



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project





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1. Executive Summary

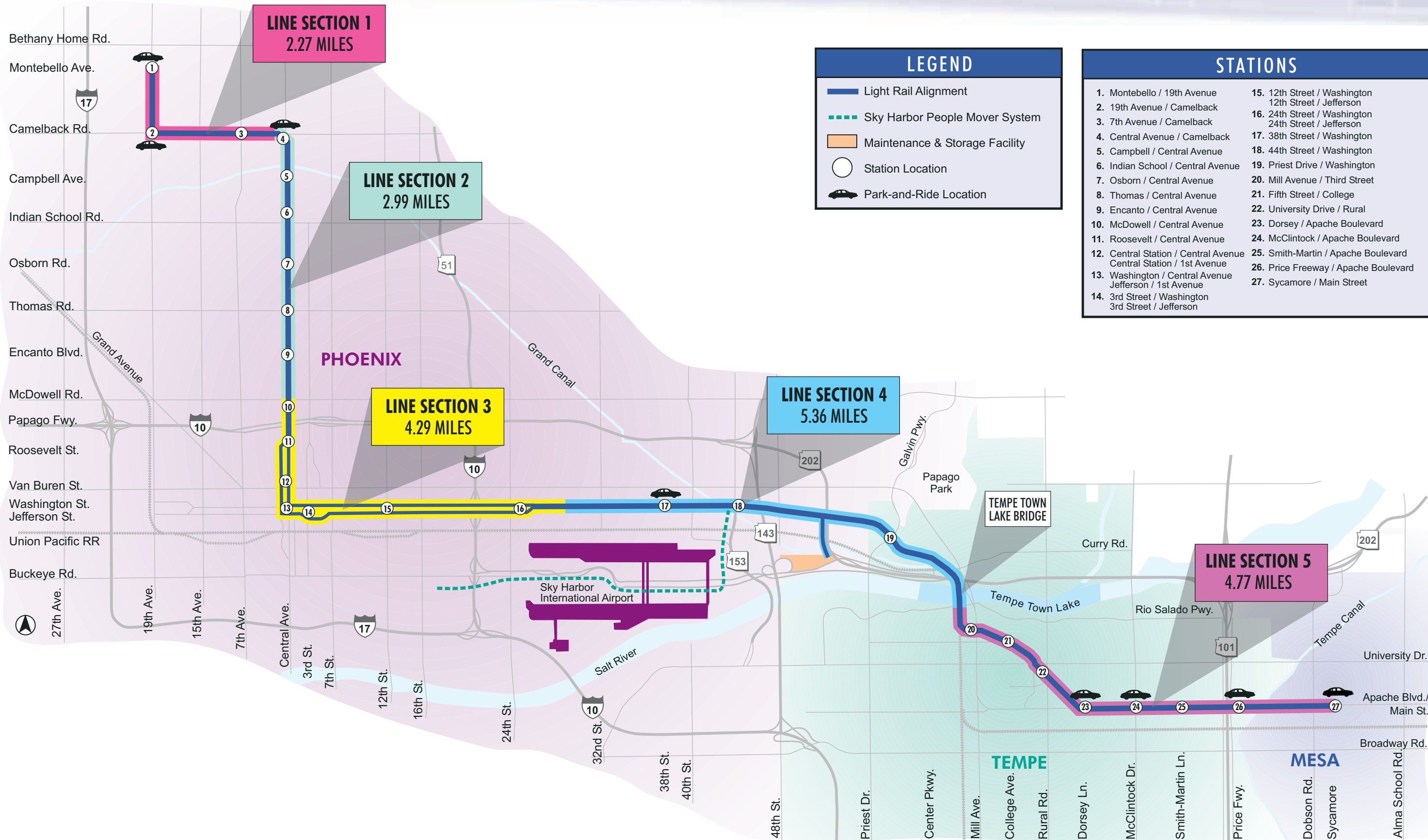
The Central Phoenix/East Valley (CP/EV) Light Rail Transit Project includes the design and construction of a 19.6 mile, double track, Minimum Operable Segment that extends from 19th Avenue near Bethany Home Road in North Central Phoenix through the downtown area to and through the City of Tempe, then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

Major milestones/accomplishments this month include surpassing the 25,000 linear feet mark of track installed. Four out of the five line sections have guideway construction underway and OCS poles have begun to be placed on foundations on Line Section 4. The MSF is nearing completion. The yard is complete and many system components have also been completed. The test track section remains on target to support the arrival of the first light rail vehicle.

The project remains on schedule and within budget. Real estate acquisition continues to progress. The City of Mesa has completed their acquisition of real estate. Line Section 1 real estate is the only location where real estate is negatively impacting construction. In other locations where real estate is not yet available for construction work arounds have been performed. 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, but the outstanding parcels in Line Section 1 are of the highest priority. Intensity is increasing regarding negotiations with contractors about the impacts of the revised Master Schedule. Negotiations are progressing on Line Section 1, Line Section 2, Line Section 3 and Line Section 5, and the Systems contracts will be providing cost information in November. The project has negotiated successfully with the Line Section 5 contractor for the completion of Milestones A and B in time to support the follow-on contractors. There continues to be a forecast of sufficient contingency remaining to complete the project within budget.



LIGHT RAIL STARTER LINE



LEGEND

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

STATIONS

1. Montebello / 19th Avenue	15. 12th Street / Washington
2. 19th Avenue / Camelback	16. 12th Street / Jefferson
3. 7th Avenue / Camelback	17. 24th Street / Washington
4. Central Avenue / Camelback	18. 24th Street / Jefferson
5. Campbell / Central Avenue	19. 38th Street / Washington
6. Indian School / Central Avenue	20. 44th Street / Washington
7. Osborn / Central Avenue	21. Priest Drive / Washington
8. Thomas / Central Avenue	22. Mill Avenue / Third Street
9. Encanto / Central Avenue	23. Fifth Street / College
10. McDowell / Central Avenue	24. University Drive / Rural
11. Roosevelt / Central Avenue	25. Dorsey / Apache Boulevard
12. Central Station / Central Avenue	26. McClintock / Apache Boulevard
13. Central Station / 1st Avenue	27. Smith-Martin / Apache Boulevard
14. Washington / Central Avenue	28. Price Freeway / Apache Boulevard
14. Jefferson / 1st Avenue	29. Sycamore / Main Street
14. 3rd Street / Washington	
14. 3rd Street / Jefferson	

**METRO
CONTRACT LOG - OCTOBER 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
22	LRT-07-076-MSFF	Modular Furniture for MSF	Southwest Business Furnishings
4. PUBLIC ART			
23	02-002-04	LS4 Design Team Artist/Station Artist	Laurie Lundquist
24	02-002-03	LS2 Design Team Artist/Station Artist	Ilan Averbuch
25	02-002-04	LS1 Design Team Artist/Station Artist	Robert Adams
26	02-002-05	LS5 Design Team Artist/Station Artist	Norie Sato/Bill Will
27	02-002-01	LS3 Design Team Artist	Janet Zweig
28	05-041-ART	Bridge Design Team Artist	Buster Simpson
29	02-002-07	LS3 Design Team Artist	Laurie Lundquist
30	02-002-08	LS3 Design Team Artist	Robert Adams
31	02-002-09	44th Street Station Artist	Mona Higuchi
32	02-002-10	38th Street Station Artist	Stuart Keeler/Michael Machnic
33	02-002-11	Central / Roosevelt Station Artist	Peter Richards
34	02-002-12	Central / McDowell Station Artist	Michael Maglich
35	02-002-13	First Street Station Artist	Stephen Farley
36	02-002-14	Third Street Station Artist	Cliff Garten
37	02-002-15	Central Station, Station Artist	Ries Niemi
38	02-002-16	12th Street Station Artist	Victor Zaballa
39	02-002-17	Fifth Street / College Station Artist	Tad Savinar
40	02-002-18	Central / Campbell Station Artist	Al Price
41	02-002-19	Central / Indian School Station Artist	Mary Lucking
42	02-002-20	Central / Osborn Station Artist	Thomas Sayre
43	02-002-21	Central / Thomas Station Artist	Brian Goldbloom
44	02-002-23	Third Street / Mill Station Artist	Catherine Widgery
45	02-002-24	Apache Stations - Lighting Artist	Dan Corson
46	02-002-25	Apache Stations - Cultural Weave Artist	Christine Bourdette
47	02-002-26	Apache Stations - Vertical Objects Artist	Suikang Zhao
48	02-002-27	Apache Stations - Paving Artist	Benson Shaw
49	02-002-28	Longmore Station Artist	Brad Konick
50	02-002-29	19th Avenue / Camelback Station Artist	Josh Garber
51	02-002-30	7th Avenue / Camelback Station Artist	Nubia Owens
52	02-002-31	24th Street Station Artist	Kevin Berry
53	02-002-32	Central / Encanto Station Artist	Jamex & Einar de la Torre
5. MISC. CONSTRUCTION & SERVICES			
54	LRT-05-046-ERS	Environmental Remediation Service	Environmental Response Inc
55	LRT-04-031-PCS	Power Consulting Services	RW Beck
56	LRT-06-052-MF	Modular Furniture	Facilitec, Inc.
57	LRT-06-065-TCS	Telecom Carrier Services	Time Warner Telecom
58	LRT-06-057-WLI	WAN/LAN and IPT Voice Sys Equipment	Calence, Inc.
59	LRT-04-034-SPC	Strategic Planning Consulting Services	Davis Consulting
60	LRT-05-045-DCS	Document Control Services	LKG-CMC, Inc
61	LRT-05-037-ACS	Audit Consulting Services	Clifton Gunderson LLP
62	LRT-05-038-RMS	Risk Management Services	Ashton Tiffany, LLC
63	LRT-06-069-SSC	Safety & Security Certification Services	Booz Allen Hamilton, Inc.
64	LRT-06-067-ITS	Info Technology-Office Network Support	World Wide Technology, Inc.
65	LRT-07-082-TCS	Telecommunications Services for MSF	Qwest Communications
6. OWNER FURNISHED MATERIALS			
66	LRT-04-009-MP1	Rail (MP1)	Progress Rail Corporation
67	LRT-04-010-MP2	Concrete Crossties (MP2)	CXT Inc
68	LRT-04-030-MP5	Ballasted Special Trackwork (MP5)	VAE Nortrak North America Inc
69	LRT-04-032-MP8	Girder Rail (MP8)	VAE Nortrak North America Inc
70	LRT-04-033-MP9	Girder Rail Special Trackwork (MP9)	VAE Nortrak North America Inc
71	LRT-04-015-MP3	Traffic Signal Hardware (MP3)	Various
72	LRT-06-072-SE	Shop Equipment for Maintenance Facility	Wissota Supply Company, Inc
73	LRT-07-078-MLE	Spray Paint Booth Manlifts at MSF	MGM Equipment Source
7. FUTURE LIGHT RAIL EXTENSIONS			
74	LRT-06-050-DCS	Design Criteria & Standards	Stantec Consulting
75	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 \$33,600,059 of the available \$84,441,855 planned contingency. Including Project Reserve, this leaves \$61,448,866 of contingency funds available to the project.

The project is 50.1 percent complete. Construction is 40.6 percent complete.

Since the last reporting period, the contingency increased by \$2,340,457 as a result of Board authorized transfers, primarily between prior right utility work and line section contract change orders.

Program Management & Administration

Forecast is within budget. No major draws on contingency in this contract unit are anticipated.

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, \$81,800,000 has been incurred. Work remaining consists of change orders, completion of Park-and-Rides design and vehicle engineering support.

The Design Services During Construction budget totals \$14,900,000 and \$13,400,000 of this has been expended. METRO has \$1,600,000 of contingency available to fund further work. Task Order No. 7 has obligated \$1,270,513 of federal funds of this amount for change orders and continuation of final design tasks.

Board approval is being sought in November to add additional required funding to the contract.



Owner Furnished Equipment/Materials

Forecasts are within budget. The work is 80.8 percent complete. Minor change orders are pending.

Light Rail Vehicles

Contingency appears to be sufficient to fund the work remaining.

Facilities

Facilities work is 40.6 percent complete. Executed and pending change orders are expected to utilize \$18,000,000 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. Line section contractors are performing portions of the prior right utility work in place of the utilities for schedule mitigation reasons.

Systems

Systems work is 27.8 percent complete. Remaining contingency is at 79 percent of the contingency budget and will likely be required to accelerate the systems work.

Construction Administration Services

Negotiations of the Construction Administration Consultant Contract (to extend services through fiscal year 2007) are nearing completion. During this exercise, a revised cost at completion was established and reduced the overall forecast to \$59,900,000.

Testing & 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 Valley Metro Rail Board approved amount.

During the reporting period no new CNPAs were initiated. There were four change orders executed for a total of \$5,622: one for Phoenix Aviation and three for Phoenix Water Services. There are four pending change orders totaling \$144,814: one for City of Mesa, one for Phoenix Public Transit and two for Phoenix Streets. 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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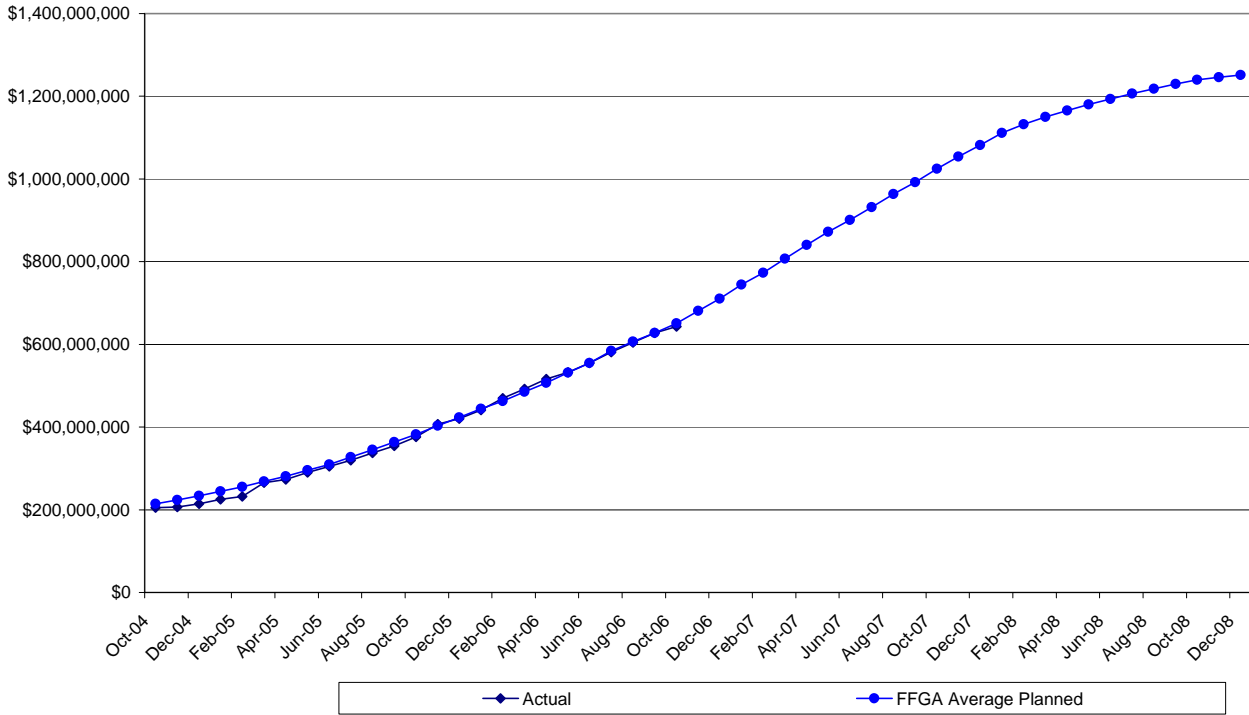
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$38,456,524	\$9,076,597	\$38,214,010	\$242,514
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$49,374,019	\$9,953,564	\$49,591,113	(\$217,094)
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$79,621,155	\$25,183,687	\$80,024,445	(\$403,290)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$51,206,188	\$26,340,881	\$51,370,232	(\$164,044)
54	LS5 1st Street - Sycamore	\$49,680,435	\$69,030,729	\$27,760,861	\$69,193,820	(\$163,091)
55	Station Finishes	\$38,701,950	\$52,985,000	\$3,304,699	\$52,485,000	\$500,000
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	\$4,486,565	\$14,635
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$1,004,000	\$81,751	\$1,004,000	\$0
58	MSF Construction/Equipment Installation	\$57,637,721	\$64,263,772	\$57,774,142	\$63,751,736	\$512,036
5G	MSF Underfloor Wheel Profiling System	\$0	\$980,107	\$343,038	\$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	\$24,712,871	\$13,979,704	\$30,186,281	(\$5,473,410)
81	Contingency	\$37,491,841	\$17,642,010	\$0	\$20,152,391	(\$2,510,381)
	Facilities	\$422,341,688	\$493,590,515	\$197,448,726	\$507,077,017	(\$13,486,502)
4A	Rail Procurement	\$1,306,200	\$1,271,080	\$1,251,101	\$1,279,755	(\$8,675)
4B	Concrete Cross-tie Procurement	\$900,000	\$751,492	\$718,285	\$751,492	\$0
4C	Traffic Signal Hardware	\$8,060,100	\$8,060,100	\$6,822,194	\$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	\$14,392,283	\$14,725,878	(\$199,080)
4G	Girder Rail Special Trackwork Procurement	\$0	\$5,712,656	\$747,774	\$5,712,656	\$0
81	Contingency	\$1,412,863	\$865,480	\$0	\$638,725	\$226,755
	Owner Furnished Materials/Equipment	\$29,671,419	\$33,839,200	\$26,185,512	\$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	\$56,874,356	\$18,926,176	\$56,934,497	(\$60,141)
5F	Communications/Signals	\$38,220,002	\$38,359,018	\$9,885,576	\$38,607,125	(\$248,107)
81	Contingency	\$8,674,000	\$5,527,926	\$0	\$5,218,078	\$309,848
	Systems	\$119,790,902	\$107,861,312	\$28,811,752	\$107,861,312	\$0
	Sub Total, Construction	\$571,804,009	\$635,291,027	\$252,445,990	\$648,398,433	(\$13,107,406)
4K	Vehicle Contract	\$115,501,823	\$117,625,456	\$25,177,284	\$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	\$25,177,284	\$120,138,269	\$0
22	ROW Acquisition	\$116,214,150	\$116,735,720	\$122,443,758	\$134,000,000	(\$17,264,280)
23	ROW Contingency	\$20,081,000	\$19,559,432	\$0	\$0	\$19,559,432
20	ROW	\$136,295,150	\$136,295,152	\$122,443,758	\$134,000,000	\$2,295,152

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

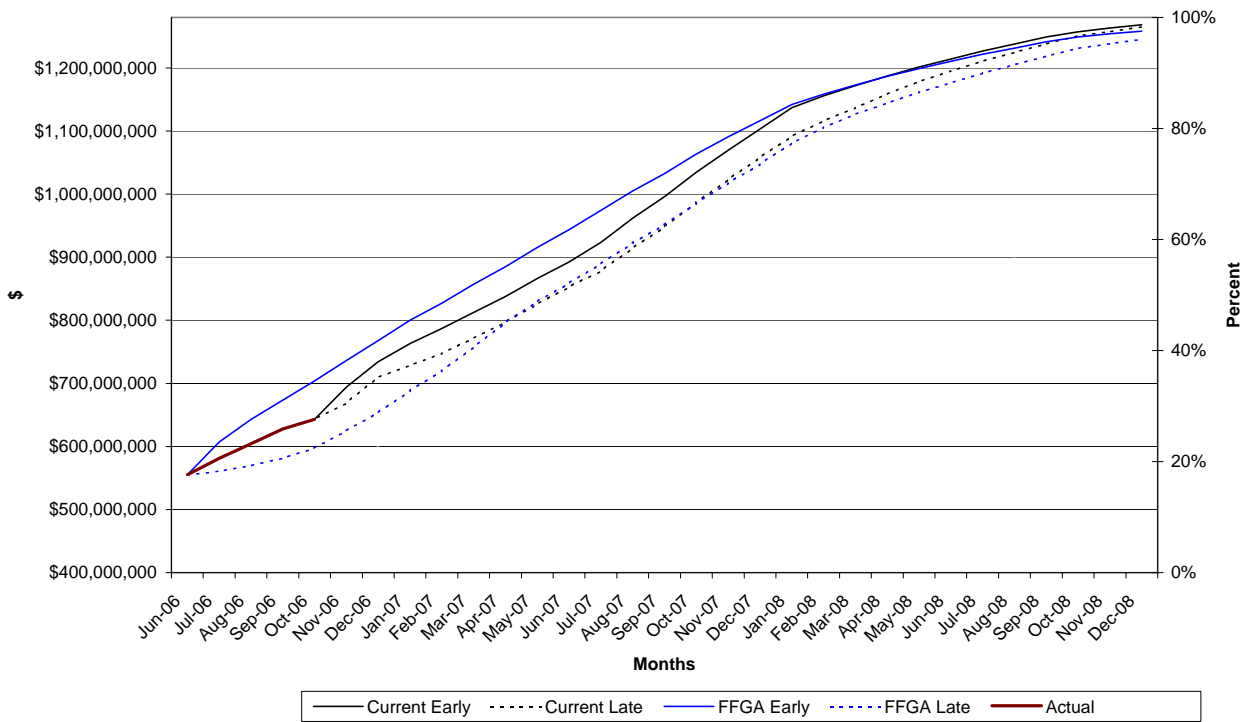
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Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$25,054,938	\$25,054,938	\$0
31	Engineering	\$76,780,935	\$76,088,278	\$75,327,401	\$76,633,476	(\$545,198)
4L	Vehicle Engineering	\$5,432,358	\$5,555,358	\$5,038,507	\$5,555,358	\$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	\$13,352,719	\$19,877,262	(\$5,000,000)
33	Engineering Contingency	\$0	\$1,112,105	\$0	\$501,898	\$610,207
34	DSDC Contingency	\$0	\$329,487	\$0	\$329,487	\$0
	Engineering	\$97,390,089	\$99,283,653	\$95,104,799	\$104,283,653	(\$5,000,000)
						\$0
60	CAC Contract	\$37,759,127	\$38,368,729	\$26,853,286	\$58,843,157	(\$20,474,428)
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	\$59,909,141	(\$20,474,428)
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	\$24,776,303	\$44,212,844	\$15,472
62	Construction Administration Services - VMR	\$1,697,232	\$3,087,589	\$2,126,284	\$3,087,589	\$0
67	CAB Program	\$0	\$2,500,000	\$836,474	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$516,594	\$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	\$385,365	\$930,000	\$0
17	Agency Insurance Cost	\$7,000,000	\$7,000,000	\$3,667,372	\$7,000,000	\$0
18	Administrative/Management Contingency	\$0	\$11,910,551	\$0	\$1,824,969	\$10,085,582
	Program Management	\$58,507,149	\$75,131,326	\$36,671,918	\$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	\$22,904,775	\$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	\$39,866,290	\$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	\$4,994,625	\$5,451,406	(\$3,406)
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$2,952,003	\$5,881,594	\$3,406
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	\$16,514,746	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,095,129	\$2,465,528	\$6,095,129	\$0
77	Art Program Contingency	\$999,000	\$188,004	\$0	\$188,004	\$0
	Public Art	\$6,283,133	\$6,283,133	\$2,465,528	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$30,000,000	\$144,371	\$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	\$642,742,908	\$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	\$648,460,309	\$1,412,125,346	\$0

Plan versus Actual Costs

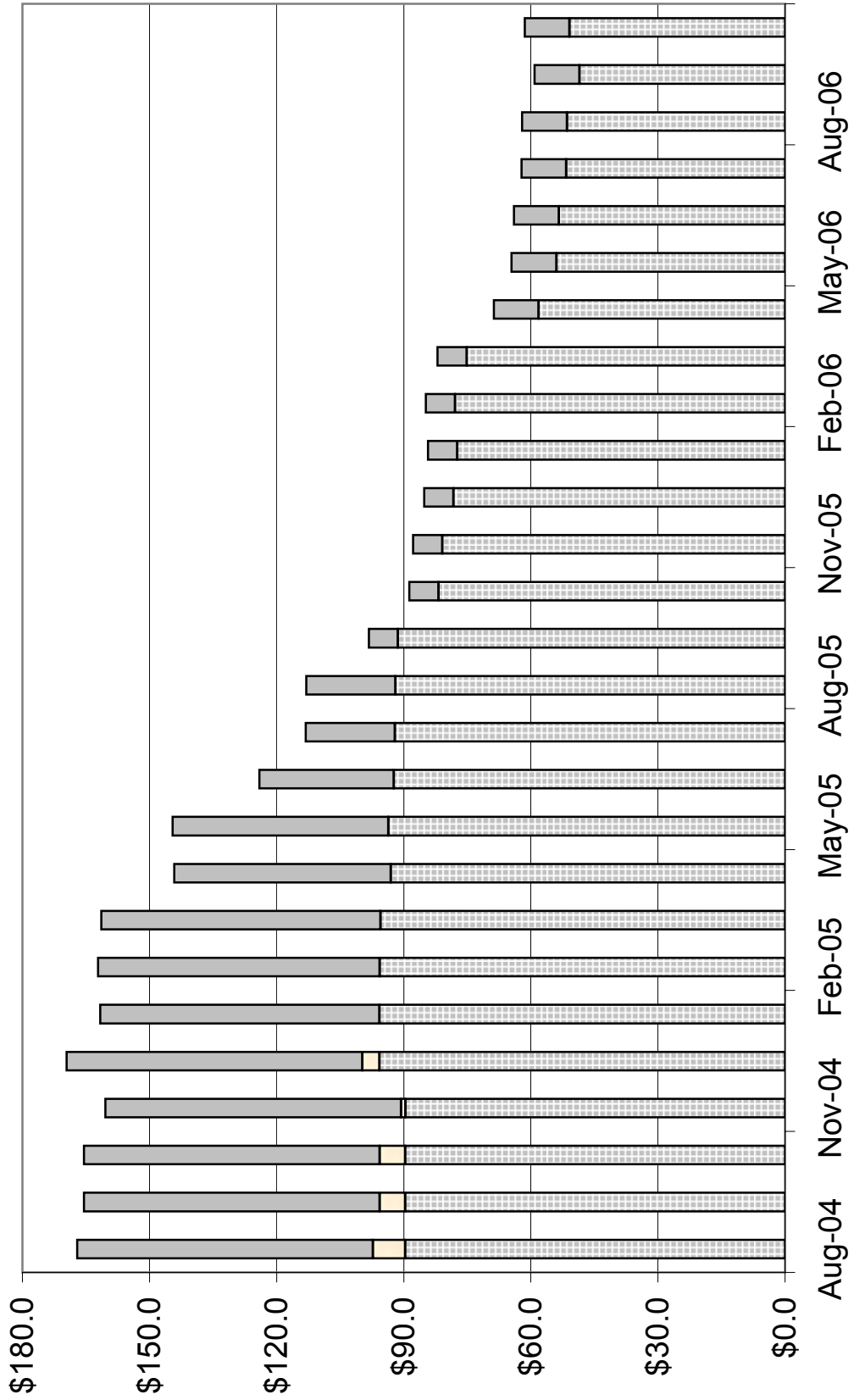


Current versus Baseline



CP/EV LRT Contingency Drawdown

\$ Million



Valley Metro Rail Program Control
 CPI/EV LRT Project
 Project Budget Status
 CNPA Project

2006_10

Element	Description	Jan 2006		Current Actual \$ (To Date)	Forecast	Variance
		Approved Total	Revised Budget/Estimate			
A1	Bus Bays (LS2)	\$806,300	\$806,300	\$874,670	\$965,311	(\$159,011)
A2	Phoenix Art Museum Left Turn Signal	\$108,770	\$108,770	\$0	\$108,770	\$0
A5	19th/Montebello Transit Center (SF)	\$6,344,743	\$6,344,743	\$2,273,413	\$5,652,567	\$692,176
A6	117 Central/Camelback Transit Center (SF)	\$6,968,744	\$6,993,744	\$1,921,973	\$7,125,966	(\$132,222)
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	\$541,535	\$930,257	(\$23,653)
F4	Civic Plaza Track Support System	\$2,208,231	\$2,208,231	\$157,792	\$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	\$7,500	\$0	\$136,229	(\$128,729)
F7	COP Landscape Irrigation Restoration Central Ave	\$6,736	\$6,736	\$0	\$108,702	(\$33,702)
FB	Fiber Optic Ductbanks	\$0	\$0	\$0	\$6,736	\$0
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	\$210,425	\$26,661	\$210,425	\$0
H4	Fiber Optic Backbone LS-4 (Phoenix portion)	\$269,395	\$155,744	\$19,128	\$155,744	\$0
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$3,932,769	\$3,932,769	\$1,079,429	\$2,484,672	\$1,448,097
Sub Total Public Transit Department		\$26,546,604	\$26,495,431	\$9,637,008	\$25,083,404	\$1,412,027
A3	6th Lane - Camelback (LS1)	\$9,820,210	\$9,820,210	\$7,313,282	\$9,820,210	\$0
D1	Additional Street/Pedestrian Lighting (LS3)	\$492,574	\$509,602	\$275,743	\$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	\$1,476,814	\$90,509	\$1,479,814	(\$3,000)
E5	Seal Coat versus Rubber Overlay (LS 4)	\$430,896	\$430,896	\$10,832	\$430,896	\$0
J6	Washington/Jefferson Large Vehicle Access	\$0	\$143,330	\$0	\$143,330	\$0
K3	Red Light Enforcement	\$0	\$0	\$0	\$60,797	(\$60,797)
K7	11th Street Loop Track	\$0	\$150,000	\$0	\$150,000	\$0
Sub Total Streets Department		\$12,490,867	\$12,795,194	\$7,707,470	\$12,858,991	(\$63,797)
A7	44th Street/Washington Transit Center (SF)	\$2,917,270	\$2,821,529	\$587,782	\$2,842,957	(\$21,428)
A7	Washington Street Transit Center Changes	\$906,881	\$0	\$0	\$0	\$0
C6	APM Utility Connections	\$0	\$22,997	\$0	\$22,997	\$0
D2	44th Street Station People Mover Foundation (LS4)	\$919,161	\$783,003	\$594,208	\$783,003	\$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	\$47,020	\$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	\$1,591,684	\$3,986,226	(\$21,428)
B3	LS 1 Water/Sanitary Sewer	\$9,900,351	\$8,793,300	\$1,396,116	\$8,793,300	\$0
B4	LS 2 Water/Sanitary Sewer	\$6,255,348	\$5,374,262	\$963,669	\$5,305,762	\$68,500
B5	LS 3 Water/Sanitary Sewer	\$15,367,099	\$14,536,820	\$8,046,389	\$14,577,383	(\$40,563)
B6	LS 4 Water/Sanitary Sewer	\$4,935,839	\$5,305,818	\$4,184,814	\$5,324,303	(\$18,485)
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	\$86,425	\$1,099,400	\$0
J2	Catholic Protection for Waterlines LS2	\$1,083,586	\$979,408	\$108,842	\$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	\$36,680,395	\$15,027,642	\$35,691,535	\$988,860
Total - Phoenix		\$83,768,329	\$79,935,818	\$33,963,804	\$77,620,156	\$2,315,662

Valley Metro Rail Program Control
 CP/VEV LRT Project
 Project Budget Status
 CNPA Project

2006_10

Element	Description	Jan 2006		Current Actual \$ (To Date)	Forecast	Variance
		Approved Total	Revised Budget/Estimate			
		\$735,400	\$759,989	\$658,992	\$763,154	(\$3,165)
A8	5th/College Transit Center	\$0	\$244,080	\$0	\$244,080	\$0
AA	COT SRP Prior Rights TC Relocation	\$38,105	\$38,105	\$35,577	\$38,105	\$0
B8	Terrace / Apache Waterline Coordination (Design Only)	\$24,000	\$32,499	\$24,271	\$32,499	\$0
C1	Additional Communications Conduits	\$0	\$123,637	\$63,158	\$123,637	\$0
C2	COT ASU Pedestrian Signal	\$116,990	\$116,990	\$110,701	\$110,207	\$6,783
C7	Parking Facility 5th/Farmer	\$345,014	\$345,014	\$199,949	\$345,014	\$0
D4	COT Additional Street Lighting (LS5)	\$671,372	\$523,214	\$15,221	\$523,215	(\$1)
D7	COT Rubberized AC Overlay LS4	\$624,873	\$624,873	\$0	\$624,874	\$0
E5	Rubberized Asphalt LS5	\$200,129	\$72,419	\$42,667	\$72,849	(\$430)
E6	McClintock / Apache Storm Drain	\$0	\$3,967	\$0	\$3,967	\$0
F2	Fiber Optic Ductbanks	\$185,372	\$185,371	\$15,000	\$200,371	(\$15,000)
FB	Fiber Optic Backbone LS-4 (Tempe portion)	\$237,901	\$237,901	\$35,319	\$237,901	\$0
H4	Fiber Optic Backbone LS-5 (Tempe portion)	\$158,637	\$158,638	\$109,791	\$158,638	\$0
H5	Cathodic Protection of Waterline LS4 CO#15	\$509,186	\$509,186	\$0	\$509,186	\$0
J4	University Drive Station Bus Interface	\$0	\$7,645	\$4,422	\$7,645	\$0
J9	Veteran's Way- 5th/College TC	\$0	\$11,076	\$0	\$11,076	\$0
K1	Bus Shelter Electrification	\$0	\$1,435,524	\$141,656	\$1,435,524	\$0
K2	Washington/Center Parkway Station	\$0	\$44,378	\$0	\$44,378	\$0
K4	Tempe Market Analysis	\$0	\$20,000	\$10,708	\$20,000	\$0
N4	Tempe Miscellaneous Force Account Work LS5					
XX						
	Sub Total Tempe	\$3,846,979	\$5,494,507	\$1,467,432	\$5,506,320	(\$11,813)
A9	Main Sycamore Transit Center	\$5,531,609	\$5,531,611	\$1,483,118	\$5,561,587	(\$29,976)
FB	Fiber Optic Ductbanks	\$0	\$8,593	\$0	\$8,593	\$0
H3	Fiber Optic Backbone LS-3 (Mesa portion)	\$271,270	\$271,270	\$17,892	\$271,270	\$0
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$229,216	\$229,216	\$0	\$229,216	\$0
H5	Fiber Optic Backbone LS-5 (Mesa portion)	\$297,345	\$297,345	\$0	\$297,345	\$0
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	\$6,361,577	\$1,503,748	\$6,391,553	(\$29,976)
H1	Fiber Optic Backbone LS-1	\$0	\$26,503	\$0	\$26,503	\$0
H2	Fiber Optic Backbone LS-2	\$0	\$91,367	\$0	\$91,367	\$0
H3	Fiber Optic Backbone LS-3	\$228,371	\$275,385	\$20,054	\$277,225	(\$1,840)
H4	Fiber Optic Backbone LS-4	\$183,411	\$212,084	\$7,174	\$212,084	\$0
H5	Fiber Optic Backbone LS-5	\$465,458	\$540,125	\$181,393	\$540,125	\$0
H6	Fiber Optic Comm/Signals	\$0	\$0	\$0	\$0	\$0
	Sub Total ASU	\$877,239	\$1,145,464	\$217,821	\$1,147,304	(\$1,840)
E1	(APS) Duct Bank at 48th St. Utility Bridge, Archaeological Support	\$174,649	\$151,026	\$57,870	\$152,991	(\$1,965)
E8	CNPA Non City Project Reserve	\$0	\$0	\$0	\$0	\$0
F8	Rojo Lofts Property	\$0	\$14,786	\$0	\$14,786	(\$67,212)
FB	Fiber Optic Ductbanks	\$0	\$8,593	\$0	\$8,593	\$0
	Sub Total Other	\$174,649	\$174,405	\$57,870	\$243,582	(\$69,177)
	Grand Total CNPA	\$94,996,638	\$93,111,771	\$37,210,675	\$90,908,915	\$2,202,856



3. Schedule Overview

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

Line Section Contract 1 continues to have, critical Right-of-Way and cost-to-cure issues. Line Section 2 continues to have utility relocation issues that have impacted access dates and/or interim contract milestones. To date, the Program has been successful in mitigating the delays with a minimum of acceleration to the Civil Contracts.

Partnering meetings with all of the Major Contracts Project Managers and the Resident Engineers have been held to facilitate a phased startup plan and to integrate access milestones.

The new Master Schedule was completed and officially issued on June 30th, 2006.

The Maintenance and Storage Facility, MOE Building is scheduled to receive a temporary occupancy permit the first week of November.

Over 25,000 linear feet (4.73 miles) of guide-way has been placed in Line Sections 3, 4 and 5.

The first Light Rail Vehicle has passed all tests to date and is en-route from Japan to North Jersey for further testing. The first vehicle will arrive at the MSF facility in January, 2007.

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 September, 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 and 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

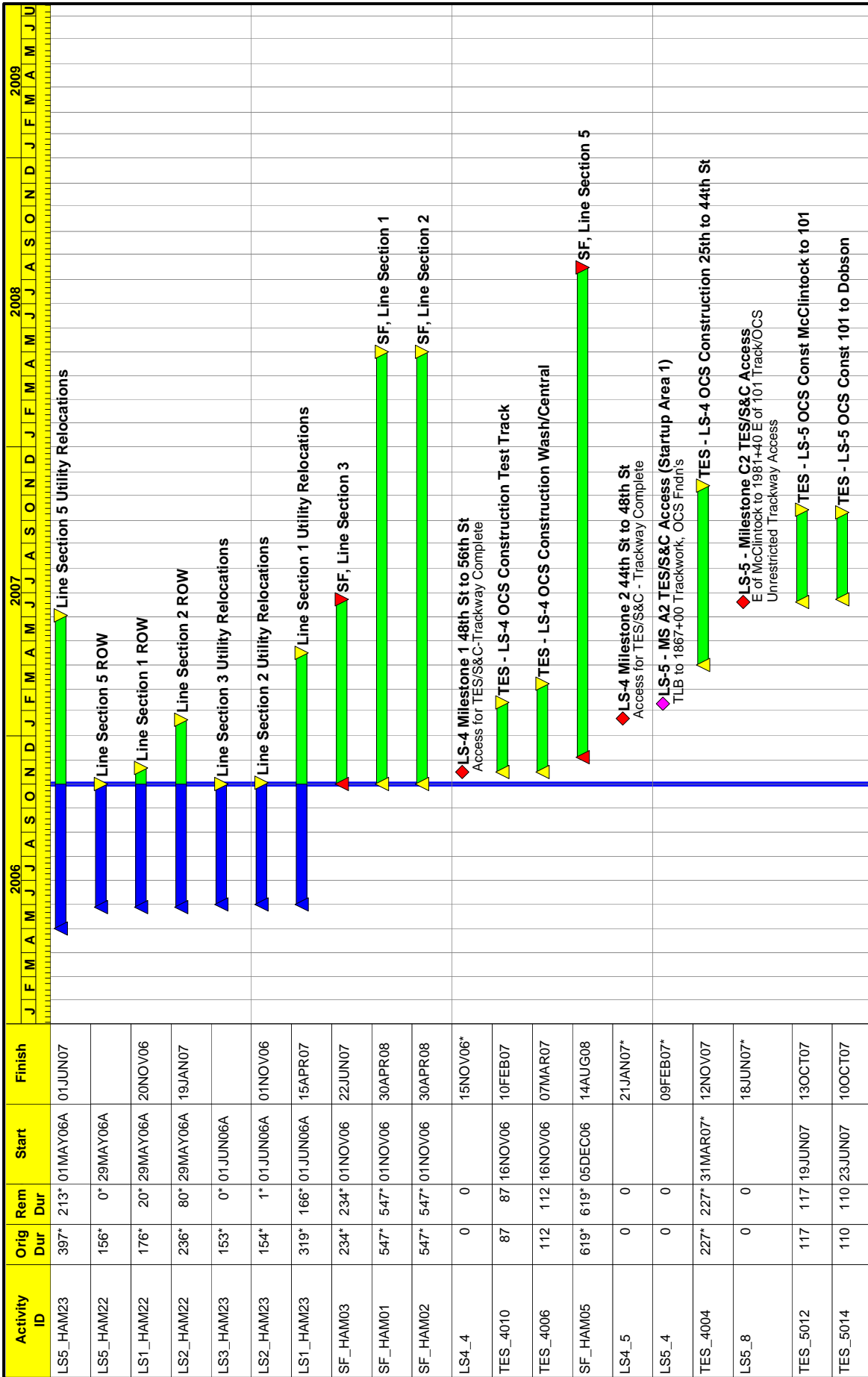
June, 2008

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.



Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 01NOV06
 Run Date: 07NOV06 12:09

6012

Valley Metro Rail

Central Phoenix/East Valley LRT

Revised Master

Sheet 1 of 3

Critical Path

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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
SC_2002	62	62	27JUN07	27AUG07	S&C, LS-2 Earl X-ovr																																															
TES_3000	100	100	03JUL07	10OCT07	TES - LS-3 OCS Construction 16th to 26th St																																															
SC_1003	25	25	28JUL07	21AUG07	S&C at LS-1 - 7th Ave/Camelback Area Const																																															
SC_3004	37	37	28JUL07	02SEP07	S&C, LS-2 Central/Indian School Sta Const																																															
SC_2001	329	329	02AUG07	25JUN08	S&C, LS-2 Pierson X-ovr Bldg #1																																															
SC_1002	50	50	11AUG07	29SEP07	S&C at LS-1 -19th Ave/Camelback Area Const																																															
TES_3004	214*	214*	12SEP07	12APR08	TES - LS-3 OCS Construction 3rd to Roosevelt																																															
TES_1010	75	75	11OCT07	24DEC07	TES - LS-1 - OCS Construction Central/Camelback to 19th Ave																																															
TES_5016	110	110	11OCT07	28JAN08	TES - LS-5 OCS Const Dobson to EOL																																															
TES_3002	180*	180*	16OCT07	12APR08	TES - LS-3 OCS Construction 7th to 16th St																																															
TES_2020	150	150	20NOV07	17APR08	TES - LS-2 -OCS Construction																																															
TES_1090	75	75	11JAN08	25MAR08	TES - LS-1 - OCS Construction N of Bethany Home to 19th																																															
TESM10A_2	0	0		15FEB08*	TES New Milestone 10A - Compl TES Work Area 1																																															
INTTESTA_2	60	60	16MAR08	14MAY08*	Integ. Tests Area 1 -Track, Clearance, TES																																															
TESM10B_2	0	0		12APR08	TES New Milestone 10B - Compl TES Work Area 2																																															
TURNOVER_3	0	0		15MAY08*	Turnover Area 2 to VMR Operations																																															
INTTESTB_2	45	45	16MAY08	29JUN08	Integ. Tests Area 2 -Track, Clearance, TES																																															
TESM10C_2	0	0		27JUN08*	TES New Milestone 10C - Compl TES Work Area																																															
TURNOVER_4	0	0		06AUG08	Turnover Area 3 to VMR Operations																																															
INTTESTC_2	30	30	07AUG08	05SEP08	Integ. Tests Area 3 -Track, Clearance, TES																																															
TES_999	0	0		08AUG08	TES Milestone 10 - Complete TES Work																																															
TURNOVER_5	0	0		15AUG08	T/O OCC/Comm. Entire Line to VMR Operations																																															
INTTESTD_2	60	60	17AUG08	15OCT08	Integ. Tests Entire Line - Dynamic Signal & Comm																																															
SCHCONT_2	41	41	16OCT08	25NOV08	Allowance for Re-Testing																																															



Procurement Bid Status Report as of 10/26/06						
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	11/15/06	12/18/06	
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 – Re-bid	09/25/06	NA	10/16/06	11/15/06	11/24/06	
On Call Printing Services	11/02/06	TBD	12/28/06	02/21/07	03/05/07	
Power Consulting Services	TBD	TBD	TBD	TBD	TBD	
PART II – LONG RANGE DEVELOPMENT PROJECTS						
Planning, Conceptual Engineering, and Environmental Studies for Future Light Rail Extensions	08/10/06	08/30/06 & 09/26/06	10/18/06	01/17/07	02/12/07	
Northwest LRT Extension Engineering Services	10/16/06	10/31/06	11/20/06	02/21/07	03/01/07	



4. Quality Assurance

Description

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

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

Progress

QUALITY MANUALS REVIEWED:

- LS1 QC Plan was resubmitted for review and was approved.

QUALITY ASSURANCE AUDITS/SURVEILLANCES:

- The CAC commenced an audit of the TLB closeout activities in August. 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 as necessary to allow all items to be completed.
- No GEC audits were performed in October.

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- 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 draft response was received from Mass Electric and will be responded to by October 7th. QAR S2006-002 is closed and QAR S2006-001 to be responded by MEC by 11/15/06.

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.
- Cristina Lenko, PI Coordinator for LS 1, has scheduled a series of neighborhood association meetings to provide a general overview of upcoming activities and field concerns with current traffic circulations conditions. METRO is working closely with City of Phoenix Streets Department, Police Department, and Kiewit to address any concerns voiced by stakeholders.

BUSINESS ASSISTANCE



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through September, 407 signs and 289 banners (696 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)	27	53	80
Line Section Two (LS2)	70	53	123
Line Section Three (LS3)	166	54	220
Line Section Four (LS4)	27	33	60
Line Section Five (LS5)	117	96	213
Totals	407	289	696

METRO Business Outreach Program

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

- METRO Max Program Participants – **129** businesses
- Construction Signage Program – **696** Total (407 signs and 289 banners)
- City of Tempe Asset Assistance Program – Several inquiries
- City of Mesa/U.S. Bank Asset Assistance Program – Launched in October
- Management Technical Assistance (MTA) Program – **203** businesses



- ASU Market Needs Assessment - **100** businesses (78 Complete/22 In-Progress)
- SELF Seminars / Micro Loan Assistance – 22 Businesses
- SBDC One-on-One Consultation – **16** Businesses
- Prestamos – Chicanos Por La Causa – **3** 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 October 10, at AmeriSchools Academy. METRO and City of Phoenix Staff, presented an overview of the business outreach programs available through both organizations. Maria Hyatt, Special Projects Administrator, City of Phoenix, provided information on the City of Phoenix's involvement with tax relief as a follow-up to previous request by CAB. CAB members expressed concerns about the traffic control set-up on 19th Avenue and Camelback, including the major restrictions at the intersection of 19th Avenue and Camelback. City of Phoenix Streets Department staff and Kiewit explained who is working in the areas along with the scope and schedule for the work. City Staff, METRO, and Kiewit staff indicated they are consistently reviewing the restrictions and will open as many lanes as possible when the opportunities are available. Kiewit staff briefed CAB members on upcoming activities projected the next four weeks. Kiewit received an overall rating of 100 percent, for their effort for going "above and beyond" the contract specifications. CAB members will participate in a Line Section Tour prior to the November CAB meeting. The next LS 1 CAB meeting is scheduled for Tuesday, November 14.

LS-2

- LS 2 held their monthly meeting Tuesday October 17, at the Heard Museum. LS 2 CAB members welcomed two new members to the group: Thomas Jetland representing FEZ on Central and Sloane McFarland representing Martha + Mary, property manager of Pane Bianco, Lux Coffee Shop, Passage Boutique, and Central Pawn Shop. CAB members requested Herzog create different solutions to ongoing issue of HCC & Sub-contractor truck drivers using Campbell and 3rd Avenue as haul routes. Herzog presented the following solutions: distributing flyers to all truck drivers with the appropriate driving routes; posted signage on 3rd Avenue and Campbell stating no trucks allowed; requested assistance for police enforcement of posted signage for 3rd Avenue and Campbell; conducted a safety toolbox meeting with all workers to ensure issue is addressed. Herzog received and overall rating of 90 percent. The next LS 2 CAB meeting is schedule for Tuesday, November 14 and will be back at Brophy Preparatory Academy.



LS-3

- LS 3 conducted their monthly meeting on Tuesday, October 10, 2006. Members of the general public addressed the CAB on the following issues: circulation conditions near 24th Street; overall business access. At the request of the CAB, METRO staff, reviewed Contract Specifications to educate members of contract specifications and identify Archer Western Contractor (AWC) attempts to exceed contract requirements. AWC delivered their 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. AWC received an overall rating of 60 percent. The next LS 3 CAB meeting is scheduled for Tuesday, November 14 in the METRO Board Room.

LS-4

- LS 4 held their monthly CAB Meeting on Wednesday, October 11, at Papago Buttes Corporate Plaza. CAB members discussed speed limit through construction zones and requested more obvious speed limit signs be placed. Sundt/Stacy & Witbeck Joint Venture (SSWJV) indicated that they would place additional signage in the Right-of-Way. Mr. Erik Yingling, Project Manager for SSWJV, delivered a presentation, highlighting activity over the past four weeks. Mr. Yingling indicated SSWJV crews are working on their first milestone for the Priest platform. SSWJV has set an aggressive goal to finish concrete work in this area. Mr. Yingling also noted additional milestones and presented photos of completed track from the Loop 202 to 56th Street, “bathtub” construction (special track work allowing the vehicles to maneuver from track to track); the Signal Communications building from 51st to the 202, yard leads, and showed construction at traffic signal intersections. The LS 4 CAB gave a recommendation of 100 percent of the incentive available to SSWJV, for going “above and beyond” the contract specifications for the month. CAB Member will participate in a Line Section tour prior to next month’s meeting. LS 4’s next CAB meeting is scheduled for Wednesday, November 11 at Papago Buttes Corporate Center at 3 p.m.

LS-5

- LS 5 CAB conducted its meeting on Thursday, October 12, at the Escalante Community Center. METRO’s Chief Safety and Security Officer, Larry Engleman, provided an overview of construction safety on the light rail project and safety and security features soon to be adopted during light rail operations. Sundt/Stacy & Witbeck Joint Venture (SSWJV) provided an update on progress for the last four weeks including specific information on guide way work; track installation in downtown Tempe; ASU Promenade work; paving and driveway modification along Apache Blvd; and upcoming work in Mesa. SSWJV also included a short video clip, of a recent rail pull (transporting strings of rail for track installation). 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, November 9 at the Escalante Community Center in Tempe at 7:30 a.m. Preceding the November CAB meeting, members will participate in a Line Section 5 tour.

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 October remains at **\$ 1,028,729**

Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS-1	\$241,181.00	\$ 72,354	\$ 72,354	100%
LS-2	\$317,680.00	\$ 95,304	\$ 92,127	97%
LS-3	\$865,916.00	\$432,958	\$337,707	80%
LS-4	\$567,361.00	\$340,416	\$323,395	95%
LS-5	\$507,862.00	\$203,144	\$203,144	100%

Issues and Solutions

- **Issue:** Despite posting of “Street Closed – Local Access Only” signs, Cut-through traffic in LS 1 (19th Avenue and Camelback Rd) continues to plague local neighborhoods as a result of lane restrictions and intersection closures.

Solution: City of Phoenix Streets Department is evaluating ways to address the in-effective signage. Kiewit working with the police for enforcement of signage posted on neighborhood streets.

- **Issue:** LS 1 siphon design at Camelback and 11th Avenue & concerns with the irrigation systems delivery to the box at 11th Avenue

Solution: Siphon design at 11th Avenue will be re-built as a straight irrigation line by LS 1 contractor



6. Disadvantaged Business Enterprise Program

Description

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

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

Progress

- Overall DBE participation based on amounts originally awarded is 13.91 percent, participation including change order work is at 14.39 percent and DBE's have been paid 12.03 percent of construction dollars to date.

Procurement Activities

- There are no DBE-related procurement activities this period related to the 20-mile construction program. Final proposed DBE participation levels will be established once the outstanding construction procurements of Park-N-Rides and Miscellaneous Construction have been completed.

Outreach Activities

- The DBE Outreach Advisory Committee met October 3, 2006
- October 5, 2006 METRO hosted a networking event titled "Profiles in Diversity" from 4:00 to 6:00 p.m. at the Wyndham Hotel in downtown Phoenix. The event was well attended with more than 125 attendees. In addition to METRO staff, attendees represented participating cities, contractors, consultants, and DBE's currently a part of the light rail program. The purpose of the event was to highlight the work of the small, minority, and women owned businesses that are



contributing to METRO's success. It also recognized the efforts of our general contractors and consultants who continue to ensure that opportunities are provided.

- METRO's next training workshop is scheduled for January 19, 2007. This workshop will address current contracting opportunities including the Park-N-Ride(s), Construction Management at Risk for the Northwest Corridor Extension, and planning, environmental and design services for future corridors. An overview of the planning process and timelines for future extensions will be provided. In-depth DBE compliance training will be provided to those interested in bidding on the Park-N-Ride(s).
- During the month of October, DBE Outreach Advisory Committee members were asked to complete a strategic planning survey. The purpose of the survey is to collect feedback regarding the effectiveness of the committee, to re-evaluate the composition of the committee, and to explore communication and outreach alternatives to maximize DBE education and visibility.

Cost and Schedule – Variance Analysis

- DBE activities remain within budget and on schedule.

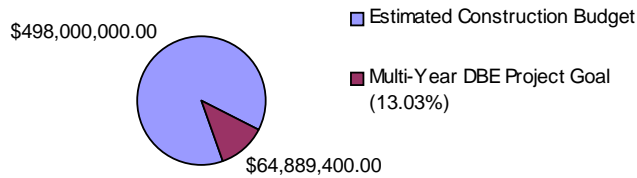
Issues and Solutions

- There are no issues to report this period.

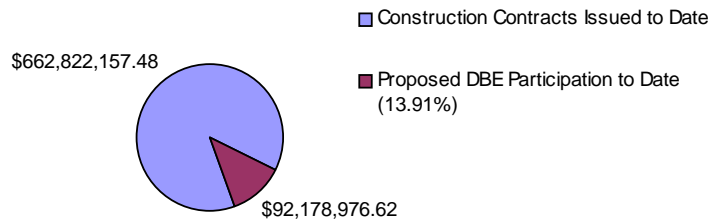


DBE Program Overview

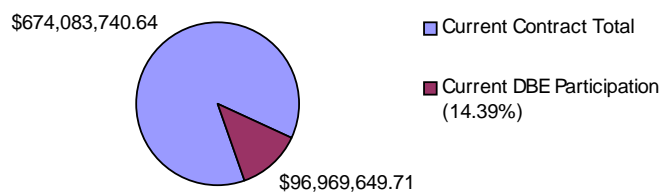
DBE Program Overview



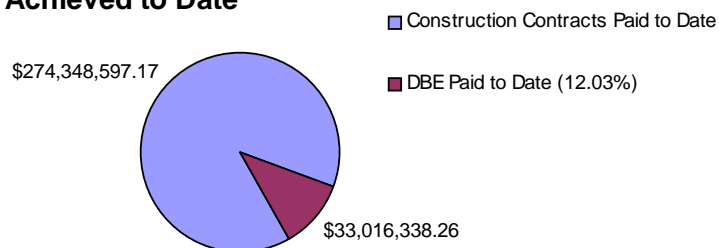
Original Contract Amounts



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

- Participated in commissioning efforts for the MSF.
- Reviewed safety and security certification checklists for Line Sections 1 and 4.
- 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.
- Researched the question of the need for buses to stop at light rail tracks.
- Provided security input for the re-opening of the Central and Adams intersection event.
- Worked with the certification consultant to develop a Safety & Security Certification training class for those employees and consultants who will be involved in the process.
- Safety presentation for the Line Section 5 Citizens Advisory Board
- Conducted familiarization tour of the Maintenance & Storage Facility for Phoenix Police Department Transit Bureau supervisors.
- Arranged for security personnel to protect METRO equipment and materials being delivered to the Maintenance & Storage Facility.
- There was no Fire/Life Safety and Security Committee meeting in October.
- Conducted the Safety and Security Certification Review Committee Committees meeting.



Cost and Schedule – Variance Analysis

- Safety and Security activities remain within budget and 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 October 2006 we have discovered four inhumations / 27 cremations in Pueblo Grande (no new discoveries) and 39 cremations / 58 inhumations La Plaza –Tempe (seven new discoveries). We have substantially completed data recovery within guideway construction zone. Will continue to monitor excavations. If resources are discovered we will profile sidewalls of excavation but should not have to do extensive data recovery. The Promenade area of the 5th and College Station continues to provide surprises. We have discovered seven burials near the surface and anticipate more burials as the contractor excavates for tree wells.
- ACS has providing 15 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 was shifted from guideway in Veterans Way to Promenade to accommodate ASU request to improve drive access for large trucks to football stadium.

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. Because of low levels of contaminants we have reduced monitoring to spot checks.



- Completed testing on materials excavated at 7th Ave. and Camelback. Materials contain PCBs and must be disposed of in Beatty, NV.

Regulator Compliance

- Conducted field observation of contractor compliance with dust control BMP. The Central and Camelback site is a potential trouble spot because of the multiple contractors working the site. AWC will maintain trackout and site watering until they are substantially complete with site excavation. Herzog must coordinate their excavation with AWC dust control.

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 Sept 29, 2006	(\$2,752,985)
<u>Funds Available</u>	<u>(\$852,921)</u>

Note: overage to ACS contract is being paid by CAC from the Construction Administration Services budget based on authorization from METRO. Overage costs to be included in forthcoming Change Order to CAC.

Hazardous Materials Assessment (CAC)

Original Contract Value	\$499,488
Contract Value to date	\$499,488
Invoiced as of Sept 29, 2006	(\$218,566)
Task orders issued not invoiced	(\$12,650)
<u>Funds Available</u>	<u>\$268,272</u>

Remediation and Treatment Fund (METRO)

Budget	\$1,004,000
Expended or Committed	(\$175,680)
Data Recovery Report	(\$84,956)
ERI	(\$90,724)
<u>Funds Available</u>	<u>\$828,320</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 \$50,000 for an estimated 120 CY.

Solution: METRO and COP to evaluate alternative means to dispose of materials due to the low levels of contaminates and to see if a local land fills will take the materials.

- **Issue:** Archaeology technical report(s) must be completed for project close-out. Current ROM of cost is \$1.5 - \$3.0 mil.

Solution: We are preparing scope, schedule and cost estimate for this work. Costs will be funded from Misc. Construction budget or out of under utilized Archeology Investigations/Hazardous Material Removal budget.



9. Real Estate

Description

The LRT Project travels down main business arterials in the cities of Phoenix, Tempe and Mesa and approximately 783 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

- Six additional parcels came under City control since last month, and 12 additional parcels became available for construction. Presently, 98 percent of the required properties are now under city control and 91 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, 182 relocations have now been completed and only one remains. One parcel came under City control for a total of 143. An additional seven parcels were made available for construction for a total of 130. Line Section 1 contains a total of 153 parcels.
- In Line Section 2, all relocations have now been completed. Three parcels were made available for construction for a total of 78. Line Section 2 contains a total of 95 parcels.
- In Line Section 3, only 3 relocations remain. A total of 258 parcels are now under City control and 237 parcels are available for construction. 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. Five parcels came under City control for a total of 167. Five parcels were made available for construction for a total of 166. Line Section 5 contains a total of 167 parcels.
- In Line Sections 1, 2, 3 and 4; eighteen building cut and re-faces were identified; thirteen have been completed and 5 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 has been revised and a new Mediation Process has been established. Meetings with property owners will resume as soon as concurrence to the new process is received from the FTA.

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	\$ 19,365,482	\$ 1,753,931	\$ 21,119,413
Total	\$135,579,632	\$23,975,136	\$159,554,768
Spent To Date	\$116,232,398	\$17,166,210	\$133,398,608
Balance Available	\$ 19,347,234	\$ 6,808,926	\$ 26,156,160

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. Key parcels in Line Section 1 are the most critical, and an intense level of urgency has been raised to accelerate the acquisition process. 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**

October 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	95	251	106	1	109	46	721
Total Affected Parcels	153	95	260	108	1	121	46	784
Projected Relocations	183	29	36	28	0	40	0	316
Title Reports Completed	153	95	260	108	1	121	46	784
Legals sent to City	153	95	260	108	1	121	46	784
Appraisals Requested	153	95	260	108	1	121	46	784
Appraisals Completed	153	95	260	108	1	121	46	784
Offers Made	153	95	260	108	1	121	45	783
Offers Accepted	106	65	224	85	1	88	36	605
Escrow Closed Acquisition Complete	95	50	207	85	1	88	25	551
Condemnation Filed	26	12	25	11	0	29	13	116
OIP Received	20	8	22	9	0	29	17	105
ROE Signed	28	29	29	14	0	4	4	108
Relocations Underway	1	0	3	0	0	0	0	4
Relocations Completed	182	29	33	28	0	40	0	312
Parcels Under City Control	143	87	258	108	1	121	46	764
Parcels Available for Construction	130	78	237	103	1	121	45	715
Parcels Pending Release for Construction	13	9	21	5	0	0	1	49



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.

Utility relocation continues to be one of two key issues driving the project schedule. Lack of available Right-of-Way and delays in utility relocation have affected contractor construction schedules. METRO has requested to the utility companies they must accelerate their relocation even if it includes providing additional resources and work-around the clock so impacts to the Contractors' schedules are minimized and remain on schedule.

Progress

- Line Section 1
 - Right-of-way availability continues to constrain utility and contractor activities. Acquisition progress is being made. The Fry's property at 17th Avenue and Camelback Road continues restrict utility and contractor progress. Walgreens, CVS and properties on the northwest corner of 19th Avenue and Camelback Road have been acquired and utility work on those properties is proceeding.
 - The City of Phoenix has allowed re-routed bus traffic from 19th Avenue between Campbell and Missouri and from Camelback Road between 23rd Avenue and 15th Avenue. Bus traffic skirts the 19th Avenue and Camelback Road intersection for approximately one year allowing utility and contractor construction in this intersection to take place with intermittent nighttime intersection closures.
 - Southwest Gas (SWG) has completed most of their 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 and SWG can work in that area. Qwest and SRPP cannot proceed until the SWG facility in the easement has been moved.



- 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 Road continues. Installation of street lights has begun behind the new sidewalks.
- A siphon condition at 11th Avenue will be re-constructed to eliminate the siphon at the owner's request due to increased maintenance costs for the siphon.
- Re-sequencing of all wet and dry utility relocation issues on 19th Avenue has been completed and final plans are in the field.
- Twenty-four inch sewer construction is currently planned to begin November 20, 2006.
- Forty-eight inch water plans have been delivered to the Resident Engineer and the contractor has ordered pipe. Construction will begin when the traffic has been moved from the east side to the west side of 19th Avenue.
- Southwest Gas continues relocations on 19th Avenue in several locations.
- The joint trenching for SRPP, Qwest and Cox continues by Kiewit Construction.
- Spectrum Mall property has become available and Qwest may now install a manhole on the property.
- Line Section 2
 - Utility conflicts and coordination issues are being addressed on case by case bases in the field. These meetings increase contractor communication, and utility company accountability.
 - Archer Western (Station Finishes) has completed the trenching and conduits for APS and Qwest. APS, Qwest and Cox have now begun placing cable. METRO has requested that utility relocation be expedited to avoid any further impact to Line Section 1 and 2, Transit Center and Station Finishes Contractors.
 - MCI finished splicing the 432 fiber optic cable on Central Avenue between Weldon and Coronado. Fishel is in the process of obtaining a traffic control permit to place the 288 fiber optic cable and possibly splicing the 288 fiber optic cable at the same time. After the 288 fiber optic cable is completed the 144 fiber optic cable will need to be spliced. MCI activity is beginning to impact the Line Section 2 Contractor which is delaying track work on Central Avenue from Weldon to Osborn. METRO has placed MCI on notice and provided a completion date by which they will have completed all splicing.



- APS continues to trench and place conduits cross Central Avenue and Cambridge.
- APS is currently revising their design at Central Avenue and Thomas Road because the sewer line was redesigned increasing in size which subsequently impacted the current APS design.
- Salt River Project Water (Irrigation) has stated that the relocation of SRP Irrigation facilities would not be relocated until the Transfer Agreement has been signed by the City. The City of Phoenix has legal concerns with this particular agreement. SRP wants the City of Phoenix to run the language by their legal department and get this LS2 agreement on the Council Agenda before SRP will start any construction on Central Avenue.
- The project team continues to work with APS, the City of Phoenix and Herzog on design modifications for street lights and traffic signals. The City of Phoenix, METRO and APS representatives have been instrumental in facilitating the necessary changes of this work.
- Line Section 3
 - Utility conflicts and coordination issues are being addressed on a case by case basis in the field. These meetings increase contractor communication, and utility company accountability.
 - Level 3 has completed relocation of duct bank and manholes at 24th Street, 22nd Street, 18th Street, 17th Street and 16th Street on Washington Street. Level 3 has started on 13th Street which should take about three weeks to complete before starting at the last manhole relocation located at 7th Street.
 - The project team continues to work with APS, the City of Phoenix, METRO and Archer Western representatives to implement design modifications on street lights and traffic signals. The weekly coordination meeting that is held with APS, the City of Phoenix, METRO and Archer Western representatives has been instrumental in facilitating the necessary changes of this work.
 - APS has received the Right of Entry at 24th Street and Jefferson to place two Dusk to Dawn lights poles which will allow APS to complete relocation at 24th Street and Jefferson Street.
- Line Section 4
 - Utility conflicts and coordination issues are being addressed on case by case basis in the field. 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 needs to install several test points at SR143 and Washington.
- Sundt has started the relocation of SRP Irrigation facilities at 32nd Street and Washington Street.
- Line Section 5
 - Solutions for utility issues are addressed weekly in the LS5 Utilities Coordination meeting.
 - SRP irrigation plans were modified at Rural and Tyler. The siphon was reduced at the request of METRO. SRP Water has started construction and will be completed November 4, 2006.
 - SRP Irrigation is being revised at Apache Boulevard and Price Road (SR101) intersection. SRP still doing pothole for the segment on Apache Boulevard from River to Price for possible redesign to leave Qwest duct bank in place at Price and Apache. Utility companies are ready to mobilize when revised final plans and pothole data is completed. Third party utility relocation drop dead date is December 15, 2006 and SRP Water will start January 8, 2007.
 - SRP Power 69 kV, APS and Cox relocation is complete at Rural Road and Tyler.
 - SRP Power major relocation plans have been submitted and approved within Line Section 5.
 - Due to the Line Section 5 Contract Master Schedule revision, METRO has requested that SRP Power accelerate their relocation. SRP Power (Subcontractors NPL & TECC) have stepped up manpower and has accelerated relocation work. SRP plans on adding additional work forces within next two weeks. Salt River Project Power needs to accelerate the following jobs to meet the Contractor dates:
 - SRP Job No: JJC-5006, KJC-5010, KJC-3008 - McClintock to River to be completed by November 22, 2006
 - SRP Job No: SRP KJC-5012, KJC-3006 - Price to Tempe Canal to be completed by November 18, 2006
 - SRP Job No: SRP KJC-5011, JJC-5008, KJC-3011 - River to Price to be completed by December 31, 2006.
 - SRP Job No: SRP KEC-5000, JEC-5000 – Roosevelt to Dobson to be tentative by January 31, 2007 or sooner.



- SRP Job No: SRP KEC-5001, JEC-5001 - Dobson to Sycamore to be tentative by January 31, 2007 or sooner.
- The LS5 Contractor has completed 24-inch casing under the Union Pacific Railroad tracks at 1st Street. APS will start pulling wire, which is tentatively scheduled to be complete by December 31, 2006.
- Third party relocations have been completed from east of 1st street and Ash to McClintock Drive.
- METRO has requested Union Pacific Railroad to expedite the relocation of a signal and communication cabinet – high priority.
- Traction Power Substations
 - APS continues defining electrical easements that are still needed for Traction Power Substations. No. 3, 4, 5, 6, 7, 8, 10, 11 and 15.
 - SRP continues defining electrical easements for Traction Power Substations. No. 1, 2, 9, 12, 13 and 14.
- New Electric Services Accounts
 - There were several new electrical services accounts added for Park-and-Ride at 3rd Avenue and Camelback Road and 38th Street and Washington Street.
 - SRP electrical services accounts continue to be 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 costs and the fact that traffic control costs have increased.
- Utility relocation continues to be one of two key issues driving the project schedule. Lack of available Right-of-Way and delays in completion of utility design have affected contractor construction schedules. METRO is working with the cities, the utility companies and the Contractors to develop strategies to streamline processes provide additional resources and create opportunities for work-around so that impacts to the Contractors' schedules are minimized.

Issues and Solutions

- Utility relocation is a risk for this project.. METRO has requested utility companies accelerate their relocation to mitigate this risk.
- Need to 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 Fry's, and other parcels to allow the third party utilities and contract work to continue.
- Line Section 2 – MCI must complete splicing of fiber optic cable, which is a major process getting a window to do the cut over from major customers has been a major challenge to MCI. Metro has given MCI a drop date to be completed by.
- Line Section 3 – Level 3 needs to relocate manholes at two locations. The contractor is working around this area to mitigate delays.
- Line Section 4 – METRO must ensure that all utility relocations within the test track are complete.
- Line Section 5 – SRP irrigation relocation, SRP Power, Qwest and Cox still hinders the LS5 Contractor.

Construction Photographs



SWG 4-inch High Pressure main on 19th Avenue
in Line Section 1



SWG relocation 8-inch High Pressure Gas Main
on 19th Avenue in Line Section 1



SRP – Temporary Shoo-Fly on Apache Boulevard in Line Section 5



SRP relocating 69 kV at Rural and Tyler in Line Section 5

Prior Rights Utility Cost Status
Federal 5309 Project

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	42%	\$6,210,390	\$2,628,922	\$3,312,503	\$8,229,347
Line Section 2	71%	\$1,765,355	\$1,255,355	\$80,291	\$1,765,355
Line Section 3	86%	\$3,047,517	\$2,632,538	\$1,957,598	\$3,875,841
Line Section 4	92%	\$4,742,173	\$4,375,103	\$2,278,090	\$5,443,743
Line Section 5	91%	\$7,509,884	\$6,854,885	\$5,128,996	\$8,312,349
Maintenance Storage Facility	100%	\$320,230	\$320,230	\$397,876	\$397,876
Town Lake Bridge	100%	\$1,150,000	\$1,150,000	\$824,097	\$1,216,282
Prior Right Utilities	0%	\$6,094	\$0	\$253	\$984,260
Sub Total	78%	\$24,751,643	\$19,217,033	\$13,979,704	\$30,225,053
Contingency	0%	\$1,627,649	\$0	\$0	\$1,604,796
Total Prior Rights Utilities	73%	\$26,379,292	\$19,217,033	\$13,979,704	\$31,829,849

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

- Tempe Town Lake Bridge artist Buster Simpson installed his *Triologue* sculpture on the south beach. The concrete low wall was installed in concert with the Rio Salado/Tempe Art Center walkway. Buster will install his porcelain steel panels along the south wall in November of this year. The bridge lighting will figure prominently in the December 9 Tempe Lake festival.



- An on-site pre-construction meeting was held with artist Peter Richards and Archer Western Contractors to determine installation sequence and schedule for artwork at the Roosevelt Station. The artist will begin fabrication to comply with a January foundation pour and a March sculpture installation in 2007.

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

- 44th Street/Washington Transit Center: Demolition and utility work are ongoing. Archer Western and Sundt/Stacey Witbeck continue to coordinate access and sequencing of work.
- Central Avenue/Camelback Transit Center: Archer Western began installation of junction structure and associated piping. A portion of a screen wall footing was also constructed to allow the Line Section 2 contractor to complete an SRP irrigation line which is routed on top of this portion of footing. The work on the Mariposa Cul-De-Sac will resume after Herzog completes the irrigation line and after Mass Electric completes the concrete and block portion of a nearby signal building which interferes with the construction of the Cul-De-Sac.
- Permits were issued for Montebello/19th Avenue Transit Center. Archer Western installed traffic control, demolished pavement, and located utilities in preparation for construction of this transit center.
- Permit was received for Sycamore/Main Street Transit Center with access provided to Contractor two months ahead of schedule. Mobilizations is under way.
- Construction is continuing on the physical links between couplet stations at Van Buren/1st Avenue and Central into the Central Station Bus Transit Center. This work includes the extension of platform/entry foundations that were constructed by the Line Section 3 Contractor.
- Eight METRO stations (seven on Line Section 3 and one on Line Section 4) are in the process of being turned over to the Station Finishes Contractor.
- Final scope and budget were agreed between METRO and ASU for implementation of Change Notice No. 030 (Additional ASU Logos at three METRO Stations) – to be entirely reimbursed by ASU to the Agency.

Cost and Schedule – Variance Analysis

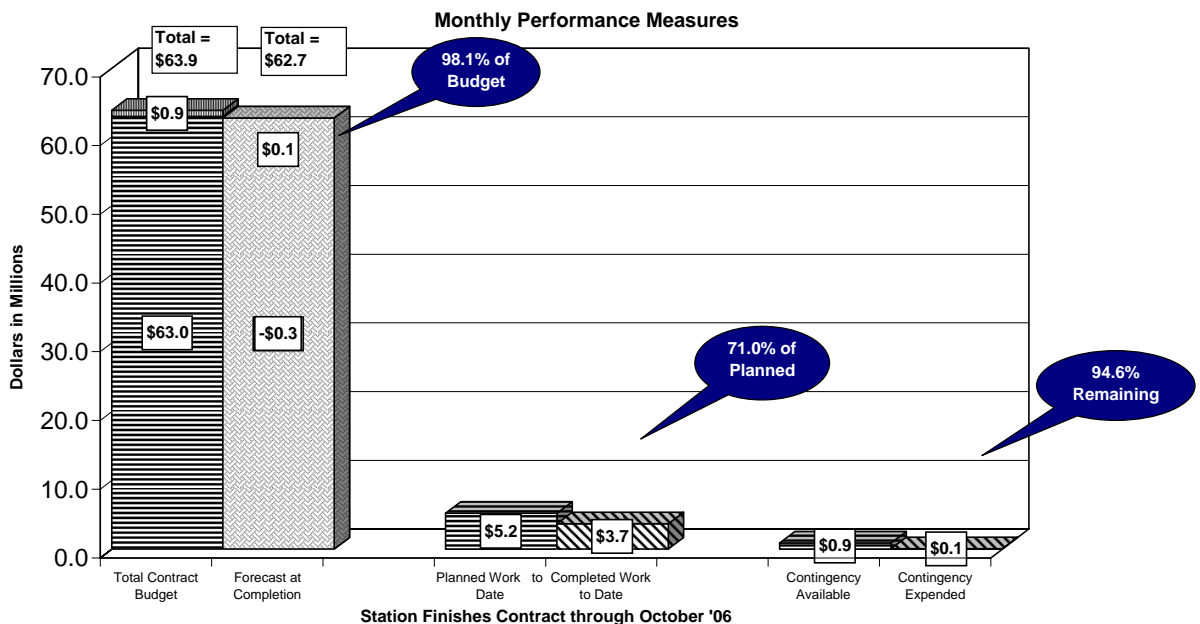
- The project is being delayed concurrently by late steel deliveries and by delayed station platform turnover.
- The dates initially issued by Change Order 3 are in the process of being revised by the Agency to reflect the latest progress at each Line Section.

Issues and Solutions

- The First Article of Inspection for Station Steel columns was rejected by METRO in September 2006. Archer Western Contractors has selected an alternate steel fabricator and is in process of preparing new shop drawings.



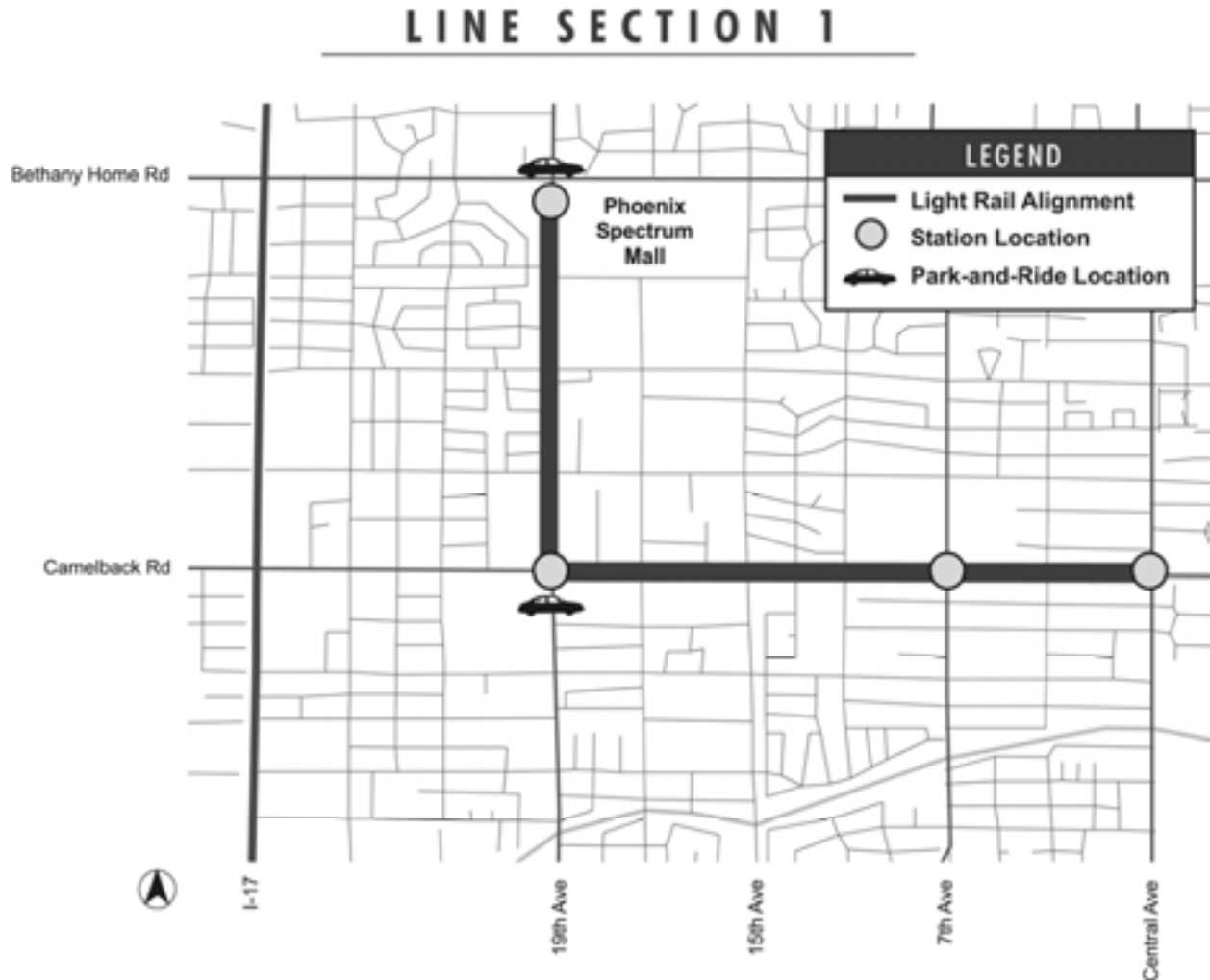
Description:		3.2.1 Station Finishes			
PE/PA:		Steve Gottesman			
Contractor:		Archer Western Contractors			
Resident Architect:		Doaa Aboul-Hosn			
Data Through:		August 31, 2006			
		Cumulative	5309	CNPA	Total
1	Original Budget		\$52,985,000	\$9,988,000	\$62,973,000
2	Executed Change Orders		\$0	\$50,000	\$50,000
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$52,985,000	\$10,038,000	\$63,023,000
5	Work Scheduled		\$4,476,304	\$761,733	\$5,238,037
6	Work Earned		\$3,309,002	\$409,512	\$3,718,514
7	Actual Expenditures		\$3,304,699	\$457,000	\$3,761,699
8	Forecast to Complete Base (4-7)		\$49,680,301	\$9,581,000	\$59,261,301
9	Change Orders Pending Execution		-\$500,000	\$174,619	-\$325,381
10	Forecast at Completion (7+8+9)		\$52,485,000	\$10,212,619	\$62,697,619
11	Percent Budget Expended (7/4)		6.2%	4.6%	6.0%
12	Percent Planned (5/4)		8.4%	7.6%	8.3%
13	Earned Percent Complete (6/4)		6.2%	4.1%	5.9%
14	Schedule Performance (6/5)		0.74	0.54	0.71
15	Cost Performance (6/7)		1.00	N/A	0.99
16	Contingency Budget		\$546,000	\$371,603	\$917,603
17	Remaining Contingency		\$546,000	\$321,603	\$867,603
18	Percent Contingency Remaining (17/16)		100.0%	86.5%	94.6%
		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	\$10,038,000	\$0
5	Work Scheduled (Cumm - Last Period)		\$772,603	\$220,608	\$993,211
6	Work Earned (Cumm - Last Period)		\$0	\$409,512	\$409,512
7	Actual Expenditures (Cumm - Last Period)		\$0	\$49,500	\$49,500
8	Forecast to Complete Base (4-7)		\$52,985,000	\$9,988,500	\$62,973,500
9	Change Orders Pending Execution		-\$500,000	\$174,619	-\$325,381
10	Forecast at Completion (7+8+9)		\$52,485,000	\$10,212,619	\$62,697,619
11	Percent Budget Expended (7/4)		0.0%	0.5%	0.1%
12	Percent Planned (5/4)		1.5%	2.2%	1.6%
13	Earned Percent Complete (6/4)		0.0%	4.1%	0.6%
14	Schedule Performance (6/5)		0.00	1.86	0.41
15	Cost Performance (6/7)		#N/A	N/A	8.27
16	Contingency Budget				
17	Remaining Contingency				
18	Percent Contingency Remaining (17/16)				



Note: No update submitted during 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 water line installation, storm drain and sewer line installation, private irrigation, street light installation, traffic signal work at intersections, landscape irrigation, utility removals and miscellaneous demolition, roadway excavation, and roadway milling, paving pipe trenches, man holes / stand pipes installation, ACP removal at various places along the South Side of Camelback Road. Some work is being performed at night. Private irrigation tie-in work utilizing “mini dry-ups” continue to be coordinated well between KWC and Salt River Project Irrigation. Kiewit continues with SRPP joint trench on 19th Avenue. They also continue curb, gutter and sidewalk work on Camelback. They have begun work for the trackway, duct bank, and the catenary pole foundation installation on Camelback; however, there is a conflict between the existing Storm Drain and the duct bank/catenary pole foundations that will require extensive potholing and some redesign before this work can proceed expeditiously.
- Southwest Gas (SWG) has completed nearly all the gas line relocation work on Camelback Road; but, they can not put the new line in service until the utility easement for the “Payless” part of Fry’s parcel is finalized. They continue to work on 19th Avenue with two subcontractors one subcontractor is working from Bethany Home Road south and the other subcontractors is working from Camelback Road north. Periodic line drops in the 19th Avenue and Camelback intersection are being performed at night.
- The joint trench work on Camelback continues with Salt River Project Power (SRPP) utilizing two subcontractors. Salt River Project Irrigation (SRPI) continues with the installation of the irrigation structures and coordinating tie-ins with Kiewit. SRPP and SRPI have the same problem with final system tie-ins as SWG, Qwest, Cox and Kiewit i.e. the unavailability of the utility easement for the “Payless” part of Fry’s parcel take.
- Traffic control has been seamlessly combined between all participants on the project and continues to be successful with few formal complaints from the various stake holders or traveling public. Kiewit has restructured traffic flow on both Camelback and 19th Avenue to one lane in each direction and the City of Phoenix (COP) has agreed to allow pre-approved nighttime full closures of the Camelback and 19th Avenue intersection. COP Transit has rerouted the Buses such that that they no longer stop at the intersection of 19th Avenue and Camelback Road and they have suspended bus operations on 19th Avenue.
- Extensive roadway milling has been complete for the first phase of existing pavement removal on Camelback Road and 19th Avenue.

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 versus actual progress is currently being evaluated as the Master Schedule revisions are being implemented.

Issues and Solutions

- Real Estate, Cost-To-Cure (CTC), and SRPP Utility Easements continue to be a grave concern. There are several parcels on LS 1 that are not yet available or have CTC issues. And, there are several SRPP 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.

Construction Photos



KWC's slurry plant in the 19th Avenue yard



Milling southbound lane on 19th Avenue north of Missouri



HMS Potholing to locate existing utilities from 13th Avenue to 15th Avenue at the south side of the road for the new 12-inch waterline work



HMS crews pothole at the OCS foundations



PMU striping obliteration truck east of 7th Avenue and Camelback Road



PMU striping truck west of Central Avenue and Camelback Road



KWC requested that CW support the existing TS pole at the southwest corner of 15th Avenue and Camelback Road while installing SRP Irrigation Lat.



Welded rail just prior to being pulled out on Camelback Road



KWC crews installing a precast irrigation structure at STA. 335+68, 54' RT.



Olsen crews forming SRP Manhole No. 9 at STA. 18+96, LT



KWC have set line, grade, guage and X-level to final from STA. 1106+00 to STA. 1104+75 004



KWC placed rubber rail boot on RH rail of RT-Track 002

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. Many have been installed and progress is being made. They have completed the pressure and bacterial test for several fire lines and hydrants and put these lines back in service. They are also continuing the installation of various storm drain laterals, sewer, water and laterals, fire hydrants and electrical conduits throughout the project.
- Guideway excavation continues this month from Highland to Farrington. This includes excavation for Camelback Station guideway.
- OCS foundation construction began this month near Campbell and proceeds north and south.
- Rail welding (flash-butt factory welds) was completed this month, less a small amount of rail not yet delivered.
- Herzog continued grading the approaches to both ends of the easterly half of the Grand Canal Bridge.
- 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. Work in this area will be limited due to upcoming events at the Heard and Art Museums.

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 issued and performed on the job, mostly concerning utility work-a-rounds and design changes.
- Planned versus actual progress is currently being evaluated as the Master Schedule revisions are being implemented.

Issues and Solutions

- Line Section 2 has all but 8 parcels under City control. There are no impacts to schedule at this time.
- Utility conflicts continue to occur. METRO is working diligently with Herzog and the City to perform work-a-rounds and other mitigation processes as needed to keep on schedule.
- Several major design adjustments, including waterline conflicts from Indian School to Encanto remain a challenge on LS2. METRO Design is working with the City of Phoenix to resolve ongoing conflicts.

Construction Photos



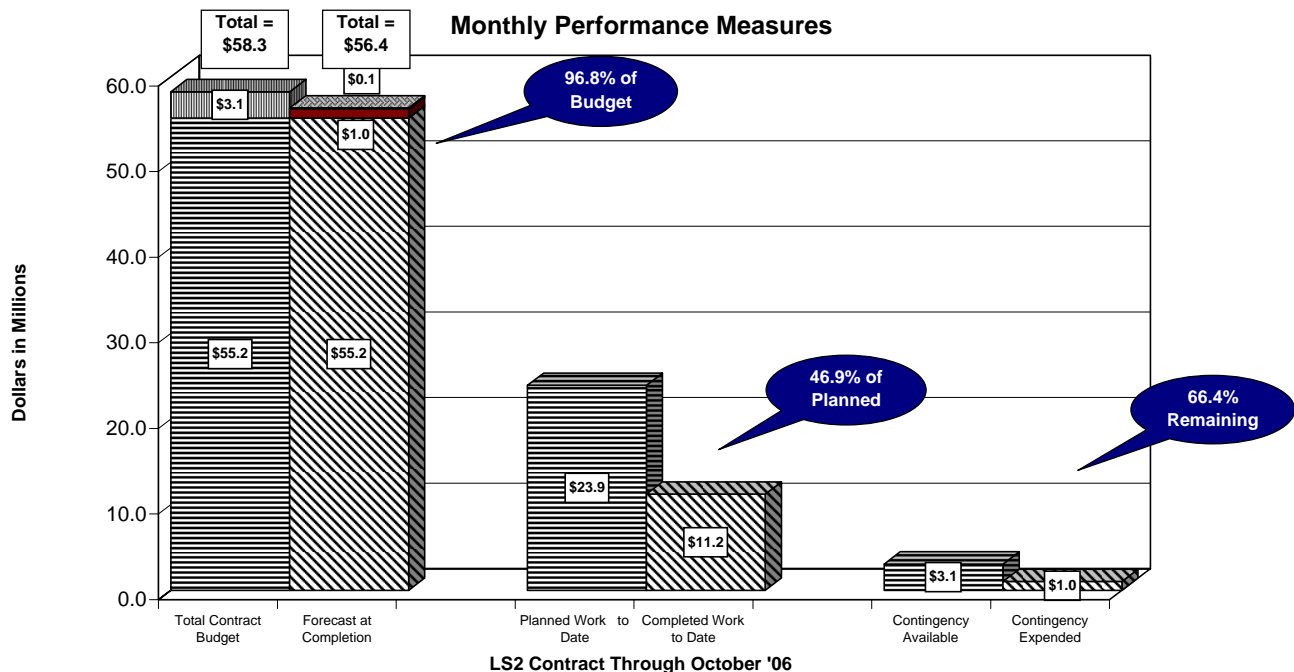
BRB backfilling Manhole 11 Excavation in front of Pyramid Building.



1114+00 platform sub-grade preparation at Camelback Station Site.



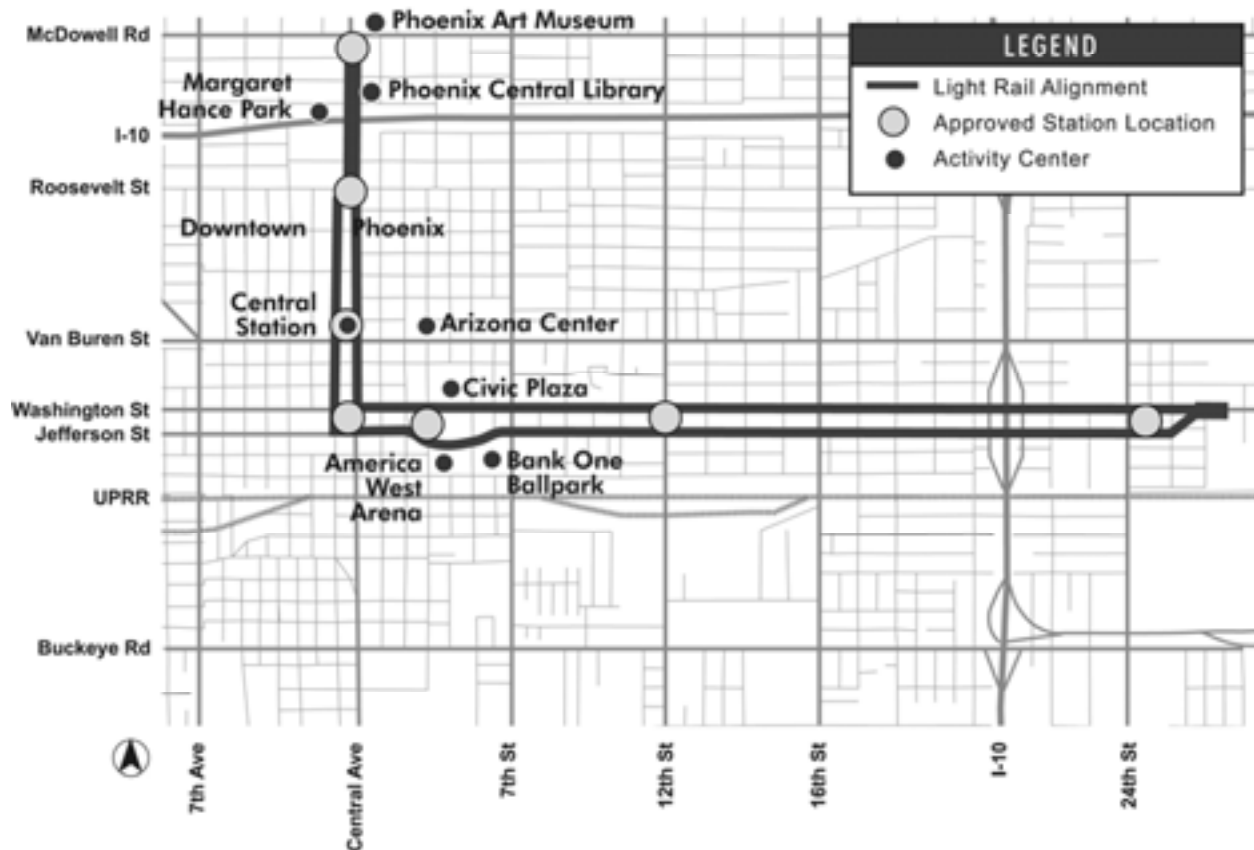
Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Matt McMenamin		
Data Through:		August 31, 2006		
	Cumulative	5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$6,762,248	\$55,187,372
2	Executed Change Orders	\$948,894	\$72,218	\$1,021,112
3	Budget Transfers		\$9,108	\$9,108
4	Current Budget (1+2+3)	\$49,374,018	\$6,843,574	\$56,217,592
5	Work Scheduled	\$18,654,957	\$5,282,581	\$23,937,538
6	Work Earned	\$9,963,552	\$1,262,916	\$11,226,468
7	Actual Expenditures	\$9,953,564	\$1,136,361	\$11,089,925
8	Forecast to Complete Base (4-7)	\$39,420,454	\$5,707,213	\$45,127,667
9	Change Orders Pending Execution	\$217,094	-\$68,500	\$148,594
10	Forecast at Completion (7+8+9)	\$49,374,018	\$6,775,074	\$56,149,092
11	Percent Budget Expended (7/4)	20.2%	16.6%	19.7%
12	Percent Planned (5/4)	37.8%	77.2%	42.6%
13	Earned Percent Complete (6/4)	20.2%	18.5%	20.0%
14	Schedule Performance (6/5)	0.53	0.24	0.47
15	Cost Performance (6/7)	1.00	1.11	1.01
16	Contingency Budget	\$3,050,401	\$13,293	\$3,063,694
17	Remaining Contingency	\$2,101,507	\$13,293	\$2,033,474
18	Percent Contingency Remaining (17/16)	68.9%	100.0%	66.4%
Period				
1	Budget		N/A	N/A
2	Executed Change Orders	\$133,556	\$0	\$133,556
3	Budget Transfers	\$0	\$9,550	\$9,550
4	Current Budget (1+2+3)	\$49,374,018	\$6,843,574	\$56,217,592
5	Work Scheduled (Cumm - Last Period)	\$0	\$902,235	\$902,235
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)	\$49,374,018	\$6,843,574	\$56,217,592
9	Change Orders Pending Execution	\$174,247	-\$212,385	-\$38,138
10	Forecast at Completion (7+8+9)	\$49,548,265	\$6,631,189	\$56,179,454
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	0.0%	13.2%	1.6%
13	Earned Percent Complete (6/4)	0.0%	0.0%	0.0%
14	Schedule Performance (6/5)	#DIV/0!	N/A	0.00
15	Cost Performance (6/7)	#DIV/0!	#DIV/0!	#DIV/0!
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: No update was submitted during the reporting period

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 one 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 six days per week and night crews four to five nights a week.
- AWC has completed eight station foundations; Washington/Central, Van Buren/1st Ave, Van Buren/Central, Jefferson/1st Ave, 3rd St/Jefferson, Roosevelt/Central, 24th Jefferson, 24th Washington. The conflicting utilities at the 3rd St/Washington station have been relocated and AWC is currently placing foundations at that site. Also AWC has started excavation of 12th St/Washington and installed OCS foundations and has completed pavement removal for 12th St/Jefferson station foundation.
- AWC currently has 6 rail headings in progress throughout the alignment and has installed approximately 8,200 lf of guideway throughout the Downtown area; Segments 1, 3, 4, 6, 7 and on east end of project in Segments 14 and 15. Also installing McKinley Loop switch on Central in preparation for the loop installation. METRO has authorized preliminary design and investigation for the 11th Street Wye track and AWC is providing necessary topographical and as-built data for evaluation.

- Level 3 has completed relocation of duct bank and manholes at 16th Street on Washington Street and has moved to Washington and 13th Street, 7th St/Washington is the remaining site that requires MH relocation. AWC has completed approximately 80 percent of traffic signal/street light conduit installation and should complete by the end of November. METRO continues to meet with APS to confirm design of revenue service and coordinate installation.

Cost and Schedule – Variance Analysis

- AWC and METRO are in negotiations concerning the master schedule milestone revision change order.

Issues and Solutions

- Bi-weekly meetings with system integration contractor to address any design conflicts and coordination issues. Meetings are being held at the field office to better effect contractor communication with Line Section 3 contractor & TES/S&C contractor.
- Bi-weekly APS meetings are also continuing to better facilitate the revenue installation and expedite any required changes.
- ROW acquisition is complete with several outstanding cost-to-cure items. Sterling Hotel being the only property with ROW impact, COP has issued a notice to Sterling Hotel to remove property per the monies and agreements that have been transacted or COP will mobilize a contractor to proceed with such.

Construction Photos



3rd ST/Washington Station Foundation



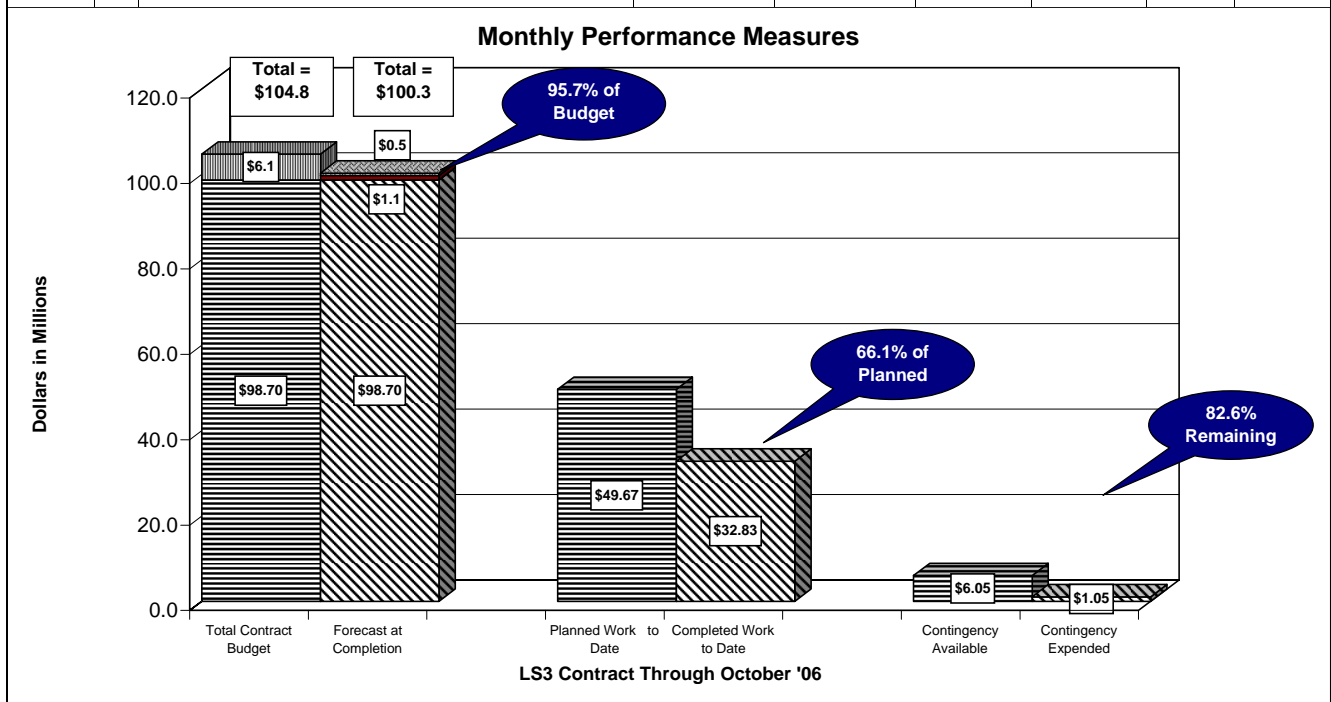
Trench Drain Installation at 1st Ave/Adams to Monroe



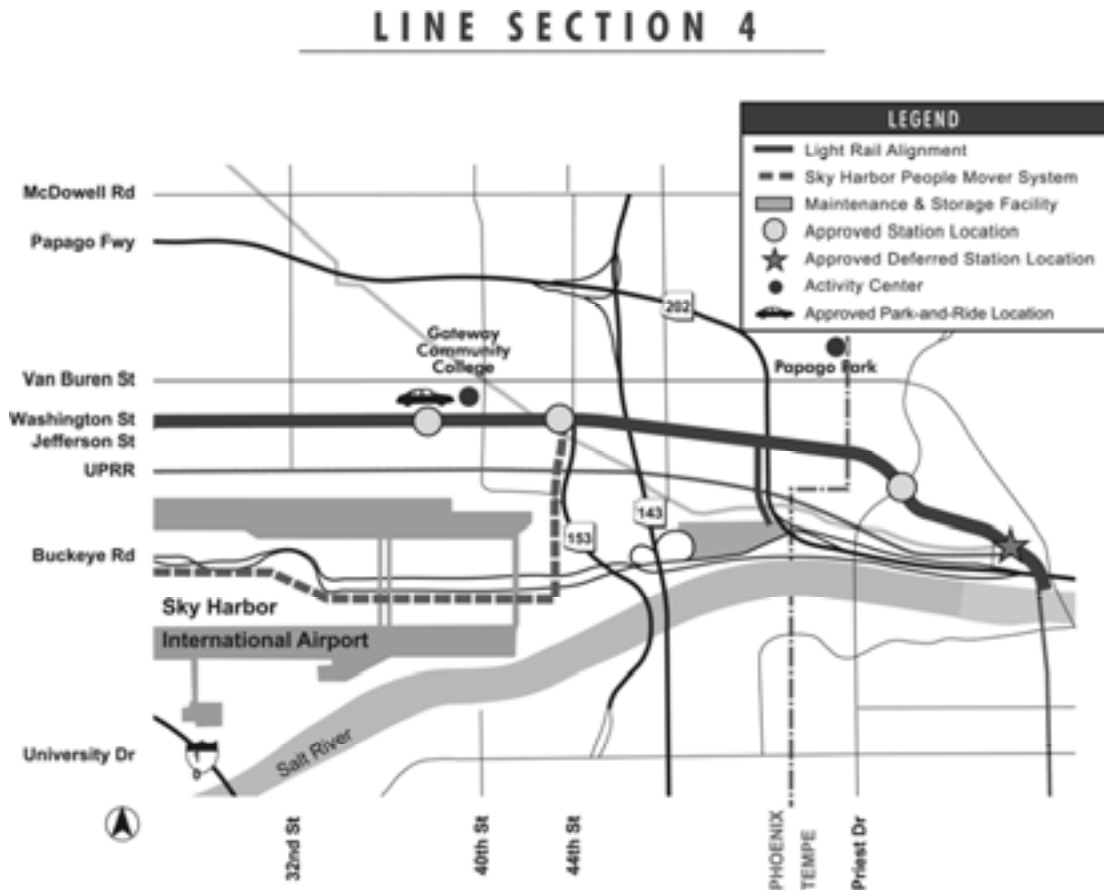
Sidewalk Pavement at USAC



Description:		3.1.3 Line Section 3		
PE/PA:		William Gustafson		
Contractor:		Archer Western		
Resident Engineer:		William Atesis		
Data Through:		September 23, 2006		
	Cumulative	5309	CNPA	Total
1	Budget	\$79,248,617	\$19,452,352	\$98,700,969
2	Executed Change Orders	\$379,954	\$25,285	\$405,239
3	Budget Transfers	\$0	\$647,670	\$647,670
4	Current Budget (1+2+3)	\$79,621,155	\$20,125,307	\$99,753,878
5	Work Scheduled	\$34,986,660	\$14,680,088	\$49,666,748
6	Work Earned	\$25,145,233	\$7,685,970	\$32,831,203
7	Actual Expenditures	\$25,183,687	\$8,206,878	\$33,390,565
8	Forecast to Complete Base (4-7)	\$54,437,468	\$11,918,429	\$66,363,313
9	Change Orders Pending Execution	\$395,873	\$138,887	\$534,760
10	Forecast at Completion (7+8+9)	\$80,017,028	\$20,264,194	\$100,288,638
11	Percent Budget Expended (7/4)	31.6%	40.8%	33.5%
12	Percent Planned (5/4)	43.9%	72.9%	49.8%
13	Earned Percent Complete (6/4)	31.6%	38.2%	32.9%
14	Schedule Performance (6/5)	0.72	0.52	0.66
15	Cost Performance (6/7)	1.00	0.94	0.98
16	Contingency Budget	\$5,648,232	\$402,730	\$6,050,962
17	Remaining Contingency	\$5,268,278	\$381,610	\$4,998,053
18	Percent Contingency Remaining (17/16)	93.3%	94.8%	82.6%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$164,529	\$0	\$164,529
3	Budget Transfers	\$0	\$43,404	\$43,404
4	Current Budget (1+2+3)	\$79,621,155	\$20,125,307	\$99,753,878
5	Work Scheduled (Cumm - Last Period)	\$0	\$800,087	\$800,087
6	Work Earned (Cumm - Last Period)	\$1,766,393	\$0	\$1,766,393
7	Actual Expenditures (Cumm - Last Period)	\$1,786,651	\$520,135	\$2,306,786
8	Forecast to Complete Base (4-7)	\$77,834,504	\$19,605,172	\$97,447,092
9	Change Orders Pending Execution	\$277,352	-\$144,472	\$132,880
10	Forecast at Completion (7+8+9)	\$79,898,507	\$19,980,835	\$99,886,758
11	Percent Budget Expended (7/4)	2.2%	2.6%	2.3%
12	Percent Planned (5/4)	0.0%	4.0%	0.8%
13	Earned Percent Complete (6/4)	2.2%	0.0%	1.8%
14	Schedule Performance (6/5)	#N/A	0.00	2.21
15	Cost Performance (6/7)	0.99	0.00	0.77
16	Contingency Budget	\$6,398,232	\$1,231,072	\$7,629,304
17	Remaining Contingency	\$6,233,703	\$1,187,668	\$7,421,371
18	Percent Contingency Remaining (17/16)	97.4%	96.5%	97.3%



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: No activities this month.
- Center Parkway to 56th Street: Completed guide-way construction adjacent to and west of the Priest Station; completed the station ramps and platform foundation; prepared punch list and accepted the station as substantially complete.



- 56th Street to 48th Street: Continued to place guide-way slabs for the left and right tracks from 56th Street to 48th Street; began casting the devil strip slabs between the tracks; completed the installation of special track work and placement of concrete at all remaining turnouts and single crossovers; installed both curved tracks leading to the MSF yard lead tracks and placed those guide-way slabs; placed remaining curbs/gutters, sidewalks, driveways between SR202 to 53rd Streets for business access; completed AC base paving of the south half of the 48th Street intersection.
- 48th Street to 44th Street: Completed installing the fiber optic duct bank conduits and communication vault at the SW corner of 48th Street; completed the replacement of curbs/gutters and sidewalks on the south side of Washington from 48th Street to SR143; completed fine grading the guide-way subgrade and began placing reinforcing and rail strings for the right track guide-way; installed SR143 signage.
- 44th Street to 40th Street; Completed constructing curbs/gutters, driveways, sidewalks on the south side of Washington from 44th Street to the Washington Street bridge over the Grand Canal and began placing guide-way curbs in the same area; continued to fine grade the south side of Washington Street from 44th to 40th Streets for AC base paving.
- 40th Street to 26th Street: Continued the installation of advanced utility crossings under the LRV guide-way, storm drain installation from west of the 36th to 32nd Streets; continued the underground electrical conversion connections to various parcels; continued the replacement of water mains, sanitary sewers and SRP irrigation line at the 32nd Street intersection;
- Washington Street Bridge: Formed and placed the approach section from 42nd Street.

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.
- Planned versus actual progress is currently being evaluated as the Master Schedule revisions are being implemented.

Issues and Solutions

- There are no significant issues at this time.

Construction Photographs



Guide-way and Priest Station



Placing the business access driveway at MSF Yard Lead



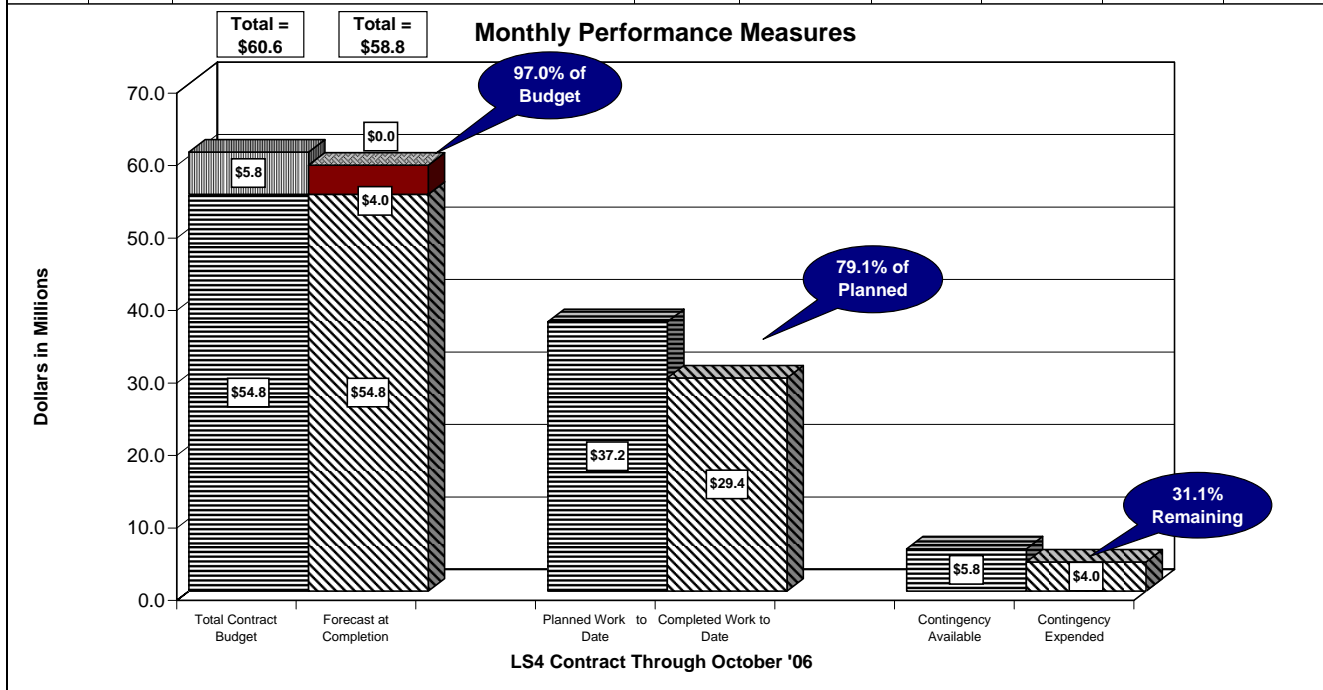
East curve track leading to MSF yard lead track



Guide-way between 54th to 56th Streets ready for devil strip slabs

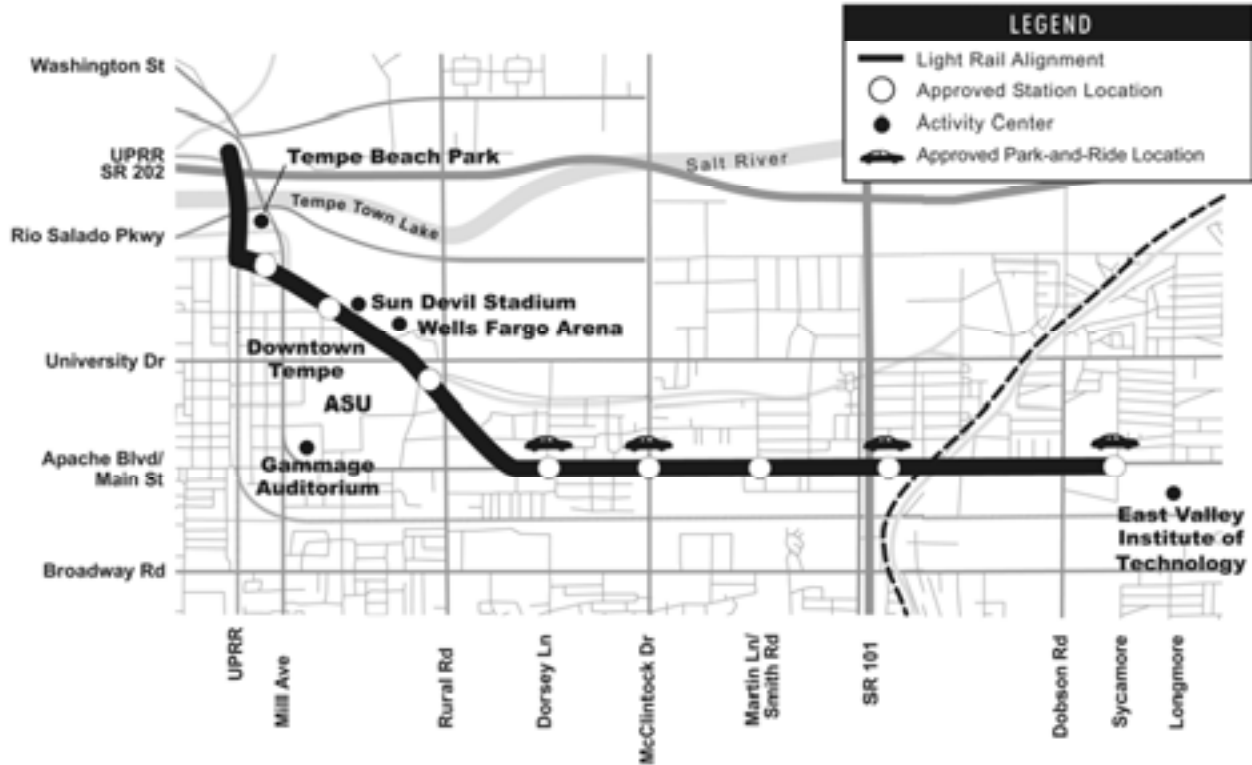


Description:		3.1.4 Line Section 4		
PE/PA:		Avrum Loewenstein		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Marty Spong		
Data Through:		September 30, 2006		
Cumulative				
		5309	CNPA	Total
1	Budget	\$47,869,894	\$6,880,853	\$54,750,747
2	Executed Change Orders	\$3,989,225	-\$52,932	\$3,936,293
3	Budget Transfers	-\$652,931	\$2,265,327	\$1,612,396
4	Current Budget (1+2+3)	\$51,206,188	\$9,093,248	\$60,299,436
5	Work Scheduled	\$30,182,038	\$6,992,875	\$37,174,913
6	Work Earned	\$24,480,113	\$4,928,346	\$29,408,459
7	Actual Expenditures	\$26,340,881	\$5,542,836	\$31,883,717
8	Forecast to Complete Base (4-7)	\$24,865,307	\$3,550,412	\$28,415,719
9	Change Orders Pending Execution	\$30,140	\$24,785	\$54,925
10	Forecast at Completion (7+8+9)	\$51,236,328	\$9,118,033	\$60,354,361
11	Percent Budget Expended (7/4)	51.4%	61.0%	52.9%
12	Percent Planned (5/4)	58.9%	76.9%	61.7%
13	Earned Percent Complete (6/4)	47.8%	54.2%	48.8%
14	Schedule Performance (6/5)	0.81	0.70	0.79
15	Cost Performance (6/7)	0.93	0.89	0.92
16	Contingency Budget	\$5,662,190	\$172,633	\$5,834,823
17	Remaining Contingency	\$1,642,825	\$172,633	\$1,815,458
18	Percent Contingency Remaining (17/16)	29.0%	100.0%	31.1%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$159,277	\$373,271	\$532,548
3	Budget Transfers	\$0	\$800,000	\$800,000
4	Current Budget (1+2+3)	\$51,206,188	\$9,093,248	\$60,299,436
5	Work Scheduled (Cumm - Last Period)	\$751,468	\$0	\$751,468
6	Work Earned (Cumm - Last Period)	\$1,037,542	\$0	\$1,037,542
7	Actual Expenditures (Cumm - Last Period)	\$1,155,568	\$0	\$1,155,568
8	Forecast to Complete Base (4-7)	\$24,865,307	\$3,550,412	\$28,415,719
9	Change Orders Pending Execution	\$8,852	-\$327,689	-\$318,837
10	Forecast at Completion (7+8+9)	\$26,029,727	\$3,222,723	\$29,252,450
11	Percent Budget Expended (7/4)	2.3%	0.0%	1.9%
12	Percent Planned (5/4)	1.5%	0.0%	1.2%
13	Earned Percent Complete (6/4)	2.0%	0.0%	1.7%
14	Schedule Performance (6/5)	1.38	#DIV/0!	1.38
15	Cost Performance (6/7)	0.90	#DIV/0!	0.90
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 One, located along the Creamery Route, and began construction of Retaining Wall Seven.
- 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

- Progress information is indicated on the Performance Measurement Spreadsheet.
- Milestone A2 has been revised to March 30, 2007 and is on schedule for completion at that time.

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



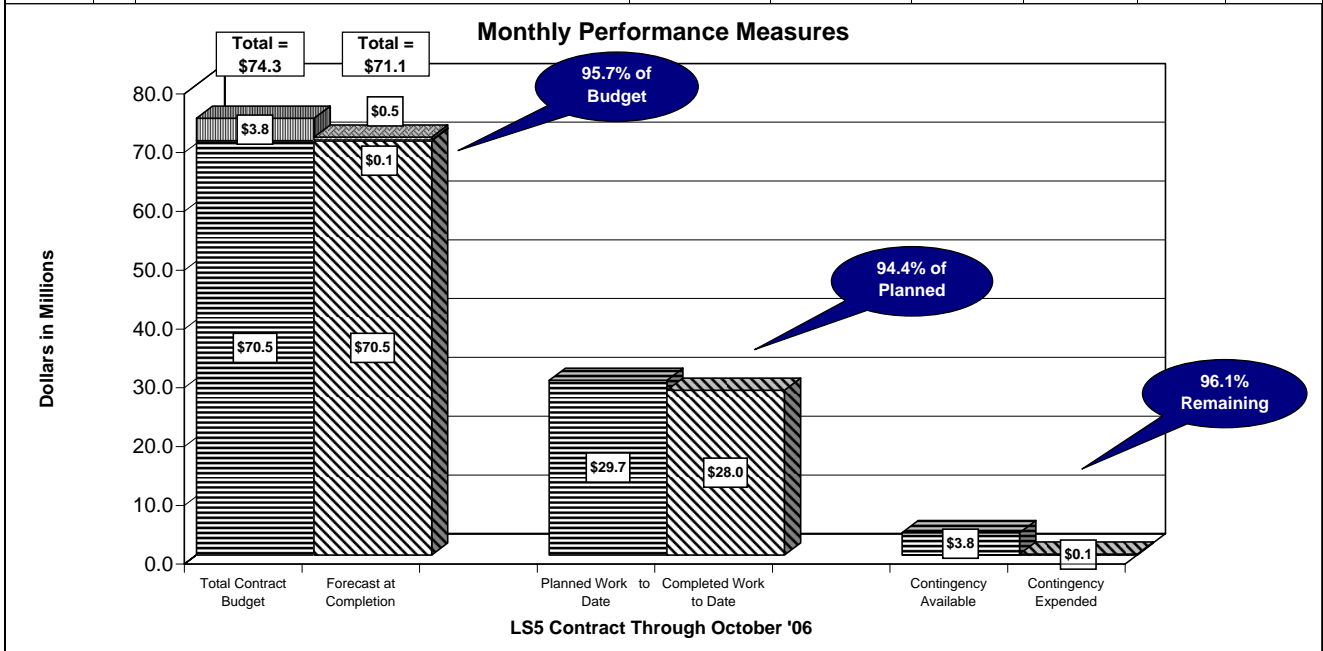
Roadway Work at Veterans' Way



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:		October 15, 2006		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$1,573,317	\$70,456,286
2	Executed Change Orders	\$147,761	\$148,556	\$296,317
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,030,730	\$1,721,873	\$70,752,603
5	Work Scheduled	\$29,194,149	\$512,844	\$29,706,993
6	Work Earned	\$27,752,695	\$293,971	\$28,046,666
7	Actual Expenditures	\$27,760,861	\$501,221	\$28,262,082
8	Forecast to Complete Base (4-7)	\$41,269,869	\$1,220,652	\$42,490,521
9	Change Orders Pending Execution	\$473,618	\$17,347	\$490,965
10	Forecast at Completion (7+8+9)	\$69,504,348	\$1,739,220	\$71,243,568
11	Percent Budget Expended (7/4)	10.8%	29.1%	39.9%
12	Percent Planned (5/4)	42.3%	29.8%	42.0%
13	Earned Percent Complete (6/4)	40.2%	17.1%	39.6%
14	Schedule Performance (6/5) (SPI)	0.95	0.00	0.94
15	Cost Performance (6/7) (CPI)	1.00	0.00	0.99
16	Contingency Budget	\$3,708,135	\$107,679	\$3,815,814
17	Remaining Contingency	\$3,560,374	\$106,767	\$3,667,141
18	Percent Contingency Remaining (17/16)	96.0%	99.2%	96.1%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$874,515	\$0	\$874,515
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,030,730	\$1,721,873	\$70,752,603
5	Work Scheduled (Cumm - Last Period)	\$3,368,335	\$109,276	\$3,477,611
6	Work Earned (Cumm - Last Period)	\$4,427,683	\$0	\$4,427,683
7	Actual Expenditures (Cumm - Last Period)	\$4,419,227	\$196,031	\$4,615,258
8	Forecast to Complete Base (4-7)	\$64,611,503	\$1,525,842	\$66,137,345
9	Change Orders Pending Execution	\$450,237	\$17,347	\$467,584
10	Forecast at Completion (7+8+9)	\$69,480,967	\$1,739,220	\$71,220,187
11	Percent Budget Expended (7/4)	6.4%	11.4%	6.5%
12	Percent Planned (5/4)	4.9%	6.3%	4.9%
13	Earned Percent Complete (6/4)	6.4%	0.0%	6.3%
14	Schedule Performance (6/5)	1.31	0.00	1.27
15	Cost Performance (6/7)	1.00	0.00	0.96
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

- Completed final restoration of Tempe Beach Park.
- Completed all landscaping.

- Completed touch up coating of trusses.
- Demobilization of the field office complex and completion of punch list activities has been completed.
- The project has been deemed substantially complete.

Cost and Schedule – Variance Analysis

- Milestone C which was to “Complete the Work” in 560 days was achieved on schedule effective August 28, 2006 at 560 days following Notice to Proceed. Milestone B (Unimpeded track-way access by all follow-on contractors) was achieved early on July 20, 2006.

Issues and Solutions

- Final administrative contract closeout activities are underway.
- Mobilization for the specialty lighting show on December 9, 2006 is now underway with testing by the artist beginning on December 7th with setup by METRO Systems.

Construction Photographs



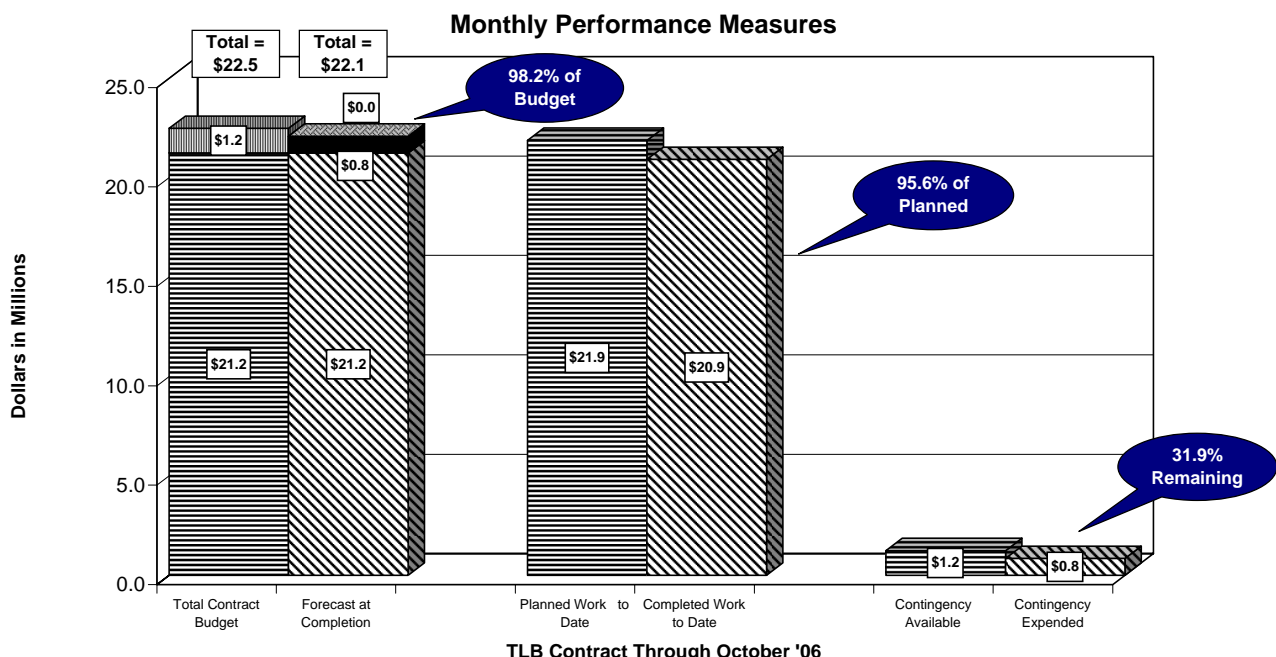
Restored Tempe Beach Park



North Bank Restored



	Description:	3.6.1 Town Lake Bridge		
	PE/PA:	Bill Gustafson		
	Contractor:	PCL Contractors		
	Resident Engineer:	Joel Mona		
	Data Through:	July 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	\$21,854,168	\$17,523	\$21,871,691
6	Work Earned	\$20,903,725	\$15,771	\$20,919,496
7	Actual Expenditures	\$20,825,570	\$15,771	\$20,841,341
8	Forecast to Complete Base (4-7)	\$1,058,799	\$1,752	\$1,060,551
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)	99.9%	100.0%	99.9%
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	\$394,892	\$1,402	\$396,294
18	Percent Contingency Remaining (17/16)	31.8%	0.0%	31.9%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$21,884,369	\$17,523	\$21,901,892
5	Work Scheduled (Cumm - Last Period)	\$42,117	\$0	\$42,117
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	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$21,884,369	\$0	\$21,884,369
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	0.2%	0.0%	0.2%
13	Earned Percent Complete (6/4)	0.0%	0.0%	0.0%
14	Schedule Performance (6/5)	0.00	1.00	0.00
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$1,242,400	\$0	\$1,242,400
17	Remaining Contingency	\$394,892	\$0	\$394,892
18	Percent Contingency Remaining (17/16)	31.8%	0.0%	31.8%



Note: Contract has reached substantial completion and in the process of closing out and turning over to follow on contracts

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

- At the MOE building the Contractor has been working diligently to complete the life/safety essentials for the City of Phoenix Temporary Certificate of Occupancy (TCO). To that end the programming of the controls, start-up and balancing of all the HVAC equipment is substantially complete for TCO. All the lighting and electrical power panels and sub-panels that are required for TCO have been completed and accepted the City of Phoenix (COP) electrical inspector. The plumbing, site development/project engineering and fire sprinkler system have also passed COP inspections for the TCO. Qwest connected the MSF site to their telephone grid which allowed the Contractor to connect the MOE fire alarm system to a remote monitoring service as required for the TCO. The fire alarm system installation is being completed and pre-tested before the COP TCO



inspection by the Fire Department. The remaining COP inspection sign-offs for TCO are for mechanical, fire alarm system and structural.

- Installation of the LRV lifts, truck elevator, turntables and truck lifts are complete. Testing of this equipment will be deferred until the train and trucks arrive.
- At the MOE building the installation of the toilet fixtures, toilet partitions, carpeting, vinyl composition tile, roll-up coiling doors, metal doors, wooden doors and hardware for the same are all substantially complete. Fire stop and sealing work is nearing completion. The glass installation almost complete in the 2nd floor courtyard and at the 1st floor storefronts.
- The construction of shade canopies in the MOE parking lot is complete and painted. The construction of the MOW shade canopies is progressing. The installation of the security lighting on the MOE shade canopies is in progress.
- The curbs, gutters, sidewalks around the MOE building are complete. The asphalt wearing course was installed on the entrance and interior roads, MOE and MOW parking lots. The MOE parking bays have been striped.
- Planting of the shrubs and trees as well as the placement of decomposed granite cover is progressing throughout the site.
- At the MOW building HVAC, plumbing, electrical installations are progressing well. The pre-engineered mezzanine platform construction has begun and is nearing completion. Progress is being made with the installation of the exterior vertical wall panels. All the roll-up coiling doors have been installed.
- The sand distribution system installation has begun at the yard service and cleaning platform.

Cost and Schedule – Variance Analysis

- The Contractor's September 2006 schedule update forecasts substantial completion of the MOE building as November 3, 2006. The contractor is presently developing a revised schedule of remaining activities for MOW Substantial Completion. Final contract completion remains forecasted for January 22, 2007.

Issues and Solutions

- None

Construction Photographs



North Elevation of MOE building



View of the MOE building from the Southeast



View of the Yard Lead Track and OCS

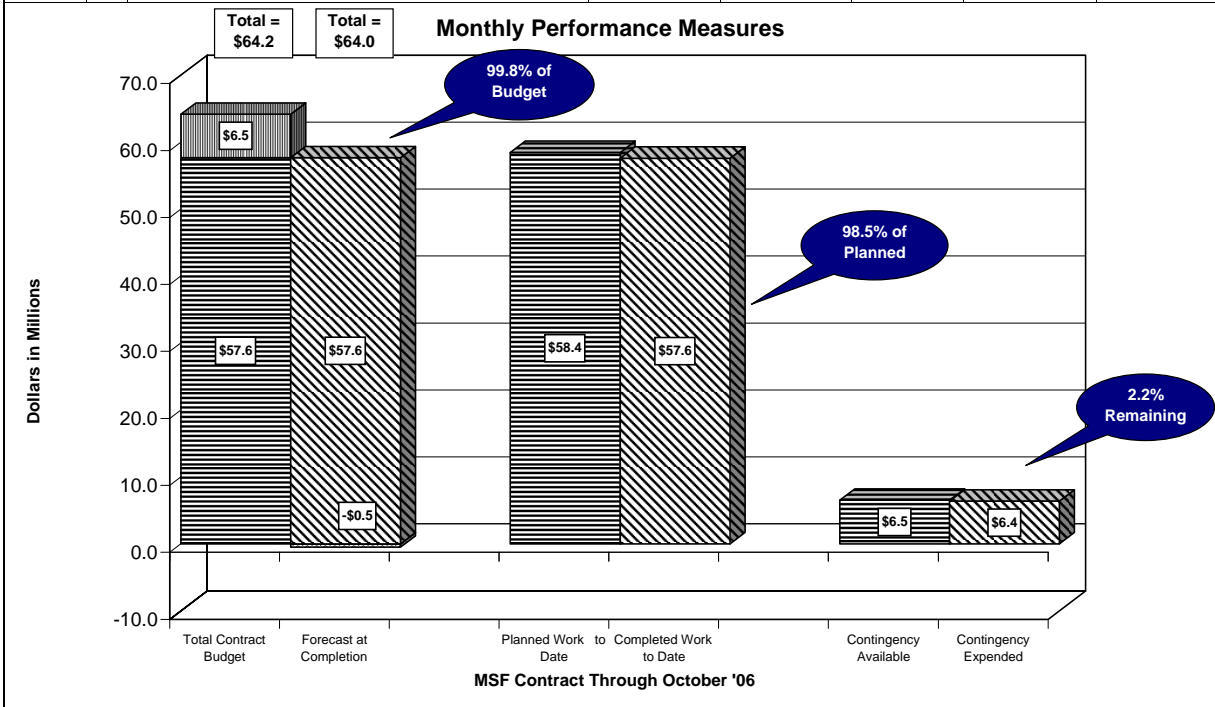


Sand distribution system supports at the Yard Service and Cleaning Platform



OCTOBER 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:	September 30, 2006	
	Cumulative	5309	Total
1	Budget	\$57,637,721	\$57,637,721
2	Executed Change Orders	\$6,884,035	\$6,884,035
3	Budget Transfers	-\$257,984	-\$257,984
4	Current Budget (1+2+3)	\$64,263,772	\$64,263,772
5	Work Scheduled	\$58,425,859	\$58,425,859
6	Work Earned	\$57,574,004	\$57,574,004
7	Actual Expenditures	\$57,774,142	\$57,774,142
8	Forecast to Complete Base (4-7)	\$6,489,630	\$6,489,630
9	Change Orders Pending Execution	-\$512,036	-\$512,036
10	Forecast at Completion (7+8+9)	\$63,751,736	\$63,751,736
11	Percent Budget Expended (7/4)	89.9%	89.9%
12	Percent Planned (5/4)	90.9%	90.9%
13	Earned Percent Complete (6/4)	89.6%	89.6%
14	Schedule Performance (6/5)	0.99	0.99
15	Cost Performance (6/7)	1.00	1.00
16	Contingency Budget	\$6,513,772	\$6,513,772
17	Remaining Contingency	\$141,773	\$141,773
18	Percent Contingency Remaining (17/16)	2.2%	2.2%
	Period		
1	Budget	N/A	N/A
2	Executed Change Orders	\$247,885	\$247,885
3	Budget Transfers	\$0	\$0
4	Current Budget (1+2+3)	\$58,425,859	\$58,425,859
5	Work Scheduled (Cumm - Last Period)	\$2,418,877	\$2,418,877
6	Work Earned (Cumm - Last Period)	\$1,100,429	\$1,100,429
7	Actual Expenditures (Cumm - Last Period)	\$1,669,168	\$1,669,168
8	Forecast to Complete Base (4-7)	\$56,756,691	\$56,756,691
9	Change Orders Pending Execution	-\$39,210	-\$39,210
10	Forecast at Completion (7+8+9)	\$58,386,649	\$58,386,649
11	Percent Budget Expended (7/4)	2.9%	2.9%
12	Percent Planned (5/4)	4.1%	N/A
13	Earned Percent Complete (6/4)	1.9%	N/A
14	Schedule Performance (6/5)	0.45	0.45
15	Cost Performance (6/7)	0.66	0.66
16	Contingency Budget		
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. Three thousand four hundred thirty seven (3,437) spaces are currently provided. Sites are located at 19th Avenue and Montebello, 19th Avenue and Camelback Road, Central Avenue and Camelback Road, 38th Street and Washington Street, Dorsey Lane and Apache Boulevard, McClintock Road and Apache Boulevard, Price Freeway and Apache Boulevard., and Sycamore Drive and Main Street. The lots are adjacent to Transit Centers at 19th Street and Montebello, Central and Camelback and Sycamore and Main Street. On site security buildings are provided at 19th Avenue and Montebello, 19th Avenue and Camelback Road, McClintock Road and Apache Boulevard, Price Freeway and Apache Boulevard, and Sycamore Drive and Main Street.

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



Progress

- Providing 794 spaces, the 19th Avenue and Montebello site is at 100 percent design completion by the primary sub-consultant. One hundred percent consolidation of plans is in process by the GEC.
- Providing 411 spaces, the 19th Avenue and Camelback site is at 100 percent design completion by the primary sub-consultant. One hundred percent consolidation of plans is in process by the GEC.
- Providing 128 spaces, the Central Avenue and Camelback PNR on-board or 30 percent design submittal has been received for review and comment. The preliminary site plan has been submitted to the City of Phoenix Development Services Department for review and comment. The new design will be complete and approved in time to be included in the total PNR bid package in April 2007.
- Providing 90 spaces, 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.
- Providing 189 spaces 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. One hundred percent consolidation of plans is in process by the GEC.
- Providing 330 spaces, the McClintock and Apache PNR site has reached the 100 percent design completion by the primary sub-consultant. One hundred percent consolidation of plans is in process by the GEC. The City of Tempe is working with a prospective developer to design and construct a Transit Oriented Development that would provide 300 parking spaces for Park-and-Ride use. If the development proceeds, it is to be completed for parking no later than the current surface lot opening date of December 2008. If the development does not proceed, the current surface lot will be constructed as planned.
- Providing 683 spaces, the Price Freeway and Apache PNR site has reached the 100 percent design completion by the primary sub-consultant. One hundred percent consolidation of plans is in process by the GEC.
- Providing 812 spaces, the Sycamore Drive and Main PNR site has reached the 100 percent design completion by the primary sub-consultant. One hundred 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, which have now been excluded from the contract.
- 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 for 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 has delivered all of the material quantities under this contract. The final delivery of embedded switch machines was made on October 20, 2006.
 - On October 23, 2006 the 4C/CCB Committee approved the purchase of 100 pieces (minimum order amount) of girder rail to complete the line section construction and supply adequate spares. This change will be negotiated

with the Contractor and a change order will be issued once an agreement is reached.

- Embedded Special Trackwork
 - The Contractor continues to produce crossover and turnout castings and other miscellaneous materials for this contract. No deliveries were made during this month. The next scheduled inspection trip will be on November 13, 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

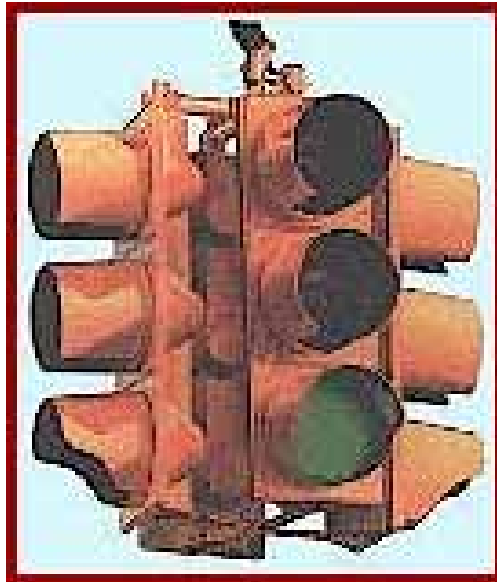


CSV24 (Power) & CSV34 (Manual) Embedded Switch Machines



Delivery of the Embedded Switch Machines (CSV24 & CSV34)

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 (Phoenix -PO is completed)	\$209,144.33	\$204,961.42

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

Issues and Solutions

- A Non-Conformance Report (NCR) was issued to the Line Section 3 Traffic Signal Pole contractor (CEM-TEC Inc.) at the end of July 2006 because of a problem that was encountered with some of the copper colored poles and mast arms. The paint finish on these structures has oxidized leaving a white film over the paint finish. The Contractor’s response for the cause of non-conformance and their recommendations for remedy have been accepted. The Contractor picked up the oxidized poles and mast arms on September 29, 2006 and will repaint them. Turn around time for refinishing these structures is approximately three weeks.
- The Contractor returned all of the repainted poles and mast arms on October 17, 2006. The NCR that was issued for the oxidized paint finish will be closed.

Traffic Signal Pole Non-Conformance Photos



Re-painted copper colored poles being inspected prior to delivery.



Truck delivering repainted copper colored poles to the MSF 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 the manufacturing of components and assembly of the machine.

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

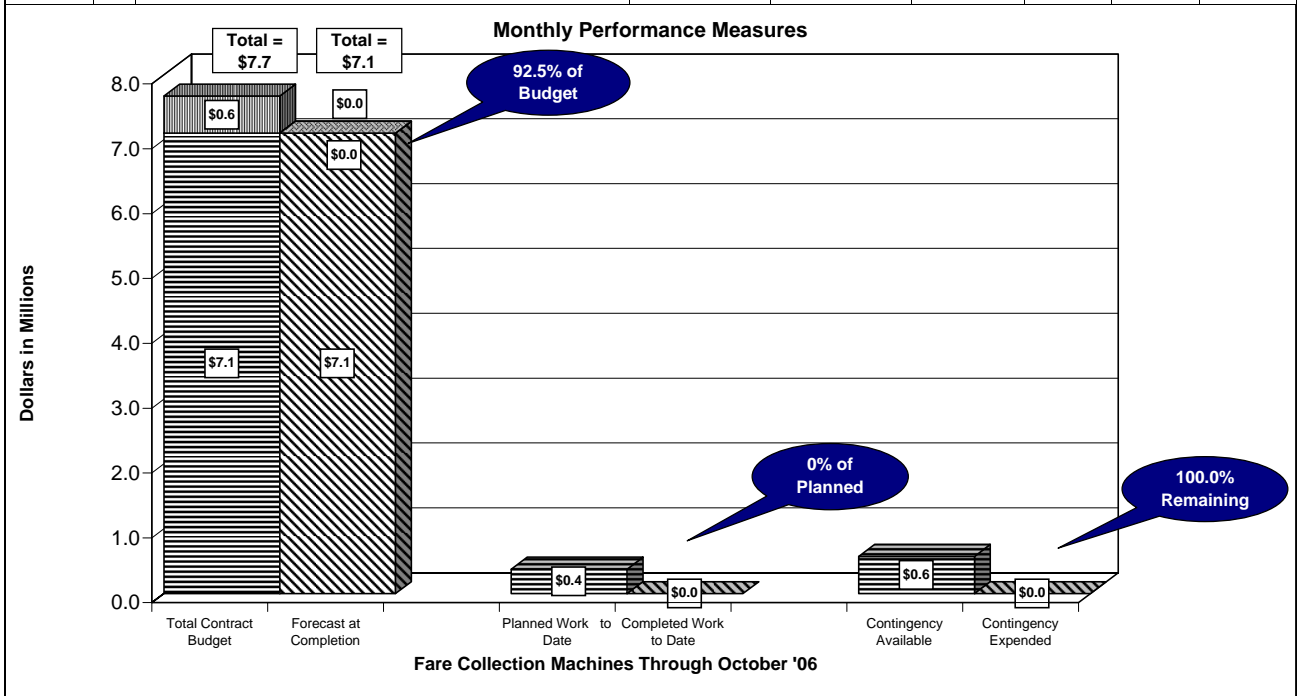
- Fare collection system activities remain on schedule and within budget at this time.

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	\$377,458
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)	5.3%
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)	\$247,216
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)	3.5%
13	Earned Percent Complete (6/4)	0.0%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	
17	Remaining Contingency	
18	Percent Contingency Remaining (17/16)	



Light Rail Vehicle



Description

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

Progress

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



- METRO/KI dialogue continues regarding vehicle final assembly in 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 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 – 22 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 re-inspection.
- KS-J completed the 14 underframe bolsters and has set up the end frame underframe jig for mass-production. The end underframe for car 105A was produced and removed from the jig, and KS-J performed weld finishing work. The first 14 underframes for car 105 - 114 have been welded and inspected, and NDT for 105A and C have been completed. Underframes have been grit blasted and primer has been applied.
- The final vehicle visual inspections of car 102 and 104 have been completed (car 104 has been shipped from KS-Osaka on October 31, 2006 and November 1, 2006). Cars 105 and 106 have been subjected to this inspection, but open items remain. The open items list for car 103 has been prepared by KS, but YTT will need to discuss this early next week. Underframe inspections for the 2nd lot of 17 cars has commenced from November 2, 2006.
- Concealment inspections were witnessed in two stages each for cars 101 and 114. All noted defects were repaired. No defects remain.
- KS-J advised that a new rubber seal will be installed on the front headlights to improve the water tightness.
- 101 left Japan on September 30, 2006 to Baltimore. On November 3, 2006 testing will start in November at Hudson Bergen.
- 102 has completed climate testing and has been shipped back to Osaka/Plant. Vehicle will not ship to METRO until January 7, 2007. Modifications and finishing need to be done prior to shipping to the United States.

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 remains within budget.

Issues and Solutions

- None

Construction Photographs



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



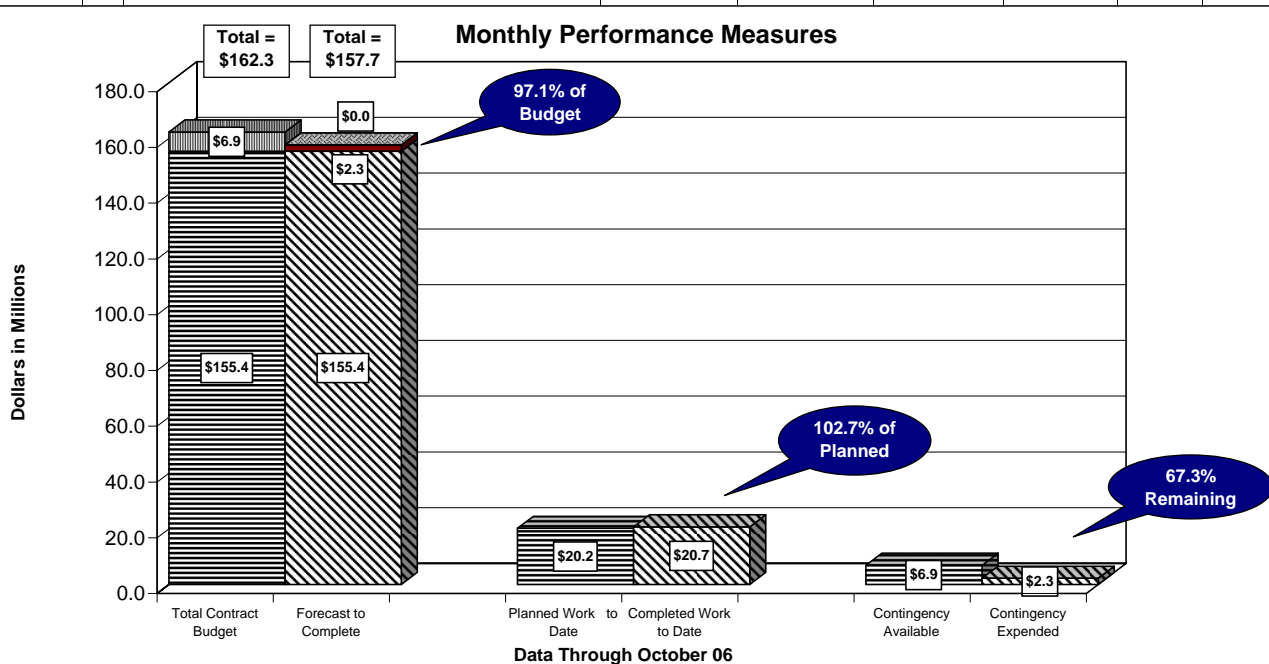
Horizontal curve carbody clearance test for articulation. Prototype car 101, August 1, 2006



November 1, 2006
Mass-pro Semi Complete Carbody Ship 2



Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		August 31, 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	\$20,156,438	N/A	\$20,156,438
6	Work Earned	\$20,702,833	N/A	\$20,702,833
7	Actual Expenditures	\$25,177,284	N/A	\$25,177,284
8	Forecast to Complete Base (4-7)	\$92,448,172	N/A	\$92,448,172
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)	21.4%	N/A	32.5%
12	Percent Planned (5/4)	17.1%	N/A	26.0%
13	Earned Percent Complete (6/4)	17.6%	N/A	26.7%
14	Schedule Performance (6/5)	1.03	N/A	1.03
15	Cost Performance (6/7)	0.82	N/A	0.82
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)	\$1,994,358	N/A	\$1,994,358
6	Work Earned (Cumm - Last Period)	\$4,750,728	N/A	\$4,750,728
7	Actual Expenditures (Cumm - Last Period)	\$9,186,762	N/A	\$9,186,762
8	Forecast to Complete Base (4-7)	\$108,438,694	N/A	\$108,438,694
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)	7.8%	N/A	11.8%
12	Percent Planned (5/4)	17.1%	N/A	26.0%
13	Earned Percent Complete (6/4)	17.1%	N/A	26.0%
14	Schedule Performance (6/5)	1.00	N/A	2.38
15	Cost Performance (6/7)	0.82	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%



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 block wall installation at Signal Building No. 6.
 - Contractor currently coordinating power feeds from the MOW Building at Signal Building No. 5.
 - Contractor installing signaling system equipment racks at Signal Building No. 4.
 - Contractor installing signaling system equipment racks at Signal Building No. 3.
 - Contractor surveyed and staked the construction limits at Signal Building No. 1.
- Signaling System
 - Contractor performed Factory Acceptance Testing for the McKinley Loop Interlocking Signal Equipment and First Article Inspection of the Signal Cases with Metro representatives as witnesses.
- Communications System
 - Contractor currently performing Final Design for Communication System.
- OCC Build Out
 - Contractor continuing electrical rough-in and refrigerant piping installation. Awaiting structural analysis of encountered rebar and cable prior to continuing core drilling operations at the OCC Building.
- Coordinating with other Contracts
 - Master Schedule Update. Contractor is currently preparing cost impacts package to support revised facilities access and system milestone dates.
 - On-going coordination with LS4 Contractor for the Yard Entrance Area to support installation of power and signal rail connections, earth boxes, and signals. Installed shunt fouling cable, signal cans, and TWC loops.
 - On-going coordination with LS3 Contractor for the McKinley Loop Area to support installation of power and signal rail connections, earth boxes, and signals.
 - On-going coordination with MSF Contractor to support required systems startup interfaces, such as telephone, public address, and CCTV installations.

Cost and Schedule – Variance Analysis

- 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 at three signal buildings, architectural work at the OCC, 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

- Mitigation Schedule: Awaiting the Contractor Mitigation Schedule Cost Impacts, which is due by end of October 2006.

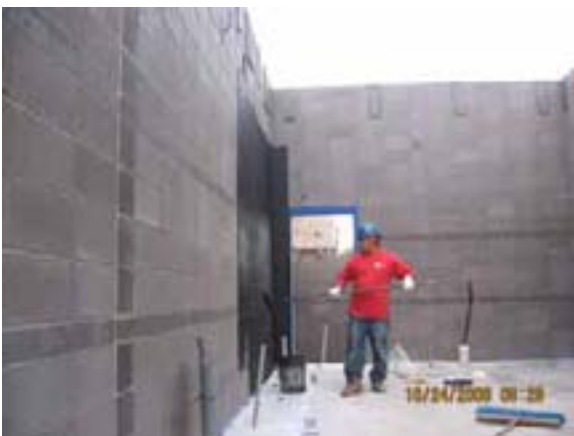
Construction Photographs



SB No. 3 - Pulling Cable to Signal Racks



SB No. 4 - Installed Signal Racks



SB No. 6 - Applying Damp Proofing to Block Wall



OCC - Installation of Condensate Drain Lines



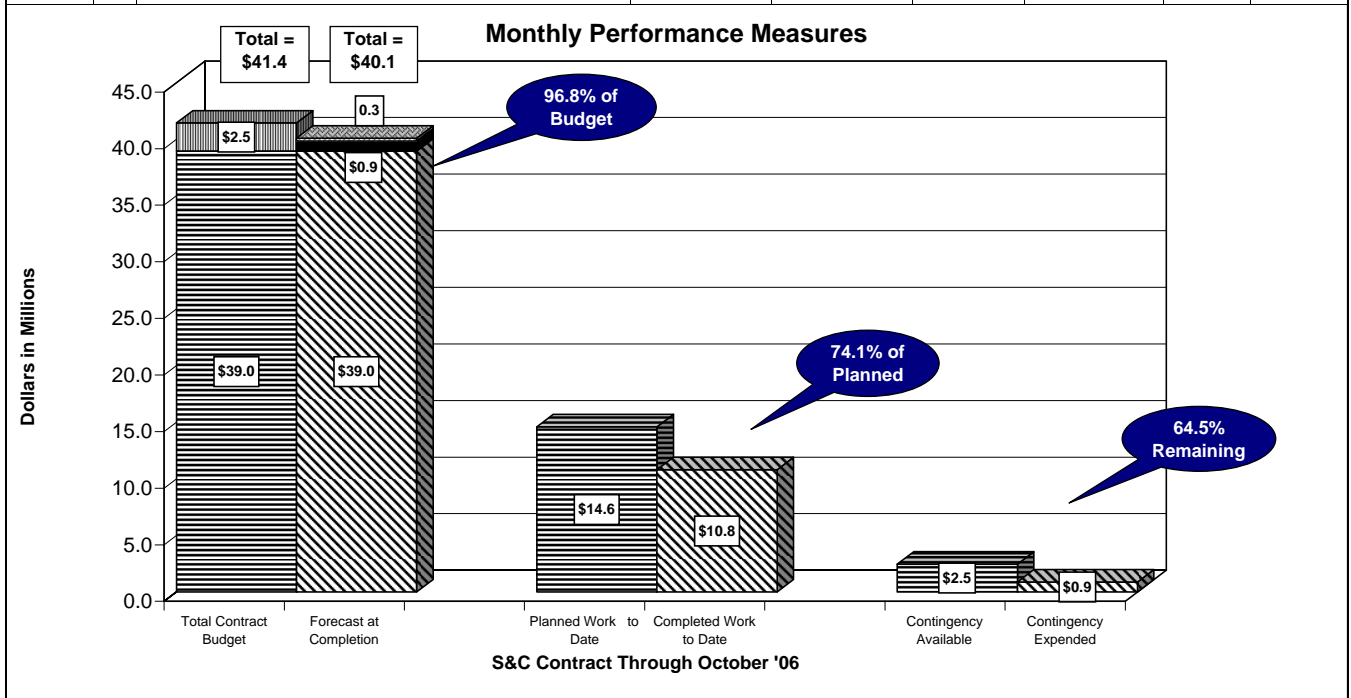
Yard Entrance - Installed TWC Loops



Yard Entrance - Mounted Signal Cans and
Impedence Bond Earth Boxes



Description:		3.7.4 Signals & Communications		
PE/PA:		Leslee O' Connell		
Contractor:		Mass Electric		
Resident Engineer:		Steve Kyauk		
Data Through:		September 15, 2006		
Cumulative		5309	CNPA	Total
1	Original Budget	\$37,476,762	\$1,480,805	\$38,957,567
2	Executed Change Orders	\$882,256	\$0	\$882,256
3	Budget Transfers		\$0	\$0
4	Current Budget (1+2+3)	\$38,359,018	\$1,480,805	\$39,839,823
5	Work Scheduled	\$14,454,591	\$145,941	\$14,600,532
6	Work Earned	\$10,745,036	\$67,955	\$10,812,991
7	Actual Expenditures	\$9,885,576	\$30,000	\$9,915,576
8	Forecast to Complete Base (4-7)	\$28,473,442	\$1,450,805	\$29,924,247
9	Change Orders Pending Execution	\$268,479	\$0	\$268,479
10	Forecast at Completion (7+8+9)	\$38,627,497	\$1,480,805	\$40,108,302
11	Percent Budget Expended (7/4)	25.8%	2.0%	24.9%
12	Percent Planned (5/4)	37.7%	9.9%	36.6%
13	Earned Percent Complete (6/4)	28.0%	4.6%	27.1%
14	Schedule Performance (6/5)	0.74	0.47	0.74
15	Cost Performance (6/7)	1.09	2.27	1.09
16	Contingency Budget	\$2,388,332	\$93,913	\$2,482,245
17	Remaining Contingency	\$1,506,076	\$93,913	\$1,599,989
18	Percent Contingency Remaining (17/16)	63.1%	100.0%	64.5%
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)	\$38,359,018	\$1,480,805	\$39,839,823
5	Work Scheduled (Cumm - Last Period)	\$941,205	\$15,372	\$956,577
6	Work Earned (Cumm - Last Period)	\$330,059	\$0	\$330,059
7	Actual Expenditures (Cumm - Last Period)	\$1,013,800	\$0	\$1,013,800
8	Forecast to Complete Base (4-7)	\$37,345,218	\$1,480,805	\$38,826,023
9	Change Orders Pending Execution	\$141,751	\$0	\$141,751
10	Forecast at Completion (7+8+9)	\$38,500,769	\$1,480,805	\$39,981,574
11	Percent Budget Expended (7/4)	2.6%	0.0%	2.5%
12	Percent Planned (5/4)	2.5%	1.0%	2.4%
13	Earned Percent Complete (6/4)	0.9%	0.0%	0.8%
14	Schedule Performance (6/5)	0.35	0.00	0.35
15	Cost Performance (6/7)	0.33	N/A	0.33
16	Contingency Budget	\$2,388,332	\$93,913	\$2,482,245
17	Remaining Contingency	\$1,506,076	\$93,913	\$1,599,989
18	Percent Contingency Remaining (17/16)	63.1%	100.0%	64.5%



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

- Final Design Review Meeting for TPSS and OCS was held on October 10 & 11, 2006.
- Traction Power Substation No. 1 and 2
 - Interior Rough-In work progressed.



- Traction Power Substation No. 3 and 4
 - Excavation of ductbanks and conduit installation continues to progress.
- Traction Power Substation No. 5
 - First lift of CMU walls has been placed and grouted.
 - Grout colors coordinated with Metro Architectural Manager
- Traction Power Substation No. 6
 - Interior Rough-In work progressed.
 - AC Switchgear has been delivered.
- Traction Power Substation No. 7
 - CMU wall installation has been completed. Grout colors coordinated with METRO Architectural Manager
 - Roof has been installed and exterior finish activities have begun.
- Traction Power Substation No. 8
 - Removal of dielectric floor has commenced.
- Traction Power Substation No. 9
 - Installation of TPSS equipment continues to progress.
- Traction Power Substation No. 10
 - Ground grid installation has been completed and tested.
 - Slab-on-grade has been placed.
- Traction Power Substation No. 11
 - Installation of conduits and ductbank has progressed.
- Traction Power Substation No. 15
 - Installation of door hardware progressed.
- Traction Power Substation No. 16
 - Floor Slab Preparation has been completed. Conduit installation has commenced.
- Maintenance of Equipment Building
 - Temporary DC Power Distribution equipment installation has commenced.



- Overhead Contact System
 - OCS installations in the North Yard and Yard Lead are nearly complete and require minor adjustments. OCS Pole installations in the South Yard are 95 percent complete. Installation of headspans and cantilever arms in the South Yard have commenced.
 - OCS poles erected in Test Track Area between 56th St and Priest Rd.
- Site Access/Permits
 - TPSS No. 13 submittal was reviewed by Mesa Building Safety. Comments and drawing revisions were completed by the designer for permit. The TES Contractor will provide sealed drawing for the DC Equipment by November 15, 2006. Permit should be available by November 30, 2006.
 - TPSS No. 14 was submitted to Mesa Building Safety for initial review. Comments are being addressed by the designer. The building permit should be available by December 8, 2006.
 - TPSS No. 12 (McClintock Park-and-Ride) has utility impacts which require remediation to allow the TPSS building to be constructed. Tempe has engaged an electrical engineer to provide design for relocation of the underground electrical serving the mobile home park. The design will be followed by re-routing of the underground electrical. The schedule access to this site is January 15, 2007
- Coordination with other Contracts/Entities
 - Ongoing coordination meetings are being held with the Facility Contractors.

Cost and Schedule – Variance Analysis

- 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 thirteen out of the sixteen traction power substations, some TPSS electrical equipment installation and OCS components installation in the MSF yard and Line Section 4 Test Track areas.
- Planned versus actual progress is currently being evaluated as the Master Schedule revisions are being implemented.

Issues and Solutions

- MEC has been given comments on their mitigated schedule based on the updated projected Civil Contract milestone dates. MEC is scheduled to submit their revised mitigation schedule and cost impacts on November 15, 2006.

Construction Photographs



Metal Panel Installation at TPSS No. 1



Metal Panel Installation at TPSS No. 2



Ductbank Installation at TPSS No. 3



CMU Installation at TPSS No. 5



TPSS Equipment at TPSS No. 6



Caulking at TPSS No. 7



Slab Preparation at TPSS No. 10



Floor Slab Preparation at TPSS No. 16



Switch Installed for Temporoary DC Power Distribution in the MOE



OCS Installations in the MSF Yard



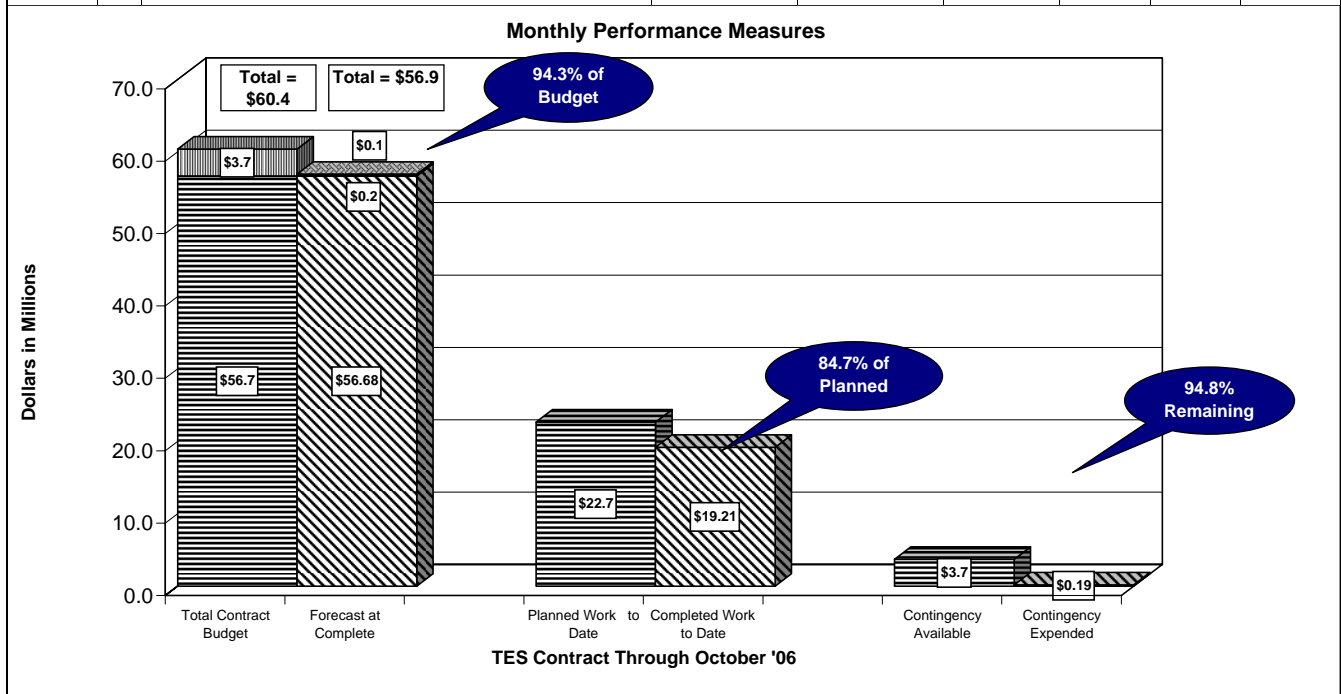
Overview of the MSF Yard OCS Installation

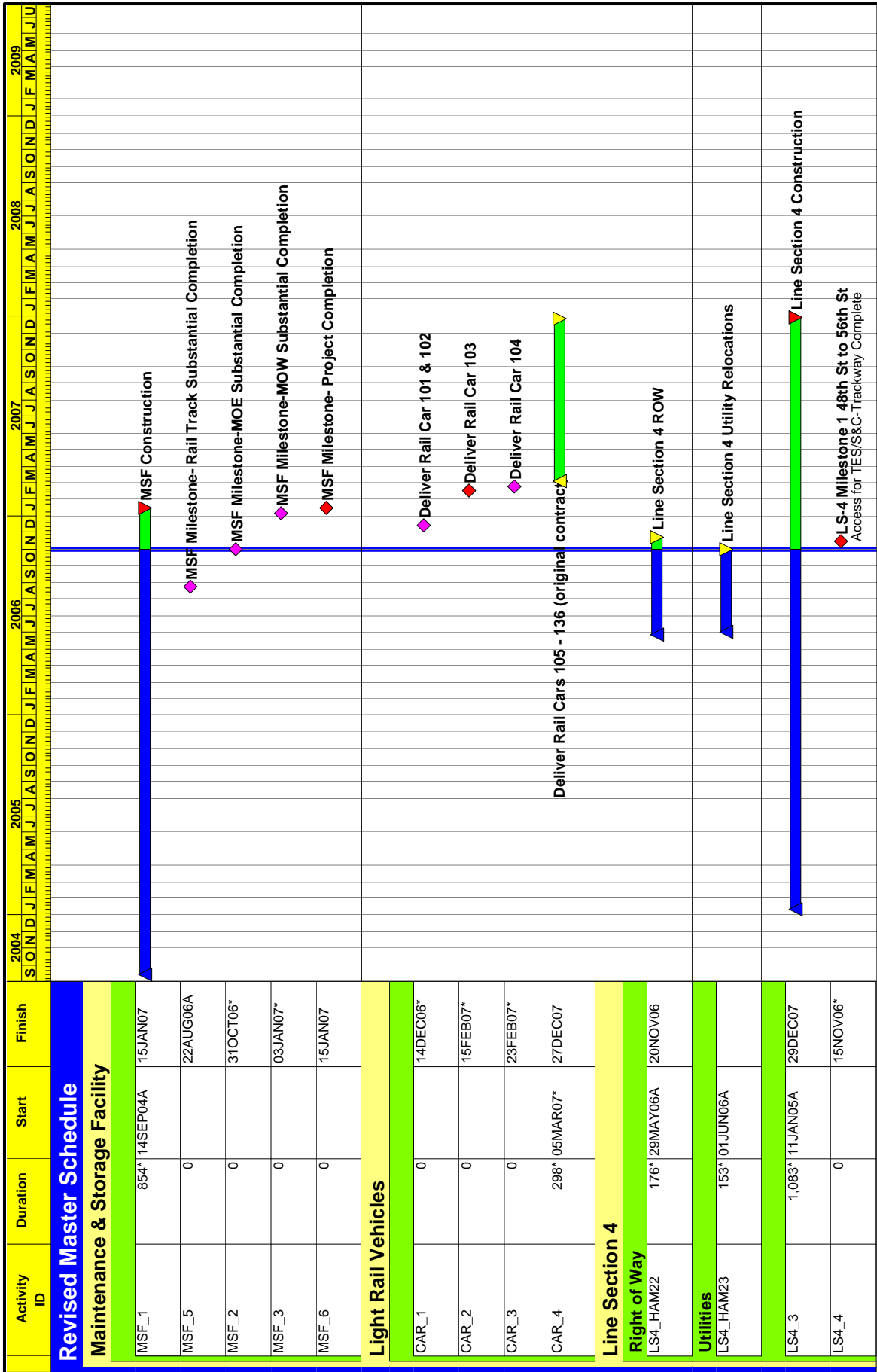


Setting OCS Poles in the Test Track



Description:		3.7.3 Traction Electrification Systems
PE/PA:		Alan Friend
Contractor:		Mass Electric Corporation
Resident Engineer:		Ron Wong
Data Through:		September 15, 2006
Cumulative		5309
1	Budget	\$56,681,003
2	Executed Change Orders	\$193,353
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$56,874,356
5	Work Scheduled	\$22,677,060
6	Work Earned	\$19,206,683
7	Actual Expenditures	\$18,926,176
8	Forecast to Complete Base (4-7)	\$37,948,180
9	Change Orders Pending Execution	\$60,141
10	Forecast at Completion (7+8+9)	\$56,934,497
11	Percent Budget Expended (7/4)	33.3%
12	Percent Planned (5/4)	39.9%
13	Earned Percent Complete (6/4)	33.8%
14	Schedule Performance (6/5)	0.85
15	Cost Performance (6/7)	1.01
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$3,527,647
18	Percent Contingency Remaining (17/16)	94.80%
Period		
1	Budget	N/A
2	Executed Change Orders	\$0
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$56,874,356
5	Work Scheduled (Cumm - Last Period)	\$1,476,863
6	Work Earned (Cumm - Last Period)	\$1,439,385
7	Actual Expenditures (Cumm - Last Period)	\$2,013,831
8	Forecast to Complete Base (4-7)	\$54,860,525
9	Change Orders Pending Execution	-\$15,606
10	Forecast at Completion (7+8+9)	\$56,858,750
11	Percent Budget Expended (7/4)	3.5%
12	Percent Planned (5/4)	2.6%
13	Earned Percent Complete (6/4)	2.5%
14	Schedule Performance (6/5)	0.97
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$3,527,647
18	Percent Contingency Remaining (17/16)	94.80%



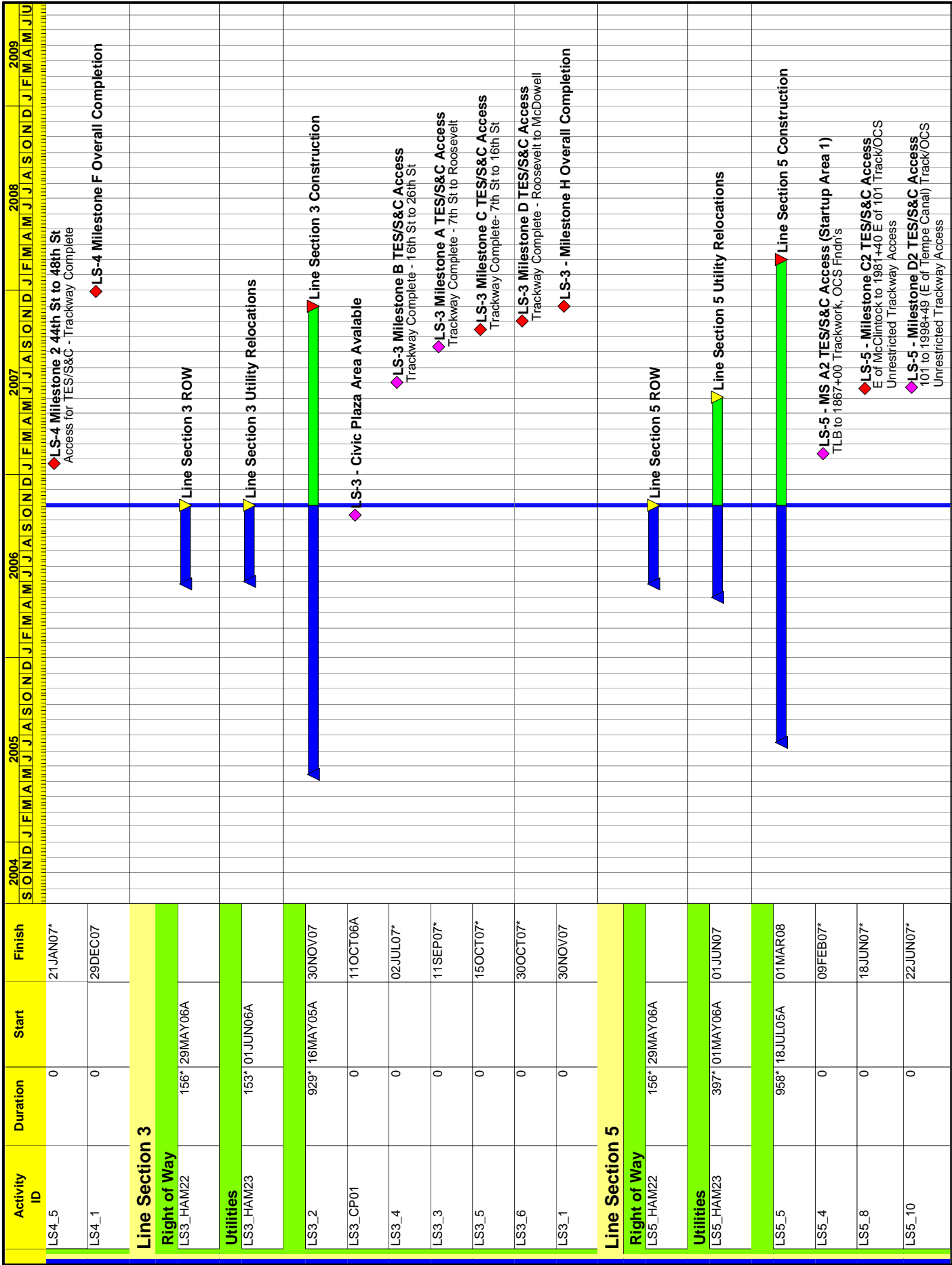


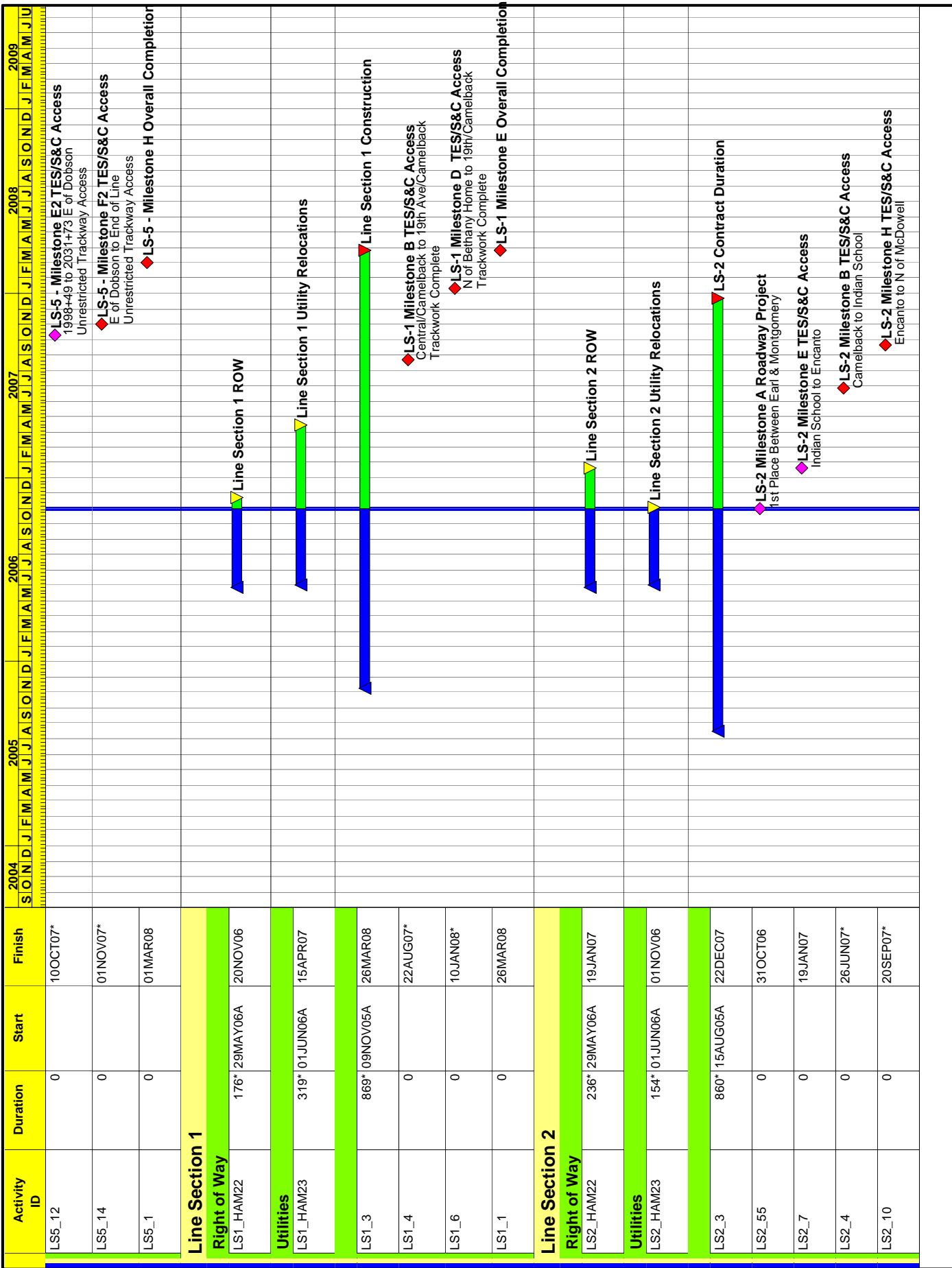
Start Date 01AUG04
 Finish Date 26DEC08
 Data Date 01NOV06
 Run Date 07NOV06 12:07

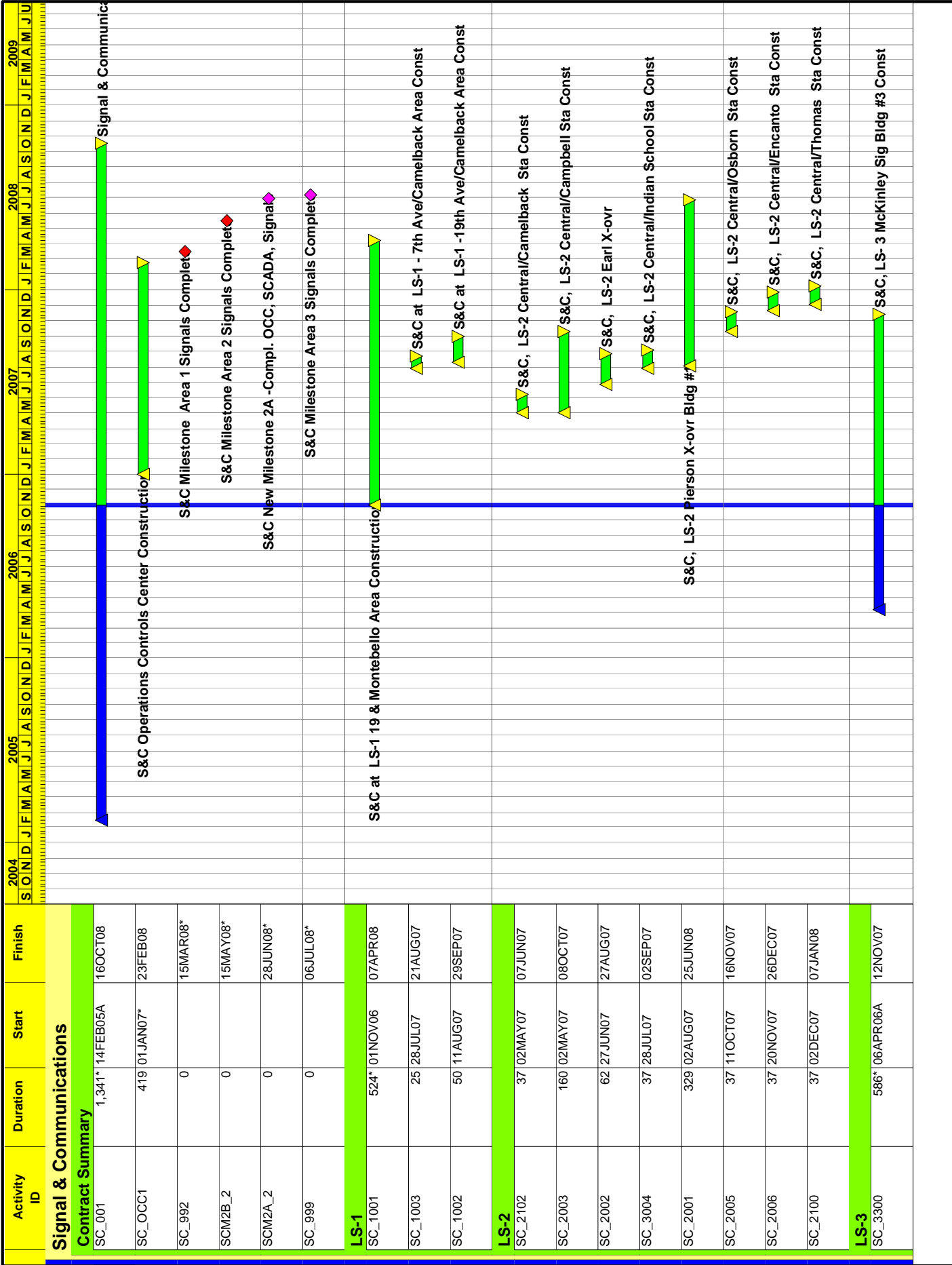
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6012
 METRO Rail Program Control
 Central Phoenix/East Valley LRT Project
 November 1, 2006

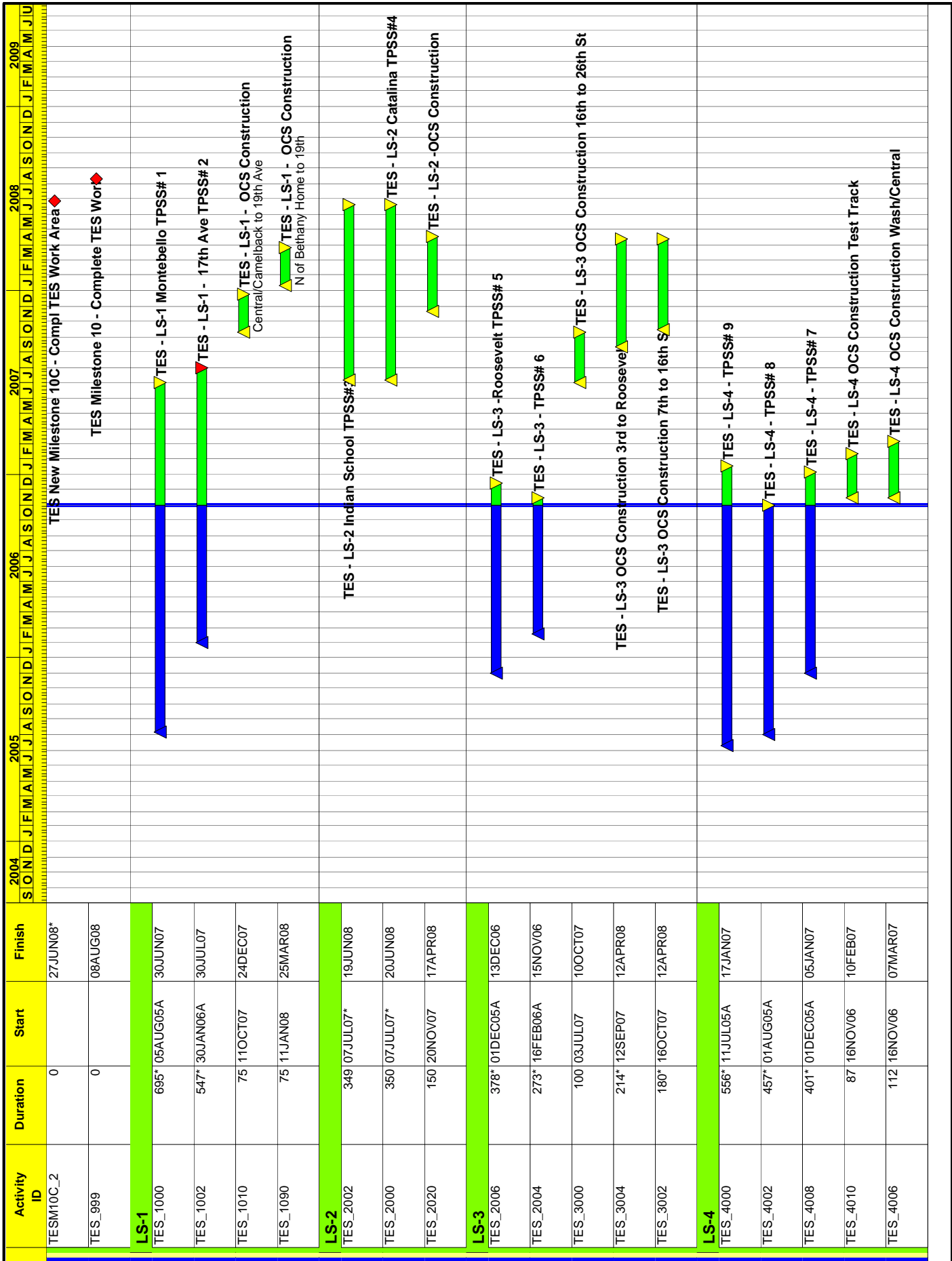
Sheet 1 of 10 Presentation Schedule







Activity ID	Duration	Start	Finish
Signal & Communications			
Contract Summary			
SC_001	1,341*	14FEB05A	16OCT08
SC_OCC1	419	01JAN07*	23FEB08
SC_992	0		15MAR08*
SCM2B_2	0		15MAY08*
SCM2A_2	0		28JUN08*
SC_999	0		06JUL08*
LS-1			
SC_1001	524*	01NOV06	07APR08
SC_1003	25	28JUL07	21AUG07
SC_1002	50	11AUG07	29SEP07
LS-2			
SC_2102	37	02MAY07	07JUN07
SC_2003	160	02MAY07	08OCT07
SC_2002	62	27JUN07	27AUG07
SC_3004	37	28JUL07	02SEP07
SC_2001	329	02AUG07	25JUN08
SC_2005	37	11OCT07	16NOV07
SC_2006	37	20NOV07	26DEC07
SC_2100	37	02DEC07	07JAN08
LS-3			
SC_3300	586*	06APR06A	12NOV07





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