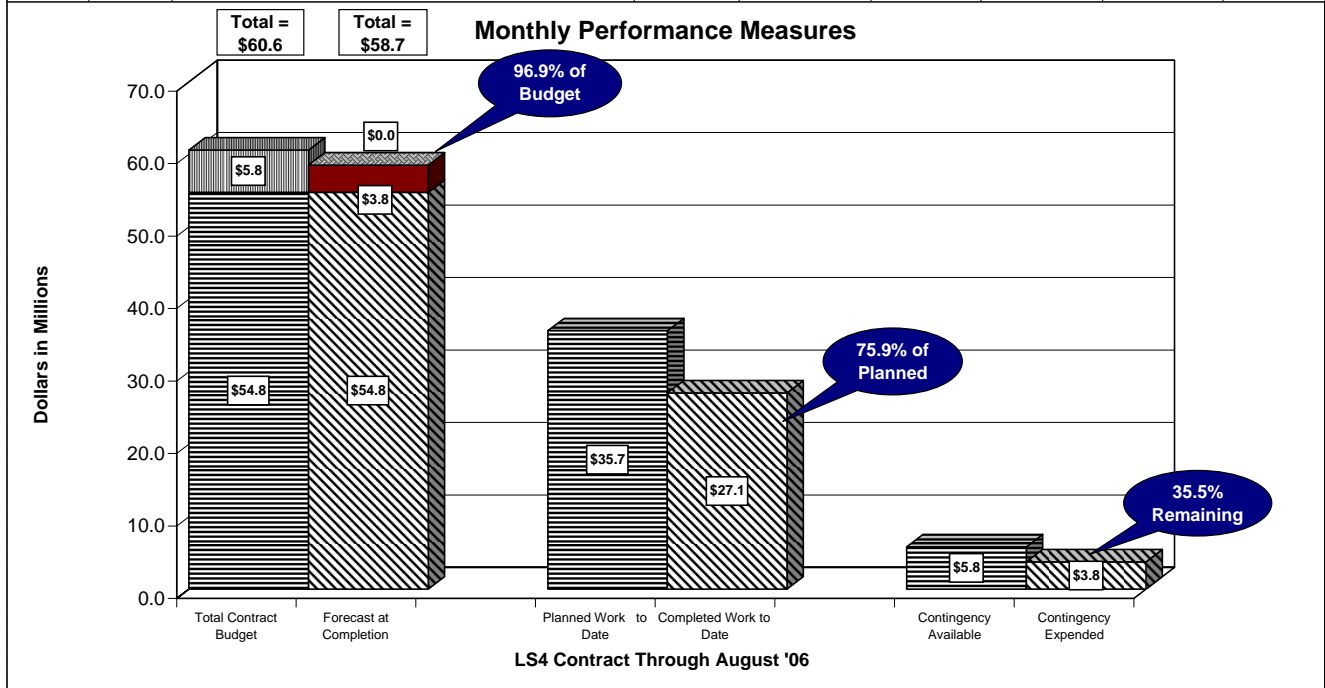
Installation of isolation membrane in special track bathtub



Placement of extruded guide-way curb west of 54th Street

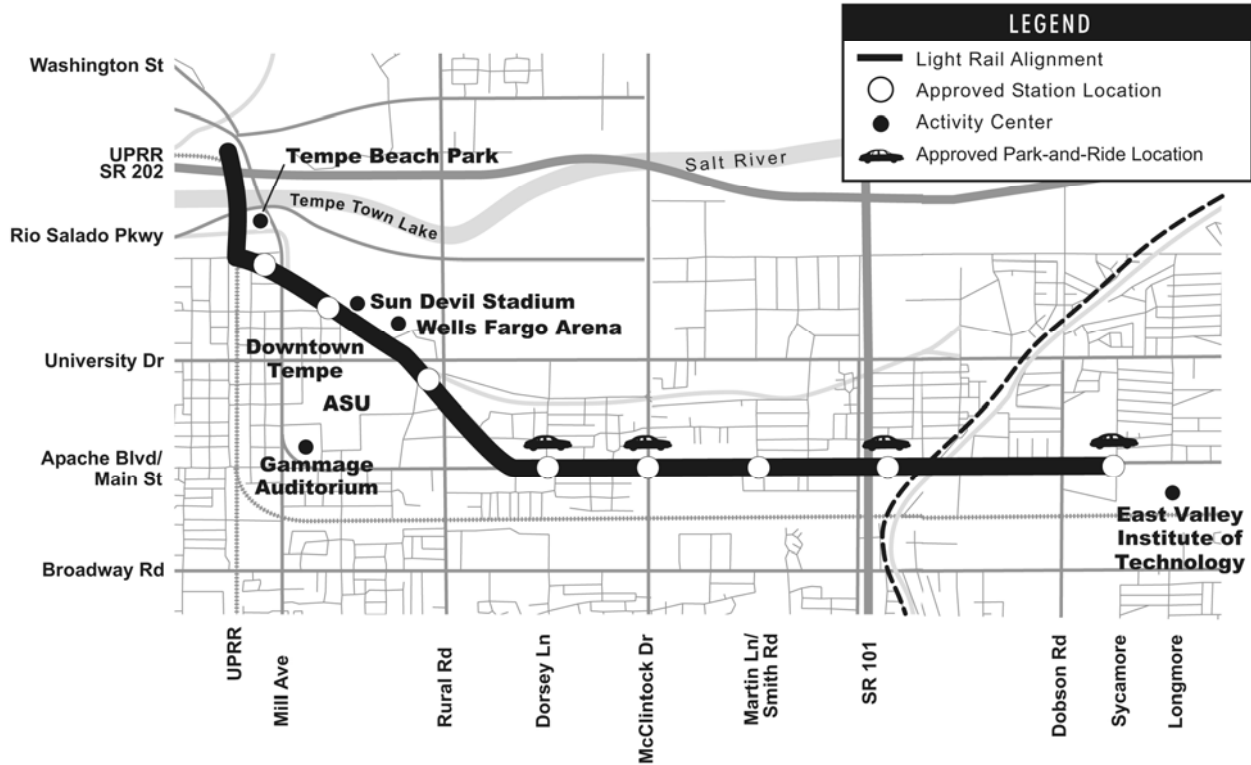


| | | | | |
|--|--|-----------------------------|-------------|--------------|
| Description: | | 3.1.4 Line Section 4 | | |
| PE/PA: | | Avrum Loewenstein | | |
| Contractor: | | Sundt/Stacey Witbeck | | |
| Resident Engineer: | | Marty Spong | | |
| Data Through: | | July 31, 2006 | | |
| Cumulative | | 5309 | CNPA | Total |
| 1 Budget | | \$47,869,894 | \$6,880,853 | \$54,750,747 |
| 2 Executed Change Orders | | \$3,820,508 | -\$413,488 | \$3,407,020 |
| 3 Budget Transfers | | \$99,880 | \$1,441,048 | \$1,540,928 |
| 4 Current Budget (1+2+3) | | \$51,790,282 | \$7,908,413 | \$59,698,695 |
| 5 Work Scheduled | | \$29,430,570 | \$6,235,906 | \$35,666,476 |
| 6 Work Earned | | \$21,865,523 | \$5,215,555 | \$27,081,078 |
| 7 Actual Expenditures | | \$22,868,953 | \$5,318,039 | \$28,186,992 |
| 8 Forecast to Complete Base (4-7) | | \$28,921,329 | \$2,590,374 | \$31,511,703 |
| 9 Change Orders Pending Execution | | \$41,450 | \$1,171,510 | \$1,212,960 |
| 10 Forecast at Completion (7+8+9) | | \$51,831,732 | \$9,079,923 | \$60,911,655 |
| 11 Percent Budget Expended (7/4) | | 44.2% | 67.2% | 47.2% |
| 12 Percent Planned (5/4) | | 56.8% | 78.9% | 59.7% |
| 13 Earned Percent Complete (6/4) | | 42.2% | 65.9% | 45.4% |
| 14 Schedule Performance (6/5) | | 0.74 | 0.84 | 0.76 |
| 15 Cost Performance (6/7) | | 0.96 | 0.98 | 0.96 |
| 16 Contingency Budget | | \$5,662,190 | \$172,633 | \$5,834,823 |
| 17 Remaining Contingency | | \$1,900,112 | \$172,633 | \$2,072,745 |
| 18 Percent Contingency Remaining (17/16) | | 33.6% | 100.0% | 35.5% |
| Period | | | | |
| 1 Budget | | N/A | N/A | N/A |
| 2 Executed Change Orders | | \$104,103 | -\$162,315 | -\$58,212 |
| 3 Budget Transfers | | \$271,208 | \$162,315 | \$433,523 |
| 4 Current Budget (1+2+3) | | \$51,790,282 | \$7,908,413 | \$59,698,695 |
| 5 Work Scheduled (Cumm - Last Period) | | \$2,209,430 | \$607,100 | \$2,816,530 |
| 6 Work Earned (Cumm - Last Period) | | \$1,597,250 | \$465,606 | \$2,062,856 |
| 7 Actual Expenditures (Cumm - Last Period) | | \$1,730,042 | \$489,957 | \$2,219,999 |
| 8 Forecast to Complete Base (4-7) | | \$28,921,329 | \$2,590,374 | \$31,511,703 |
| 9 Change Orders Pending Execution | | -\$234,874 | \$0 | -\$234,874 |
| 10 Forecast at Completion (7+8+9) | | \$30,416,497 | \$3,080,331 | \$33,496,828 |
| 11 Percent Budget Expended (7/4) | | 3.3% | 6.2% | 3.7% |
| 12 Percent Planned (5/4) | | 4.3% | 7.7% | 4.7% |
| 13 Earned Percent Complete (6/4) | | 3.1% | 5.9% | 3.5% |
| 14 Schedule Performance (6/5) | | 0.72 | 0.77 | 0.73 |
| 15 Cost Performance (6/7) | | 0.92 | 0.95 | 0.93 |
| 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 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 Retaining Wall 5 in the parking lot area from Ash Avenue toward First Street, and began guide-way excavation from First Street eastward.
- The Contractor installed traffic signal foundations and poles at 3rd Street intersections at Ash and Mill Avenues, and began guide-way excavation along 3rd Street.
- The Contractor completed Retaining Wall 1, located along the Creamery Route, and began construction of Retaining Wall 7.
- The Contractor continued grading the Promenade area westward from Sun Devil Stadium, placing pavers at the Southwest Gate, and gabion walls westward from the stadium, working around archeological data recovery areas to do this work.
- The Contractor completed roadwork along Veterans Way, including track-way at the 5th/College and 6th Street intersections. Veterans Way was opened eastbound for check-in of ASU students, and the westbound lane was opened for the first ASU game on August 31st. Guide-way preparation from 5th/College to 6th Street was conducted around archeological discoveries in the guide-way itself.
- The Contractor continued to prepare guide-way east from 6th Street, to University Drive.
- The Contractor continued tie-in of the 30-inch waterline at Rural Road and constructed an entrance from the new Terrace Road into Cholla Hall to facilitate ASU student check-in.
- The Contractor continued roadway work along the north side of Apache Boulevard in preparation for paving. The Contractor continued placement of street light foundations on the south side. Third-party utility companies continued relocations eastward along Apache Boulevard.
- The Contractor continued work on wing walls at the 101 Freeway Bridge, placed new traffic signal conduits and foundations at the Price Road intersections, and conducted exploratory work in the center of the of the 101 Bridge structure in preparation for demolition.
- The Contractor shifted traffic to the completed south side of the Tempe Canal Bridge, and demolished pavement, curb, and sidewalk, as well as the old bridge structure on the north side. Abutment piers were drilled, and the abutments formed for the new north side of the bridge structure.
- The Contractor continued utility relocation work from the Tempe Canal Bridge, eastward toward Dobson Road in the City of Mesa.



Cost and Schedule – Variance Analysis

- Status through August 15, 2006 indicates the LS 5 is 33 percent complete with total billing of 29.5 percent of the project's revised contract value of \$71,681,004. Planned progress is currently being evaluated as the master schedule revisions are being implemented.
- Key interface dates with follow-on contractors Station Finishes, TES and S&C are still achievable. SSWJV continues to make excellent efforts to work through utility and other conflicts to keep the project moving forward.

Issues and Solutions

- Significant archeological data recovery in Lot 55 and along Veterans' Way, as well as utility conflicts, 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, was a challenge, but was achieved to ASU's satisfaction through coordination and intense effort.
- The placement of street light conduits along Apache Boulevard by APS and SRP-Power continues to delay 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



Continuation of Work at Retaining Wall 1



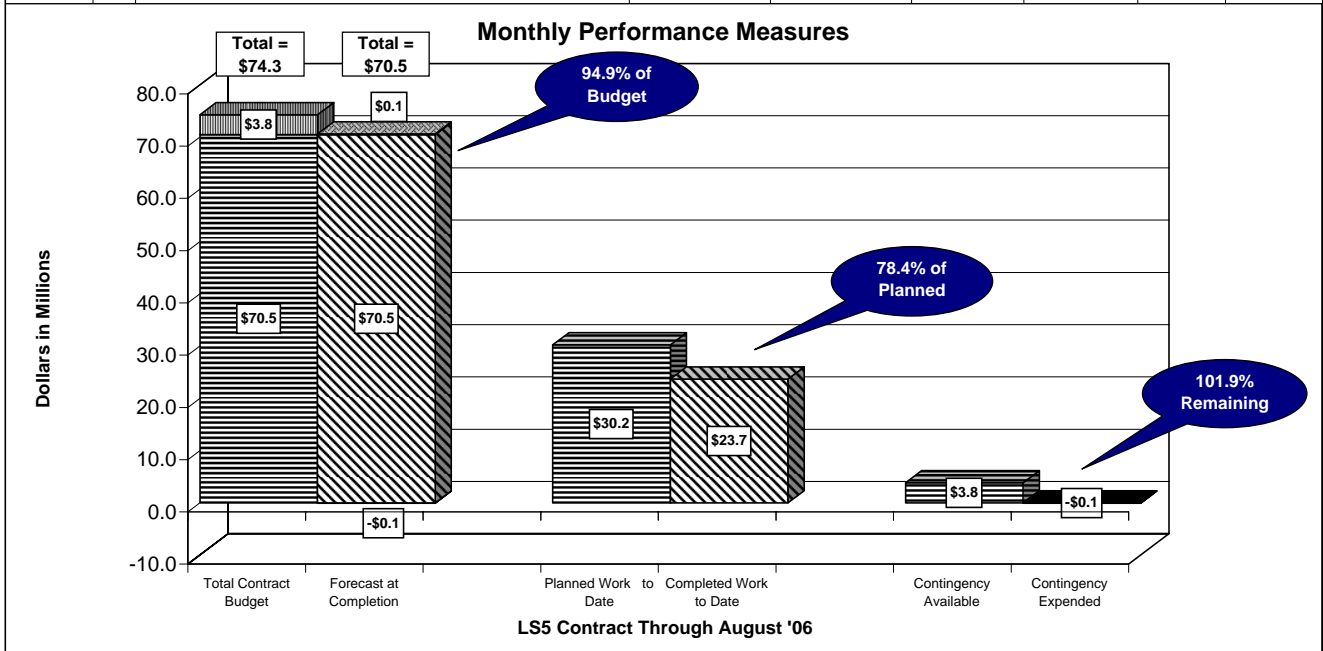
Roadway Work at Veterans' Way



Roadway Work at Tempe Canal Bridge



| | | | | |
|---------------------------|--|-----------------------------|-------------|--------------|
| Description: | | 3.1.5 Line Section 5 | | |
| PE/PA: | | Brian Buchanan | | |
| Contractor: | | Sundt/Stacey Witbeck | | |
| Resident Engineer: | | Sam Graham | | |
| Data Through: | | August 15, 2006 | | |
| | Cumulative | 5309 | CNPA | Total |
| 1 | Budget | \$68,882,969 | \$1,573,317 | \$70,456,286 |
| 2 | Executed Change Orders | -\$71,292 | \$536,245 | \$464,953 |
| 3 | Budget Transfers | \$847,481 | \$0 | \$847,481 |
| 4 | Current Budget (1+2+3) | \$69,659,158 | \$2,109,562 | \$71,768,720 |
| 5 | Work Scheduled | \$29,341,038 | \$884,781 | \$30,225,819 |
| 6 | Work Earned | \$23,325,012 | \$368,120 | \$23,693,132 |
| 7 | Actual Expenditures | \$23,341,634 | \$305,190 | \$23,646,824 |
| 8 | Forecast to Complete Base (4-7) | \$46,317,524 | \$1,804,372 | \$48,121,896 |
| 9 | Change Orders Pending Execution | \$91,309 | \$0 | \$91,309 |
| 10 | Forecast at Completion (7+8+9) | \$69,750,467 | \$2,109,562 | \$71,860,029 |
| 11 | Percent Budget Expended (7/4) | 10.8% | 14.5% | 32.9% |
| 12 | Percent Planned (5/4) | 42.1% | 41.9% | 42.1% |
| 13 | Earned Percent Complete (6/4) | 33.5% | 17.5% | 33.0% |
| 14 | Schedule Performance (6/5) (SPI) | 0.79 | 0.00 | 0.78 |
| 15 | Cost Performance (6/7) (CPI) | 1.00 | 0.00 | 1.00 |
| 16 | Contingency Budget | \$3,708,135 | \$107,679 | \$3,815,814 |
| 17 | Remaining Contingency | \$3,779,427 | \$107,679 | \$3,887,106 |
| 18 | Percent Contingency Remaining (17/16) | 101.9% | 100.0% | 101.9% |
| | Period | | | |
| 1 | Budget | N/A | N/A | N/A |
| 2 | Executed Change Orders | \$34,187 | \$53,529 | \$87,716 |
| 3 | Budget Transfers | \$0 | \$0 | \$0 |
| 4 | Current Budget (1+2+3) | \$69,659,158 | \$2,109,562 | \$71,768,720 |
| 5 | Work Scheduled (Cumm - Last Period) | \$3,515,224 | \$73,133 | \$3,588,357 |
| 6 | Work Earned (Cumm - Last Period) | \$2,434,171 | \$62,172 | \$2,496,343 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$2,450,793 | \$0 | \$2,450,793 |
| 8 | Forecast to Complete Base (4-7) | \$67,208,365 | \$2,109,562 | \$69,317,927 |
| 9 | Change Orders Pending Execution | \$63,640 | \$0 | \$63,640 |
| 10 | Forecast at Completion (7+8+9) | \$69,722,798 | \$2,109,562 | \$71,832,360 |
| 11 | Percent Budget Expended (7/4) | 3.5% | 0.0% | 3.4% |
| 12 | Percent Planned (5/4) | 5.0% | 3.5% | 5.0% |
| 13 | Earned Percent Complete (6/4) | 3.5% | 2.9% | 3.5% |
| 14 | Schedule Performance (6/5) | 0.69 | 0.00 | 0.70 |
| 15 | Cost Performance (6/7) | 0.99 | 0.00 | 1.02 |
| 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.

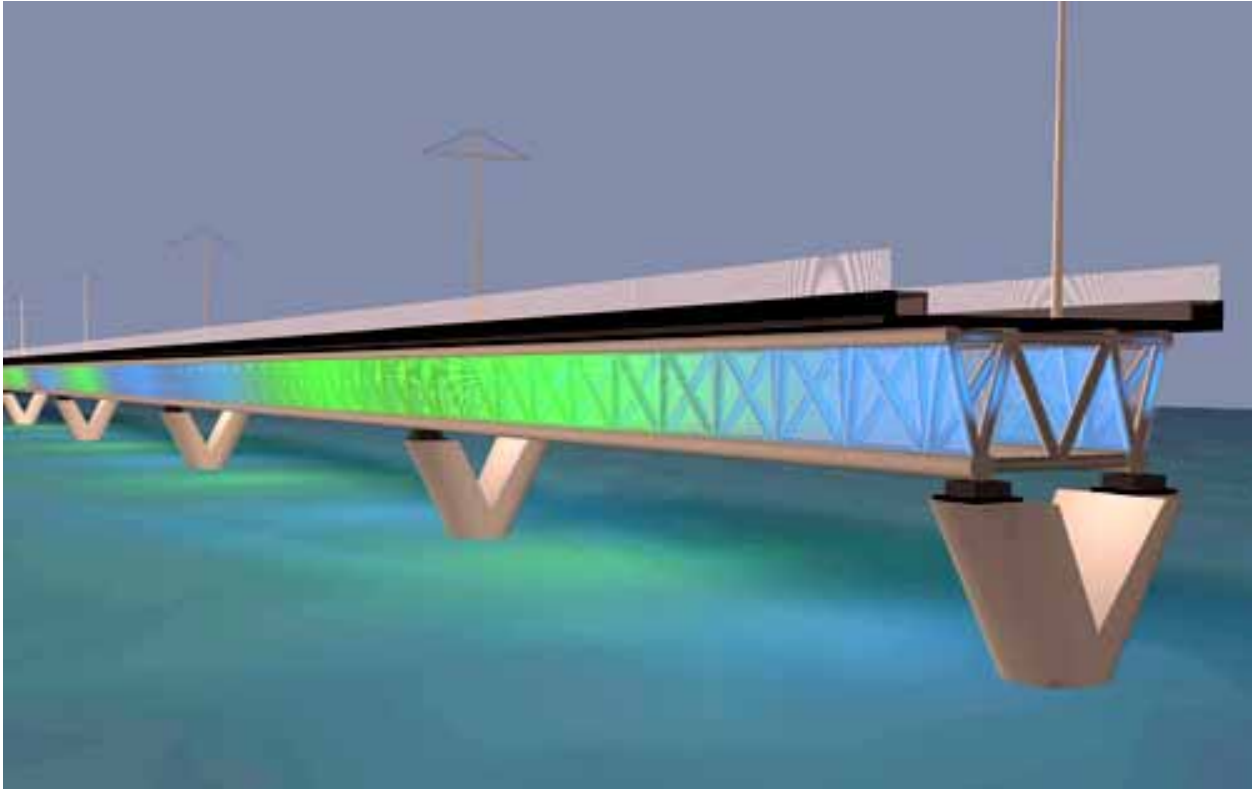
Cost and Schedule – Variance Analysis

- 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 contractor continued installing expanded metal panels (or scrim) on the outside of the trusses and completed expansion joint sealant installation.
- Completed landscaping at the north end of the project and continued landscaping in Tempe Beach Park and along Rio Salado Parkway.
- Production truss coating, applying one coat of epoxy over the primer, one coat of white and one coat of clear urethane continued.

- The contractor completed installing power supply boxes, mounting hardware and LED luminaires for the special purpose lighting within the trusses. Testing of the special purpose lighting was successfully completed on August 21, 2006.

Cost and Schedule – Variance Analysis

- Planned progress is currently being evaluated as the master schedule revisions are being implemented.
- The June 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. Milestone B (Unimpeded track-way access by all follow-on contractors) was achieved early on July 20th 2006.

Issues and Solutions

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

Construction Photographs



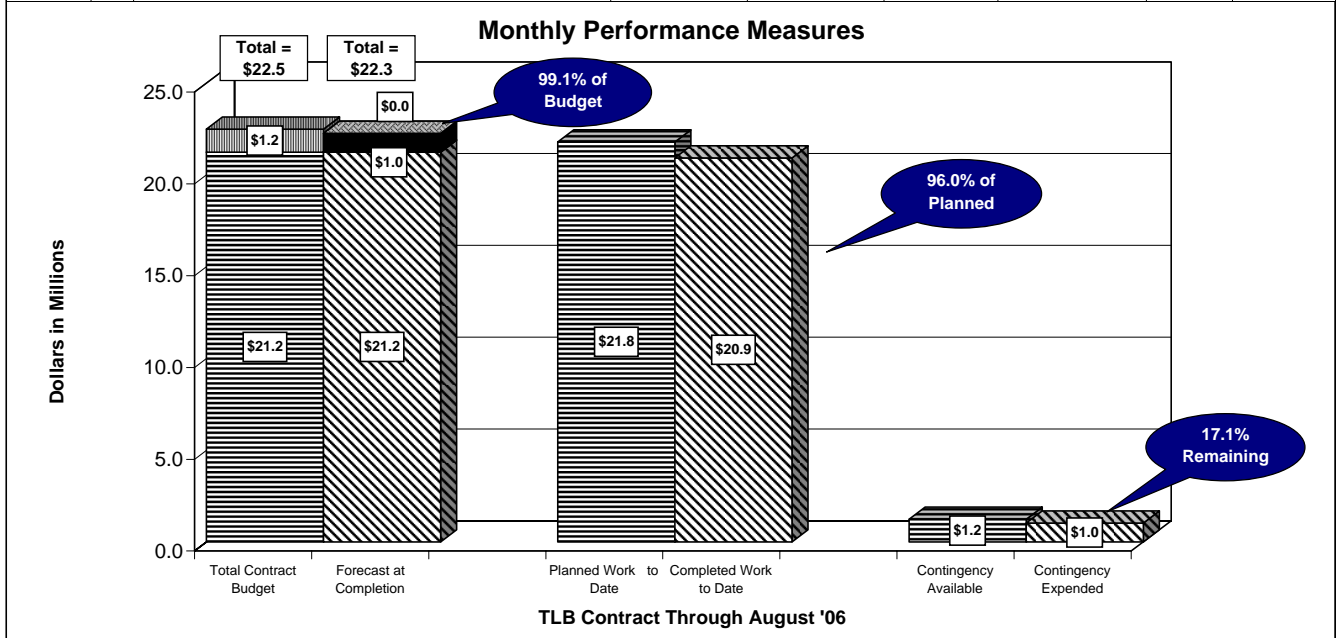
LED Light Test



LED Lights in Trusses



| | | | | |
|---------------------------|--|-------------------------------|-------------|--------------|
| Description: | | 3.6.1 Town Lake Bridge | | |
| PE/PA: | | Bill Gustafson | | |
| Contractor: | | PCL Contractors | | |
| Resident Engineer: | | Joel Mona | | |
| Data Through: | | Julu 31, 2006 | | |
| Cumulative | | 5309 | CNPA | Total |
| 1 | Budget | \$21,219,861 | \$17,523 | \$21,237,384 |
| 2 | Executed Change Orders | \$847,508 | \$0 | \$847,508 |
| 3 | Budget Transfers | -\$183,000 | \$0 | -\$183,000 |
| 4 | Current Budget (1+2+3) | \$21,884,369 | \$17,523 | \$21,901,892 |
| 5 | Work Scheduled | \$21,774,138 | \$17,523 | \$21,791,661 |
| 6 | Work Earned | \$20,903,725 | \$15,771 | \$20,919,496 |
| 7 | Actual Expenditures | \$20,825,571 | \$15,771 | \$20,841,342 |
| 8 | Forecast to Complete Base (4-7) | \$1,058,798 | \$1,752 | \$1,060,550 |
| 9 | Change Orders Pending Execution | \$0 | \$0 | \$0 |
| 10 | Forecast at Completion (7+8+9) | \$21,884,369 | \$17,523 | \$21,901,892 |
| 11 | Percent Budget Expended (7/4) | 66.1% | 90.0% | 95.2% |
| 12 | Percent Planned (5/4) | 99.5% | 100.0% | 99.5% |
| 13 | Earned Percent Complete (6/4) | 95.5% | 90.0% | 95.5% |
| 14 | Schedule Performance (6/5) | 0.96 | 0.00 | 0.96 |
| 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 | \$211,892 | \$1,402 | \$213,294 |
| 18 | Percent Contingency Remaining (17/16) | 17.1% | 0.0% | 17.1% |
| Period | | | | |
| 1 | Budget | N/A | N/A | N/A |
| 2 | Executed Change Orders | \$2,948 | \$0 | \$2,948 |
| 3 | Budget Transfers | \$0 | \$0 | \$0 |
| 4 | Current Budget (1+2+3) | \$21,884,369 | \$17,523 | \$21,901,892 |
| 5 | Work Scheduled (Cumm - Last Period) | \$1,441 | \$0 | \$1,441 |
| 6 | Work Earned (Cumm - Last Period) | \$0 | \$0 | \$0 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$0 | \$0 | \$0 |
| 8 | Forecast to Complete Base (4-7) | \$21,884,369 | \$17,523 | \$21,901,892 |
| 9 | Change Orders Pending Execution | (\$3,000) | \$0 | (\$3,000) |
| 10 | Forecast at Completion (7+8+9) | \$21,881,369 | \$0 | \$21,881,369 |
| 11 | Percent Budget Expended (7/4) | 0.0% | 0.0% | 0.0% |
| 12 | Percent Planned (5/4) | 0.0% | 0.0% | 0.0% |
| 13 | Earned Percent Complete (6/4) | 0.0% | 0.0% | 0.0% |
| 14 | Schedule Performance (6/5) | 0.00 | #N/A | 0.00 |
| 15 | Cost Performance (6/7) | #N/A | #N/A | #N/A |
| 16 | Contingency Budget | \$1,242,400 | \$0 | \$1,242,400 |
| 17 | Remaining Contingency | \$211,892 | \$0 | \$211,892 |
| 18 | Percent Contingency Remaining (17/16) | 17.1% | 0.0% | 17.1% |



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 landscaping work is about done along with the installation of chain link fence along the ADOT right-of-way.
- At the MOE building the gypsum wallboard installation and taping is nearing completion on the first floor exterior walls. Approximately 90 percent of drywall and taping has been completed on the 2nd floor.
- Ceramic wall tile is complete in all the bathrooms. The mechanical, electrical, plumbing and fire sprinkler rough-in work is also nearing completion throughout. The electrician is pulling and terminating feeder wire and branch conduit wire. Installation of the compressed air piping has begun. Work continues on the LRV



lift equipment installation. The LRV truck hoist was installed. The installation of the exterior vertical wall panels and louvers is nearing completion. The spray paint booth assembly was completed and its make-up air units and duct work was installed. Electrical work on the spray paint booth is continuing. The installation of the aluminum window frames is ongoing.

- In the MOE building basement the electrical work is continuing in the electrical distribution room.
- Welding of track and special trackwork installation is nearing completion along with top ballast placement and regulating of the same. De-stressing of the installed rail is continuing. The direct fixation track was installed through the LRV wash and the yard service and cleaning platform.
- Installation of the landscape trees and scrubs is ongoing throughout the work site.
- At the MOW building metal studs installations as well as mechanical and plumbing rough-in work is about complete. The extruded metal seam roof installation is nearing completion. The roof top AC and heating/ventilating units were installed.
- At the LRV Wash building installation of sump pumps for the industrial waste system and heating/ventilating duct work has begun.
- The SES was delivered, assembled, inspected by APS and hi-pot tested.

Cost and Schedule – Variance Analysis

- METRO elected to proceed with the original MOE building power requirements with the Service Entrance Section's (SES) accelerated delivery and installation. Overall Project Substantial Contract completion is forecasted for January 23, 2007.
- Planned progress is currently being evaluated as the master schedule revisions are being implemented.

Issues and Solutions

- None

Construction Photographs



View of the MOE building from the east



View of the MOW building from the southeast



View of the MOE building from the west

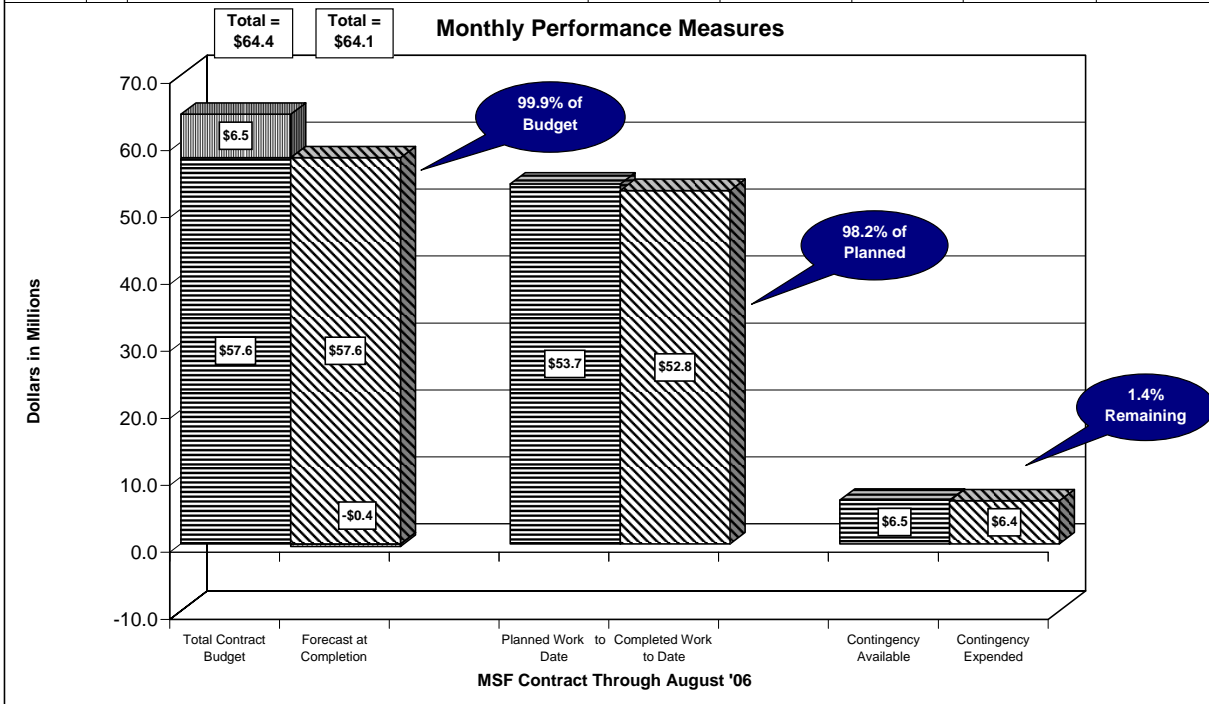


Entrance landscaping



AUGUST 2006 RAIL PROGRESS REPORT

| | | |
|--|------------------------------------|--------------|
| Description: | 3.5.1 Maintenance Support Facility | |
| PE/PA: | Avrum Loewenstein | |
| Contractor: | Sundt/Stacy Witbeck | |
| Resident Engineer: | Frank Aber | |
| Data Through: | July 31, 2006 | |
| | Cumulative | Total |
| 1 Budget | 5309 | \$57,637,721 |
| 2 Executed Change Orders | | \$6,550,780 |
| 3 Budget Transfers | | -\$257,984 |
| 4 Current Budget (1+2+3) | | \$63,930,517 |
| 5 Work Scheduled | | \$53,714,309 |
| 6 Work Earned | | \$52,754,237 |
| 7 Actual Expenditures | | \$53,293,917 |
| 8 Forecast to Complete Base (4-7) | | \$10,636,600 |
| 9 Change Orders Pending Execution | | -\$387,456 |
| 10 Forecast at Completion (7+8+9) | | \$63,543,061 |
| 11 Percent Budget Expended (7/4) | | 83.4% |
| 12 Percent Planned (5/4) | | 84.0% |
| 13 Earned Percent Complete (6/4) | | 82.5% |
| 14 Schedule Performance (6/5) | | 0.98 |
| 15 Cost Performance (6/7) | | 0.99 |
| 16 Contingency Budget | | \$6,513,772 |
| 17 Remaining Contingency | | \$92,464 |
| 18 Percent Contingency Remaining (17/16) | | 1.4% |
| | Period | |
| 1 Budget | | N/A |
| 2 Executed Change Orders | | \$190,940 |
| 3 Budget Transfers | | \$0 |
| 4 Current Budget (1+2+3) | | \$53,714,309 |
| 5 Work Scheduled (Cumm - Last Period) | | \$154,106 |
| 6 Work Earned (Cumm - Last Period) | | \$0 |
| 7 Actual Expenditures (Cumm - Last Period) | | \$0 |
| 8 Forecast to Complete Base (4-7) | | \$53,714,309 |
| 9 Change Orders Pending Execution | | -\$180,012 |
| 10 Forecast at Completion (7+8+9) | | \$53,534,297 |
| 11 Percent Budget Expended (7/4) | | 0.0% |
| 12 Percent Planned (5/4) | | 0.3% |
| 13 Earned Percent Complete (6/4) | | 0.0% |
| 14 Schedule Performance (6/5) | | 0.00 |
| 15 Cost Performance (6/7) | | #N/A |
| 16 Contingency Budget | | #N/A |
| 17 Remaining Contingency | | |
| 18 Percent Contingency Remaining (17/16) | | |



Park-and-Ride



Description

Surface Park-and-Rides (PNR) are proposed at eight sites along the alignment. Approximately 3,600 spaces are to be provided. Sites are located at 19th Avenue and Montebello, 19th Avenue and Camelback Road, Central Avenue and Camelback Road, 38th Street and Washington Street, Dorsey Lane and Apache Boulevard, McClintock Road and Apache Boulevard, Price Freeway and Apache Boulevard., and Sycamore and Main Street. The lots are adjacent to Transit Centers at 19th Street and Montebello, Central and Camelback and Sycamore and 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 complete. A pre-application site plan submittal to Development Services is being scheduled for mid September 2006. 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. Completion of this work is outside of this Contract.
- 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 start-up of some sites is necessarily delayed by their use as construction yards by the line section contractors.

Issues and Solutions

- None

Track Material Procurement



Description

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

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

Progress

- Girder Rail
 - 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 Birmingham, Alabama to check on the Contractor's progress and perform a layout inspection on the first half of the Pocket Track for Line Section 5. If this

first half is approved the contractor will deliver the materials the first week in September.

- Our next inspection trip (Birmingham, Alabama) is scheduled for late August 2006.

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.

Construction Photo

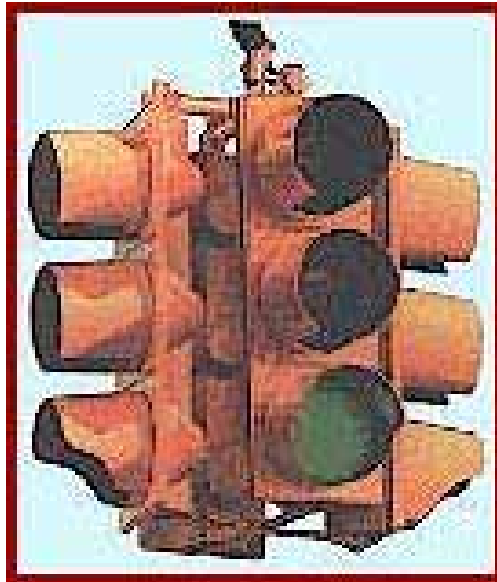


Crossties for Turnout 4-5 and 4-6 that is to be installed on Line Section 4.



Crossties for Turnout 3-5 and 3-6 that is to be installed on Line Section 3.

Traffic Signal Procurement



Description

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

Progress

- All of traffic signal equipment for the five Line Section Contracts initially ordered under these Purchase Orders has been delivered to METRO or directly to the Line Section Contractors' staging areas.

Cost and Schedule – Variance Analysis

- Traffic signal procurement activities have been completed.
- A table showing the status of costs incurred to-date versus budget is shown below:

| Description | Contract/Budget Amount | Total Payments |
|--|------------------------|-----------------|
| COP Traffic System Upgrades | \$ 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 |
| 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 |

| Description | Contract/Budget Amount | Total Payments |
|--|------------------------|----------------|
| 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

- A Non-Conformance Reports (NCR) was issued to CEM-TEC Inc., the Line Section 3 Traffic Signal Pole contractor, at the end of July 2006 because of a problem that was encountered with some of the copper colored poles that were delivered under this particular purchase order. The paint finish on these poles has oxidized leaving a white film over the paint finish.

The Contractor response for the cause of non-conformance and their recommendation for remedy are being evaluated by the Resident Engineer and the City of Phoenix.

Traffic Signal Pole Non-Conformance Photos



Copper colored poles have developed an oxidation problem



Copper colored poles stored at Maintenance Storage Facility 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, procurement of materials and manufacturing of the equipment components.

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. Contractor provided 21 conceptual design submittals for review and comments. CDR meeting will be scheduled in October 2006.



Cost and Schedule – Variance Analysis

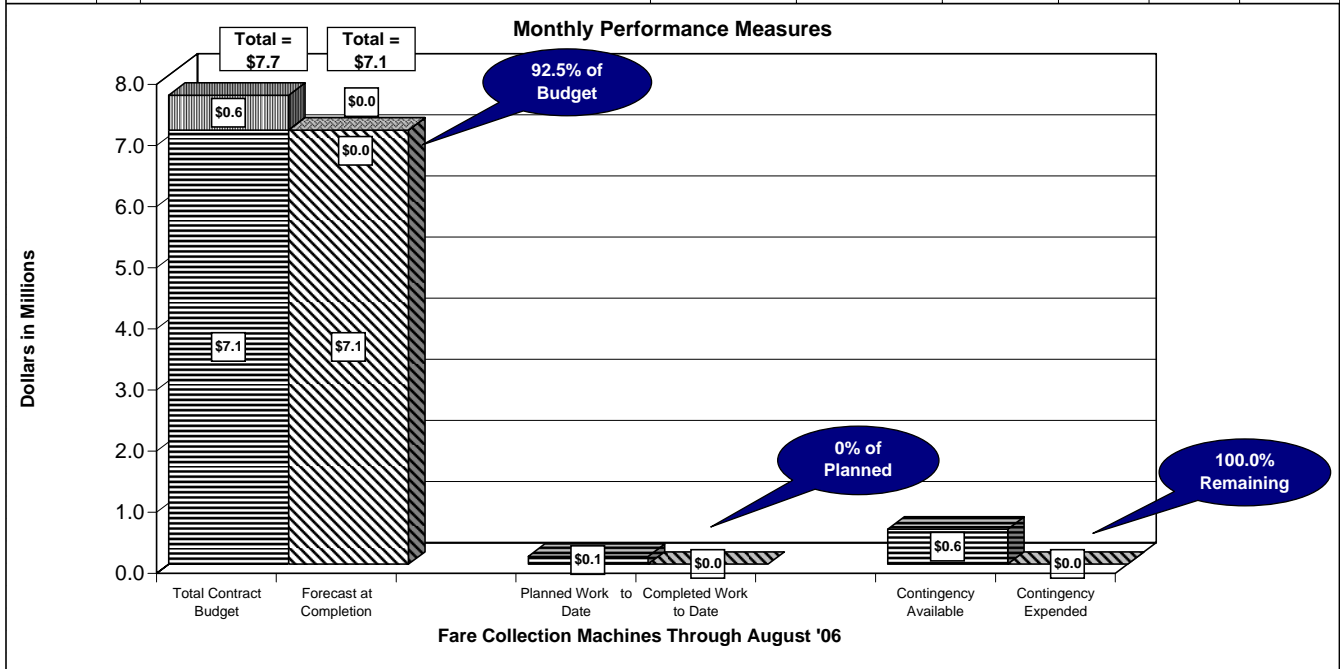
- Fare collection system activities remain on schedule and within budget at this time.

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.



| | | |
|----|--|---|
| | Description: | Fare Collection Machines |
| | PE/PA: | Arkady Bernshtryn |
| | Contractor: | Scheidt & Bachmann USA, Inc. |
| | Resident Engineer: | Thomas Klings |
| | Data Through: | N/A |
| | Cumulative | |
| 1 | Original Budget | \$7,100,012 |
| 2 | Executed Change Orders | \$0 |
| 3 | Budget Transfers | \$0 |
| 4 | Current Budget (1+2+3) | \$7,100,012 |
| 5 | Work Scheduled | \$130,242 |
| 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) | 1.8% |
| 13 | Earned Percent Complete (6/4) | 0.0% |
| 14 | Schedule Performance (6/5) | N/A |
| 15 | Cost Performance (6/7) | N/A |
| 16 | Contingency Budget | \$574,535 |
| 17 | Remaining Contingency | \$574,535 |
| 18 | Percent Contingency Remaining (17/16) | 100.0% |
| | Period | |
| 1 | Original Budget | \$0 |
| 2 | Executed Change Orders | \$0 |
| 3 | Budget Transfers | \$0 |
| 4 | Current Budget (1+2+3) | \$7,100,012 |
| 5 | Work Scheduled (Cumm - Last Period) | \$1,590 |
| 6 | Work Earned (Cumm - Last Period) | \$0 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$0 |
| 8 | Forecast to Complete Base (4-7) | \$7,100,012 |
| 9 | Change Orders Pending Execution | \$0 |
| 10 | Forecast at Completion (7+8+9) | \$7,100,012 |
| 11 | Percent Budget Expended (7/4) | 0.0% |
| 12 | Percent Planned (5/4) | 0.0% |
| 13 | Earned Percent Complete (6/4) | 0.0% |
| 14 | Schedule Performance (6/5) | N/A |
| 15 | Cost Performance (6/7) | N/A |
| 16 | Contingency Budget | |
| 17 | Remaining Contingency | |
| 18 | Percent Contingency Remaining (17/16) | |



Light Rail Vehicle



Description

METRO has a Contract with KINKISHARYO International, L.L.C. (KI) for two prototype and forty eight production light rail vehicles (LRVs) for a total of 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 Arizona.
- 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 – 20 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 and car body was performed and ongoing. The dimensions were within tolerance, but defects were noted during the inspection. No defects remained after rework and 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 - 107. 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 cars 103 to 105 installation of the main duct and ceiling panels is in process. In car 103 to 105 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 105. All noted defects were repaired. No defects remain.
- 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.



Horizontal curve carbody clearance test for articulation. Prototype car 101, August 1, 2006



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



In progress interior work in METRO Prototype car 102.



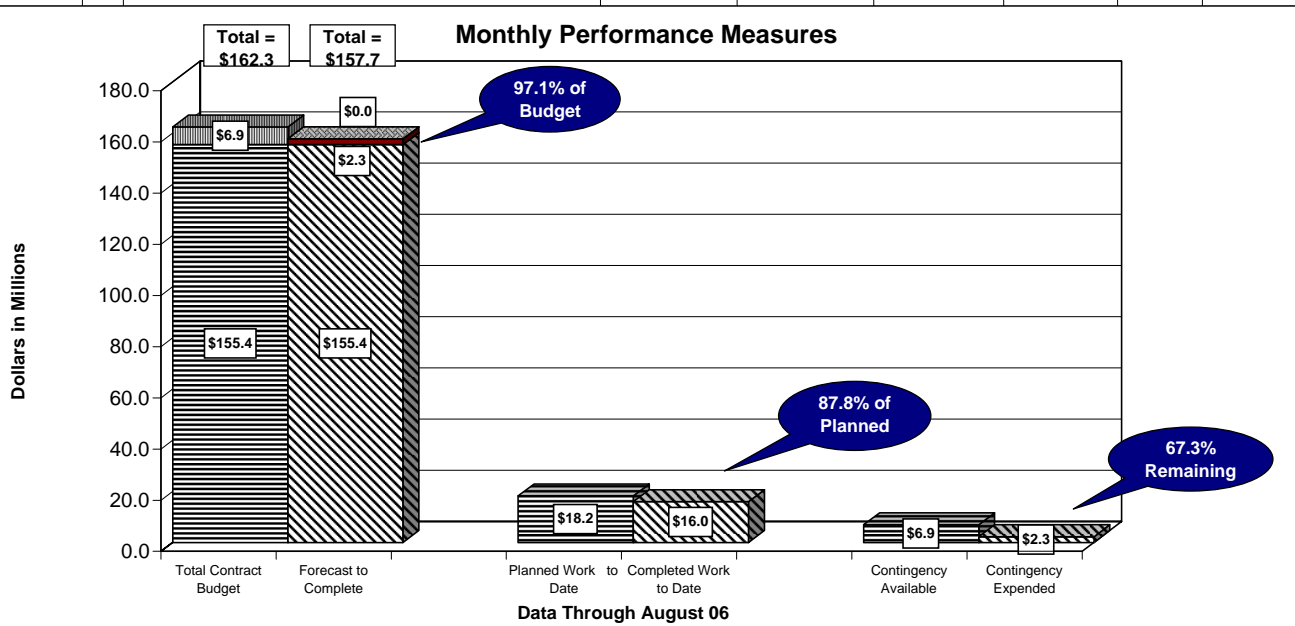
Prototype Car 101C after paint inspection on June 29, 2006.



Carbody clearance test. Prototype car 101, August 1, 2006.



| | | | | |
|---------------------------|--|----------------------------------|-------------------|---------------|
| Description: | | 3.7.1 Light Rail Vehicles | | |
| PE/PA: | | Steve Bethel | | |
| Contractor: | | Kinkisharo International | | |
| Resident Engineer: | | John Swanson | | |
| Data Through: | | June 13, 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 | \$18,162,080 | N/A | \$18,162,080 |
| 6 | Work Earned | \$15,952,105 | N/A | \$15,952,105 |
| 7 | Actual Expenditures | \$15,990,522 | N/A | \$15,990,522 |
| 8 | Forecast to Complete Base (4-7) | \$101,634,934 | N/A | \$101,634,934 |
| 9 | Change Orders Pending Execution | \$0 | N/A | \$0 |
| 10 | Forecast at Completion (7+8+9) | \$117,625,456 | \$40,050,160 | \$117,625,456 |
| 11 | Percent Budget Expended (7/4) | 13.6% | N/A | 20.6% |
| 12 | Percent Planned (5/4) | 15.4% | N/A | 23.4% |
| 13 | Earned Percent Complete (6/4) | 13.6% | N/A | 20.6% |
| 14 | Schedule Performance (6/5) | 0.88 | N/A | 0.88 |
| 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) | \$1,066,754 | N/A | \$1,066,754 |
| 6 | Work Earned (Cumm - Last Period) | \$0 | N/A | \$0 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$0 | N/A | \$0 |
| 8 | Forecast to Complete Base (4-7) | \$117,625,456 | N/A | \$117,625,456 |
| 9 | Pending Changes | \$0 | N/A | \$0 |
| 10 | Forecast at Completion (7+8+9) | \$117,625,456 | \$40,050,160 | \$157,675,616 |
| 11 | Percent Budget Expended (7/4) | 0.0% | N/A | 0.0% |
| 12 | Percent Planned (5/4) | 15.4% | N/A | 23.4% |
| 13 | Earned Percent Complete (6/4) | 15.4% | N/A | 23.4% |
| 14 | Schedule Performance (6/5) | 1.00 | N/A | 0.00 |
| 15 | Cost Performance (6/7) | 1.00 | N/A | #N/A |
| 16 | Contingency Budget | \$4,768,489 | \$2,135,840 | \$6,904,329 |
| 17 | Remaining Contingency | \$2,512,813 | \$2,135,840 | \$4,648,653 |
| 18 | Percent Contingency Remaining (17/16) | 52.7% | 100.0% | 67.3% |



Note: COP Funded Data unavailable

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 & Signal Cases
 - Contractor completed structural reinforcing and concrete pour for footing foundation at Signal Building No. 6.
 - Contractor nearly completed signal system equipment installation at Signal Building No. 5.
 - Contractor completed roofing and parapet at Signal Building No. 4. Continuing electrical and mechanical rough-in installation.
 - Contractor continuing electrical and mechanical rough-in installation at Signal Building No. 3.
- Signaling System
 - Contractor is currently terminating signal cables for the yard powered switch machines.
 - Contractor is nearly complete with installation of signaling system equipment for MSF Yard at Signal Building No. 5.
- Communications System
 - Contractor currently performing Final Design for Communication System.
- OCC Build Out
 - Awaiting OCC Building Management approval of proposed core drill locations to support installation of mechanical and electrical conduits.
- Coordinating with Other Contracts
 - Master Schedule Update. Contractor continuing to perform impact analysis and mitigation plan to support revised facilities access dates
 - On-going coordination with LS4 Contractor for the Yard Entrance Area to support installation of power and signal rail connections and earth boxes.
 - On-going coordination with MSF Contractor to support required systems startup interfaces. Continuing to await resolution of turnover punch-list items.

Cost and Schedule – Variance Analysis

- The contractor has completed 21.2 percent of the work to-date. The contract is in the 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 four signal buildings, signal equipment installation in the MSF Yard signal building, some architectural work at the OCC, some track

bonding at MSF and installation of powered switch machines at MSF. Planned progress is currently being evaluated as the master schedule revisions are being implemented.

Issues and Solutions

- OCC Approval of Core Drills. Awaiting OCC Building Management approval of proposed core drill locations. Contractor has provided documentation that core drills will be in accordance with the permit set of design documents.

Construction Photographs



SB No. 3 - Installation of Insulation Material



SB No. 5 - Installation of Exterior Components



SB No. 6 - Preparing Site for Ground Grid



SB No. 4 - Applying SRFM



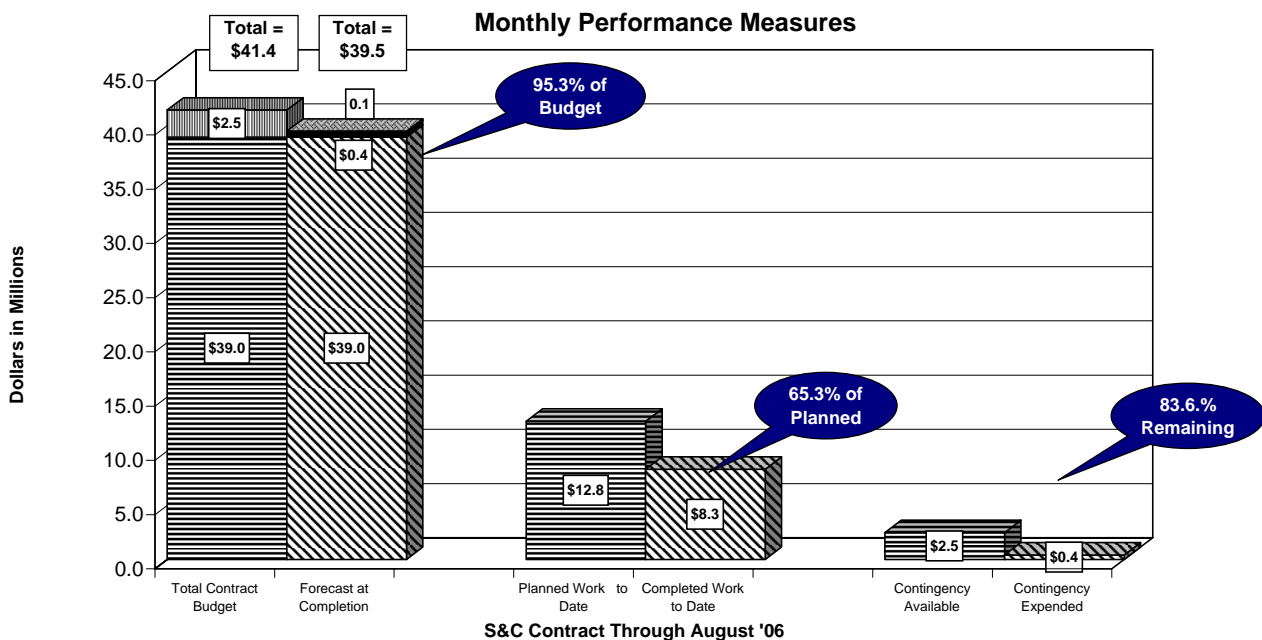
MSF Yard - Terminating Cable for Switch Machines



MSF Yard - Wiring Signal System Equipment



| | | | | |
|---------------------------|--|---|-------------|--------------|
| Description: | | 3.7.4 Signals & Communications | | |
| PE/PA: | | Leslee O' Connell | | |
| Contractor: | | Mass Electric | | |
| Resident Engineer: | | Steve Kyauk | | |
| Data Through: | | July 15, 2006 | | |
| | Cumulative | 5309 | CNPA | Total |
| 1 | Original Budget | \$37,476,762 | \$1,480,805 | \$38,957,567 |
| 2 | Executed Change Orders | \$486,503 | \$0 | \$486,503 |
| 3 | Budget Transfers | -\$80,332 | \$0 | -\$80,332 |
| 4 | Current Budget (1+2+3) | \$37,882,933 | \$1,480,805 | \$39,363,738 |
| 5 | Work Scheduled | \$12,640,541 | \$115,932 | \$12,756,473 |
| 6 | Work Earned | \$8,298,331 | \$30,028 | \$8,328,359 |
| 7 | Actual Expenditures | \$8,318,459 | \$30,000 | \$8,348,459 |
| 8 | Forecast to Complete Base (4-7) | \$29,564,474 | \$1,450,805 | \$31,015,279 |
| 9 | Change Orders Pending Execution | \$128,305 | \$0 | \$128,305 |
| 10 | Forecast at Completion (7+8+9) | \$38,011,238 | \$1,480,805 | \$39,492,043 |
| 11 | Percent Budget Expended (7/4) | 22.0% | 2.0% | 21.2% |
| 12 | Percent Planned (5/4) | 33.4% | 7.8% | 32.4% |
| 13 | Earned Percent Complete (6/4) | 21.9% | 2.0% | 21.2% |
| 14 | Schedule Performance (6/5) | 0.66 | 0.26 | 0.65 |
| 15 | Cost Performance (6/7) | 1.00 | 1.00 | 1.00 |
| 16 | Contingency Budget | \$2,388,332 | \$93,913 | \$2,482,245 |
| 17 | Remaining Contingency | \$1,901,829 | \$93,913 | \$2,076,074 |
| 18 | Percent Contingency Remaining (17/16) | 79.6% | 100.0% | 83.6% |
| | Period | | | |
| 1 | Original Budget | N/A | N/A | N/A |
| 2 | Executed Change Orders | -\$7,549 | \$0 | -\$7,549 |
| 3 | Budget Transfers | \$0 | \$0 | \$0 |
| 4 | Current Budget (1+2+3) | \$37,882,933 | \$1,480,805 | \$39,363,738 |
| 5 | Work Scheduled (Cumm - Last Period) | \$1,096,048 | \$15,999 | \$1,112,047 |
| 6 | Work Earned (Cumm - Last Period) | \$0 | \$0 | \$0 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$0 | \$0 | \$0 |
| 8 | Forecast to Complete Base (4-7) | \$37,882,933 | \$1,480,805 | \$39,363,738 |
| 9 | Change Orders Pending Execution | \$78,305 | \$0 | \$78,305 |
| 10 | Forecast at Completion (7+8+9) | \$37,961,238 | \$1,480,805 | \$39,442,043 |
| 11 | Percent Budget Expended (7/4) | 0.0% | 0.0% | 0.0% |
| 12 | Percent Planned (5/4) | 2.9% | 1.1% | 2.8% |
| 13 | Earned Percent Complete (6/4) | 0.0% | 0.0% | 0.0% |
| 14 | Schedule Performance (6/5) | 0.00 | 0.00 | 0.00 |
| 15 | Cost Performance (6/7) | #N/A | #N/A | #N/A |
| 16 | Contingency Budget | \$2,388,332 | \$93,913 | \$2,482,245 |
| 17 | Remaining Contingency | \$1,901,829 | \$93,913 | \$2,076,074 |
| 18 | Percent Contingency Remaining (17/16) | 79.6% | 100.0% | 83.6% |



Note: No update was submitted 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
 - Stucco applications have been completed.
 - Electrical rough-in activities and batt insulation installation have been completed.



- Fireproofing has been completed.
- Traction Power Substation No. 2
 - CMU wall installation has been completed.
 - Fireproofing has been completed.
 - Roof installation has commenced.
- Traction Power Substation No. 3
 - Excavation of ductbanks progressed.
- Traction Power Substation No. 4
 - Clearing and grubbing activities have commenced.
- Traction Power Substation No. 5
 - No work performed this month.
- Traction Power Substation No. 6
 - Electrical rough-in has been completed.
 - Stucco applications have been completed.
 - Installation of HVAC pad has been completed.
- Traction Power Substation No. 7
 - Installation of HVAC equipment pads has been completed. Conduits to the HVAC pad have been placed.
 - High spots of the floor slab have been shaved in preparation for CMU installation.
- Traction Power Substation No. 8
 - Insulation and metal panel installation has been completed.
 - Exterior lighting has been installed.
- Traction Power Substation No. 9
 - Exterior lighting has been installed.
 - Landscaping activities have begun.
- Traction Power Substation No. 10
 - Ductbank and manhole installation has begun.



- Traction Power Substation No. 11
 - Ductbank installation has begun.
- Traction Power Substation No. 15
 - Metal paneling installation has continued.
 - Prisms have been sawcut and tested to verify CMU strength.
- Overhead Contact System
 - OCS pole/hardware installations continue in the MSF Yard.
- Site Access/Permits
 - Building permits for TPSS #4 (Catalina) and #11 (Terrace) were issued this month.
 - The designer finalized the drawing package for TPSS #13 (Tempe Canal) for resubmittal to the City of Mesa. The designer also prepared the initial drawing package submittal for TPSS #14 (Sycamore).
 - TPSS No. 12 (McClintock Park-and-Ride) has utility impacts which require remediation to allow the TPSS building to be constructed and an existing wall needs to be demolished to provide access to the building site. The City of Tempe has turned this site over to a private developer which will likely require changes to the grading and drainage plans unless the on-site retention requirement is waived.
- Coordination with other Contracts/Entities
 - Ongoing coordination meetings are being held with the Facility Contractors.

Cost and Schedule – Variance Analysis

- The contractor has completed 27.8 percent of their work to-date. The contract is in the final stages of design and procurement with some factory design and productions tests in progress. Field construction to date has included the civil and architectural parts of eleven out of the sixteen traction power substations and some OCS components installation in the yard and yard lead at MSF. 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 has submitted their mitigated schedule for review.

Construction Photographs



Ductbank Installation at TPSS No. 10



Installation of Exterior Lights at TPSS No. 9



Parapet Framing Installation at TPSS No. 2



Fireproofing Material Tests at TPSS No. 1



Installation of Cantilever Arm in the MSF Yard



Ductbank Installation at TPSS No. 11



Adjustment of Headspan in the North Yard

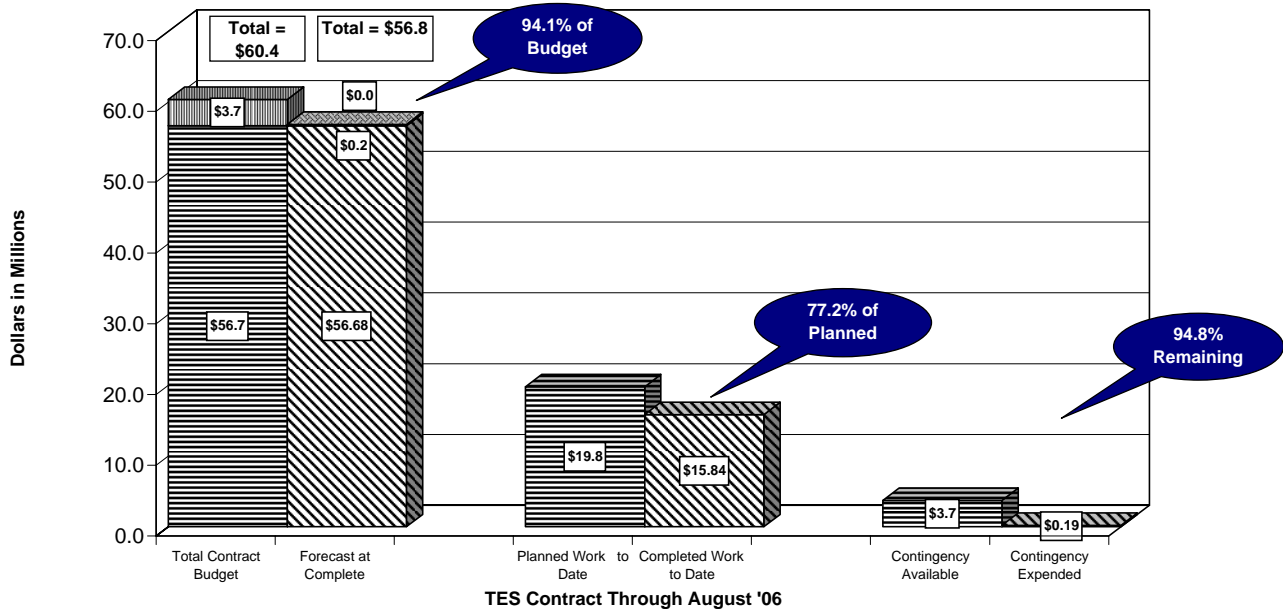


Installation of Deadend in the North Yard

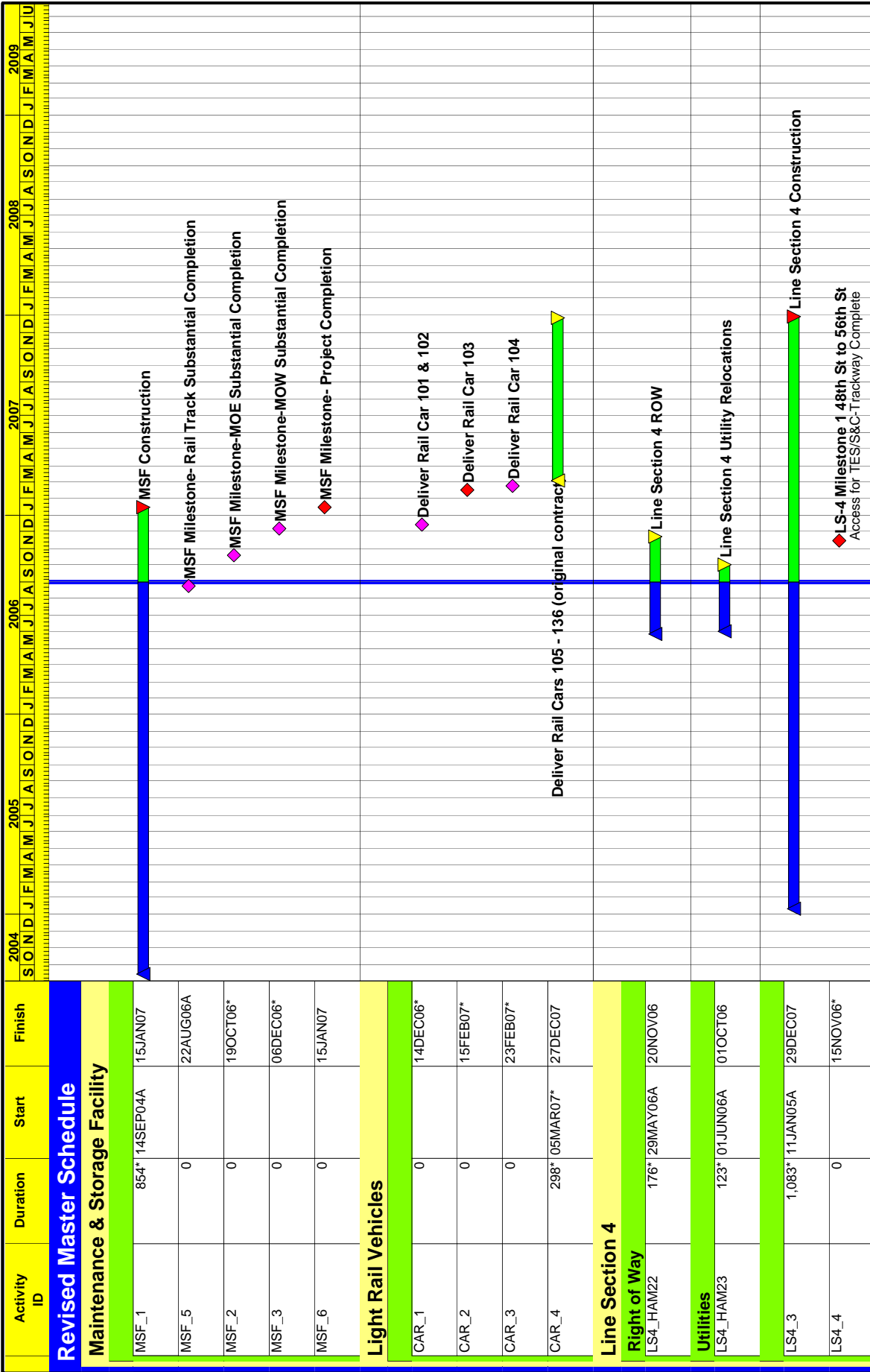


| | | |
|---------------------------|--|---|
| Description: | | 3.7.3 Traction Electrification Systems |
| PE/PA: | | Alan Friend |
| Contractor: | | Mass Electric Corporation |
| Resident Engineer: | | Ron Wong |
| Data Through: | | July 15, 2006 |
| Cumulative | | 5309 |
| 1 | Budget | \$56,681,003 |
| 2 | Executed Change Orders | \$189,353 |
| 3 | Budget Transfers | \$0 |
| 4 | Current Budget (1+2+3) | \$56,870,356 |
| 5 | Work Scheduled | \$19,789,992 |
| 6 | Work Earned | \$15,836,221 |
| 7 | Actual Expenditures | \$15,779,178 |
| 8 | Forecast to Complete Base (4-7) | \$41,091,178 |
| 9 | Change Orders Pending Execution | \$4,000 |
| 10 | Forecast at Completion (7+8+9) | \$56,874,356 |
| 11 | Percent Budget Expended (7/4) | 27.7% |
| 12 | Percent Planned (5/4) | 34.8% |
| 13 | Earned Percent Complete (6/4) | 27.8% |
| 14 | Schedule Performance (6/5) | 0.80 |
| 15 | Cost Performance (6/7) | 1.00 |
| 16 | Contingency Budget | \$3,721,000 |
| 17 | Remaining Contingency | \$3,531,647 |
| 18 | Percent Contingency Remaining (17/16) | 94.91% |
| Period | | |
| 1 | Budget | N/A |
| 2 | Executed Change Orders | -\$989 |
| 3 | Budget Transfers | \$0 |
| 4 | Current Budget (1+2+3) | \$56,870,356 |
| 5 | Work Scheduled (Cumm - Last Period) | \$0 |
| 6 | Work Earned (Cumm - Last Period) | \$0 |
| 7 | Actual Expenditures (Cumm - Last Period) | \$0 |
| 8 | Forecast to Complete Base (4-7) | \$56,870,356 |
| 9 | Change Orders Pending Execution | \$4,000 |
| 10 | Forecast at Completion (7+8+9) | \$56,874,356 |
| 11 | Percent Budget Expended (7/4) | 0.0% |
| 12 | Percent Planned (5/4) | 0.0% |
| 13 | Earned Percent Complete (6/4) | 0.0% |
| 14 | Schedule Performance (6/5) | #N/A |
| 15 | Cost Performance (6/7) | N/A |
| 16 | Contingency Budget | \$3,721,000 |
| 17 | Remaining Contingency | \$3,531,647 |
| 18 | Percent Contingency Remaining (17/16) | 94.91% |

Monthly Performance Measures



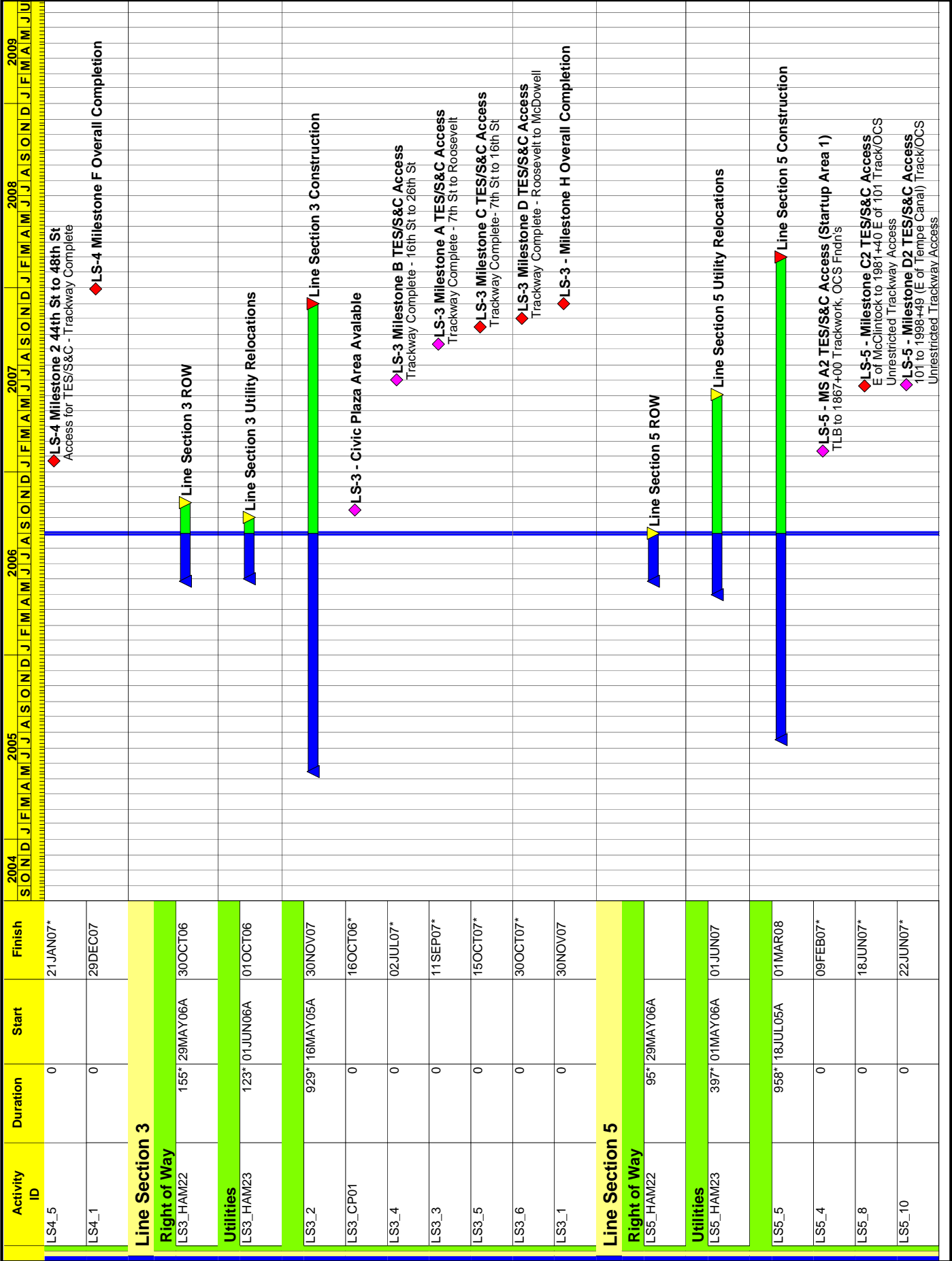
Note: No update was submitted during the reporting period

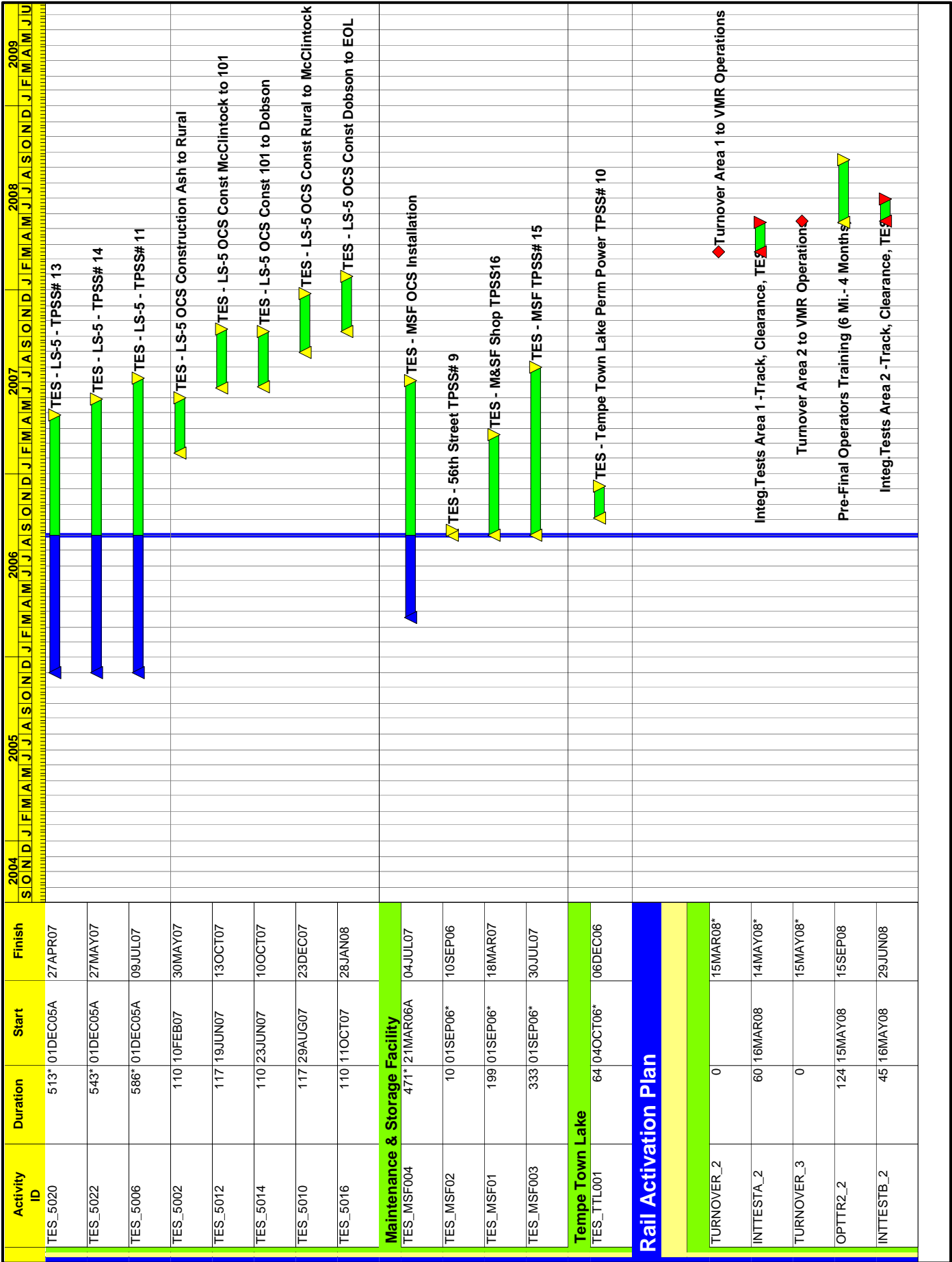


Sheet 1 of 10 **Presentation Schedule**

METRO Rail Program Control
Central Phoenix/East Valley LRT Project
August 2006

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Acronyms

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



| | |
|-------|--|
| CWR | Continuous Welded Rail |
| CY | Cubic Yard |
| DBE | Disadvantaged Business Enterprise |
| DC | Direct Current |
| DSD | Development Services Department |
| DWG | Drawing(s) |
| EPA | Environmental Protection Agency |
| EST | Estimate, Estimated |
| FAA | Federal Aviation Administration |
| FAI | First Article Inspection |
| FHWA | Federal Highway Administration |
| FPS | Feet Per Second |
| FTA | Federal Transit Administration |
| GEC | General Engineering Consultant |
| HVAC | Heating, Ventilating, Air Conditioning |
| ICBO | International Conference of Building Officials |
| IEEE | Institute of Electrical and Electronic Engineers |
| IFB | Invitation For Bid |
| IPI | In Process Inspection |
| LAN | Local Area Network |
| LRT | Light Rail Transit |
| LRV | Light Rail Vehicle |
| LS | Line Section |
| MAG | Maricopa Association of Governments |
| MEC | Mass Electric Company |
| MISC | Miscellaneous |
| MOE | Maintenance of Equipment |
| MOW | Maintenance of Way |
| MPH | Miles Per Hour |
| MSF | Maintenance and Storage Facility |
| MUTCD | Manual on Uniform Traffic Control Devices |
| NEC | National Electrical Code |
| NEMA | National Electrical Manufacturers Association |
| NESC | National Electrical Safety Code |
| NFPA | National Fire Protection Association |
| NRHP | National Register of Historic Places |



| | |
|-------|--|
| OCC | Operations Control Center |
| OCS | Overhead Contact System |
| O&M | Operations And Maintenance |
| OPS | Operations |
| PA | Public Address |
| PAN | Pantograph |
| PBAX | Telephone Private Exchange And Controls |
| PCI | Prestressed Concrete Institute |
| PSI | Pre Shipment Inspection |
| PED | Pedestrian |
| PMC | Program Management Consultant |
| PNR | Park-and-Ride |
| PSF | Pounds Per Square Foot |
| PSI | Pounds Per Square Inch |
| PTZ | Pan Tilt Zoom |
| QA | Quality Assurance |
| QC | Quality Control |
| RE | Registered Engineer |
| RFI | Request For Information |
| RI | Receiving Inspection |
| RPM | Revolutions Per Minute |
| ROW | Right-of-Way |
| RTU | Remote Terminal Unit |
| S&C | Signals and Communications |
| SCADA | Supervisory Control and Data Acquisition |
| SDI | Steel Deck Institute |
| SJI | Steel Joist Institute |
| SONET | Synchronous Optical Network |
| SPEC | Specification |
| SRP | Salt River Project |
| SSPC | Structural Steel Painting Council |
| SSW | Sundt/Stacy and Witbeck |
| SSWJV | Sundt/Stacy and Witbeck Joint Venture |
| SWG | Southwest Gas Corporation |
| TBD | To Be Determined |
| TCE | Temporary Construction Easement |



| | |
|-------|--|
| TES | Traction Electrification System |
| TTLB | Tempe Town Lake Bridge |
| TPSS | Traction Power Substation |
| TTY | Text Teletype ADA Device |
| TVM | Ticket Vending Machine |
| TWC | Train to Wayside Communications |
| UBC | Uniform Building Code |
| UL | Underwriters Laboratories Incorporated |
| UPRR | Union Pacific Railroad |
| UPS | Uninterruptible Power System |
| VCR | Video Cassette Recorder |
| VETAG | Vehicle Tagging System |
| VMB | Variable Message Board |
| VMR | Valley Metro Rail |
| VMS | Vehicle Management System |
| WAN | Wide Area Network |