



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project





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1. Executive Summary

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

During the month of July the project reached nearly 68 percent completion with construction progressing to over 63 percent completion. Major progress continues to be made in all Line Sections with over 153,600 linear feet of track installed or approximately 68 percent of the total.

Line Section One and Line Section Two continue to progress with roadway widening and utility relocation. Significant progress has been made in Line Section One along Camelback Road and efforts will now be focused on completion of Camelback Road and acceleration of work to completion on 19th Avenue. Line Section Two continues to progress guideway construction on the Northern and southern areas of the project. Substantial pavement replacement also occurred during the month of July on Central Avenue. Line Section Three accelerated its efforts in the downtown Phoenix area and has completed many of the intersection corners in anticipation of paving efforts to begin in August. Guideway construction also continues on Washington and Jefferson on the eastern end of Line Section Three. Line Section Four has completed almost 95 percent of the guideway and is on target to complete all construction in 2007. Line Section Five continued roadway and guideway construction on Apache Boulevard and Main Street in both Tempe and Mesa. Station Finishes has completed steel erection on 11 of the 27 stations and has begun the installation of seats, light frames, canopies and pavers at some locations.

Systems contracts, TES and Signals and communications made great progress in July. Most station platforms that have completed steel structures also have signal and communication cabinets in place along with variable message boards and CCTV's installed. OCS pole installation continues as line sections complete guideway. Poles can now be seen in most of downtown Phoenix and along Washington and Jefferson all the way to McClintock on Apache Boulevard in Line Section Five.

With a little over 500-days left till opening, the project continues to track to a December 2008 completion date.



**METRO
CONTRACT LOG - JULY 2007**

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/Stacy & Witbeck, Joint Venture
8	LRT-04-020-LS1	Line Section 1	Kiewit Western Co
9	LRT-04-019-LS2	Line Section 2	Herzog Contracting Corp
10	LRT-04-021-LS3	Line Section 3	Archer Western Contractors
11	LRT-04-018-LS4	Line Section 4	Sundt/Stacy & Witbeck, Joint Venture
12	LRT-04-022-LS5	Line Section 5	Sundt/Stacy & Witbeck, Joint Venture
13	LRT-05-042-PNR	Park and Rides	<i>Undetermined</i>
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
23	LRT-06-060-MMIS	Maintenance Management Information System	Mincom, Inc.
4. PUBLIC ART			
24	02-002-04	LS4 Design Team Artist/Station Artist	Laurie Lundquist
25	02-002-03	LS2 Design Team Artist/Station Artist	Ilan Averbuch
26	02-002-04	LS1 Design Team Artist/Station Artist	Robert Adams
27	02-002-05	LS5 Design Team Artist/Station Artist	Norie Sato/Bill Will
28	02-002-01	LS3 Design Team Artist	Janet Zweig
29	05-041-ART	Bridge Design Team Artist	Buster Simpson
30	02-002-07	LS3 Design Team Artist	Laurie Lundquist
31	02-002-08	LS3 Design Team Artist	Robert Adams
32	02-002-09	44th Street Station Artist	Mona Higuchi
33	02-002-10	38th Street Station Artist	Stuart Keeler/Michael Machnic
34	02-002-11	Central / Roosevelt Station Artist	Peter Richards
35	02-002-12	Central / McDowell Station Artist	Michael Maglich
36	02-002-13	First Street Station Artist	Stephen Farley
37	02-002-14	Third Street Station Artist	Cliff Garten
38	02-002-15	Central Station, Station Artist	Ries Niemi
39	02-002-16	12th Street Station Artist	Victor Zaballa
40	02-002-17	Fifth Street / College Station Artist	Tad Savinar
41	02-002-18	Central / Campbell Station Artist	Al Price
42	02-002-19	Central / Indian School Station Artist	Mary Lucking
43	02-002-20	Central / Osborn Station Artist	Thomas Sayre
44	02-002-21	Central / Thomas Station Artist	Brian Goldbloom
45	02-002-23	Third Street / Mill Station Artist	Catherine Widgery
46	02-002-24	Apache Stations - Lighting Artist	Dan Corson
47	02-002-25	Apache Stations - Cultural Weave Artist	Christine Bourdette
48	02-002-26	Apache Stations - Vertical Objects Artist	Suikang Zhao
49	02-002-27	Apache Stations - Paving Artist	Benson Shaw
50	02-002-28	Longmore Station Artist	Brad Konick
51	02-002-29	19th Avenue / Camelback Station Artist	Josh Garber
52	02-002-30	7th Avenue / Camelback Station Artist	Nubia Owens
53	02-002-31	24th Street Station Artist	Kevin Berry
54	02-002-32	Central / Encanto Station Artist	Jamex & Einar de la Torre



**METRO
CONTRACT LOG - JULY 2007**

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
5. MISC. CONSTRUCTION & SERVICES			
55	LRT-05-046-ERS	Environmental Remediation Service	Environmental Response Inc
56	LRT-04-031-PCS	Power Consulting Services	RW Beck
57	LRT-06-052-MF	Modular Furniture	Facilitec, Inc.
58	LRT-06-065-TCS	Telecom Carrier Services	Time Warner Telecom
59	LRT-06-057-WLI	WAN/LAN and IPT Voice Sys Equipment	Calence, Inc.
60	LRT-04-034-SPC	Strategic Planning Consulting Services	Davis Consulting
61	LRT-05-045-DCS	Document Control Services	LKG-CMC, Inc
62	LRT-05-037-ACS	Audit Consulting Services	Clifton Gunderson LLP
63	LRT-05-038-RMS	Risk Management Services	Ashton Tiffany, LLC
64	LRT-06-069-SSC	Safety & Security Certification Services	Booz Allen Hamilton, Inc.
65	LRT-06-067-ITS	Info Technology-Office Network Support	World Wide Technology, Inc.
66	LRT-07-082-TCS	Telecommunications Services for MSF	Qwest Communications
67	LRT-07-073-TS	Transportation Services	Alternate Concepts, Inc.
68	LRT-07-086-MSFM	Interim Maintenance Services for MSF	DMS Facility Services
69	LRT-07-088-PALS	Policy and Advisory Legal Services	Thompson Coburn, LLP
6. OWNER FURNISHED MATERIALS			
70	LRT-04-009-MP1	Rail (MP1)	Progress Rail Corporation
71	LRT-04-010-MP2	Concrete Crossties (MP2)	CXT Inc
72	LRT-04-030-MP5	Ballasted Special Trackwork (MP5)	VAE Nortrak North America Inc
73	LRT-04-032-MP8	Girder Rail (MP8)	VAE Nortrak North America Inc
74	LRT-04-033-MP9	Girder Rail Special Trackwork (MP9)	VAE Nortrak North America Inc
75	LRT-04-015-MP3	Traffic Signal Hardware (MP3)	Various
76	LRT-06-072-SE	Shop Equipment for Maintenance Facility	Wissota Supply Company, Inc
77	LRT-07-078-MLE	Spray Paint Booth Manlifts at MSF	MGM Equipment Source
7. FUTURE LIGHT RAIL EXTENSIONS			
78	LRT-06-050-DCS	Design Criteria & Standards	Stantec Consulting
79	LRT-06-055-PSS	Planning Support Services	HDR Engineering, Inc.
80	LRT-07-077-PCES	Planning, Conceptual Engineering & Environmental Studies for Future Light Rail Extensions - Mesa-Tempe	HDR / S.R. Beard & Associates
81	LRT-07-077-PCES	Planning, Conceptual Engineering & Environmental Studies for Future Light Rail Extensions - I-10/Glendale	URS Corporation
82	LRT-07-075-PENW	Northwest LRT Extension Engineering Services	DMJM+Harris, 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 \$46,025,692 of the available \$85,247,024 planned contingency.

Including Project Reserve, this leaves \$56,317,323 of budgeted contingency funds available to the project.

The project is 67.9 percent complete. Construction is 63.1 percent complete.

Program Management and Administration

Forecast is within budget.

Program Management Consultant

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

City Administration

Forecasts are per agreements with the cities.

Right of Way Acquisition

No forecast change this period.

PE/FEIS Engineering

Activity is complete.

Engineering

Budget and forecast for the remaining work are consistent with negotiated staffing plan.

Owner Furnished Equipment/Materials

Forecasts are within budget.

Light Rail Vehicles

Contingency appears to be sufficient to fund the work remaining.

Facilities

Facilities work is 63.8 percent complete. Executed and pending change orders are expected to utilize \$28,100,000 of the \$49,000,000 available contingency. Additional expected change orders for required acceleration, additional work and expected requests for equitable adjustment are challenging the available balance of contingency.



Systems

Systems work is 52.2 percent complete. Remaining contingency will be required for unforeseen conditions and to accelerate the systems work.

Construction Administration Services

Budget and forecast for remaining work is consistent with the negotiated staffing plan based upon the anticipated scope of work.

Testing and Startup

Forecast appears sufficient to complete the work

Art Program

Forecast appears sufficient to complete the work.

Unallocated Design Contingency

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

Project Reserve

The budget is currently \$17,095,991 as a result of Board approved transfers to fund Prior Rights Utilities, CAC and the GEC contracts. The forecast is currently at \$10,600,000.

Financing Costs

The budget and forecast is \$128,000,000. Further reductions are possible and anticipated, though not included in the forecast at this time.

Concurrent Non Project Activities Project

The budget for Concurrent Non Project Activities is \$103,012,860, based upon the January 2007 Valley Metro Rail Board approved amount.

During the reporting period, ten change orders were initiated at a net cost of \$116,819 to the CNPA budget. The forecasts for ASU and COM remain unchanged. COT had one change order processed for \$7,164 which increased the forecast respectively. Phoenix Public Transit had two change orders processed which were funded by existing contingency. COP Transit's forecast decreased by an estimated \$53,000 due to the deletion of a pending change notice for Fiber Optics. The Streets Department forecast remains unchanged. Phoenix Aviation had one change order processed, which was funded with existing contingency funds. The Aviation forecast remains unchanged. Phoenix Water Services had six change orders processed for a cost of \$109,628 which increased the forecast respectively.

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

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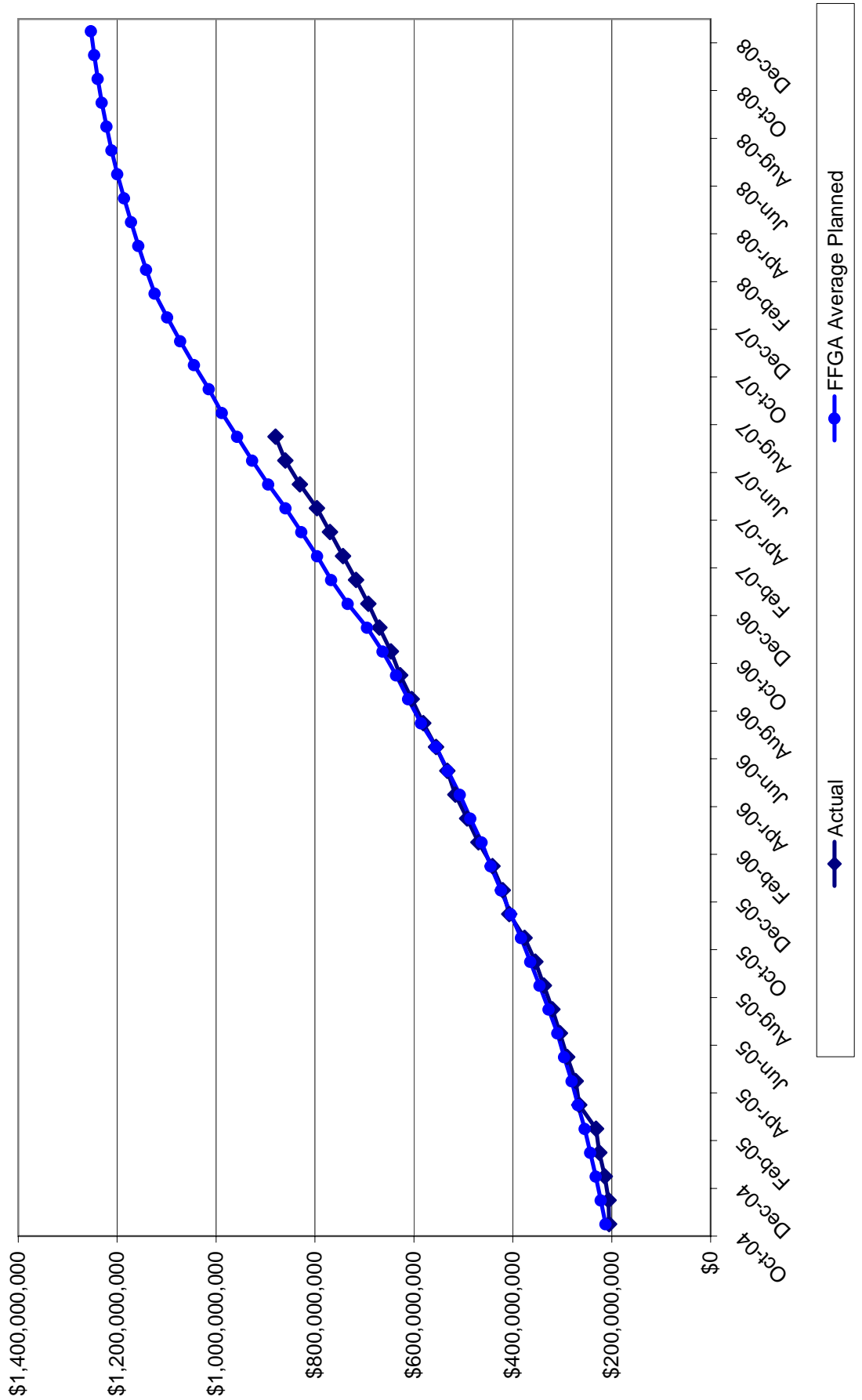
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$38,317,036	\$17,648,655	\$38,760,008	(\$442,972)
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$53,154,360	\$28,027,675	\$53,439,160	(\$284,800)
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$81,588,061	\$54,290,500	\$81,947,885	(\$359,824)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$51,920,443	\$44,582,137	\$51,709,816	\$210,627
54	LS5 1st Street - Sycamore	\$49,680,435	\$69,632,830	\$55,299,436	\$69,982,689	(\$349,859)
55	Station Finishes	\$38,701,950	\$52,453,440	\$13,693,604	\$52,444,897	\$8,543
56	Park and Ride Facilities	\$15,104,339	\$15,104,339	\$0	\$20,907,699	(\$5,803,360)
57	Miscellaneous Construction	\$7,505,200	\$4,176,234	\$114,404	\$750,000	\$3,426,234
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$5,497,114	\$3,973,504	\$6,500,000	(\$1,002,886)
58	MSF Construction/Equipment Installation	\$57,637,721	\$64,474,643	\$64,874,767	\$65,400,000	(\$925,357)
5G	MSF Underfloor Wheel Profiling System	\$0	\$980,107	\$786,047	\$980,107	\$0
59	48th Street Bridge Restoration	\$2,014,013	\$2,824,232	\$2,832,387	\$2,824,232	\$0
5A	Town Lake Bridge	\$15,529,600	\$21,759,752	\$21,759,452	\$21,759,752	\$0
5B	Prior Rights Utility Relocations	\$22,938,000	\$25,316,961	\$28,476,729	\$34,000,000	(\$8,683,039)
81	Contingency	\$37,491,841	\$26,486,310	\$0	\$18,081,471	\$8,404,839
	Facilities	\$422,341,688	\$513,685,862	\$336,359,297	\$519,487,716	(\$5,801,854)
4A	Rail Procurement	\$1,306,200	\$1,271,080	\$1,254,492	\$1,290,405	(\$19,325)
4B	Concrete Crosstie Procurement	\$900,000	\$751,492	\$718,882	\$751,492	\$0
4C	Traffic Signal Hardware	\$8,060,100	\$8,060,100	\$7,368,094	\$8,060,100	\$0
4D	Ballasted Special Trackwork Procurement	\$2,532,414	\$2,291,497	\$2,257,456	\$2,291,497	\$0
4E	Crossing Panel Procurement	\$380,100	\$360,096	\$0	\$0	\$360,096
4F	Girder Rail Procurement	\$15,079,742	\$14,726,085	\$14,695,450	\$14,726,085	\$0
4G	Girder Rail Special Trackwork Procurement	\$0	\$5,712,656	\$4,113,591	\$5,864,352	(\$151,696)
81	Contingency	\$1,412,863	\$666,194	\$0	\$476,173	\$190,021
	Owner Furnished Materials/Equipment	\$29,671,419	\$33,839,200	\$30,407,965	\$33,460,104	\$379,096
5D	Automated Fare Collection System	\$10,755,800	\$7,100,012	\$11,078	\$7,101,612	(\$1,600)
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$57,774,242	\$36,335,409	\$57,842,845	(\$68,603)
5F	Communications/Signals	\$38,220,002	\$38,734,203	\$20,229,077	\$38,734,203	\$0
81	Contingency	\$8,674,000	\$4,252,855	\$0	\$4,182,652	\$70,203
	Systems	\$119,790,902	\$107,861,312	\$56,575,564	\$107,861,312	\$0
	Sub Total, Construction	\$571,804,009	\$655,386,374	\$423,342,826	\$660,809,132	(\$5,422,758)
4K	Vehicle Contract	\$115,501,823	\$116,875,456	\$52,299,787	\$116,875,456	\$0
4N	LRT Vehicle Contract Contingency	\$5,775,001	\$2,547,109	\$0	\$2,547,109	\$0
	LRT Vehicles	\$121,276,824	\$119,422,565	\$52,299,787	\$119,422,565	\$0
22	ROW Acquisition	\$116,214,150	\$116,898,815	\$126,786,317	\$134,000,000	(\$17,101,185)
23	ROW Contingency	\$20,081,000	\$19,396,337	\$0	\$0	\$19,396,337
20	ROW	\$136,295,150	\$136,295,152	\$126,786,317	\$134,000,000	\$2,295,152

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

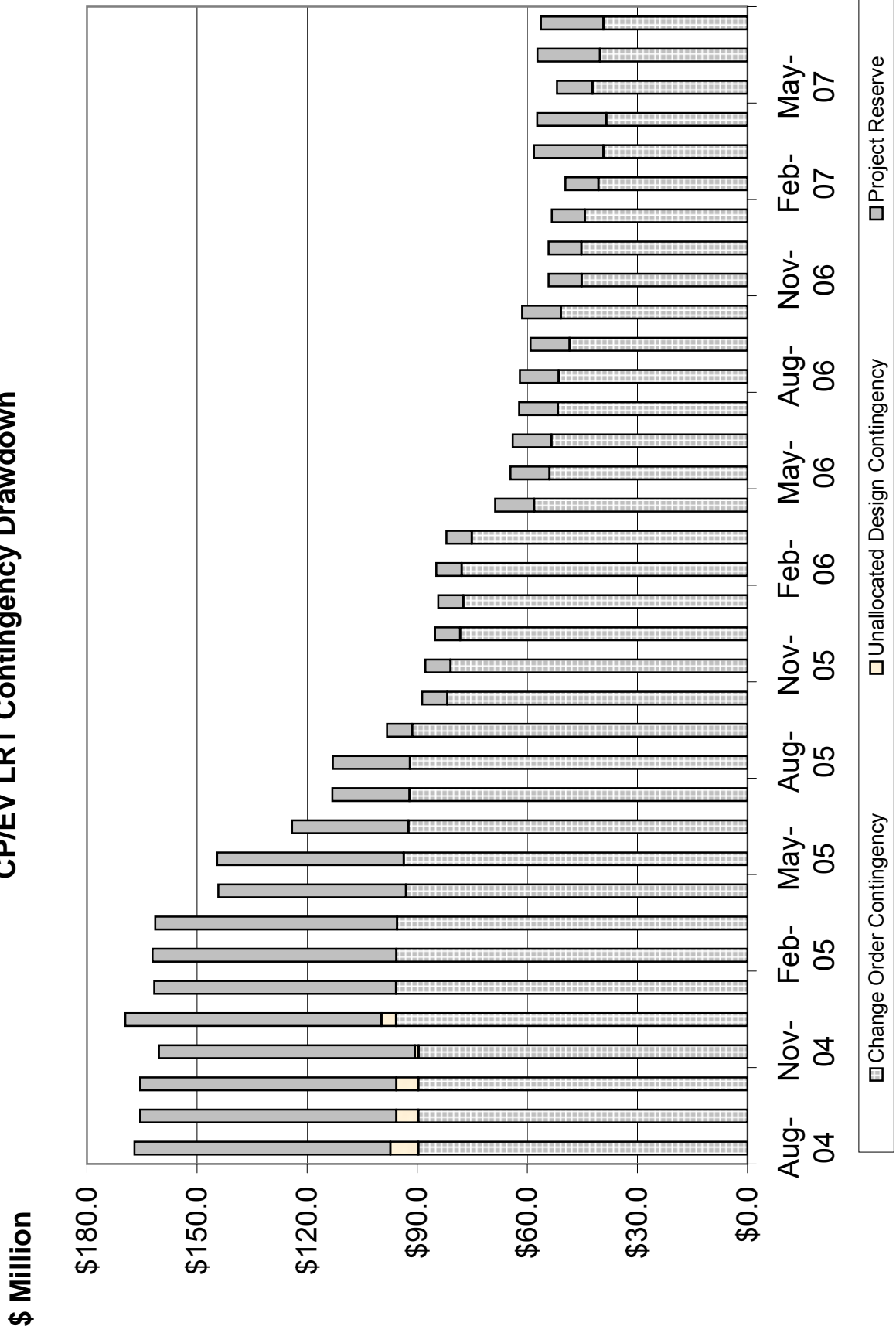
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Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$24,188,125	\$25,054,938	\$0
31	Engineering	\$76,780,935	\$76,346,254	\$76,898,676	\$76,673,425	(\$327,171)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$5,411,976	\$6,260,413	(\$5,055)
20	ROW Engineering	\$1,016,370	\$1,321,163	\$1,266,225	\$1,386,172	(\$65,009)
32	Design Services During Construction	\$14,160,426	\$22,049,464	\$16,706,262	\$23,516,195	(\$1,466,731)
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$105,972,239	\$100,283,139	\$107,836,205	(\$1,863,966)
60	Construction Administration Services	\$37,759,127	\$52,311,124	\$39,757,068	\$52,311,124	\$0
61	CAC Contingency	\$15,244,622	\$0	\$0	\$0	\$0
	Construction Administration Services	\$53,003,749	\$52,311,124	\$39,757,068	\$52,311,124	\$0
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	\$29,920,952	\$42,186,394	\$2,041,922
62	Construction Administration Services - VMR	\$1,697,232	\$3,087,589	\$1,136,070	\$1,779,589	\$1,308,000
67	CAB Program	\$0	\$2,500,000	\$1,581,723	\$2,281,882	\$218,118
21	Administrative ROW Costs	\$696,712	\$696,712	\$536,010	\$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	\$489,192	\$1,269,053	(\$339,053)
17	Agency Insurance Cost	\$7,000,000	\$7,000,000	\$5,782,451	\$7,000,000	\$0
18	Administrative/Management Contingency	\$0	\$1,388,523	\$0	\$608,212	\$780,311
	Program Management	\$58,507,149	\$64,609,298	\$43,809,924	\$60,600,000	\$4,009,298
10	PE Administrative/Management Costs	\$12,832,472	\$12,832,472	\$13,869,706	\$12,832,472	\$0
21	Administrative ROW Costs	\$1,016,571	\$1,016,571	\$791,139	\$793,865	\$222,706
76	Administrative/Management Art Program Costs	\$549,061	\$549,061	\$234,043	\$363,418	\$185,643
12	Administrative/Management - PMC	\$32,736,326	\$32,736,326	\$27,617,697	\$37,177,354	(\$4,441,028)
4M	Administrative Vehicle Costs	\$1,337,322	\$1,337,322	\$553,400	\$561,908	\$775,414
63	Construction Administration Services - PMC	\$4,581,527	\$5,081,527	\$2,539,229	\$4,824,262	\$257,265
	Program Management Consultant	\$53,053,279	\$53,553,279	\$45,605,214	\$56,553,279	(\$3,000,000)
10	PE Administrative/Management Costs	\$3,158,439	\$3,158,439	\$0	\$3,158,439	\$0
13	Administrative/Management - COP	\$2,986,000	\$5,448,000	\$3,403,561	\$5,816,288	(\$368,288)
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$5,612,681	\$5,516,712	\$368,288
14	Administrative/Management - COT	\$6,797,000	\$6,797,000	\$5,930,246	\$6,797,000	\$0
15	Administrative/Management - COM	\$897,000	\$897,000	\$331,826	\$897,000	\$0
	City Administration	\$22,185,439	\$22,185,439	\$15,278,314	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,083,177	\$3,255,591	\$6,083,177	\$0
77	Art Program Contingency	\$999,000	\$199,956	\$0	\$199,956	\$0
	Public Art	\$6,283,133	\$6,283,133	\$3,255,591	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$26,000,000	\$5,272,014	\$26,000,000	\$0
80	Unallocated Design Contingency	\$7,575,241	\$0	\$0	\$0	\$0
85	Project Reserve	\$69,829,000	\$17,095,991	\$0	\$13,113,717	\$3,982,274
SUBTOTAL		\$1,253,258,000	\$1,284,169,532	\$879,878,319	\$1,284,169,532	\$0
90	Financing Costs	\$158,867,346	\$127,955,814	\$13,968,253	\$127,955,814	\$0
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$893,846,572	\$1,412,125,346	\$0

Plan versus Actual Costs



CP/EV LRT Contingency Drawdown



Valley Metro Rail Program Control
 CPIEV LRT Project
 Project Budget Status
 CNPA Project

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A1	Bus Bays (LS2)	\$963,403	\$984,756	\$632,828	\$1,013,138	(\$28,382)
A2	Phoenix Art Museum Left Turn Signal	\$99,083	\$108,770	\$32,188	\$99,083	\$9,687
A5	19th/Montebello Transit Center (SF)	\$5,555,929	\$6,344,742	\$5,386,138	\$7,035,332	(\$690,590)
A6	117 Central/Camelback Transit Center (SF)	\$7,022,524	\$6,968,745	\$2,962,763	\$5,594,282	\$1,374,463
A7	44th Street/Washington Transit Center Real Estate	\$4,900,509	\$4,649,580	\$4,398,289	\$4,872,992	(\$223,412)
B1	Washington Street Bike Lane (LS4)	\$930,293	\$912,714	\$630,406	\$941,519	(\$28,805)
C3	Fiber Optic Backbone Conduits	\$17,844	\$17,844	\$0	\$0	\$0
F4	Civic Plaza Track Support System	\$2,595,811	\$2,208,231	\$294,000	\$348,432	\$1,859,799
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	\$192,720	\$193,065	\$0	\$193,065	\$0
F7	COP Landscape Irrigation Restoration Central Ave	\$101,414	\$90,750	\$69,943	\$113,153	(\$22,403)
H2	Fiber Optic COP	\$602,233	\$476,896	\$79,369	\$597,593	(\$120,697)
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$2,628,002	\$3,845,895	\$2,905,254	\$3,562,889	\$283,006
K7	11th Street Loop Track	\$4,377,606	\$4,352,606	\$347,341	\$4,352,606	\$0
M1	Removable Steel Curb at 7th/Jefferson	\$5,989	\$5,989	\$0	\$5,989	\$0
	Sub Total Public Transit Department	\$30,058,812	\$31,249,868	\$17,800,781	\$28,837,202	\$2,412,666
A3	6th Lane - Camelback (LS1)	\$9,820,210	\$9,883,190	\$7,822,494	\$8,954,921	\$928,269
D1	Additional Street/Pedestrian Lighting (LS3)	\$509,602	\$509,602	\$398,594	\$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)	\$1,479,814	\$1,485,876	\$90,509	\$1,482,845	\$3,031
E5	Seal Coat versus Rubber Overlay (LS 4)	\$430,896	\$430,896	\$111,872	\$430,896	\$0
K3	Red Light Enforcement	\$79,667	\$61,067	\$31,098	\$79,667	(\$18,600)
	Sub Total Streets Department	\$12,584,531	\$12,634,973	\$8,471,671	\$11,722,273	\$912,700
A7	44th Street/Washington Transit Center (SF)	\$2,822,429	\$2,821,531	\$1,740,423	\$2,821,531	\$0
C6	APM Utility Connections	\$22,997	\$22,997	\$22,235	\$22,997	\$0
D2	44th Street Station People Mover Foundation (LS4)	\$783,003	\$783,003	\$606,608	\$781,038	\$1,965
D6	People Mover - APS Duct Bank @ 40th Place	\$214,035	\$216,000	\$115,997	\$216,000	\$0
E9	10" Water Line at 42nd/Washington LS 4	\$61,269	\$61,269	\$47,020	\$61,269	\$0
F3	Archaeological/Hazardous Material Testing (CAC)	\$60,000	\$60,000	\$56,441	\$60,000	\$0
	Sub Total Aviation Department	\$3,963,733	\$3,964,800	\$2,588,724	\$3,962,835	\$1,965
B3	LS 1 Water/Sanitary Sewer	\$9,887,790	\$9,484,919	\$3,275,578	\$9,437,813	\$47,106
B4	LS 2 Water/Sanitary Sewer	\$6,255,348	\$5,765,531	\$3,497,698	\$5,821,790	(\$56,259)
B5	LS 3 Water/Sanitary Sewer	\$15,367,099	\$14,986,315	\$12,262,396	\$15,098,011	(\$111,696)
B6	LS 4 Water/Sanitary Sewer	\$5,325,583	\$6,659,677	\$6,048,006	\$6,672,613	(\$12,936)
B7	Water and Sanitary Sewer Lines - 48th St. Bridge Replacement Contract	\$415,420	\$155,767	\$155,767	\$0	\$0
J1	Catholic Protection for Waterlines LS1	\$1,099,400	\$739,855	\$100,975	\$739,855	\$0
J2	Catholic Protection for Waterlines LS2	\$1,094,162	\$504,657	\$376,636	\$608,835	(\$104,178)
J3	Catholic Protection for Waterlines LS3	\$29,192	\$0	\$0	\$29,192	(\$29,192)
J5	Catholic Protection for Waterlines LS4	\$350,000	\$435,620	\$85,620	\$435,620	\$0
	Sub Total Water Services Department	\$39,823,994	\$38,732,341	\$25,802,676	\$38,999,496	(\$267,155)
	Total - Phoenix	\$86,431,070	\$86,581,982	\$54,663,852	\$83,521,806	\$3,060,176

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

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A8	5th/College Transit Center	\$500,000	\$752,738	\$696,242	\$752,738	\$0
AA	COT SRP Prior Rights TC Relocation	\$244,080	\$235,400	\$0	\$117,831	\$117,569
B8	Terrace / Apache Waterline Coordination (Design Only)	\$54,639	\$37,999	\$35,291	\$54,534	(\$16,535)
C1	Additional Communications Conduits	\$32,499	\$32,499	\$24,271	\$30,747	\$1,752
C2	COT ASU Pedestrian Signal	\$114,338	\$122,000	\$55,976	\$122,000	\$0
C7	Parking Facility 5th/Farmer	\$110,701	\$116,990	\$110,781	\$117,070	(\$80)
C8	COT Waterline @ Cremery Route	\$94,081	\$94,081	\$67,264	\$94,081	\$0
D4	COT Additional Street Lighting (LS5)	\$345,014	\$345,014	\$221,597	\$345,014	\$0
D7	COT Additional Conduit @ McClintock/Apache	\$0	\$7,990	\$7,990	\$7,990	\$0
E6	Rubberized Asphalt LS5	\$624,874	\$624,874	\$18,258	\$624,874	\$0
E7	COT CNPA - Additional Conduits for Missions Palms	\$0	\$8,243	\$8,243	\$8,243	\$0
F2	McClintock / Apache Storm Drain	\$75,345	\$72,419	\$57,052	\$72,419	\$0
F9	Rubber Asphalt - Tempe	\$610,983	\$523,603	\$344,083	\$523,603	\$0
H3	Fiber Optic COT	\$427,239	\$421,934	\$73,963	\$441,978	(\$20,044)
J4	Catholic Protection of Waterline LS4 CO#15	\$158,638	\$158,638	\$110,538	\$158,638	\$0
J9	University Drive Station Bus Interface	\$509,186	\$509,186	\$0	\$509,186	\$0
K1	Veteran's Way- 5th/College TC	\$7,645	\$7,645	\$6,689	\$7,645	\$0
K2	Bus Shelter Electrification	\$11,076	\$11,076	\$7,315	\$11,076	\$0
K4	Washington/Center Parkway Station	\$4,989,270	\$4,919,490	\$1,160,846	\$4,919,490	\$0
L1	TLB 4th of July Electrical	\$44,378	\$44,378	\$43,577	\$44,378	\$0
N4	Tempe Market Analysis	\$20,000	\$20,000	\$10,708	\$20,000	\$0
XX	Tempe Miscellaneous Force Account Work LS5					
	Sub Total Tempe	\$8,973,986	\$9,066,197	\$3,060,684	\$8,990,699	\$75,498
A9	Main Sycamore Transit Center	\$5,532,721	\$5,519,839	\$3,353,428	\$5,653,132	(\$133,293)
C3	Fiber Optic Backbone Conduits	\$0	\$0	\$0	\$0	\$0
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$847,325	\$847,665	\$67,376	\$847,328	\$337
N3	Mesa Market Analysis	\$18,542	\$18,542	\$15,874	\$18,542	\$0
XX	Mesa Miscellaneous Force Account Work LS5	\$5,000	\$5,000	\$2,738	\$5,000	\$0
	Sub Total Mesa	\$6,403,588	\$6,391,046	\$3,439,416	\$6,524,002	(\$132,956)
C3	Fiber Optic Backbone Conduits	14088	14088	0	\$14,088	\$0
C9	ASU Logo Additions	\$86,463	\$59,039	\$13,722	\$81,280	(\$22,241)
E2	ASU Steam Line	\$0	\$8,189	\$8,189	\$8,189	\$0
H1	Fiber Optic ASU	\$959,445	\$1,188,930	\$364,692	\$1,184,212	\$4,718
	Sub Total ASU	\$1,045,908	\$1,270,246	\$386,603	\$1,287,769	(\$17,523)
E1	(APS) Duct Bank at 48th St. Utility Bridge, Archaeological Support	\$76,309	\$74,344	\$57,870	\$76,309	(\$1,965)
F8	Rojo Lofts Property	\$81,999	\$14,786	\$0	\$81,998	(\$67,212)
	Sub Total Other	\$158,308	\$89,130	\$57,870	\$158,307	(\$69,177)
	Grand Total CNPA	\$103,012,860	\$103,398,601	\$61,608,425	\$100,482,583	\$2,916,018



3. Schedule Overview

The current Status of the Master Schedule is based on a data date of August 1, 2007. The current forecast continues to be an on-time Program completion date of Saturday, December 27, 2008.

Line Section Contracts 1, 2 and 5 continue work through utility relocation issues. To date, the Program has been successful in mitigating the delays with a minimum of acceleration to the Civil Contracts.

Partnering and detailed scheduling meetings with all of the Major Contract Project Managers and the Resident Engineers have continued to facilitate a phased startup plan and to integrate access milestones.

Steel Erection is complete on 11 of the 27 Stations.

Nearly 154,000 linear feet (29.1 miles) of track has been placed in Line Sections 1, 2, 3, 4, 5 and OMC. Over 870 of the 1400 OCS Foundations have been placed and pole setting by the TES Contractor is ongoing.

Signals and Communications work in the stations started in Early June.

Light Rail Vehicles are now on-site and being assembled at the OMC Facility.

Track Installation							
Line Section	Bid Quantity		Installed		Remaining		% Complete
	LF	Miles	LF	Miles	LF	Miles	
OMC	19,261	3.65	19,261	3.65	0	0.00	100.0%
Line Section 1	23,454	4.44	8,841	1.67	14,613	2.77	37.7%
Line Section 2	30,752	5.82	8,958	1.70	21,794	4.13	29.1%
Line Section 3	44,629	8.45	34,692	6.57	9,937	1.88	77.7%
Line Section 4	56,054	10.62	52,155	9.88	3,899	0.74	93.0%
Line Section 5	50,818	9.62	29,709	5.63	21,109	4.00	58.5%
Total	224,968	42.61	153,616	29.09	71,352	13.51	68.3%



Major Milestones

Civil:

Line Section 1 Completion:	July, 2008
Line Section 2 Completion:	May, 2008
Line Section 3 Completion:	April, 2008
Line Section 4 Completion:	December, 2007
Line Section 5 Completion:	March, 2008
Station Finishes:	October, 2008
Park and Ride	December, 2008

Systems:

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

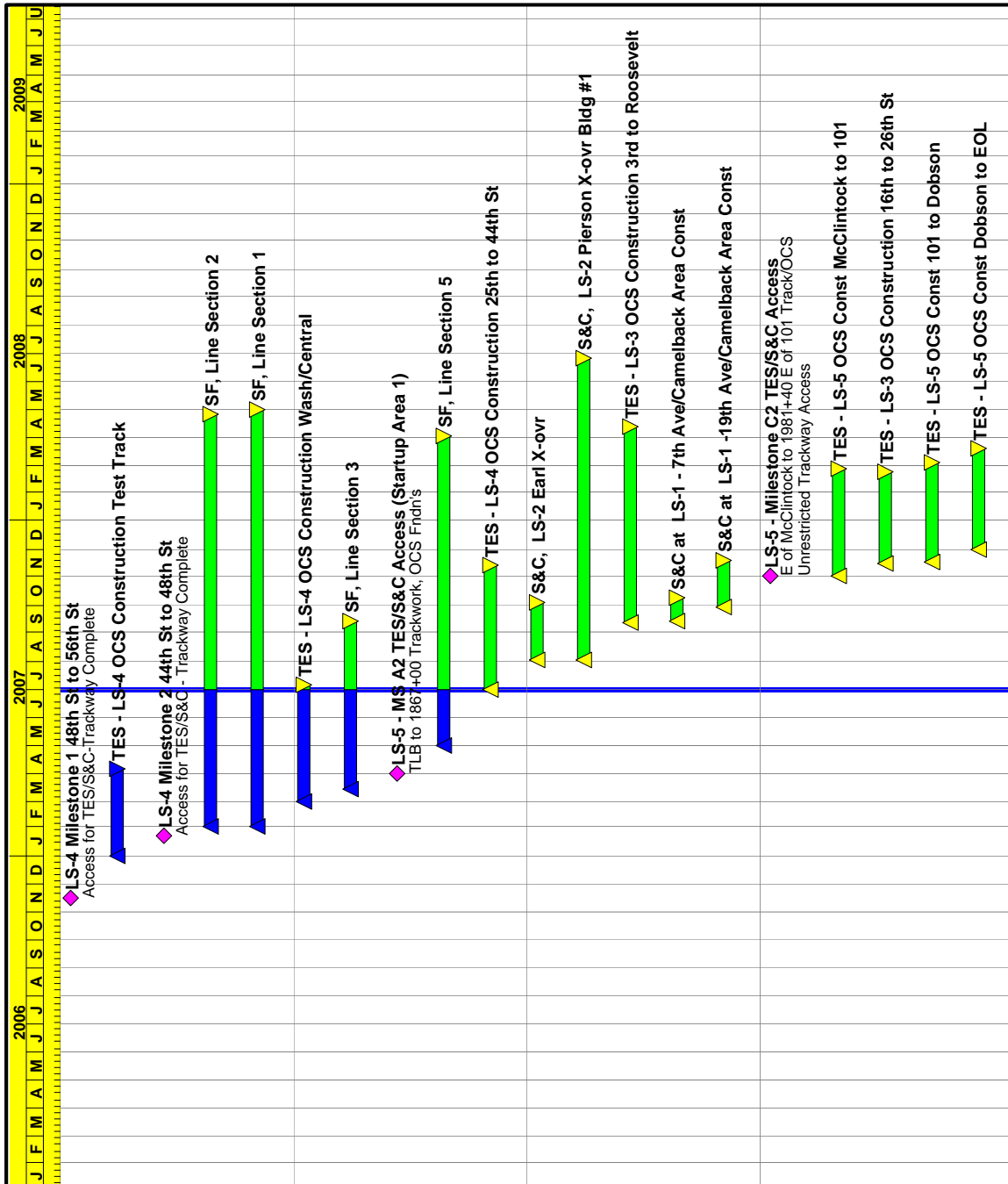
Startup:

Start Integrated Testing Area 1 (24 th Street to the Mill Pocket Track):	March, 2008
Start Integrated Testing Area 2 (LS-3 and Balance of LS-4 and 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 Utility relocations in the Line Sections to the completion of the Station Foundations in the Line Sections, through the Completion of the stations to a point that the Signals and Communications Contractor can install the signals equipment and wiring, through the completion of the track-way in the Line Sections, thru the installation of the Overhead Contact System (OCS) to the Phased Integrated Testing, to the Completion of the Safety Certification, to Pre-Revenue Operations to the Revenue Service date of late December, 2008.

Activity ID	Orig Dur	Rem Dur	Start	Finish
LS4_4	0	0	15NOV06A	
TES_4010	60	0	01JAN07A	05APR07A
LS4_5	0	0	21JAN07A	
SF_HAM02	449*	299*	01FEB07A	24APR08
SF_HAM01	455*	305*	01FEB07A	30APR08
TES_4006	112	5	01MAR07A	05JUL07
SF_HAM03	184*	75*	14MAR07A	13SEP07
LS5_4	0	0	30MAR07A	
SF_HAM05	337*	276*	01MAY07A	01APR08
TES_4004	135*	135*	01JUL07*	12NOV07
SC_2002	62	62	02AUG07	02OCT07
SC_2001	329	329	02AUG07	25JUN08
TES_3004	214*	214*	12SEP07	12APR08
SC_1003	25	25	14SEP07	08OCT07
SC_1002	50	50	29SEP07	17NOV07
LS5_8	0	0	01NOV07*	
TES_5012	117	117	02NOV07	26FEB08
TES_3000	100	100	15NOV07	22FEB08
TES_5014	110	110	16NOV07	04MAR08
TES_5016	110	110	01DEC07	19MAR08



Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 01JUL07
 Run Date: 03JUL07 12:30

Sheet 1 of 2

Valley Metro Rail
 Central Phoenix/East Valley LRT

Critical Path

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_3004	37	37	05DEC07	10JAN08	S&C, LS-2 Central/Indian School Sta Const																																															
TES_3002	116*	116*	19DEC07	12APR08	TES - LS-3 OCS Construction 7th to 16th St																																															
TES_1090	75	75	11JAN08	25MAR08	TES - LS-1 - OCS Construction N of Bethany Home to 19th																																															
TES_2020	140	140	09FEB08	27JUN08	TES - LS-2 -OCS Construction																																															
TESM10A_2	0	0		22FEB08*	TES New Milestone 10A - Compl TES Work Area 1																																															
TES_1010	75	75	23FEB08	07MAY08	TES - LS-1 - OCS Construction Central/Camelback to 19th Ave																																															
INTESTA_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																																															
INTESTB_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		01AUG08	Turnover Area 3 to VMR Operations																																															
INTESTC_2	30	30	02AUG08	31AUG08	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																																															
INTESTD_2	60	60	16AUG08	14OCT08	Integ. Tests Entire Line - Dynamic Signal & Comm																																															
SCHCONT_2	41	41	15OCT08	24NOV08	Allowance for Re-Testing																																															
INTESTC_C	0	0		24NOV08	Complete Integrated Testing																																															
SFTYCERT_2	0	0		25NOV08*	Complete Safety Certification Process																																															
PREREV_2	31	31	26NOV08	26DEC08	Pre-Revenue Operations																																															
PREREVC_2	0	0	27DEC08		Revenue Service Date (ROD)																																															



Procurement Bid Status Report as of 07/26/07						
Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)	
PART I – CP/EV LRT PROJECTS						
Park and Rides	04/23/07	05/02/07	06/05/07	TBD	TBD	
LRT Systems and Facilities Maintenance - RFP	04/02/07	04/18/07	06/05/07	10/17/07	12/01/07	
Marketing & Public Relations Consultant	07/02/07	07/17/07	07/31/07	10/17/07	11/1/07	
Broker Services	TBD	TBD	TBD	TBD	TBD	
Event Planning Consultant – System Opening	TBD	TBD	TBD	TBD	TBD	
Government Relations Consulting Services	TBD	TBD	TBD	TBD	TBD	
PART II – LONG RANGE DEVELOPMENT PROJECTS						
Construction Manager at Risk for Northwest Extension Light Rail Transit Project	04/30/07	05/14/07	06/06/07	09/19/07	10/02/07	
Artist for Northwest Extension Light Rail Transit Project	07/09/07	N/A	08/06/07	09/19/07	09/21/07	
Architectural/Engineering On-Call Consultant Services - Future Extension Projects	TBD	TBD	TBD	TBD	TBD	
Public Involvement On-Call Support Services – Future Extension Projects	04/23/07	N/A	05/07/07	07/03/07 Info Item	TBD	
Non-Engineering On-Call Consultant Services – Future Extension Projects	TBD	TBD	TBD	TBD	TBD	



4. Quality Assurance

Description

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

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

Progress

METRO Activities

Civil and Systems

- Attended (CAC) weekly Resident Engineer meetings.
- Attended various Line Section weekly progress and coordination meetings.
- Participated in CAC audit of RE compliance w/ requirements of RE Manual.
- Reviewed/commented on proposed revisions to CAC RE Manual.
- Attended monthly Rail Progress Meeting; reported on Quality Assurance project activities.
- Met with PMOC; reported on Quality Assurance project activities.
- Conducted audit for Line Section 3 Resident Engineer's (RE) compliance with selected sections of the RE Manual. Audit closed.
- Conducted audit for Line Section 3 Contractor's compliance with selected sections of the Quality Control Plan. Audit closed.
- Conducted audit surveillance on CAC processing of contract Change Notices and Change Orders.
- Closed 2 Quality Action Requests (QARs) regarding audit findings on contractor submittals for contracts MP8 Girder Rail and MP9 Embedded Special Trackwork.



Light Rail Vehicle

- Audits
 - Updates to the Engineering Change Notice books for the light rail vehicles (LRV)
 - Car History Books for LRV 103 to 110
- Inspections
 - Dimensional, continuity, and megger testing, and visual inspection of power and center trucks
 - Performed delivery inspection on LRV 103 to 106
 - Witnessed water tightness testing on LRV 103 to 107
 - Witnessed assembly, testing, installation, etc. of numerous LRV components

Construction Administration Consultant Activities

Quality Manuals Reviewed:

- The CAC is awaiting a resubmittal of the Automated Fare Collection Quality Manual from Scheidt & Bachmann USA, Inc.

General:

- Attended weekly Resident Engineer meetings.
- Attended various Line Section weekly coordination meetings.
- Nonconformance Report Log (NCR), 42 items
 - Six items were closed in July.
 - Thirty six outstanding NCR's in process.
 - Five items are projected to be closed in August.
- Quality Action Request Log (QAR), 49 items
 - Zero items were closed in July.
 - Forty nine outstanding QAR's in process.
 - Nine items are projected to be closed in August.

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.



Issues and Solutions

- MEC provided a third response to Quality Action Request (QAR) S2006-001 dated May 18, 2007 outlining the steps that they have implemented to correct the issues associated with this QAR. Their response is currently being evaluated.

5. Public Involvement



Description

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

Progress

METRO continues to work closely with member cities to refine existing construction mitigation programs to complement the existing business outreach efforts.

The collective business assistance programs worked very well during the early construction period, and businesses with already-existing marketing resources have fared relatively well. However, as traffic disruptions continue, there are businesses that are significantly challenged by a drop in customers related to construction activity, business access challenges and barricaded streets. Clearly, these businesses need more creative assistance to weather this final construction period.

Efforts undertaken in the past month include:

- METRO \$150,000 contract contingency business access fund provides money to cover costs of labor and equipment for immediate access improvements not covered by line section construction contracts.
- Customized business banners and A-frame signs to include logos and larger sizes.
- Customized “Business Access” signs located in the street and identify businesses.
- City of Phoenix Amazing Postcards program provides free postcard mailings to 1,000 customers.

- City of Phoenix Light Rail Construction Traffic Coordinator (Street Czar) and his two-person Light Rail Traffic Management Team for Line Sections 1, 2, 3 and 4.
- City of Phoenix ShopTheLine.net Web site and related advertising to promote the site.
- City of Phoenix broadcast media buys, including live radio remotes to promote businesses.

BUSINESS ASSISTANCE



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through June, **670** signs and **394** banners (**1,064** total) have been issued for businesses in all five Line Sections. The following table illustrates the current distribution for this program:

**METRO
Construction Signage/Banner Program
Overall Distribution**

Line Section	Signs	Banners	Total
Line Section One (LS1)	82	75	157
Line Section Two (LS2)	98	58	156
Line Section Three (LS3)	241	77	318
Line Section Four (LS4)	41	37	78
Line Section Five (LS5)	208	147	355
Totals	670	394	1064

METRO Business Outreach Program

The following is a break down of business outreach statistics as of August 30, 2007:

- METRO Max Program Participants – **274** businesses
- Construction Signage Program – **1,064** (670 signs and 394 banners)

- City of Tempe Asset Assistance Program – 1
- City of Mesa/U.S. Bank Asset Assistance Program – Outreach continues
- Management Technical Assistance (MTA) Program – **306** businesses
- ASU Market Needs Assessment – **128** businesses (107 Complete / 21 In-Progress)
- SELF Seminars / Micro Loan Assistance – **22** Businesses
- SBDC One-on-One Consultation - **18** Businesses
- Prestamos – Chicanos Por La Causa – **4** Businesses

COMMUNITY ADVISORY BOARDS (CAB) - Meetings are scheduled on a monthly basis to evaluate the contractor's efforts to go "above and beyond" the contract specifications during light rail construction.



Line Section(s) 1-5

- The Community Advisory Boards were given a summer recess for July. Regular scheduled meetings will commence in August.

Cost Status

- 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 April is at **\$ 1,581,726**



Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS1	\$241,181.00	\$120,591	\$120,591	100%
LS2	\$317,680.00	\$190,608	\$177,901	93%
LS3	\$865,916.00	\$606,141	\$484,913	80%
LS4	\$567,361.00	\$510,625	\$493,604	97%
LS5	\$507,862.00	\$304,717	\$304,717	100%

Schedule Status

- Public Involvement activities remain on schedule.

Issues and Solutions

- **Issue:** Line Sections 1, 2 and 3 Community Advisory Boards will address several issues expressed by stakeholders in their June meetings:
 - CAB Evaluation process
 - Incentive program
 - Business Assistance programs

Solution: METRO will continue to work with the CAB's to ensure issues and concerns are addressed.



6. Disadvantaged Business Enterprise Program

Description

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

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

Progress

- Overall DBE participation based on amounts originally awarded is 14.84 percent, participation including change order work is at 15.03 percent and DBE's have been paid 14.31 percent of construction dollars to date.

Procurement Activities

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

Contract Compliance

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

- Line Section 1 (LS1) - Kiewit Western Contractors
 - 12.10 percent Minimum DBE Participation
 - 13.77 percent Committed at Bid
 - 13.64 percent Current DBE Participation (adjusted contract amounts)
 - \$7,645,822 Total DBE Subcontracted Amount



- Line Section 2 - Herzog
 - 12.10 percent Minimum DBE Participation
 - 15.69 percent Committed at Bid
 - 20.20 percent Current DBE Participation (adjusted contract amounts)
 - \$11,484,648 Total DBE Subcontracted Amount
- Line Section 3 - Archer Western Contractors
 - 12.30 percent Minimum DBE Participation
 - 13.59 percent Committed at Bid
 - 14.92 percent Current DBE Participation (adjusted contract amounts)
 - \$14,867,404 Total DBE Subcontracted Amount
- Line Section 4 - Sundt/Stacy and Witbeck
 - 11.50 percent Minimum DBE Participation
 - 14.47 percent Committed at Bid
 - 12.08 percent Current DBE Participation (adjusted contract amounts)
 - \$7,294,677 Total DBE Subcontracted Amount
- Line Section 5 - Sundt/Stacy and Witbeck
 - 14.90 percent Minimum DBE Participation
 - 16.73 percent Committed at Bid
 - 19.94 percent Current DBE Participation (adjusted contract amounts)
 - \$14,323,014 Total DBE Subcontracted Amount
- Station Finishes - Archer Western Contractors
 - 12.20 percent Minimum DBE Participation
 - 12.98 percent Committed at Bid
 - 15.05 percent Current DBE Participation (adjusted contract amounts)
 - \$9,459,868 Total DBE Subcontracted Amount



- Operations and Maintenance Center - Sundt/Stacy and Witbeck
 - 7.34 percent Minimum DBE Participation
 - 7.54 percent Committed at Bid
 - 8.21 percent Current DBE Participation (adjusted contract amounts)
 - \$4,73,643 Total DBE Subcontracted Amount
- Traction Electrification - Mass Electric
 - 10.00 percent Minimum DBE Participation
 - 10.20 percent Committed at Bid
 - 10.57 percent Current DBE Participation (adjusted contract amounts)
 - \$6,045,566 Total DBE Subcontracted Amount
- Signals and Communications - Mass Electric
 - 11.00 percent Minimum DBE Participation
 - 11.67 percent Committed at Bid
 - 11.24 percent Current DBE Participation (adjusted contract amounts)
 - \$4,512,729 Total DBE Subcontracted Amount
- Construction Administration Consultant - PBS&J/PGH Wong Joint Venture
 - 21.00 percent Minimum DBE Participation
 - 25.35 percent Committed at Bid
 - 32.29 percent Current DBE Participation (adjusted contract amounts)
 - \$12,390,770 Total DBE Subcontracted Amount
- Program Management Consultant - SRBA/Parsons Joint Venture
 - 1.5 percent Minimum DBE Participation (established post contract award)
 - 0 percent Committed at Bid
 - 4.25 percent Current DBE Participation (based on adjusted contract amounts)
 - \$1,704,758 Total DBE Subcontracted Amount



- General Engineering Consultant - Parsons Brinckerhoff
 - 13.00 percent Minimum DBE Participation
 - 13.89 percent Committed at Bid
 - 16.06 percent Current DBE Participation (adjusted contract amounts)
 - \$11,392,061 Total DBE Subcontracted Amount
- Fare Collection System - Scheidt Bachmann
 - 8.20 percent Minimum DBE Participation
 - 8.39 percent Committed at Bid
 - 8.39 percent Current DBE Participation (adjusted contract amounts)
 - \$627,000 Total DBE Subcontracted Amount
- Material Procurements - Multiple Suppliers
 - 3.00 percent Minimum DBE Participation
 - 3.00 percent Committed at Bid
 - 3.00 percent Current DBE Participation (adjusted contract amounts)
 - \$1,770,322.77 Total DBE Subcontracted Amount
- Tempe Town Lake Bridge - PCL Civil Constructors – Contract Closed Out
 - Final Participation 20.80 percent (adjusted contract amounts)
 - \$4,559,765.58 Total DBE Subcontracted Amount

Outreach Activities

- The next meeting is scheduled for August 21, 2007.
- METRO is revisiting the schedule and focus of outreach activities. Activities will be scheduled to coincide with large procurement opportunities.

Cost and Schedule – Variance Analysis

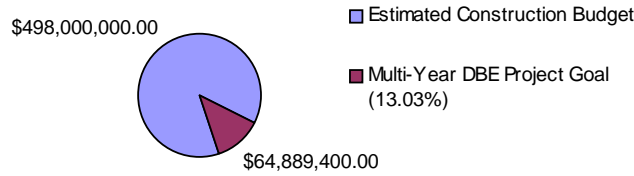
- DBE activities remain within budget and on schedule.

Issues and Solutions

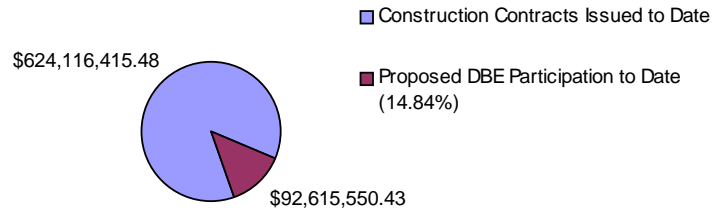
- There are no issues to report this period.



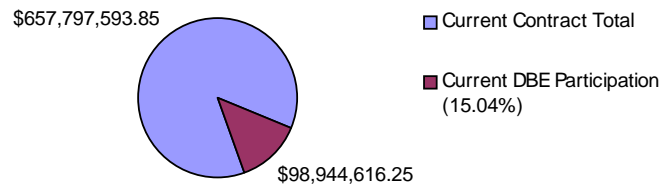
DBE Program Overview



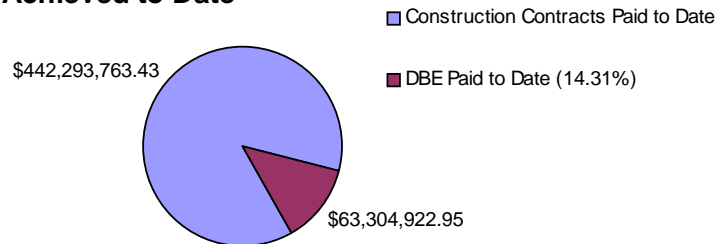
Original Contract Amounts



Current Participation



Achieved to Date





7. System Safety and Security

Description

The System Safety and Security Department is responsible for establishing requirements for the identification, evaluation, and minimization of safety and security risks throughout all phases of the project, including revenue operations.

The Section has developed and is administering provisions of the System Safety Program Plan, the System Security Program Plan, and the Safety and Security Certification Plan.

Progress

- Conducted Track Access Training for 26 METRO, consultant, contractor, utility company, and City of Phoenix personnel. 816 people have received this training to date.
- Met with the Arizona Department of Transportation, State Safety Oversight and their consultant to review the draft revisions to the METRO's System Safety Program Plan, the System Security Program Plan, and the Emergency Management Plan to conform to the ADOT System Safety Program Standard, Revision 1.
- Continued investigating methods for providing perimeter intrusion detection at the Operations and Maintenance Center, in conjunction with systems engineering.
- Conducted aerial survey of the METRO alignment and Operations and Maintenance Center site with the Phoenix Police Department helicopter unit.
- Met with METRO legal staff and the Phoenix Police Department Transit Bureau and their legal advisor to review the Memorandum of Understanding for Phoenix Police, Municipal Security Guards to provide security at the Operations and Maintenance.
- 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.
- Continued working with the safety and security certification support consultant to develop checklists and monitor implementation of the program.
- Continued review and comment process for METRO Standard Operating Procedures.
- There was no Fire/Life Safety and Security Committee meeting (every other month schedule).
- Conducted the Safety and Security Certification Review Committee meeting.

Cost and Schedule – Variance Analysis

- Safety and Security activities remain within budget and on schedule.

Issues and Solutions

- None.



8. Environmental Management

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

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

Progress

Archaeology

- Provided archaeological monitoring in Line Sections 2, 3, 4 and 5 for all ground disturbance activities. Ground disturbing construction has been completed in La Plaza and Pueblo Grande. Therefore monitoring is complete in the highly sensitive areas.
- No significant resources were discovered this month.
- ACS has been providing two field archaeologists and one half-time supervisor.
- Draft work plan for archaeological analysis and reporting has been distributed to Phoenix, Tempe, Mesa, US Department of the Interior (USDOI), and Arizona State Museum for review and comment. To date, we have received comments from the USDOI, City of Phoenix and the Arizona State Museum. Comments state that the plan is consistent with Secretary of the Interior Standards, the *City of Phoenix Guidelines for Archaeology* and the terms and conditions of our permit. Commenter stated that the level of effort is appropriate and consistent with professional standards. The City of Phoenix and USDOI estimated that the cost of the report should be approximately \$3,000,000, based upon the extent of field activities.

Contaminated and Hazardous Materials

- Provided lined bins for the disposal of Asbestos Concrete Pipe (ACP) to be loaded by contractors for Line Sections 2 and 4. Disposal of ACP will be in accordance with State regulations.

Regulatory Compliance

- Conducted field observations of contractors for compliance with the Stormwater Pollution Prevention Plan. No substantial problems were identified.



Cost and Schedule – Variance Analysis

Archaeology (Includes invoicing to CAC and METRO)

Original Contract Value (CAC)	\$1,500,064
Approved Change Orders (CAC)	\$2,137,936
METRO Contract Monitoring FY 07	\$325,000
Contract Value to date (CAC + METRO)	\$3,963,000
Invoiced through February 28, 2007 to CAC	(\$3,634,795)
Invoice to METRO March 1 – June 30, 2007	(\$313,362)
Estimated cost for construction monitoring FY'08	\$218,536
Contingency for data recovery through end of construction	\$100,000
Total estimated costs for field archaeology	\$4,266,693

Hazardous Materials Assessment (CAC) (To be up dated upon receipt of invoices)

Original Contract Value	\$499,488
Contract Value to date	\$499,488
Invoiced as of April 30, 2006	(\$425,076)
Task orders open	(\$28,331)
Expended or Committed	\$453,407
Estimated Cost to Complete	45,000
Estimated total Cost	\$498,407

Remediation and Treatment Fund (METRO)

Budget	\$1,004,000
Expended or Committed	(\$188,680)
Data Recovery Report	(\$84,956)
ERI	(\$103,724)
Transferred to Archaeology Monitoring-Data Recovery	\$650,000
<u>Funds Available</u>	<u>\$165,320</u>



Issues and Solutions

- **Issue:** Current budget for archaeology analysis and reporting is less than required to comply with federal, state and local standards and permit conditions.

Solution: METRO has defined the Scope of Work for the analysis preparation of the Technical Report necessary to comply with Federal, State and local requirements. METRO and ACS have completed contract negotiations and will be submitting a request to the Board to fund the cost of technical analysis and report preparation at \$2,910,000.



9. Real Estate

Description

The LRT Project travels down main business arterials in the cities of Phoenix, Tempe and Mesa and approximately 777 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

- Presently, 99 percent of the required properties are now under City control and 98 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, all 183 relocations have been completed. A total of 149 parcels are under City control and a total of 145 parcels are available for construction. Line Section 1 contains 150 parcels.
- In Line Section 2, all 29 relocations have been completed. A total of 89 parcels are under City control and are available for construction. Line Section 2 contains 92 parcels.
- In Line Section 3, all 36 relocations have been completed. All 259 parcels are under City control and 255 parcels are available for construction. Line Section 3 contains 259 parcels.
- In Line Section 4, all 28 relocations have been completed. All 109 parcels are under City control and are available for construction. Line Section 4 contains 109 parcels.
- In Line Section 5, all 40 relocations have been completed. All 167 parcels are under City control and are available for construction. Line Section 5 contains 167 parcels.
- In Line Sections 1, 2, 3 and 4; eighteen building cut and re-faces were identified; seventeen have been completed and one is currently underway. These building modifications required a structural engineering analysis, architectural and utility modifications, and the procurement of relevant contractors and an extensive permitting process.
- The FTA Real Estate Program Compliance Review cited nine areas of noncompliance. Presently, five of these citations have been resolved and accepted by the FTA. As of May 1, 2007, the remaining four issues have been fully addressed and are being reviewed and certified by METRO prior to FTA review and approval.



- 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	\$ 19,509,087	\$ 1,753,931	\$ 21,263,018
Total	\$135,723,237	\$23,975,136	\$159,698,373
Spent To Date	\$127,063,747	\$22,310,611	\$149,374,358
Balance Available	\$ 8,659,490	\$ 1,664,525	\$ 10,324,015

Cost and Schedule – Variance Analysis

- A focused real estate effort was initiated to accelerate the acquisition process and thus eliminate a negative impact to the project schedule. The cities worked diligently with METRO to improve and streamline processes wherever possible.
- The overall real estate forecast is still within the budget and actual costs are within the budget plus contingency for the real estate contract unit.

Issues and Solutions

- The parcels that were negatively impacting the schedule have been eliminated. The energy of the project team is focused where it is needed most. In Line Sections 1 and 3, there are a few parcels that remain unavailable for construction and efforts are focused to acquire and clear these parcels.



**CENTRAL PHOENIX / EAST VALLEY
LIGHT RAIL TRANSIT PROJECT
REAL ESTATE ACQUISITION SUMMARY
July 31, 2007**

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	110	92	250	106	1	109	46	714
Total Affected Parcels	150	92	259	108	1	121	46	777
Projected Relocations	183	29	36	28	0	40	0	316
Title Reports Completed	150	92	259	108	1	121	46	777
Legals sent to City	150	92	259	108	1	121	46	777
Appraisals Requested	150	92	259	108	1	121	46	777
Appraisals Completed	150	92	259	108	1	121	46	777
Offers Made	150	92	259	108	1	121	46	777
Offers Accepted	109	69	227	88	1	99	40	633
Escrow Closed Acquisition Complete	108	69	227	88	1	99	40	632
Condemnation Filed	26	12	25	11	0	22	6	102
OIP Received	23	8	20	9	0	20	6	86
ROE Signed	18	12	12	11	0	2	0	55
Relocations Underway	0	0	0	0	0	0	0	0
Relocations Completed	183	29	36	28	0	40	0	316
Parcels Under City Control	149	89	259	108	1	121	46	773
Parcels Available for Construction	145	89	255	108	1	121	46	765
Parcels Pending Release for Construction	4	0	4	0	0	0	0	8



10. Utilities

Description

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

Progress

- Line Section 1
 - Solutions for utility issues are addressed weekly in the LS1 Utilities Coordination meeting.
 - Salt River Project-Irrigation facilities crossing 19th Avenue at Missouri Avenue potential date to be completed by Kiewit in mid-January 2008 after the relocation of the 45-inch Water Line.
 - SRP-Power, Qwest and Cox have started pulling cable along 19th Avenue from Camelback Road to Missouri Avenue.
 - Kiewit continues trenching and placing conduits along 19th Avenue from Missouri Avenue to Bethany Home Road for SRP-Power, Qwest and Cox Communications.
- Line Section 2
 - Utility conflicts and coordination issues are being addressed on a case by case basis in the field.
 - SRP-Water Irrigation facilities at Central Avenue and Encanto Boulevard will be constructed by the LS2 Contractor by the end of August 2007.
- Line Section 3
 - Utility conflicts and coordination issues are being addressed on a case by case basis in the field.
- Line Section 4
 - Utility conflicts and coordination issues are being addressed on a case by case basis in the field.
 - APS has completed the majority of the street light pole installations throughout the alignment. A check list has been generated to address any items pending between APS and SSWJV.



- Line Section 5
 - Solutions for utility issues are now being addressed on a bi-weekly basis in the LS5 Utilities Coordination meeting.
 - SRP-Irrigation along Main Street from Dobson Road to Sycamore has delayed street widening efforts and track-way work along this corridor. SRP-Irrigation relocations were delayed due to design conflicts and easement issues. The Contractor has altered scheduled work sequences to enable the utilities to complete their work expeditiously.
 - SRP-Power has an Electric duct bank on the east side of Dobson Road crossing Main Street which is in conflict with the proposed SRP-Irrigation. Currently SRP Power is constructing a temporary Shoo-Fly so the underground duct bank can be de-energized and relocated in time for SRP-Irrigation to start on August 20, 2007 at Dobson and Main Street.
 - SRP -Irrigation relocation in Mesa from Main Street and Dobson to Sycamore plans have been revised and issued for construction. SRP-Irrigation is scheduled to start August 20, 2007.
- Traction Power Substations
 - APS and SRP are in the process of writing the remaining Legals and Easements for Traction Power Substation Numbers 1, 2, 4, 6, 8, 10, 11, 12 and 14.

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 be exceeded due to material costs and traffic control costs increase.

Issues and Solutions

- SRP-Irrigation and Power relocation in LS5 on Main Street from Dobson Road to Sycamore is a concern in terms of schedule. METRO has requested that SRP accelerate their relocation, even if it includes providing additional resources.

Construction Photographs



Qwest relocating cable in conflict with proposed SRP-Irrigation along Main Street in LS5



Qwest relocating conduit in conflict with proposed SRP-Irrigation along Main Street west of Sycamore in LS5



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

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	75.7%	\$6,344,834	\$4,801,865	\$8,250,721	8212392
Line Section 2	85.2%	\$1,905,951	\$1,623,855	\$738,586	2369186
Line Section 3	98.6%	\$3,067,860	\$3,024,582	\$3,113,208	5424742
Line Section 4	97.6%	\$4,780,945	\$4,664,273	\$2,898,082	6417325
Line Section 5	85.1%	\$7,747,141	\$6,592,345	\$12,225,881	9595856
Maintenance Storage Facility	100.0%	\$320,230	\$320,230	\$441,254	756801
Town Lake Bridge	100.0%	\$1,150,000	\$1,150,000	\$808,997	1223698
	87.6%	\$25,316,961	\$22,177,150	\$28,476,729	\$34,000,000
Sub Total	87.6%	\$25,316,961	\$22,177,150	\$28,476,729	\$34,000,000
Contingency	0	\$8,683,039	\$0	\$0	0
	0.0%	\$8,683,039	\$0	\$0	0
	65.2%	\$34,000,000	\$22,177,150	\$28,476,729	\$34,000,000

11. Architecture

Public Art



Description

Public art projects will be a part of all Station Finishes listed in Section 4.1.3 with the exception of the platform at 19th Avenue and Camelback. Additional artworks will be placed at the 19th Avenue and Camelback Park-and-Ride and at the Tempe Town Lake Bridge. Artworks will include stand alone sculptures, integrated architectural finishes, entryway canopies, lighting, paving and landscaping elements. Artists will install their work in conjunction with the Station Finishes, Park-and-Ride, and Town Lake Bridge construction schedule.

Progress

- Line Section 1
 - Montebello: Installation issues have been resolved. We are still working on resolving welding inspection issues.
 - Camelback/7th Avenue: Test pavers from Advanced Terrazzo are now expected in August or September. The artist is modifying the design to accommodate new requirements made by Advanced Terrazzo. Advanced Terrazzo is currently working on the 1st/Jefferson station.
- Line Section 2
 - Camelback: Stone and steel fabrication is almost complete and art is in storage. We are awaiting weld certification information.



- Osborn: Bronze footprint casting complete; water-jet-cut pavers in progress. Pavers will be finished by mid-August and expect delivery in September.
- Encanto: Bronze sculpture and boxes are carved and waiting to be cast. The entry way, Canterra Stone, is blocked out.
- Line Section 3
 - McDowell: Station Artist Michael Maglich passed away on August 2, 2007. METRO is devising a plan to finish this station with Michael's original ideas. METRO will review this process with the Regional Rail Art Committee before we proceed.
 - Van Buren: Fabrication is 95 percent complete.
 - Central/Washington – 1st Avenue/Jefferson: Porcelain tile is completed. Terrazzo pour is scheduled for Early August.
 - Third Street: Steel fabrication has begun. Archer Western has poured foundations for all three sculptures.
 - Twelfth Street: The artist is scheduled for a community meeting on August 28, 2007 to allow stakeholders to preview his hand-painted photo tiles and his metal railing designs.
 - Twenty-Fourth Street: Steel panel fabrication is complete and final bronze fabrication is ongoing.
- Line Section 4
 - Forty-Fourth Street: Lighting issues are currently being resolved.
 - Priest/Washington: Fabrication has begun and installation issues have been resolved.
- Tempe Town Lake
 - Artwork has been completed except for the final programming of the bridge lighting. The artist came out in July to work on programming in conjunction with the 4th of July bridge light-up. Along with regular programming, a special patriotic lighting program was displayed during the fireworks exhibit.
- Line Section 5
 - Mill/3rd Avenue: The lighting issues have been resolved, and the art canopies are completed.
 - College/5th Avenue: The bronze models are 75% complete.
 - Apache Boulevard Stations – Sculpture: Bronze models for “Hands” are approximately 40 percent complete. The hands will not be ready for installation until late summer 2008, due to a complex casting process that can only be done during the winter months.
 - Sycamore/Main: Fabrication has begun.



- General Progress
 - Working with Archer Western Contractors (AWC) to resolve the foundation installation and scheduling issues.
 - Working with artists and GEC to resolve the outstanding request for information issues.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

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

Station Finishes



Description

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

The 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 by Archer Western Contractors, the METRO Station Finishes Contractor.

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

Progress

- Montebello and 19th Avenue Transit Center: Work continues south of the realigned Montebello Avenue. Roundabout North Entrance integration with Spectrum Mall continues.
- Central Avenue and Camelback Transit Center: Work on underground utilities is ongoing. Mariposa Cul-De-Sac site work continues. Bus Shelter foundations have been completed. Site grading north of the Station Platform is underway.



- Washington and 44th Street Transit Center: Installation of colored concrete around bus shelters has begun. Installation of site utilities is complete. Parapet framing, interior framing, interior plumbing, and window installation at Operator Facility Building (OPF3) is underway.
- Sycamore and Main Street Transit Center: Site grading and curb/gutter construction is ongoing. Installation of tree grates/landscaping soil started. Parapet framing, interior framing, interior plumbing, and window installation at Operator Facility Building (OPF4) is underway.
- Stations:
 - Structural Steel installation has been completed for 12 Stations.
 - Canopy Installation has been completed for 6 Stations
 - Electrical / Communications Cabinet Installation has been completed for 8 Stations
 - Paver Installation has been completed for 1 Stations
 - Work is ongoing at 13 Stations
- A total of 20 station foundations have been substantially completed by Line Section Contractors and made available to the Station Finishes Contractor for Area Access.

Cost and Schedule – Variance Analysis

- A revised schedule has been prepared and reviewed by METRO. Substantial agreement has been reached between METRO and Archer Western Contractors and the revised schedule is nearly ready to be implemented.

Issues and Solutions

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

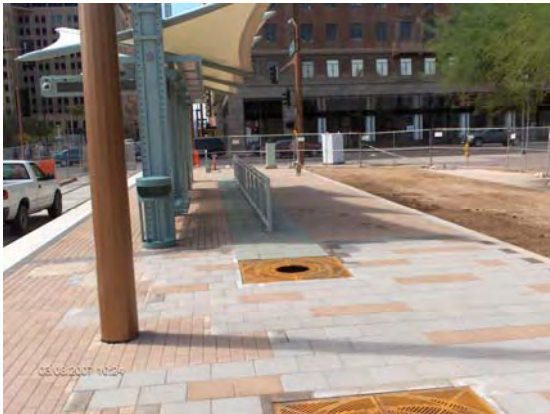
Construction Photographs



Central and Camelback Transit Center



University / Rural Station



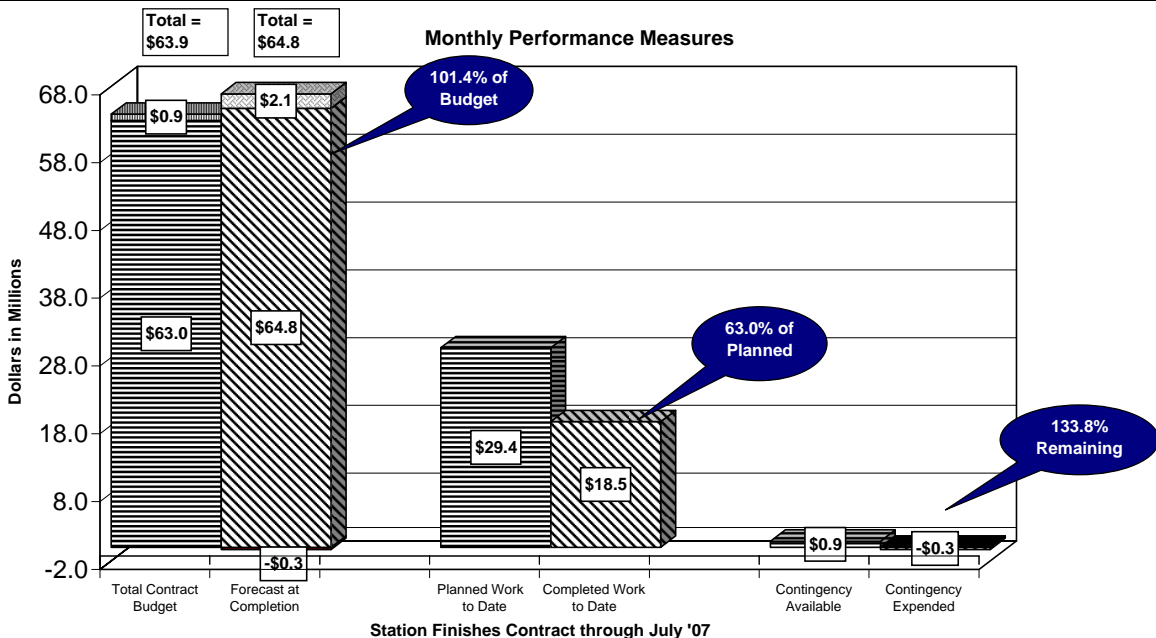
Central Avenue / Van Buren Station



24th Street / Jefferson Station



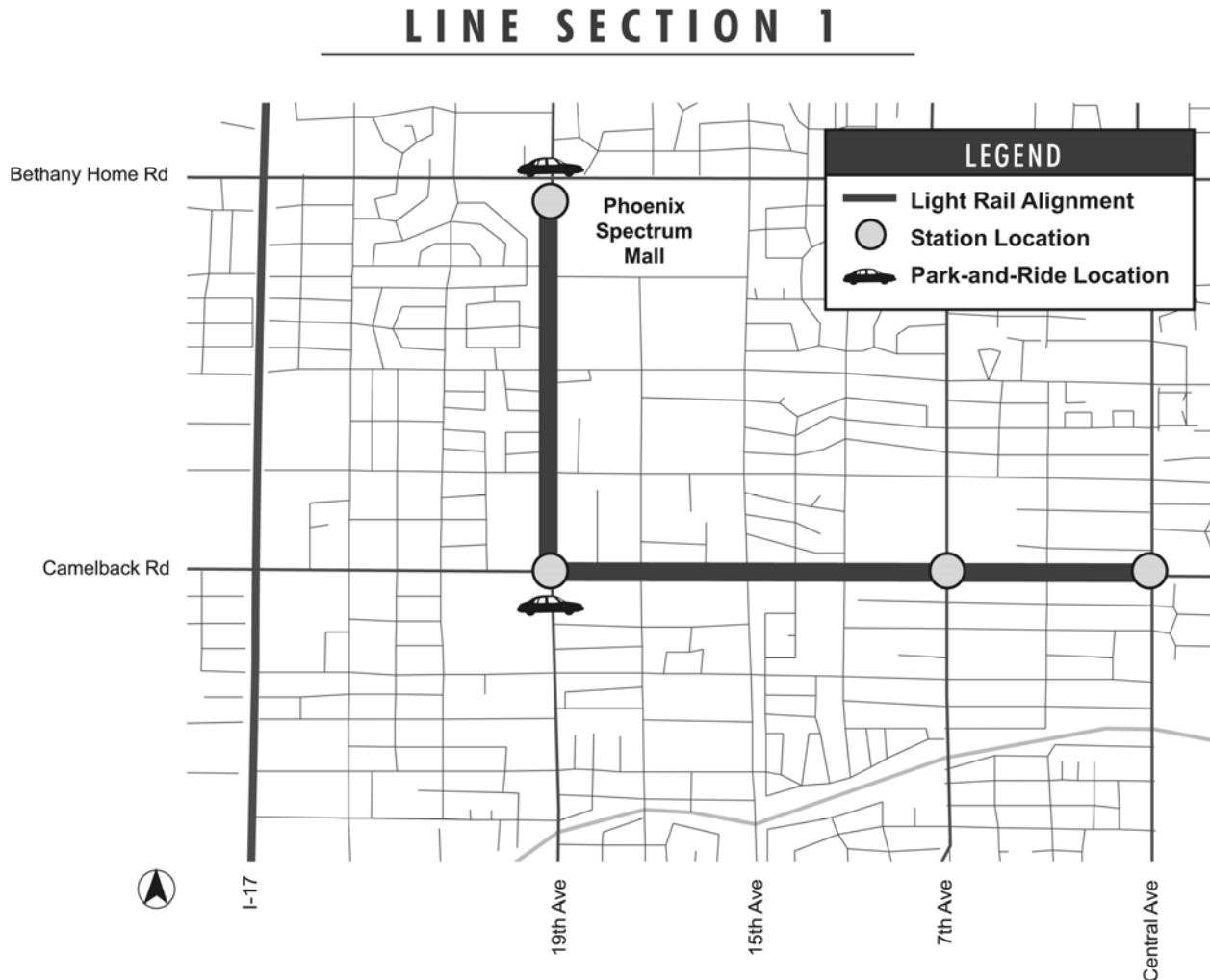
Description:		3.2.1 Station Finishes			
PE/PA:					
Contractor:		Archer Western Contractors			
Resident Architect:		Doaa Aboul-Hosn			
Data Through:		May 31, 2007			
		Cumulative	5309	CNPA	Total
1	Original Budget		\$52,985,000	\$9,988,000	\$62,973,000
2	Executed Change Orders		-\$531,560	\$221,829	-\$309,731
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$52,453,440	\$10,209,829	\$62,663,269
5	Work Scheduled		\$24,259,179	\$5,177,736	\$29,436,915
6	Work Earned		\$13,726,279	\$4,805,726	\$18,532,005
7	Actual Expenditures		\$13,693,604	\$4,794,727	\$18,488,331
8	Forecast to Complete Base (4-7)		\$38,759,836	\$5,415,102	\$44,174,938
9	Change Orders Pending Execution		-\$8,543	\$2,120,799	\$2,112,256
10	Forecast at Completion (7+8+9)		\$52,444,897	\$12,330,628	\$64,775,525
11	Percent Budget Expended (7/4)		26.1%	47.0%	29.5%
12	Percent Planned (5/4)		46.2%	50.7%	47.0%
13	Earned Percent Complete (6/4)		26.2%	47.1%	29.6%
14	Schedule Performance (6/5)		0.57	0.93	0.63
15	Cost Performance (6/7)		1.00	N/A	1.00
16	Contingency Budget		\$546,000	\$371,603	\$917,603
17	Remaining Contingency		\$1,077,560	\$149,774	\$1,227,334
18	Percent Contingency Remaining (17/16)		197.4%	40.3%	133.8%
		Period			
1	Original Budget		N/A	N/A	N/A
2	Executed Change Orders		\$49,252	\$0	\$49,252
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$52,453,440	\$10,209,829	\$49,252
5	Work Scheduled (Cumm - Last Period)		\$1,886,962	\$526,679	\$2,413,641
6	Work Earned (Cumm - Last Period)		\$2,096,446	\$647,150	\$2,743,596
7	Actual Expenditures (Cumm - Last Period)		\$2,214,713	\$643,853	\$2,858,566
8	Forecast to Complete Base (4-7)		\$50,238,727	\$9,565,976	\$59,804,703
9	Change Orders Pending Execution		-\$77,795	-\$14,760	-\$92,555
10	Forecast at Completion (7+8+9)		\$52,375,645	\$10,195,069	\$62,570,714
11	Percent Budget Expended (7/4)		4.2%	6.3%	4.6%
12	Percent Planned (5/4)		3.6%	5.2%	3.9%
13	Earned Percent Complete (6/4)		4.0%	6.3%	4.4%
14	Schedule Performance (6/5)		1.11	1.23	1.14
15	Cost Performance (6/7)		0.95	N/A	0.96
16	Contingency Budget				
17	Remaining Contingency				
18	Percent Contingency Remaining (17/16)				



Note: Forecast to Complete Greater than budget due to Additional for Center Parkway Station

12. Facilities

Line Section 1



Description

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

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

Progress

- All underground utilities, asphalt base paving, sidewalk, and curb/gutter have been completed from Central Avenue to 7th Avenue on Camelback Road. Underground utilities, asphalt base paving, sidewalk, and curb/gutter have been completed from 7th



Avenue to 19th Avenue on the south side of Camelback Road. All previously existing SRP poles have been removed on Camelback Road. The Center Guideway has been completed from Central Avenue to 15th Avenue on Camelback. The 24-inch sewer line installation on 19th Avenue continues working north from the Camelback intersection and should tie into the previously installed 24-inch line at Missouri Avenue around mid-September. The civil work (curbs, gutters, sidewalks, utilities, and traffic signals), are ongoing with the utility work being roughly 80 percent complete.

- The 7th Avenue and Camelback station foundation work has been finished and the 19th Avenue and Camelback station turnover walkthrough was conducted on July 26, 2007.
- Traffic control continues to be seamlessly combined between all participants on the project. With the base paving completed from Central to 7th Avenue this past month, complaints from the merchants have been greatly reduced.

Cost and Schedule – Variance Analysis

- Change Order 90 was issued, revising the Contractual Milestone Dates (reference chart below).

Issues and Solutions

- Two issues have arisen that impacted Contract Milestone E. They are the completion of the 24-inch sewer line and the cutover of the 48-inch waterline, both on 19th Avenue. The delay in the sewer line is a result of unstable existing material. The delay associated with the waterline is caused by the cutover availability date revised from December 2007 to January 2008. It is possible that re-sequencing of some activities may reduce this delay. The current forecast for completion of Milestone E is August 28, 2008 vs. the contractual obligation of July 25, 2008.

Contract Milestone Dates Based On Change Order No. 90

NTP Date:	09-Nov-05		
Contract Milestone A Replaced By Individual Station Foundation Milestones A1,A2,A3 Date:	11/27/06		
Contract Milestone A1 Date: 7th Ave/Camelback Station Foundations Complete	02-Apr-07	Contractor Forecast Milestone A1	02-Apr-07
Contract Milestone A2 Date: Camelback/19th Ave Station Foundations Complete	22-Jun-07	Contractor Forecast Milestone A2	22-Jun-07
Contract Milestone A3 Date: Montebello/19th Ave Station Foundations Complete	27-Aug-07	Contractor Forecast Milestone A3	27-Aug-07
Contract Milestone B Date:	22-Aug-07	Contractor Forecast Milestone B	22-Aug-07
Contract Milestone C Replaced By Individual Station Foundation Milestones A1,A2,A3 Date:	07/05/07		
Contract Milestone D Date:	10-Jan-08	Contractor Forecast Milestone D	10-Jan-08
Contract Milestone E Date:	25-Jul-08	Contractor Forecast Milestone E	25-Jul-08

Construction Photographs



Crews placing concrete for the Guideway Devil Strip



Crews forming the pad foundations for the 19th Ave Station



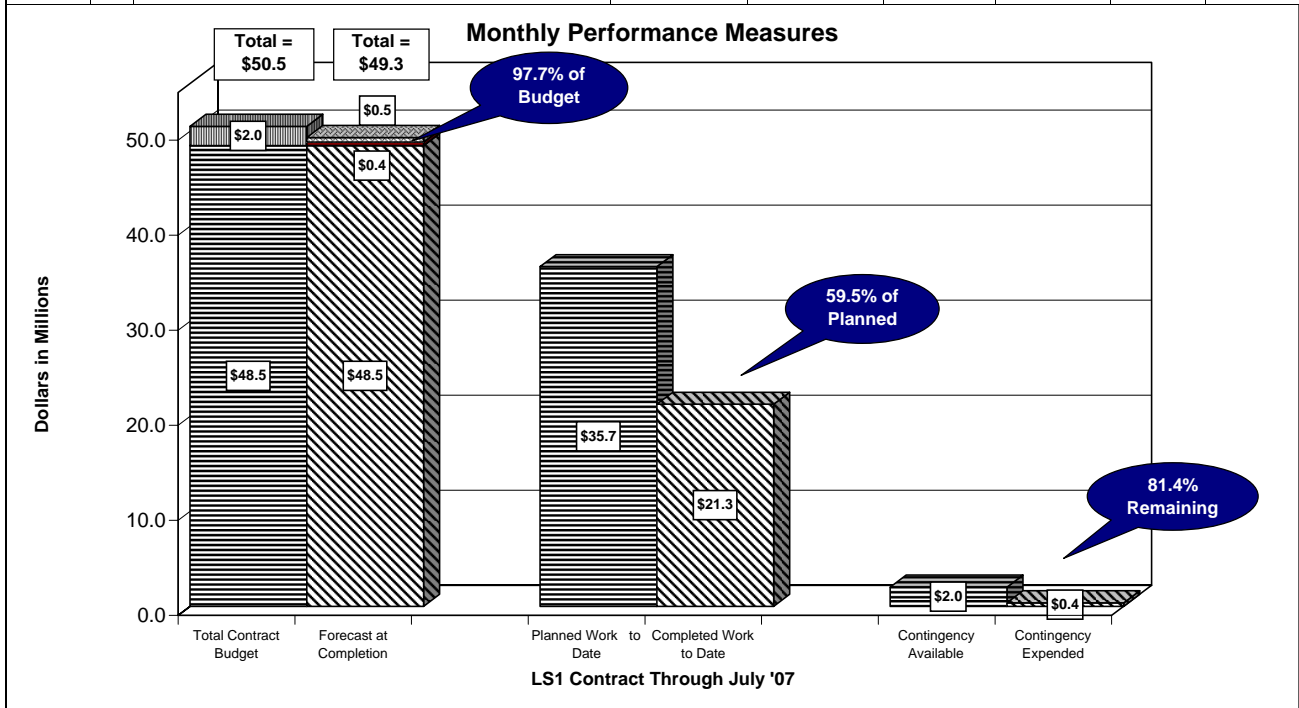
Temporary AC Paving



Grinding the welds at the Right track left and right rail at 15th Avenue

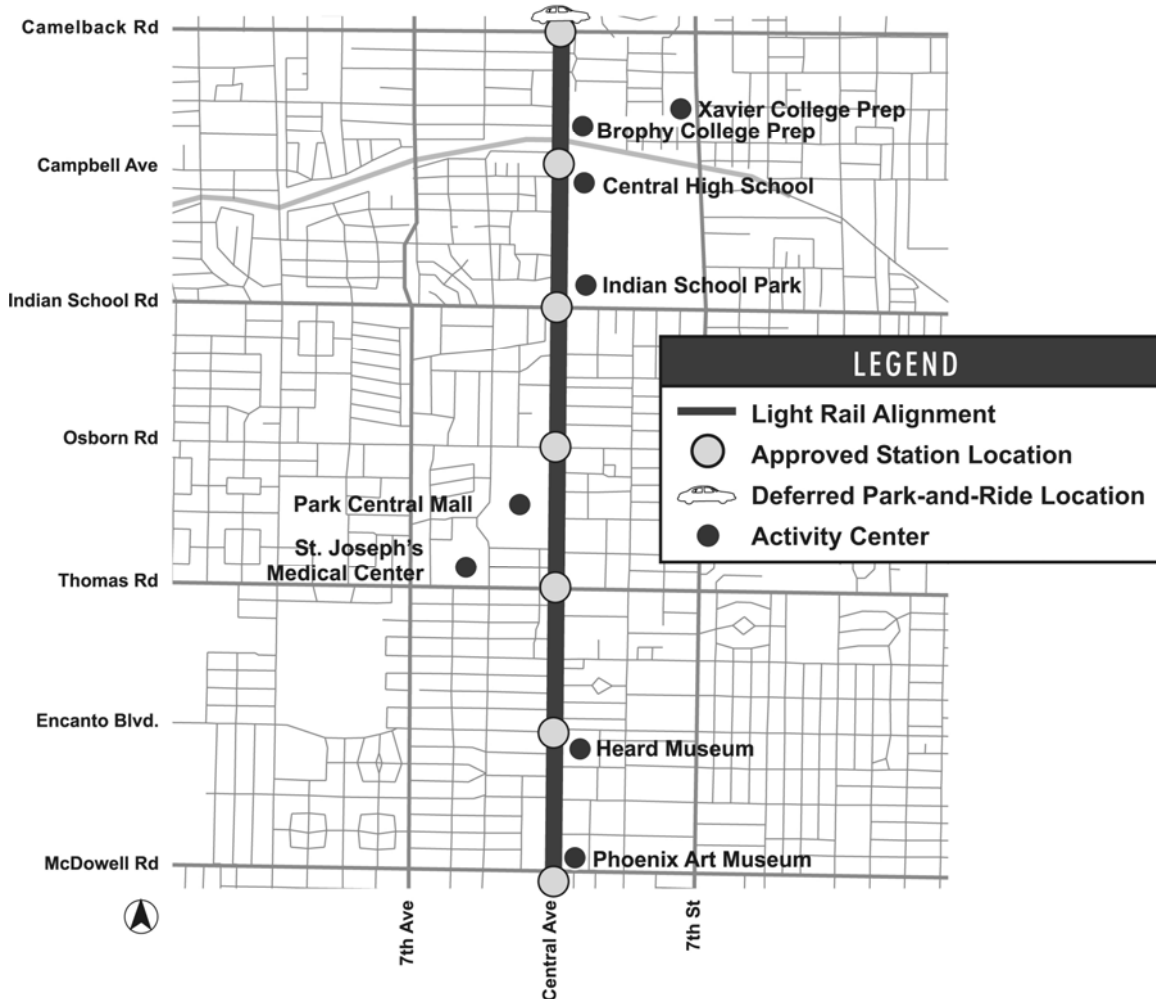


Description:		3.1.1 Line Section 1		
PE/PA:		Alvin Livingstone		
Contractor:		Kiewit Western Co.		
Resident Engineer:		Bill Blane		
Data Through:		June 30, 2007		
		5309	CNPA	Total
Cumulative				
1	Budget	\$37,951,658	\$10,533,342	\$48,485,000
2	Executed Change Orders	\$372,720	\$0	\$372,720
3	Budget Transfers	\$0	\$331,864	\$331,864
4	Current Budget (1+2+3)	\$38,324,378	\$10,865,206	\$49,189,584
5	Work Scheduled	\$27,538,954	\$8,196,727	\$35,735,681
6	Work Earned	\$17,871,893	\$3,380,267	\$21,252,160
7	Actual Expenditures	\$17,648,655	\$3,379,053	\$21,027,708
8	Forecast to Complete Base (4-7)	\$20,675,723	\$7,486,153	\$28,161,876
9	Change Orders Pending Execution	\$442,972	\$10,071	\$453,043
10	Forecast at Completion (7+8+9)	\$38,767,350	\$10,875,277	\$49,642,627
11	Percent Budget Expended (7/4)	46.1%	31.1%	42.7%
12	Percent Planned (5/4)	71.9%	75.4%	72.6%
13	Earned Percent Complete (6/4)	46.6%	31.1%	43.2%
14	Schedule Performance (6/5)	0.65	0.41	0.59
15	Cost Performance (6/7)	1.01	1.00	1.01
16	Contingency Budget	\$1,963,056	\$44,811	\$2,007,867
17	Remaining Contingency	\$1,590,336	\$44,811	\$1,635,147
18	Percent Contingency Remaining (17/16)	81.0%	100.0%	81.4%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	-\$221,605	\$0	-\$221,605
3	Budget Transfers	\$0	-\$233,487	-\$233,487
4	Current Budget (1+2+3)	\$38,324,378	\$10,865,206	\$49,189,584
5	Work Scheduled (Cumm - Last Period)	\$1,557,443	\$451,903	\$2,009,346
6	Work Earned (Cumm - Last Period)	\$2,673,242	\$252,641	\$2,925,883
7	Actual Expenditures (Cumm - Last Period)	\$2,668,017	\$252,207	\$2,920,224
8	Forecast to Complete Base (4-7)	\$35,656,361	\$10,612,999	\$46,269,360
9	Change Orders Pending Execution	\$217,535	\$254,005	\$471,540
10	Forecast at Completion (7+8+9)	\$38,541,913	\$11,119,211	\$49,661,124
11	Percent Budget Expended (7/4)	7.0%	2.3%	5.9%
12	Percent Planned (5/4)	4.1%	4.2%	4.1%
13	Earned Percent Complete (6/4)	7.0%	2.3%	5.9%
14	Schedule Performance (6/5)	1.72	0.56	1.46
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Line Section 2

LINE SECTION 2



Description

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

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



Progress

- Herzog continued to install infrastructure from Indian School to McDowell, and continued with the installation of the last three offset manholes Catch basin installation and sanitary sewer installations at Encanto intersection, Vernon to Hoover and Osborne to Columbus is ongoing. Herzog also continued the installation of water mains from Osborn to Thomas, scheduling water shutdowns to transfer water service from old mains to the new mains. They also removed water mains from Palm Lane to McDowell and Indian School to Indianola.
- Herzog has placed a total of 8800-feet of guideway to date. They continue to remove and replace non-compliant welds and place guideway curbs and devil strip, guideway crossing through Central into the Camelback Station, and gaps where welds were replaced.
- Herzog continues to work on guideway grading, duct bank installation, placement of OCS foundations and rail installation between Indian School and Mitchell, and from Palm Lane to the south end of project.
- Herzog has completed the excavation, installation of infrastructure, OCS foundations, grounding grid and placement of forms for the Thomas Station Platform foundation.
- Herzog continues to work on the roadway widening, clear/grub, demolition of curb/gutter, sidewalks and placement of new curb and gutter, sidewalks, walls, water services, street lights and traffic signals from Camelback Road south to McDowell. Herzog placed AC Pavement south lanes at Camelback Station Crossing and removed roadway north bound lanes from Camelback to Pierson, Turney to Glenrosa, and Indian School to Indianola
- Herzog continues to work on installing sidewalk, sandstone borders, tree wells, and is currently working on the installation of landscaping, relocation of palm trees, landscape installation at various locations.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- Utility conflicts continue to occur. METRO is working diligently with Herzog and the City in a proactive coordinated effort to resolve impacts in an expedited manner.
- METRO and Herzog are discussing a re-sequencing of infrastructure to improve the schedule for guideway turnover.
- 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. Variances have been issued and Change Notices issued to resolve some of the conflicts.

Construction Photographs



Installing Sanitary Sewer



Installing San Stone borders



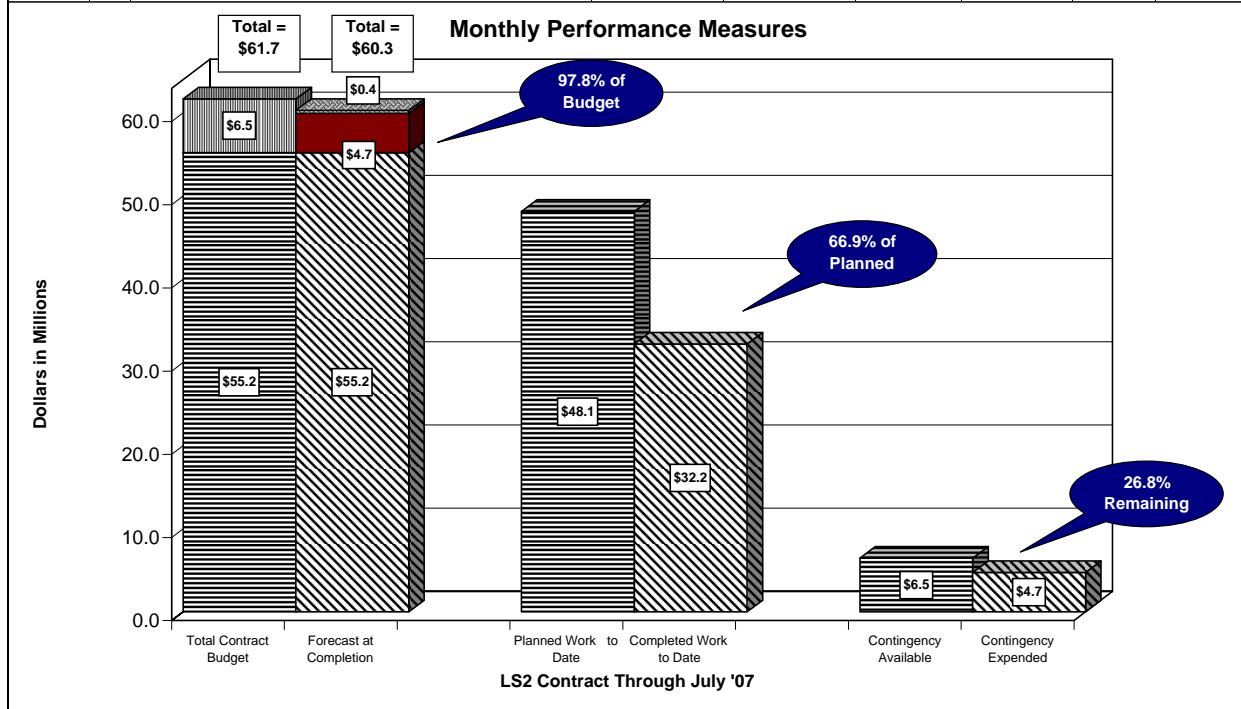
Sub Grade preparation Palm Lane
to South end of Project



Placement of ADA /Sidewalk ramps

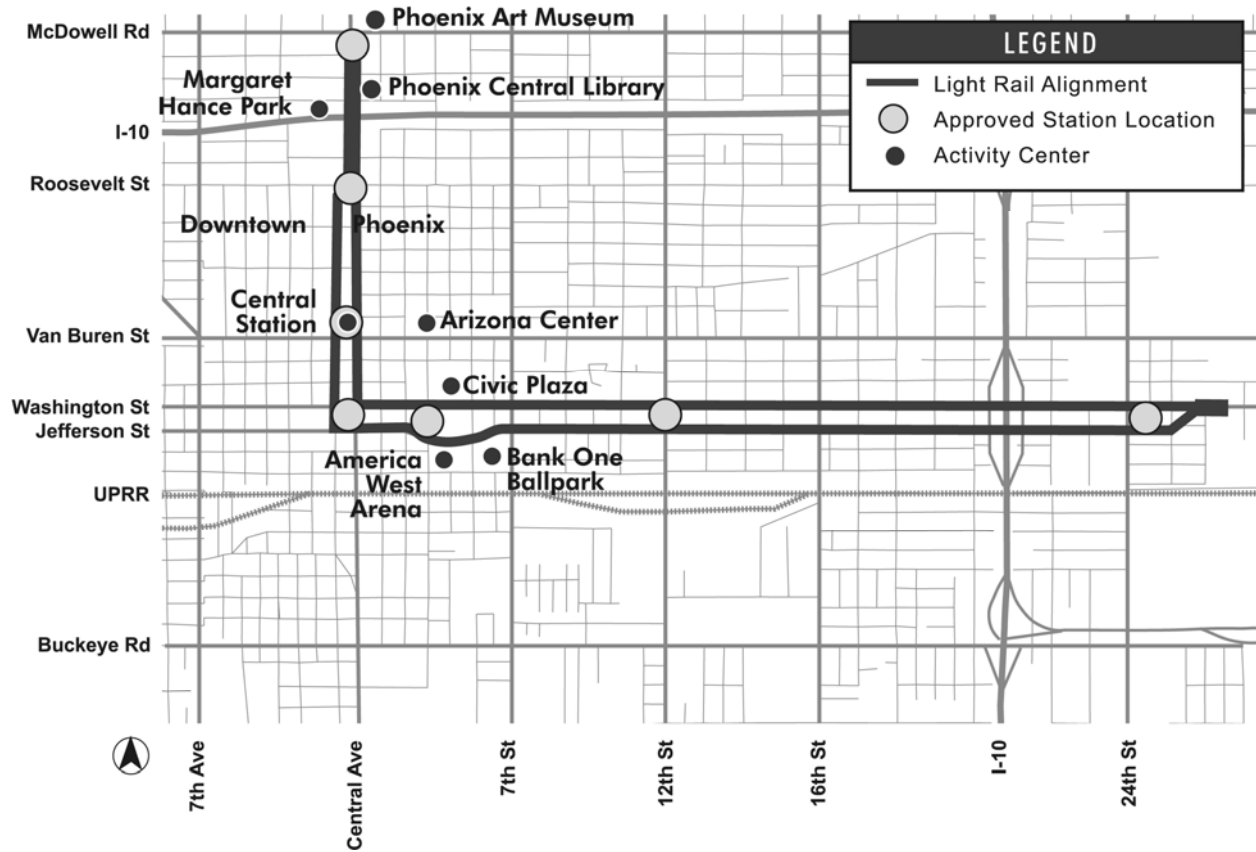


Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		June 30, 2007		
Cumulative				
		5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$6,762,248	\$55,187,372
2	Executed Change Orders	\$4,734,963	\$65,668	\$4,800,631
3	Budget Transfers		-\$67,824	-\$67,824
4	Current Budget (1+2+3)	\$53,160,087	\$6,760,092	\$59,920,179
5	Work Scheduled	\$41,783,394	\$6,361,372	\$48,144,766
6	Work Earned	\$28,028,154	\$4,169,214	\$32,197,368
7	Actual Expenditures	\$28,027,675	\$4,079,405	\$32,107,080
8	Forecast to Complete Base (4-7)	\$25,132,412	\$2,680,687	\$27,813,099
9	Change Orders Pending Execution	\$284,800	\$65,559	\$350,359
10	Forecast at Completion (7+8+9)	\$53,444,887	\$6,825,651	\$60,270,538
11	Percent Budget Expended (7/4)	52.7%	60.3%	53.6%
12	Percent Planned (5/4)	78.6%	94.1%	80.3%
13	Earned Percent Complete (6/4)	52.7%	61.7%	53.7%
14	Schedule Performance (6/5)	0.67	0.66	0.67
15	Cost Performance (6/7)	1.00	1.02	1.00
16	Contingency Budget	\$6,450,401	\$13,293	\$6,463,694
17	Remaining Contingency	\$1,715,438	\$13,293	\$1,730,887
18	Percent Contingency Remaining (17/16)	26.6%	100.0%	26.8%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$2,737,670	\$0	\$2,737,670
3	Budget Transfers	\$0	-\$365,634	-\$365,634
4	Current Budget (1+2+3)	\$53,160,087	\$6,760,092	\$59,920,179
5	Work Scheduled (Cumm - Last Period)	\$2,313,302	\$294,058	\$2,607,360
6	Work Earned (Cumm - Last Period)	\$5,274,997	\$639,541	\$5,914,538
7	Actual Expenditures (Cumm - Last Period)	\$5,276,302	\$501,325	\$5,777,627
8	Forecast to Complete Base (4-7)	\$47,883,785	\$6,258,767	\$54,142,552
9	Change Orders Pending Execution	-\$2,573,084	\$366,944	-\$2,206,140
10	Forecast at Completion (7+8+9)	\$50,587,003	\$7,127,036	\$57,714,039
11	Percent Budget Expended (7/4)	9.9%	7.4%	9.6%
12	Percent Planned (5/4)	4.4%	4.3%	4.4%
13	Earned Percent Complete (6/4)	9.9%	9.5%	9.9%
14	Schedule Performance (6/5)	2.28	N/A	2.27
15	Cost Performance (6/7)	0	0	0
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Line Section 3

LINE SECTION 3



Description

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

The work anticipated in this construction contract includes demolition, relocation of public utilities, corrosion control facilities, roadway and drainage modifications, station platform foundations, installation of systems duct bank and conduits, streetlights, traffic signals, OCS pole foundations, irrigation, landscaping, traffic signing, pavement marking, preparation of track bed and installation of embedded track. It also includes modifications of existing structures at the Deck Park Bridge, Renaissance II Garage, Arizona Science Center/CPEG Pedestrian Bridge and ADOT I-10 Washington-Jefferson Interchange.



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

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

Progress

- Archer Western Contractors (AWC) is continuing utility construction in segments 9 through 12 and 15, installing storm sewer, sanitary sewer and water services. AWC is continuing to install traffic features and wiring on traffic signals in segments 11 through 15. Additionally, AWC is proceeding with OCS foundations, flatwork and irrigation work as required along ROW and stations.
- AWC is continuing working their day and night crews five ten-hour shifts a week, with sidewalk crews working on Saturdays in the Copper Square area to expedite restoration of the downtown area.
- The McDowell Station foundation is scheduled for completion in October 2007. Eleven of the twelve station foundations have been substantially completed and the Station Finishes contractor has started work on the majority of them.
- AWC currently has four rail headings in progress throughout the alignment and has installed approximately 35,000 linear feet of guideway. AWC is preparing Jefferson from 1st Avenue to 7th Street for rubberized paving. The 11th Street loop modification work is contingent upon the City of Phoenix's (COP) council review and approval in September.
- COP Water Services contractor is continuing with installation of 12-inch water line on Central from Roosevelt to Fillmore to accommodate the demands of the proposed ASU facilities. This work is now scheduled for a September completion.
- AWC is placing roadway paving and sidewalk throughout the alignment.

Cost and Schedule – Variance Analysis

- AWC and METRO continue negotiations concerning the master schedule milestone revision change order and requests for equitable adjustments. The current progress schedule indicates the contractor has completed 69 percent of the work.

Issues and Solutions

- Bi-weekly meetings with the system integration contractor are being held to address any design conflicts and coordination issues. Meetings are being held at the field office to better effect contractor communication with the LS3 contractor and TES/S&C contractor.

Construction Photographs



Roadway paving at 7th/Jefferson



DPP Kiosk installation on 1st Avenue



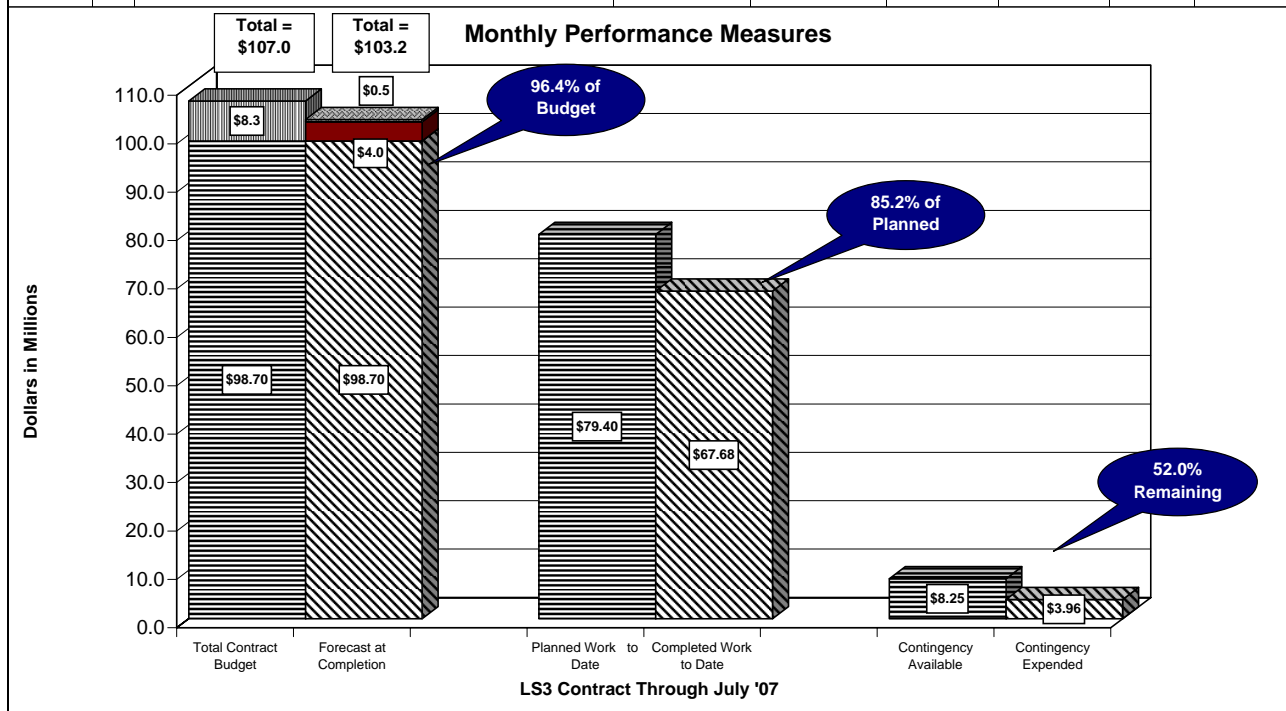
Jefferson frontage road subgrade preparation



Jefferson frontage road paving

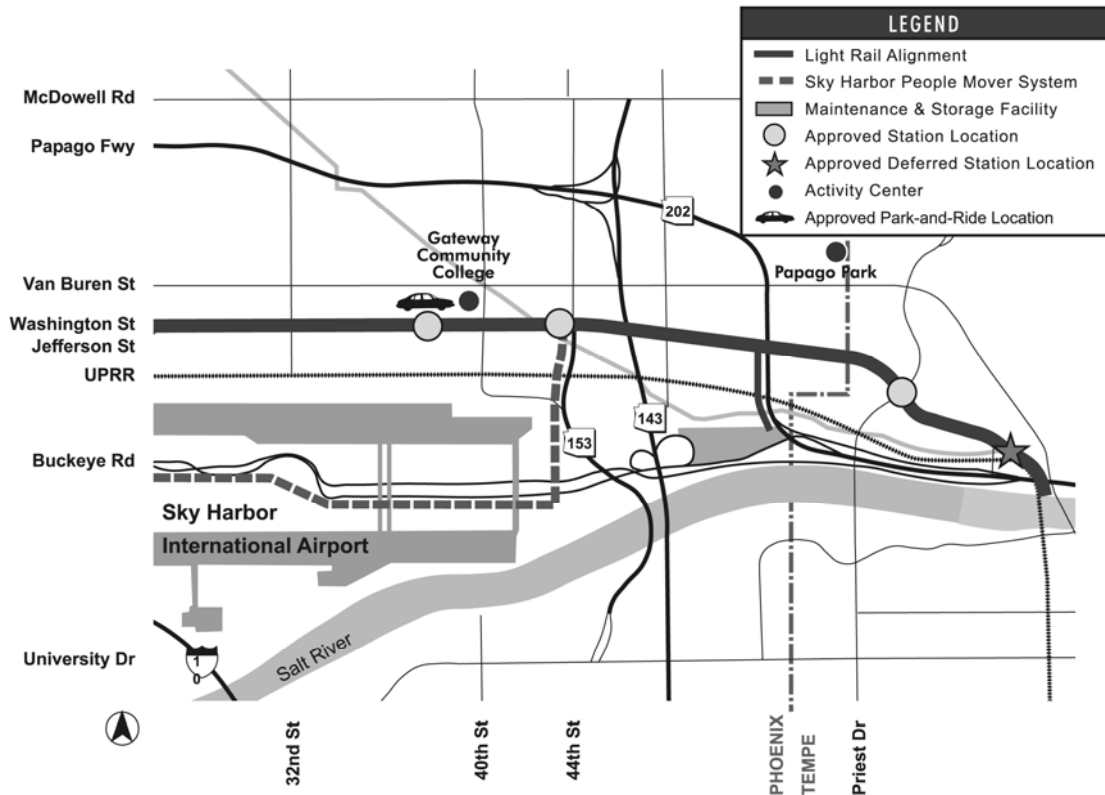


Description:		3.1.3 Line Section 3		
PE/PA:		William Gustafson		
Contractor:		Archer Western		
Resident Engineer:		William Atesis		
Data Through:		June 29, 2007		
Cumulative		5309	CNPA	Total
1	Budget	\$79,248,617	\$19,452,352	\$98,700,969
2	Executed Change Orders	\$2,398,230	\$389,065	\$2,787,295
3	Budget Transfers	\$0	\$1,176,267	\$1,176,267
4	Current Budget (1+2+3)	\$81,646,847	\$21,017,684	\$102,664,531
5	Work Scheduled	\$64,194,491	\$15,209,495	\$79,403,986
6	Work Earned	\$53,810,854	\$13,871,900	\$67,682,754
7	Actual Expenditures	\$54,290,500	\$13,916,071	\$68,206,571
8	Forecast to Complete Base (4-7)	\$27,356,347	\$7,101,613	\$34,457,960
9	Change Orders Pending Execution	\$310,877	\$178,908	\$489,785
10	Forecast at Completion (7+8+9)	\$81,957,724	\$21,196,592	\$103,154,316
11	Percent Budget Expended (7/4)	66.5%	66.2%	66.4%
12	Percent Planned (5/4)	78.6%	72.4%	77.3%
13	Earned Percent Complete (6/4)	65.9%	66.0%	65.9%
14	Schedule Performance (6/5)	0.84	0.91	0.85
15	Cost Performance (6/7)	0.99	1.00	0.99
16	Contingency Budget	\$7,848,232	\$402,730	\$8,250,962
17	Remaining Contingency	\$5,450,002	\$377,445	\$4,287,400
18	Percent Contingency Remaining (17/16)	69.4%	93.7%	52.0%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$702,854	\$48,788	\$751,642
3	Budget Transfers	\$0	\$66,942	\$66,942
4	Current Budget (1+2+3)	\$81,646,847	\$21,017,684	\$102,664,531
5	Work Scheduled (Cumm - Last Period)	\$3,314,778	\$639,497	\$3,954,275
6	Work Earned (Cumm - Last Period)	\$2,918,962	\$815,945	\$3,734,907
7	Actual Expenditures (Cumm - Last Period)	\$2,937,353	\$813,182	\$3,750,535
8	Forecast to Complete Base (4-7)	\$78,709,494	\$20,204,502	\$98,913,996
9	Change Orders Pending Execution	-\$659,854	-\$3,230	-\$663,084
10	Forecast at Completion (7+8+9)	\$80,986,993	\$21,014,454	\$102,001,447
11	Percent Budget Expended (7/4)	3.6%	3.9%	3.7%
12	Percent Planned (5/4)	4.1%	3.0%	3.9%
13	Earned Percent Complete (6/4)	3.6%	3.9%	3.6%
14	Schedule Performance (6/5)	0.88	1.28	0.94
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget	\$6,398,232	\$1,231,072	\$7,629,304
17	Remaining Contingency	\$5,695,378	\$1,115,342	\$6,810,720
18	Percent Contingency Remaining (17/16)	89.0%	90.6%	89.3%



Line Section 4

LINE SECTION 4



Description

Line Section 4 guideway is approximately 5.4 miles from 26th and Washington Street to the northern limit of Tempe Town Lake. The work includes demolition, relocation of water and sewer lines, roadway improvements, drainage modifications, sidewalk and landscaping, streetlights, installation of traffic control signals, LRT station platform foundations, systems duct bank and conduits, OCS pole foundations, preparation of the tracked and sub drains, installations of track and special trackwork including the portion of the LRT Tempe Town Lake Bridge, and replacement of the Washington Street Bridge over the Grand Canal. There are three light rail stations located on Washington Street at 38th Street, 44th Street and Priest Drive.

Progress

- Tempe Town Lake Bridge: The installation of the track expansion joints and anchors is nearing completion.
- Town Lake Bridge to 44th Street: Work remains to connect two irrigation controllers to the SRP power grid. Work continues on the last few punch list items for the City of Phoenix (COP) traffic signals and the punch list work continues in the City of Tempe (COT) traffic signals.



- Forty-Fourth Street to 40th Street: Grouting of the right track on the Washington Street Bridge over the Grand Canal is substantially complete. This work still remains on the left track.
- Fortieth Street to 38th Street: The guideway slab from 40th and 38th Streets, including the 38th Street intersection, has been completed. The intersection is reopened to traffic.
- Thirty-Eighth Street to 36th Street: Final inspection and hand-over of the 38th Street Station is in progress. Construction of the devil strip has started. Excavation for the modified OSC foundations is complete.
- Thirty-Sixth Street to 34th Street: Backfill of the devil strip has begun. Construction of the modified OSC foundations is in progress.
- Thirty-Fourth Street to 30th Street: Slot paving along the guideway curbs has started and is progressing well. Street widening along the north side of Washington Street between 32nd Street and 32nd Place as well as at 30th is nearing completion. Demolition for street widening began at the northwest corner of 32nd Street.
- Thirtieth Street to 26th Street: Curb/gutter, driveway, sidewalk and bus stop construction is now substantially complete along the south side of Washington Street between 28th and 26th Streets. Installation of the roof drainage piping for the ADOT building on Parcel 3741 is complete. The rack drainage piping, CSD installation, and OSC foundations is complete within the guideway between 28th and 26th Streets. Guideway construction has begun at the 28th Street intersection. The last LS4 guideway section was excavated across 30th Street to 28th Street. Installation of CSD is in progress and construction of the OSC foundations were completed between 30th and 28th Streets. The bathtub for crossovers 4-1/4-2 was completed and the crossovers 4-3/4-4 bathtub construction is in progress.

Cost and Schedule – Variance Analysis

- Line Section 4's successful on time completion of Milestones 1, 2 and 3A have been integrated into the follow-on contractor's schedules to determine forecasts for train and line testing and overall project completion in December 2008.
- Milestone Number 3B (44th to 26th Streets) will be subdivided to reflect portions of the line with early completion of track guideway. This will allow early starts by follow-on contractors.
- Milestone 3C for completion of track guideway from 44th to 26th Streets will likely complete ahead of the scheduled milestone of October 5, 2007.
- Milestone Number 4 was completed as scheduled on June 15, 2007
- Overall project completion: Milestone F is on schedule for a timely completion of December 27, 2008.

Issues and Solutions

- None.

Construction Photographs



Sidewalk Construction at 26th Street



Slot Paving at the 32nd Street Intersection



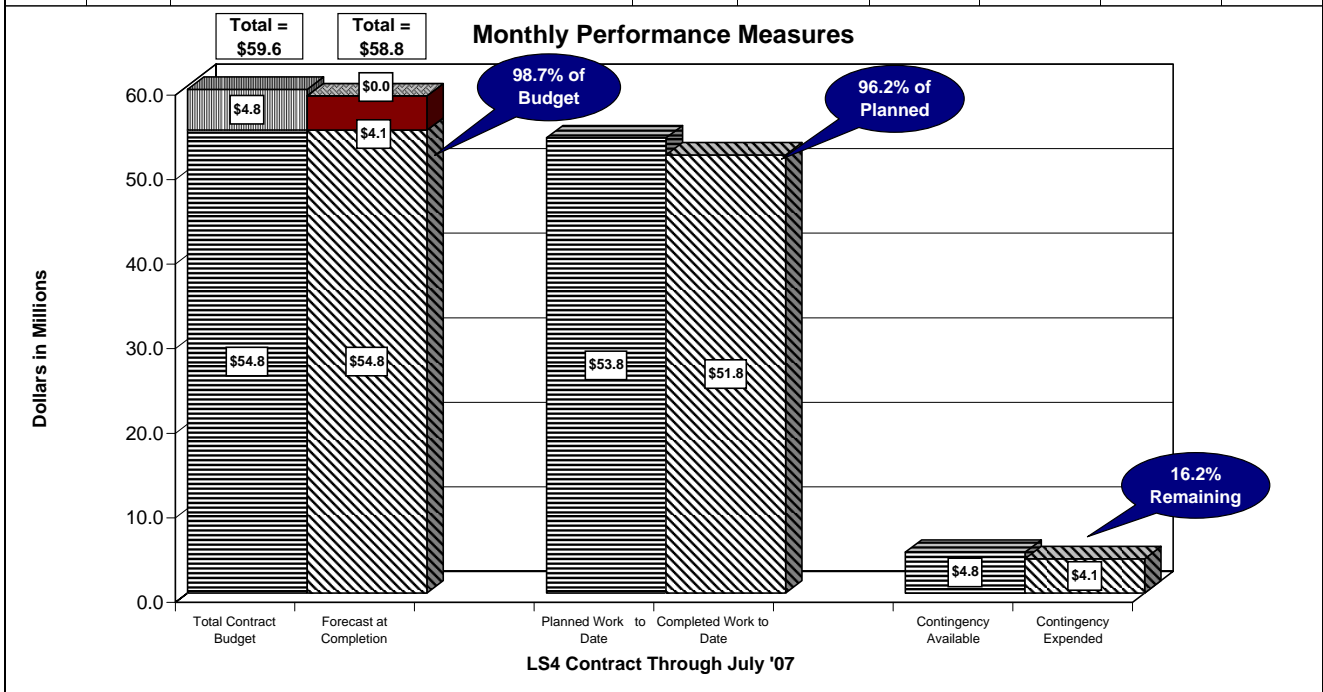
Track Expansion Joint Installation on the
Tempe Town Lake Bridge



Placing Elastomeric Grout at the
Washington Street Bridge

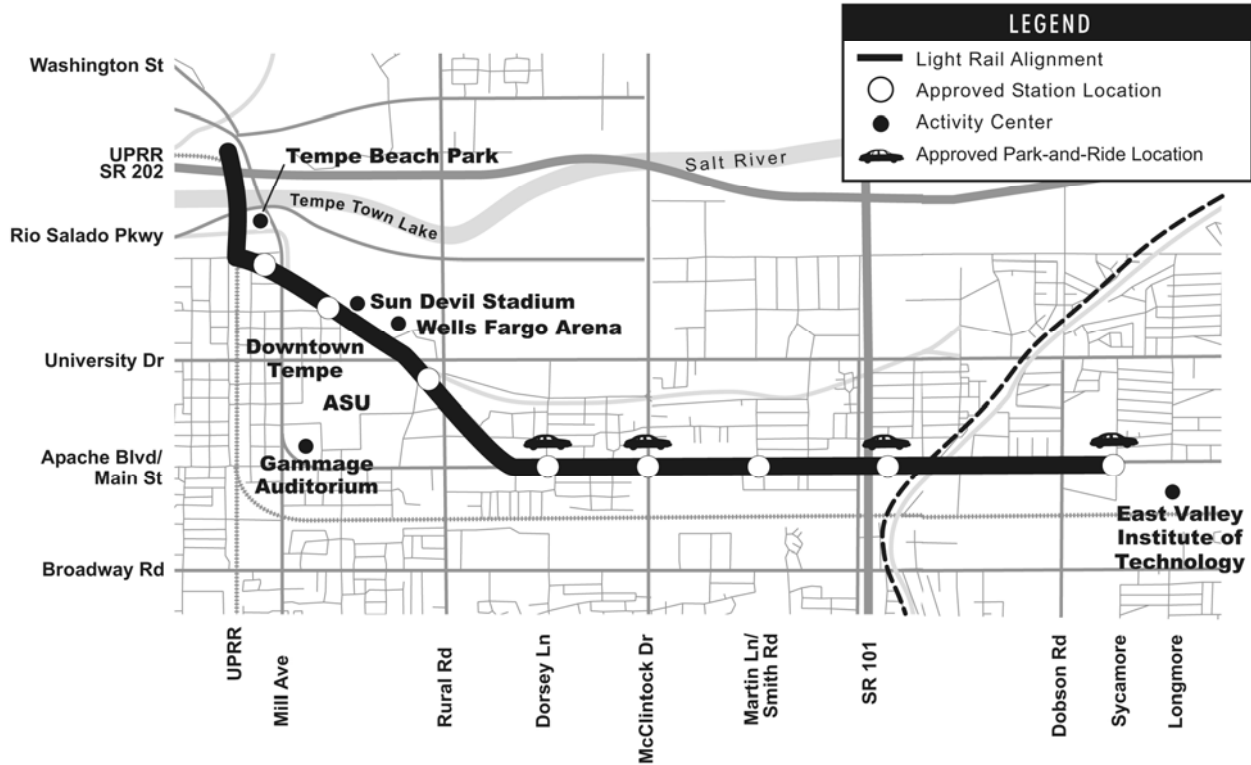


Description:		3.1.4 Line Section 4		
PE/PA:		Avrum Loewenstein		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Frank Aber		
Data Through:		June 30, 2007		
Cumulative		5309	CNPA	Total
1	Budget	\$47,869,894	\$6,880,853	\$54,750,747
2	Executed Change Orders	\$4,050,683	\$1,238,336	\$5,289,019
3	Budget Transfers	-\$625,000	\$2,289,298	\$1,664,298
4	Current Budget (1+2+3)	\$51,295,577	\$10,408,487	\$61,704,064
5	Work Scheduled	\$45,395,437	\$8,449,658	\$53,845,095
6	Work Earned	\$43,188,049	\$8,621,159	\$51,809,208
7	Actual Expenditures	\$44,582,137	\$8,502,045	\$53,084,182
8	Forecast to Complete Base (4-7)	\$6,713,440	\$1,906,442	\$8,619,882
9	Change Orders Pending Execution	\$361,663	\$7,164	\$368,827
10	Forecast at Completion (7+8+9)	\$51,657,240	\$10,415,651	\$62,072,891
11	Percent Budget Expended (7/4)	86.9%	81.7%	86.0%
12	Percent Planned (5/4)	88.5%	81.2%	87.3%
13	Earned Percent Complete (6/4)	84.2%	82.8%	84.0%
14	Schedule Performance (6/5)	0.95	1.02	0.96
15	Cost Performance (6/7)	0.97	1.01	0.98
16	Contingency Budget	\$4,662,188	\$172,633	\$4,834,821
17	Remaining Contingency	\$611,505	\$172,633	\$784,138
18	Percent Contingency Remaining (17/16)	13.1%	100.0%	16.2%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$38,025	\$0	\$38,025
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$51,295,577	\$10,408,487	\$61,704,064
5	Work Scheduled (Cumm - Last Period)	\$1,258,419	\$60,257	\$1,318,676
6	Work Earned (Cumm - Last Period)	\$1,900,429	\$103,664	\$2,004,093
7	Actual Expenditures (Cumm - Last Period)	\$2,190,009	\$108,443	\$2,298,452
8	Forecast to Complete Base (4-7)	\$6,713,440	\$1,906,442	\$8,619,882
9	Change Orders Pending Execution	\$224,850	\$5,199	\$230,049
10	Forecast at Completion (7+8+9)	\$9,128,299	\$2,020,084	\$11,148,383
11	Percent Budget Expended (7/4)	4.3%	1.0%	3.7%
12	Percent Planned (5/4)	2.5%	0.6%	2.1%
13	Earned Percent Complete (6/4)	3.7%	1.0%	3.2%
14	Schedule Performance (6/5)	1.51	1.72	1.52
15	Cost Performance (6/7)	0.87	0.96	0.87
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, beginning at the 1st Street grade crossing in Tempe and progressing down the former Creamery Branch of the UPRR in Tempe, across Mill Avenue, and behind the Mission Palms resort. From there, it runs along Stadium Drive across Rural Road down Terrace Road to Apache Boulevard. It then proceeds east on Apache Boulevard and enters the City of Mesa, where it terminates in the vicinity of Main Street and Sycamore near the Tri-city Mall property.

The construction work in this contract includes demolition, relocation of public utilities, roadway and drainage modifications, station platform foundations, installation of systems duct bank and conduits, street lights, traffic signals, OCS pole foundations, preparation of track bed, and installation of embedded track. Stations are located in Tempe at 3rd and Mill, 5th and College, University and Rural, Apache and Dorsey, Apache and McClintock, Apache and Smith-Martin, Apache and Price Freeway; and in Mesa at Main and Sycamore.

Progress

- The Contractor has installed approximately 29,900 track feet of embedded track, with scheduled weekly placements until completion.
- The Contractor is coordinating with follow-on contractors in various locations in Milestone A2 since its substantial completion.



- The Contractor has completed the track along Apache Boulevard to the Milestone B2 limit, and is progressing with track placements eastward from the Tempe Police Substation.
- The Contractor is continuing with placement of the McClintock Station foundation, and has completed the grounding grid for the Smith-Martin station.
- The Contractor is nearing completion of the work on the sides and approaches of the Apache over Loop 101 Bridge.
- The Contractor continued street widening from the Tempe Canal Bridge to Sycamore, and completed the intersection and crossing at Roosevelt.
- The Contractor continued utility relocations and street light and traffic signal foundation installations eastward from the Tempe Canal Bridge to Sycamore Street in the City of Mesa.

Cost and Schedule – Variance Analysis

- Milestone A2 is substantially complete. Milestone B2 has been revised to August 28, 2007, and is on schedule. Milestones C2 through F2 are being challenged by utility relocation delays. The Contractor's acceleration proposal to offset these delays has been negotiated and accepted by the Agency. The change order to execute the acceleration is in progress.

Issues and Solutions

- The Contractor has faced significant challenges with existing utilities along the alignment eastward from McClintock Drive. Most of these utility relocations were not previously noted in the drawings, or accommodated in the schedule. The Contractor has also had to wait on third-party utilities to relocate their assets. The Agency is working to expedite the third-party utility relocations.
- Utility relocations by SRP-Power along Apache Boulevard in Tempe and along Main Street in Mesa have delayed street widening efforts and trackway work along this corridor. It appears SRP was eight months later than originally projected in completing this work, and now has additional relocations in the Main Street/Dobson Road area. SRP-Irrigation relocations were delayed due to design and easement issues, and the relocation along the north side of Apache Boulevard, recently completed, took significantly longer than expected. SRP redesigns for Mesa were released at the end of July, with start of work scheduled for August 20th. The Contractor has devoted significant resources to resolving exiting utility conflicts that would have impaired the SRP realignment. The Contractor also has altered scheduled work sequences to enable third-party utilities to complete their relocation work expeditiously.
- While known utility conflicts expected to impact the project are nearing an end, the Contractor is still providing significant additional support work to facilitate third party utility relocations, and to resolve conflicts with city and private utilities. This continues to draw Contractor resources from guideway production. Maintaining contingency funding in the project budget remains critical for resolution of utility issues. While resolution of specific utility issues and coordination of work are addressed weekly in the LS5 Utilities

Coordination meeting, utility company participation is dwindling, requiring more day to day coordination by field and METRO staff.

- Maintenance of traffic flow throughout the project area continues to be a challenge, especially in coordinating guideway security in completed areas where follow-on contractors are working. Close coordination with local cities and ADOT is still required for closures and for shifting traffic patterns and has, thus far, resulted in workable production schemes.
- Public support for the project remains reasonably good. The Contractor has continued positive efforts to assure stakeholder support through advance notices and rapid resolution of stakeholder concerns. The monthly Community Advisory Board meeting was placed on recess by the Agency during July, but a 100 percent rating is still anticipated for this quarter. The METRO public involvement personnel assigned to the Project continue to provide excellent and critical support in conflict avoidance and resolution.

Construction Photographs



Dorsey Station and Track,
Milestone B



Apache Boulevard at McClintock Station,
Milestone B



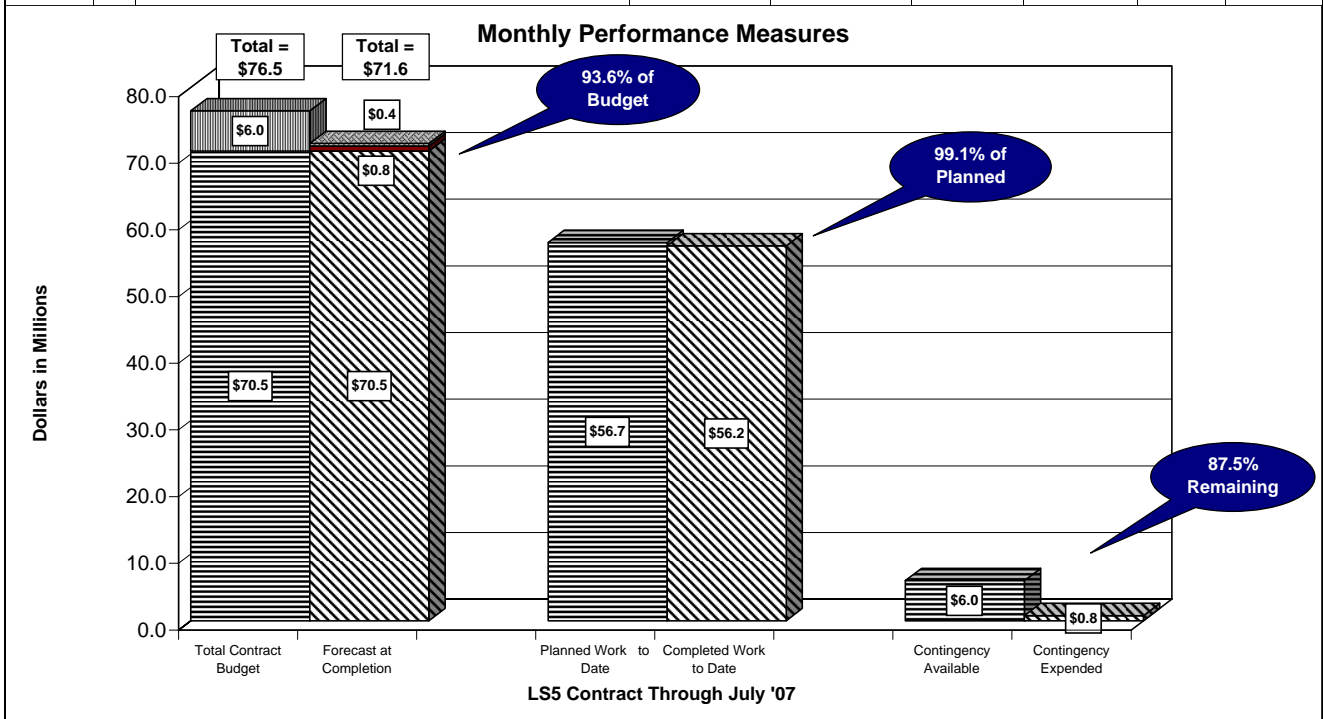
Removing Center Streetlights in Mesa,
Milestone E2



Utility Work in Mesa,
Milestone F2



Description:		3.1.5 Line Section 5		
PE/PA:		Brian Buchanan		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Sam Graham		
Data Through:		July 15, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$1,573,317	\$70,456,286
2	Executed Change Orders	\$749,862	\$221,829	\$971,691
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,632,831	\$1,795,146	\$71,427,977
5	Work Scheduled	\$55,085,859	\$1,631,647	\$56,717,506
6	Work Earned	\$55,235,343	\$983,749	\$56,219,092
7	Actual Expenditures	\$55,299,436	\$750,858	\$56,050,294
8	Forecast to Complete Base (4-7)	\$14,333,395	\$1,044,288	\$15,377,683
9	Change Orders Pending Execution	\$349,859	\$16,535	\$366,394
10	Forecast at Completion (7+8+9)	\$69,982,690	\$1,811,681	\$71,794,371
11	Percent Budget Expended (7/4)	79.4%	41.8%	78.5%
12	Percent Planned (5/4)	79.1%	90.9%	79.4%
13	Earned Percent Complete (6/4)	79.3%	54.8%	78.7%
14	Schedule Performance (6/5) (SPI)	1.00	0.00	0.99
15	Cost Performance (6/7) (CPI)	1.00	0.00	1.00
16	Contingency Budget	\$5,908,135	\$107,679	\$6,015,814
17	Remaining Contingency	\$5,158,273	\$106,767	\$5,265,040
18	Percent Contingency Remaining (17/16)	87.3%	99.2%	87.5%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	-\$29,666	\$0	-\$29,666
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$69,632,831	\$1,795,146	\$71,427,977
5	Work Scheduled (Cumm - Last Period)	\$2,856,881	\$27,676	\$2,884,557
6	Work Earned (Cumm - Last Period)	\$3,134,284	\$3,190	\$3,137,474
7	Actual Expenditures (Cumm - Last Period)	\$3,187,958	\$3,200	\$3,191,158
8	Forecast to Complete Base (4-7)	\$66,444,873	\$1,791,946	\$68,236,819
9	Change Orders Pending Execution	\$316,054	-\$2,119,024	-\$1,802,970
10	Forecast at Completion (7+8+9)	\$69,948,885	-\$323,878	\$69,625,007
11	Percent Budget Expended (7/4)	4.6%	0.2%	4.5%
12	Percent Planned (5/4)	4.1%	1.5%	4.0%
13	Earned Percent Complete (6/4)	4.5%	0.2%	4.4%
14	Schedule Performance (6/5)	1.10	0.00	1.09
15	Cost Performance (6/7)	0.00	0.00	0.00
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 remaining work was completed and accepted by METRO and the City of Phoenix in May 2007.

Cost and Schedule – Variance Analysis

- This contract was closed out after final completion, final acceptance and final payment.

Issues and Solutions

- None.

Town Lake Bridge



Description

The Town Lake Bridge consists of an 11-span structure with concrete deck and steel deck truss superstructure on concrete piers. The structure has an overall length of 1,546 feet. The North and South approaches to the bridge are of retained earth fill and are approximately 1,654 feet in total length. The construction work includes cast-in-place drilled shaft pier foundations to bedrock, cast-in-place concrete pier caps, concrete abutments, concrete retaining walls, a steel truss superstructure, cast-in-place concrete deck, specialty lighting, demolition, relocation of public utilities, roadway and drainage modifications, systems duct bank conduits, streetlights, OCS pole foundations, preparation of track embankment and installation of concrete track slab. Installation of direct fixation rail for both the approaches and the bridge is included in Line Section 4 contract.

Progress

- The Project is complete and the Contract has been closed as of March 2007.

Cost and Schedule – Variance Analysis

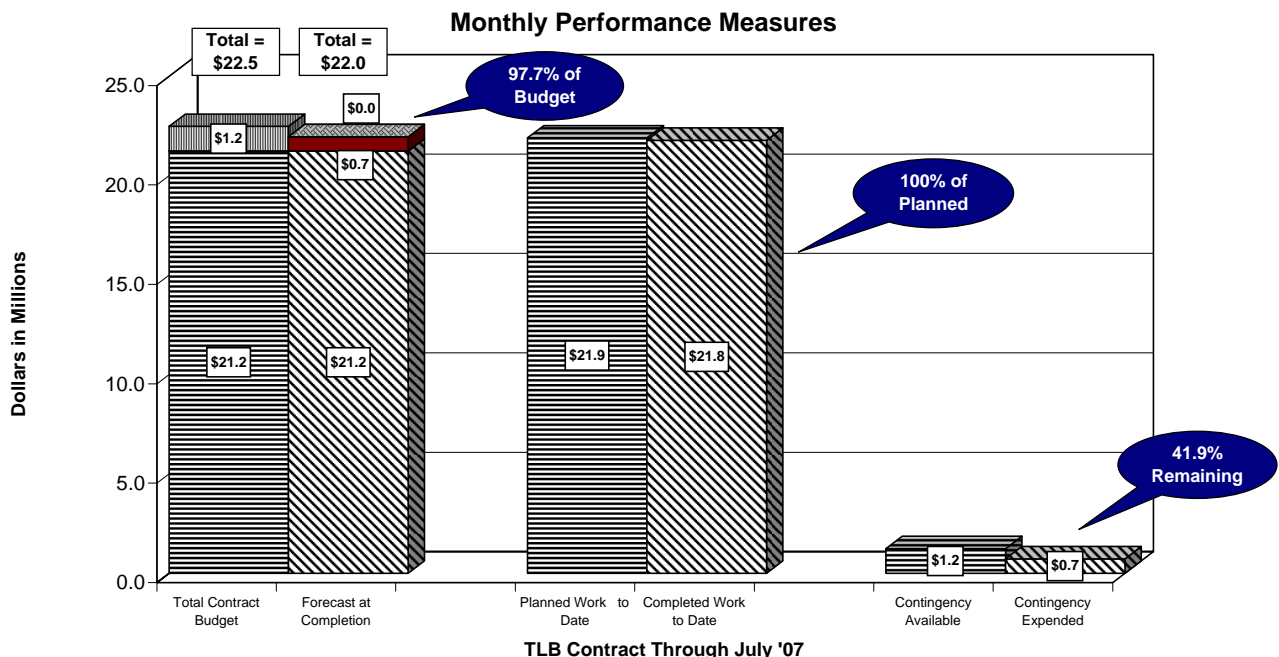
- This Contract has been closed.

Issues and Solutions

- None.



Description:		3.6.1 Town Lake Bridge		
PE/PA:		Bill Gustafson		
Contractor:		PCL Contractors		
Resident Engineer:		Joel Mona		
Data Through:		September 30, 2006		
Cumulative		5309	CNPA	Total
1	Budget	\$21,219,861	\$17,523	\$21,237,384
2	Executed Change Orders	\$722,891	\$0	\$722,891
3	Budget Transfers	-\$183,000	\$0	-\$183,000
4	Current Budget (1+2+3)	\$21,759,752	\$17,523	\$21,777,275
5	Work Scheduled	\$21,884,369	\$17,523	\$21,901,892
6	Work Earned	\$21,759,752	\$15,771	\$21,775,523
7	Actual Expenditures	\$21,759,752	\$15,771	\$21,775,523
8	Forecast to Complete Base (4-7)	\$0	\$1,752	\$1,752
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$21,759,752	\$17,523	\$21,777,275
11	Percent Budget Expended (7/4)	100.0%	90.0%	100.0%
12	Percent Planned (5/4)	100.0%	100.0%	100.6%
13	Earned Percent Complete (6/4)	100.0%	90.0%	100.0%
14	Schedule Performance (6/5)	0.99	0.90	0.99
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$1,242,400	\$1,402	\$1,243,802
17	Remaining Contingency	\$519,509	\$1,402	\$520,911
18	Percent Contingency Remaining (17/16)	41.8%	0.0%	41.9%
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)	\$21,759,752	\$17,523	\$21,777,275
5	Work Scheduled (Cumm - Last Period)	\$0	\$0	\$0
6	Work Earned (Cumm - Last Period)	\$0	\$0	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0	\$0
8	Forecast to Complete Base (4-7)	\$21,759,752	\$17,523	\$21,777,275
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$21,759,752	\$0	\$21,759,752
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	0.0%	0.0%	0.0%
13	Earned Percent Complete (6/4)	0.0%	0.0%	0.0%
14	Schedule Performance (6/5)	0.00	0.00	0.00
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$1,242,400	\$0	\$1,242,400
17	Remaining Contingency	\$519,509	\$0	\$519,509
18	Percent Contingency Remaining (17/16)	41.8%	0.0%	41.8%



Note: Contract complete

Operations and Maintenance Center



Description

The Operations and Maintenance Center (OMC) contract includes construction of Maintenance of Equipment (MOE) building, Maintenance of Way (MOW) building, Car Wash facility, Service and Cleaning facility, maintenance equipment and tools, entry station, track installation in the yard and shop areas, construction of yard lead track from the LRT mainline in Washington Street to the OMC site including a bridge over the UPRR railroad track and SRP Grand Canal, retaining walls and embankment, fill materials for site preparation, grading and drainage, drain channel and swales, culverts and underground drainage pipes, roadways, parking lots, landscaping, fencing, water mains for fire protection and domestic services, utility services, electrical ductbanks, OCS pole foundations, and systems ductbanks.

Progress

- Installation of the spray paint gun interlock system is now in progress.
- Training on the LRV wash equipment is complete.
- The site entrance lift gates have been installed, tested and complete.
- The Contractor continues to work on the remaining Completion List items.

Cost and Schedule – Variance Analysis

- The contract closeout and final acceptance activities are in progress.

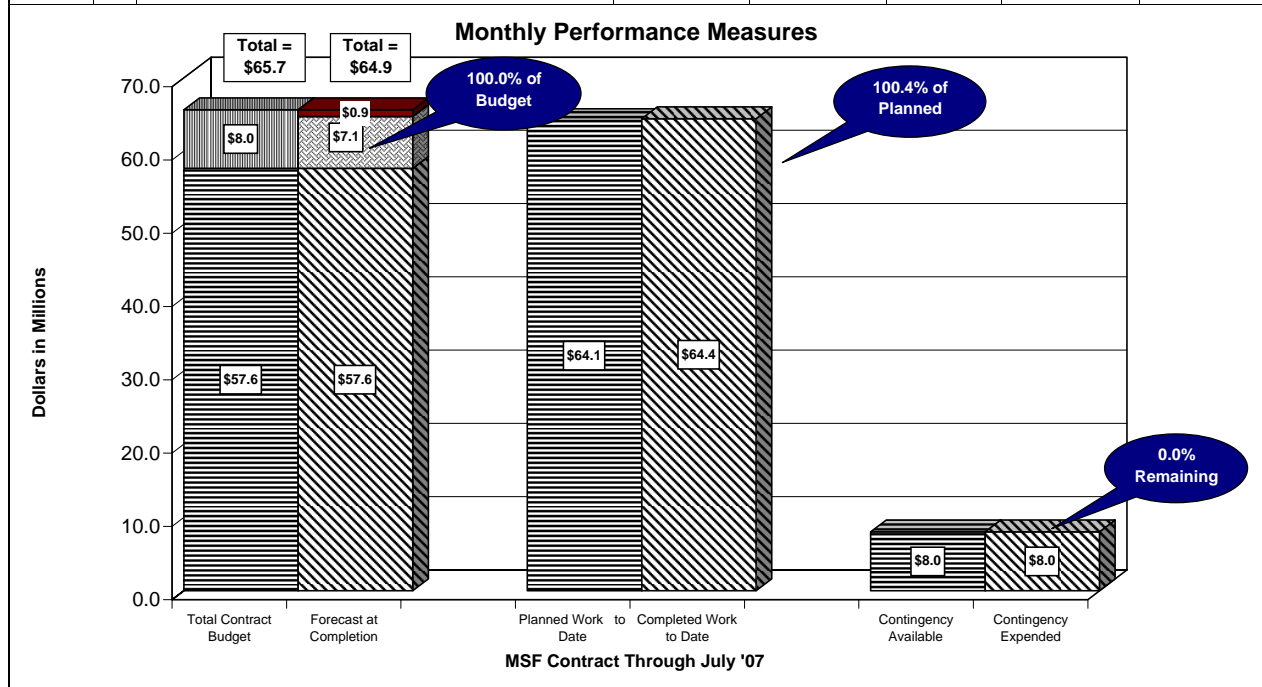


Issues and Solutions

- None.



Description:		3.5.1 Maintenance Support Facility/Operations and Maintenance Center	
PE/PA:		Avrum Loewenstein	
Contractor:		Sundt/Stacy Witbeck	
Resident Engineer:		Brian Mason	
Data Through:		March 31, 2007	
		5309	Total
Cumulative			
1	Budget	\$57,637,721	\$57,637,721
2	Executed Change Orders	\$7,094,906	\$7,094,906
3	Budget Transfers	-\$257,984	-\$257,984
4	Current Budget (1+2+3)	\$64,474,643	\$64,474,643
5	Work Scheduled	\$64,149,604	\$64,149,604
6	Work Earned	\$64,406,243	\$64,406,243
7	Actual Expenditures	\$64,874,767	\$64,874,767
8	Forecast to Complete Base (4-7)	-\$400,124	-\$400,124
9	Change Orders Pending Execution	\$925,357	\$925,357
10	Forecast at Completion (7+8+9)	\$65,400,000	\$65,400,000
11	Percent Budget Expended (7/4)	100.6%	100.6%
12	Percent Planned (5/4)	99.5%	99.5%
13	Earned Percent Complete (6/4)	99.9%	99.9%
14	Schedule Performance (6/5)	1.00	1.00
15	Cost Performance (6/7)	0.99	0.99
16	Contingency Budget	\$8,020,263	\$8,020,263
17	Remaining Contingency	\$0	\$0
18	Percent Contingency Remaining (17/16)	0.0%	0.0%
Period			
1	Budget	N/A	N/A
2	Executed Change Orders	\$0	\$0
3	Budget Transfers	\$0	\$0
4	Current Budget (1+2+3)	\$64,149,604	\$64,149,604
5	Work Scheduled (Cumm - Last Period)	\$106,666	\$106,666
6	Work Earned (Cumm - Last Period)	\$0	\$0
7	Actual Expenditures (Cumm - Last Period)	\$400,124	\$400,124
8	Forecast to Complete Base (4-7)	\$63,749,480	\$63,749,480
9	Change Orders Pending Execution	\$1,084,536	\$1,084,536
10	Forecast at Completion (7+8+9)	\$65,234,140	\$65,234,140
11	Percent Budget Expended (7/4)	0.6%	0.6%
12	Percent Planned (5/4)	0.2%	0.2%
13	Earned Percent Complete (6/4)	0.0%	0.0%
14	Schedule Performance (6/5)	0.00	0.00
15	Cost Performance (6/7)	0.00	0.00
16	Contingency Budget		
17	Remaining Contingency		
18	Percent Contingency Remaining (17/16)		



Note: No update submitted during the reporting period; adjustments ongoing for final close-out

Park-and-Ride



Description

Surface Park-and-Rides (PNR) are proposed at eight sites along the alignment, 3,439 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

- METRO Procurement continues to analyze an appropriate way to initiate the Park and Ride construction contract.
- The Developer for the McClintock/Apache site has processed his Construction and Security plans thru METRO. METRO's comments have been accepted by the Developer.



Cost and Schedule – Variance Analysis

- The budget for all sites is \$15,104,339 with a contingency of \$1,208,300.
- A revised Engineers Estimate, June 2007, indicates a base cost (without soft costs) of \$25,000,000. A transfer of the McClintock/Apache cost to the private Developer would reduce the construction estimate for the six remaining sites to approximately \$22,300,000.

Issues and Solutions

- Monitoring of the private Developer’s progress for the McClintock/Apache site to assure that there are no less than 300 parking spaces available in December 2008.
- Issue notice to proceed dates for each site of no later than March 2008.

Park and Ride Construction Data

No.	Park and Ride Site	Number of Spaces	Notice to Proceed Date	Notes
1	Montebello/19 th Avenue	794	January 1, 2008	*
2	19 th Avenue/Camelback	410	January 1, 2008	*
3	Central/Camelback	135	February 1, 2008	*
4	38 th Street/Washington	189	TBD	
5	Dorsey/Apache (2-Sites)	190	TBD	By City of Tempe
6	McClintock/Apache--Garage	300	TBD	By Developer
7	Price Freeway/Apache	693	March 3, 2008	*
8	Sycamore/Main	802	TBD	
	Opening Day Total	3,513		

* Notice to Proceed Date is delayed due to a site’s current use as a Line Section construction yard.
 TBD: Notice to Proceed to be determined

Track Material Procurement



Description

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

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

Progress

- Girder Rail
- Embedded Special Trackwork
 - The Contractor continues to produce special trackwork castings and other miscellaneous materials for this contract.
- Three material deliveries were made during this month. The Contractor delivered three 100-Meter Crossovers (two for LS2 and one for LS5).

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 Photographs



Delivery of two 100-Meter Crossovers to the Contractor's Storage Yard at LS2



Delivery of two 100-Meter Crossovers to the Contractor's Storage Yard at LS2



Delivery of two 100-Meter Crossovers to the Contractor's Storage Yard at LS2



Delivery of two 100-Meter Crossovers to the Contractor's Storage Yard at LS2

Traffic Signal Procurement



Description

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

Progress

- All of traffic signal equipment for the five Line Section contracts initially ordered under these Purchase Orders has been delivered to METRO or directly to the Line Section contractors' storage yards.

Cost and Schedule – Variance Analysis

- No Change for this month, traffic signal procurement activities 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	\$ 965,112.00	\$ 668,893.30
COT Traffic System Upgrades	\$ 350,347.00	\$ 189,612.00
Traffic Signal Controller/Cabinets	\$ 2,910,916.75	\$ 2,629,229.26
LS 1 Traffic Signal Poles/Mast Arms (Phoenix -PO is completed)	\$ 209,144.33	\$ 209,144.31

Description	Contract/Budget Amount	Total Payments
LS 2 Traffic Signal Poles/Mast Arms (Phoenix - PO is completed)	\$ 309,685.98	\$ 309,685.97
LS 3 Traffic Signal Poles/Mast Arms (Phoenix -PO is completed)	\$ 1,425,604.91	\$ 1,321,686.32
LS 4 Traffic Signal Poles/Mast Arms (Phoenix - PO is completed)	\$ 369,069.21	\$ 360,469.21
LS 4 Traffic Signal Poles/Mast Arms (Tempe - PO is completed)	\$ 337,883.00	\$ 336,247.85
LS 5 Traffic Signal Poles/Mast Arms (Tempe – PO is completed)	\$ 941,912.82	\$ 859,942.43

Issues and Solutions

- No issues at this time.

Construction Photographs



Traffic Signal Poles and Mast Arms being issued to the LS3 Contractor



Traffic Signal Poles and Mast Arms being issued to the LS3 Contractor

Underfloor Wheel Profiling Machine



Description

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

Progress

- The installation of the machine is now underway and is more than 90 percent complete.

Cost and Schedule – Variance Analysis

- Wheel profiling machine activities are now behind schedule, but still within budget.

Issues and Solutions

- There is need for the Contractor to modify the machine because of a conflict with the LRV. The design and manufacturing of replacement parts is underway, but are not expected in Phoenix until the end of next month.

13. Systems

Automated Fare Collection System



Description

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

Progress

- Milestone 1 Progress - Complete.
- Milestone 2 Progress - Complete.
- Milestone 3 Progress - Awaiting completion and approval of Preliminary Design Review re-submittals from the Contractor.



- Milestone 4 Progress - Final Design Submittals completed. Awaiting review and approval of the Final Design Submittals. Planning Final Design Review Meeting week of August 6, 2007 at Contractor's Engineering Headquarters.

Cost and Schedule – Variance Analysis

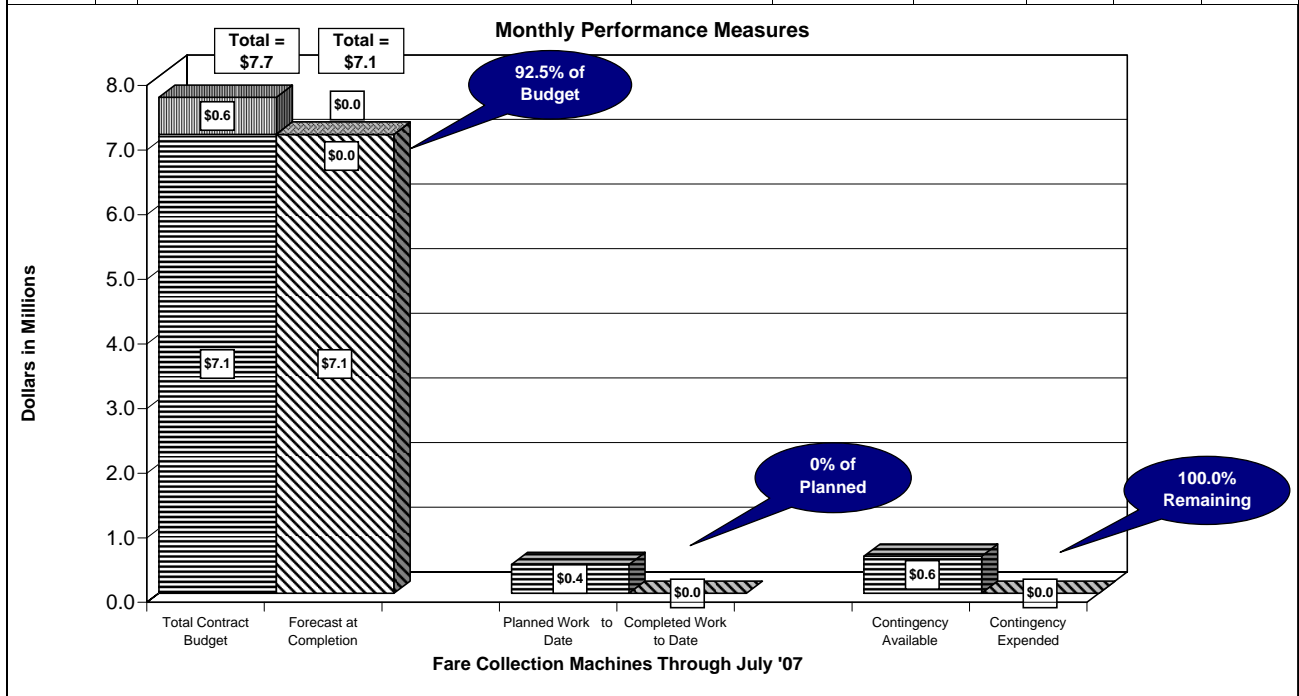
- Received first Monthly Progress Update. This submittal is currently being reviewed for compliance with the previous month's review comments and the contract specifications.

Issues and Solutions

- Ticket Validator Requirements. Agency re-evaluated the integrated ticket validator requirements and agrees with the Contractor's proposed design related to the independent operations of the ticket validator. This issue is now closed.
- Ticket Vending Machine Servicing Envelope. Continuing to await Contractor's concurrence of the revised layouts.



Description:		Fare Collection Machines
PE/PA:		Arkady Bernshtryn
Contractor:		Scheidt & Bachmann USA, Inc.
Resident Engineer:		Thomas Klings
Data Through:		July 31, 2007
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	\$446,865
6	Work Earned	\$0
7	Actual Expenditures	\$11,078
8	Forecast to Complete Base (4-7)	\$7,088,934
9	Change Orders Pending Execution	\$1,600
10	Forecast at Completion (7+8+9)	\$7,101,612
11	Percent Budget Expended (7/4)	0.2%
12	Percent Planned (5/4)	6.3%
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)	\$3,130
6	Work Earned (Cumm - Last Period)	\$0
7	Actual Expenditures (Cumm - Last Period)	\$11,078
8	Forecast to Complete Base (4-7)	\$7,088,934
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$7,100,012
11	Percent Budget Expended (7/4)	0.2%
12	Percent Planned (5/4)	0.0%
13	Earned Percent Complete (6/4)	0.0%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	
17	Remaining Contingency	
18	Percent Contingency Remaining (17/16)	



Light Rail Vehicle



Description

METRO has a Contract with KINKISHARYO International, L.L.C. (KI) for two prototype and forty eight production light rail vehicles (LRVs) for a total of fifty (50) LRVs. The contract includes prototype engineering, special tools and test equipment, training, spare parts and publications. The cars are 70 percent low-floor, double-articulated LRVs with two main “A” and “B” passenger sections and a mid “C” section, joined to form one single operating unit. There are four passenger doors on each side and an operators cab at each end. The LRVs are designed to be “street friendly” with energy absorbing bumpers and crashworthy cab ends.

Progress

- METRO is continuing review of submittals of Contract Data Requirement List items (CDRLs), the bulk of which are test procedures and reports as well as First Article Inspection (FAI) reports and Test Procedures.
- METRO held Design Review Meeting Number 24 with KI on June 20th and 21st. The next review is scheduled for August 2007. The main topics for presentation by KI and discussion were: special tools; spare parts; operator training course; application; closing open items; vehicle delivery schedule and GE and GeoFocus Interface.



- Changes for an Overhead Catenary System (OCS) Surveillance Camera Installation on two cars and an Automatic Passenger Counting System (APC) for the fleet have been processed.
- The following describes ongoing METRO resident inspection, quality assurance, manufacturing monitoring, and site surveillance activities at the Kinkisharyo factory in Osaka Japan (KS-J) during June 2007:
 - LRV Mass Production – 50 Trains are now in production.
 - An inspection of the interior is being performed and ongoing. No defects noted.
 - An inspection of the exterior paint and finish 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.
 - Concealment inspections were witnessed in two stages each for cars 139 and 148. 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.
- METRO resident inspections in Phoenix final assembly:
 - 15 Vehicles are in final assembly at the MOE.
 - LRV 101 thru 130 arrived at the OMC between December 2006 and June 2007. KI and METRO have just reached an agreement on two significant changes to the contract that affect activities that will be starting in the coming months. KI will perform vehicle final assembly in the OMC and KI will perform single car running tests on car 101 on METRO's designated test track. As documented in change order number 5, the test track was available on April 1, 2007.
 - Cars 101 thru 136 were shipped from Osaka and will arrive at the OMC for final assembly. Truck frames and components were also shipped from Osaka to Phoenix for final assembly. 36 trucks have been built for the 12 cars in final assembly.
 - Telephone, email and drawing exchange continue between KSJ and KI on carbody issues, testing procedures and schedules, subsystem interfaces and equipment mounting, interior design and equipment installation, systems application issues, material shipments, production schedule and CDRL items. The underfloor cross beam welding issues have been addressed and weld modifications are done or ongoing from cars 107 and above. Kinkisharyo Japan has sent a team to the United States and repairs to vehicles 103 through 106 are completed. This welding issue is completed on the entire fleet.

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. Contract remains within budget.

Issues and Solutions

- Elin is investigating gear box noise at their US manufacturing plant and here at the OMC. METRO is waiting for engineering reports regarding some parts shortages in June causing some schedule changes in August's schedule.

Construction Photographs



Vehicle Assembly



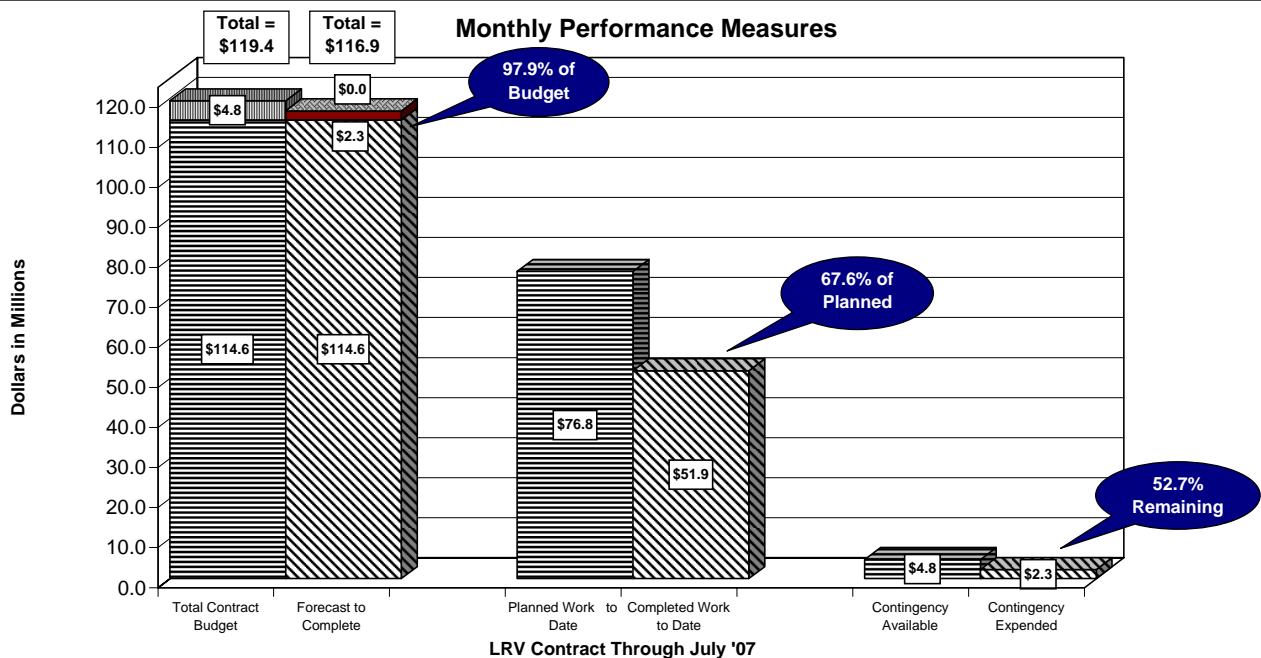
Truck Assembly



Vehicle Sections Waiting for Assembly



Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		May 31, 2007		
Cumulative				
		5309	COP Funded	Total
1	Original Budget	\$114,619,780	\$40,050,160	\$154,669,940
2	Executed Change Orders	\$2,255,676	\$0	\$2,255,676
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$116,875,456	\$40,050,160	\$156,925,616
5	Work Scheduled	\$76,779,712	N/A	\$76,779,712
6	Work Earned	\$51,928,932	N/A	\$51,928,932
7	Actual Expenditures	\$52,299,787	N/A	\$52,299,787
8	Forecast to Complete Base (4-7)	\$64,575,669	N/A	\$64,575,669
9	Change Orders Pending Execution	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$116,875,456	\$40,050,160	\$156,925,616
11	Percent Budget Expended (7/4)	44.7%	N/A	N/A
12	Percent Planned (5/4)	65.7%	N/A	N/A
13	Earned Percent Complete (6/4)	44.4%	N/A	N/A
14	Schedule Performance (6/5)	0.68	N/A	N/A
15	Cost Performance (6/7)	0.99	N/A	N/A
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$2,512,813	\$2,135,840	\$4,648,653
18	Percent Contingency Remaining (17/16)	52.7%	N/A	N/A
Period				
1	Original Budget	\$114,619,780	\$40,050,160	\$154,669,940
2	Executed Change Orders	\$750,000	\$0	\$750,000
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$116,875,456	\$40,050,160	\$156,925,616
5	Work Scheduled (Cumm - Last Period)	\$6,638,599	N/A	\$6,638,599
6	Work Earned (Cumm - Last Period)	\$0	N/A	\$0
7	Actual Expenditures (Cumm - Last Period)	\$10,312	N/A	\$10,312
8	Forecast to Complete Base (4-7)	\$116,865,144	N/A	\$116,865,144
9	Pending Changes	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$116,875,456	\$40,050,160	\$156,925,616
11	Percent Budget Expended (7/4)	0.0%	N/A	N/A
12	Percent Planned (5/4)	65.7%	N/A	N/A
13	Earned Percent Complete (6/4)	65.7%	N/A	N/A
14	Schedule Performance (6/5)	1.00	N/A	N/A
15	Cost Performance (6/7)	0.99	N/A	N/A
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$2,512,813	\$2,135,840	\$4,648,653
18	Percent Contingency Remaining (17/16)	52.7%	N/A	N/A



Note: COP Funded Data unavailable, performance date and graph represent only the Federal 5309 portion

Signals and Communications



Description

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

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

Progress

- Signal Buildings and Signal Cases
 - Installed all signal cases in the Contract.
 - Irrigation and landscaping is nearly complete at Signal Building Numbers 3, 4, and 6.



- Communications System
 - Site Specific Book of Plans Final Design Submittals are being resubmitted.
 - Completed communication device and wiring activities at 1st/Van Buren; Central/Van Buren; Central/Washington; 1st/Jefferson; 3rd/Jefferson station platforms. Awaiting rack equipment, rack terminations, and testing.
 - Fiber Installation - Awaiting delivery of fiber installation equipment.
 - Provided GeoFocus test data to Signals and Communications Contractor so that the vehicle systems interface can be developed.
- OCC Build Out
 - Currently performing punchlist activities for final inspection.
- Coordinating with other Contracts
 - LS5 - UPRR/1st Crossing. Received post-installation test report documentation. Forwarded to Agency for further processing.
 - Station Finishes. Station Finishes Contractor and Signals and Communications Contractor are performing joint pre-access inspection and walkthrough at available stations.
 - LRV Contractor. Provided logistical and hardware interface procedures to LRV Contractor to facilitate data radio protocol testing with GeoFocus on board the vehicles. Planning to test the data radio protocol system after vehicle qualification testing.

Cost and Schedule – Variance Analysis

- The contract is in the advanced stages of submittals, design and procurement with field construction work in progress. Field construction to date has included the civil and architectural parts of six signal buildings, signal equipment installation at five signal buildings and two shared substations, architectural work at the OCC, track bonding at OMC Yard, LS4 Yard Entrance and some mainline track areas, signaling equipment installation at the OMC Yard Entrance and at some intersections in Tempe, Signal Case installation and Communications Device installation at several LRT Passenger Stations.

Issues and Solutions

- Fiber and Microduct Installation. MEC procurement for blowing demonstration of microduct fiber has been postponed until August 2007 due to material procurement issues.

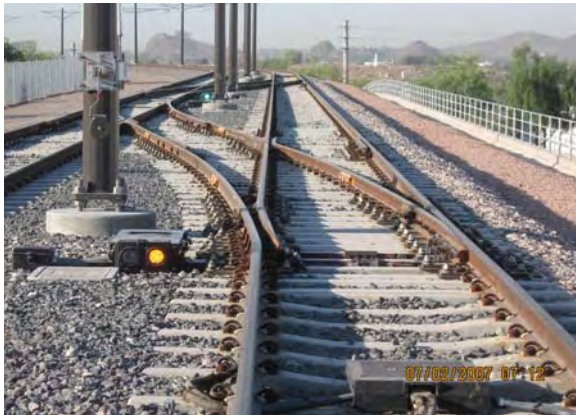
Construction Photographs



Signal Room Number 2
Installed Electrical Conduits



Signal Room Number 2
Installing Signal Rack Equipment



OMC Yard Lead
Testing Switch Position Indicators



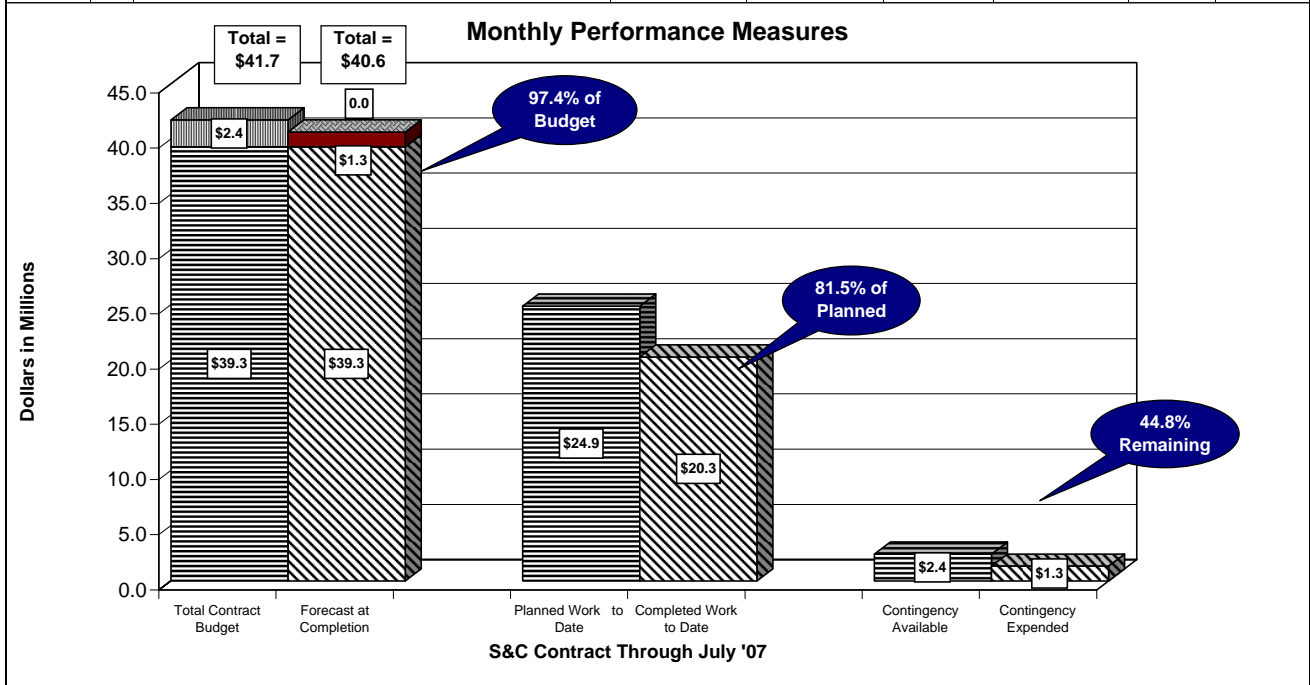
Pulling Communication Cable
at Station Communication Cabinets



Post-Installation Testing of Communication
Cables at 3rd/Jefferson Station



	Description:	3.7.4 Signals & Communications		
	PE/PA:	Leslee O' Conell		
	Contractor:	Mass Electric		
	Resident Engineer:	Steve Kyauk		
	Data Through:	June 15, 2007		
	Cumulative	5309	CNPA	Total
1	Original Budget	\$37,476,762	\$1,832,240	\$39,309,002
2	Executed Change Orders	\$1,257,441	\$78,561	\$1,336,002
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,734,203	\$1,910,801	\$40,645,004
5	Work Scheduled	\$24,592,341	\$290,243	\$24,882,584
6	Work Earned	\$19,929,295	\$341,372	\$20,270,667
7	Actual Expenditures	\$20,229,077	\$341,635	\$20,570,712
8	Forecast to Complete Base (4-7)	\$18,505,126	\$1,569,166	\$20,074,292
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$38,734,203	\$1,910,801	\$40,645,004
11	Percent Budget Expended (7/4)	52.2%	17.9%	50.6%
12	Percent Planned (5/4)	63.5%	15.2%	61.2%
13	Earned Percent Complete (6/4)	51.5%	17.9%	49.9%
14	Schedule Performance (6/5)	0.81	1.18	0.81
15	Cost Performance (6/7)	0.99	1.00	0.99
16	Contingency Budget	\$2,308,000	\$111,942	\$2,419,942
17	Remaining Contingency	\$1,050,559	\$33,381	\$1,083,940
18	Percent Contingency Remaining (17/16)	45.5%	29.8%	44.8%
	Period			
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$4,830	\$0	\$4,830
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,734,203	\$1,910,801	\$40,645,004
5	Work Scheduled (Cumm - Last Period)	\$1,139,973	\$16,606	\$1,156,579
6	Work Earned (Cumm - Last Period)	\$2,819,048	\$258,402	\$3,077,450
7	Actual Expenditures (Cumm - Last Period)	\$2,853,589	\$311,635	\$3,165,224
8	Forecast to Complete Base (4-7)	\$35,880,614	\$1,599,166	\$37,479,780
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$38,734,203	\$1,910,801	\$40,645,004
11	Percent Budget Expended (7/4)	7.4%	16.3%	7.8%
12	Percent Planned (5/4)	2.9%	0.9%	2.8%
13	Earned Percent Complete (6/4)	7.3%	13.5%	7.6%
14	Schedule Performance (6/5)	2.47	15.56	2.66
15	Cost Performance (6/7)	0.99	N/A	0.97
16	Contingency Budget	\$2,308,000	\$111,942	\$2,419,942
17	Remaining Contingency	\$1,050,559	\$33,381	\$1,083,940
18	Percent Contingency Remaining (17/16)	45.5%	29.8%	44.8%



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 850 VDC. The nominal height of the OCS above the roadway is 18-feet, 6-inches.

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

Progress

- Traction Power Substation Number 1
 - Installation of wall mounted equipment and cable trays/raceways progressed.
 - Installation of irrigation lines commenced.
- Traction Power Substation Number 2
 - Concrete placed for curbs.
 - Installation of TPSS Equipment commenced.



- Traction Power Substation Number 3 and 4
 - Installation of TPSS Equipment progressed.
 - Concrete placed for building stoops.
- Traction Power Substation Numbers 5, 6, and 7
 - Installation of HVAC System progressed.
 - Installation of raceways/cable trays progressed.
 - Installation of landscaping and irrigation progressed.
- Traction Power Substation Number 8
 - Ground grid retrofit has been completed.
- Traction Power Substations Numbers 9, 15, and 16
 - Ongoing punchlist work is being performed. These substations are currently being used by the Vehicle Manufacturer to supply power for vehicle testing.
- Traction Power Substation Number 10
 - Repaired damaged dielectric floor.
 - Installation of HVAC System commenced.
- Traction Power Substation Number 11
 - Installation of wall mounted equipment and bus duct continued.
 - Installation of HVAC System commenced.
- Traction Power Substation Number 12
 - Ground grid installed.
 - Installation of conduits, ductbanks, and manholes commenced.
- Traction Power Substation Number 13
 - Roof installation has been completed.
 - Application of dielectric floor has been completed.
 - HVAC duct installation commenced.
- Traction Power Substation Number 14
 - Installation of conduits, ductbanks, and manholes commenced.
- Overhead Contact System
 - OMC Yard and Test Track (Wire Runs 35 through 38) is complete.



- Punchlist work is being performed on an ongoing basis.
- Wire Run 36 pre-reinstallation inspection has been performed.
- LS1 16th Avenue to Minnezona Ave (Wire Runs 5 through 8)
 - Installation of OCS Poles progressed.
- LS3 Fillmore Street to 10th Street (Wire Runs 19 through 22) and 20th Street to 26th Street (Wire Runs 27 and 28)
 - Installation of OCS Poles progressed.
- LS4 Center Parkway to 1st Street (Wire Runs 41 and 42).
 - Installation of OCS Poles commenced.
- LS5 1st Street to Rural Road (Wire Runs 43 to 46)
 - Installation of OCS Poles progressed.
- LS5 Rural Road to Martin Lane (Wire Runs 47 to 50)
 - Installation of OCS Poles and pole bands progressed.
- Site Access/Permits
 - All traction substation building permits have been issued. The remaining permits are for fire alarm systems in the City of Phoenix. These are requested through DSD within 6 months of alarm activation, so the permit does not expire.
- Coordination with other Contracts/Entities
 - Ongoing coordination meetings are being held with the Facility Contractors on an as-needed basis.

Cost and Schedule – Variance Analysis

- The contract is in the final stages of design, procurement and material delivery. Field construction progress to date has included the civil and architectural parts of all sixteen traction power substations, TPSS electrical equipment installation in thirteen of the traction power substations, OCS components installation in the OMC yard, OMC shop and Line Sections 1, 3, 4 and 5. Start up testing and commissioning has been done at the OMC and LS4 Test Track areas.

Issues and Solutions

- Mitigation Schedule. A change order which revises the milestone and access dates was returned by the Contactor unsigned. The Agency is currently revising the milestone and access dates one more time prior to issuing the Contractor a unilateral change order.
- TPSS/LRV Compatibility Issue. MEC's subcontractor, Siemens, has completed their onsite testing which took place during the week of July 9, 2007 and will advise the Agency of their findings once their analysis is completed.

Construction Photographs



TPSS Number 1 – Installation of Irrigation line



TPSS Number 14 – Concrete Placement for APS Conduits



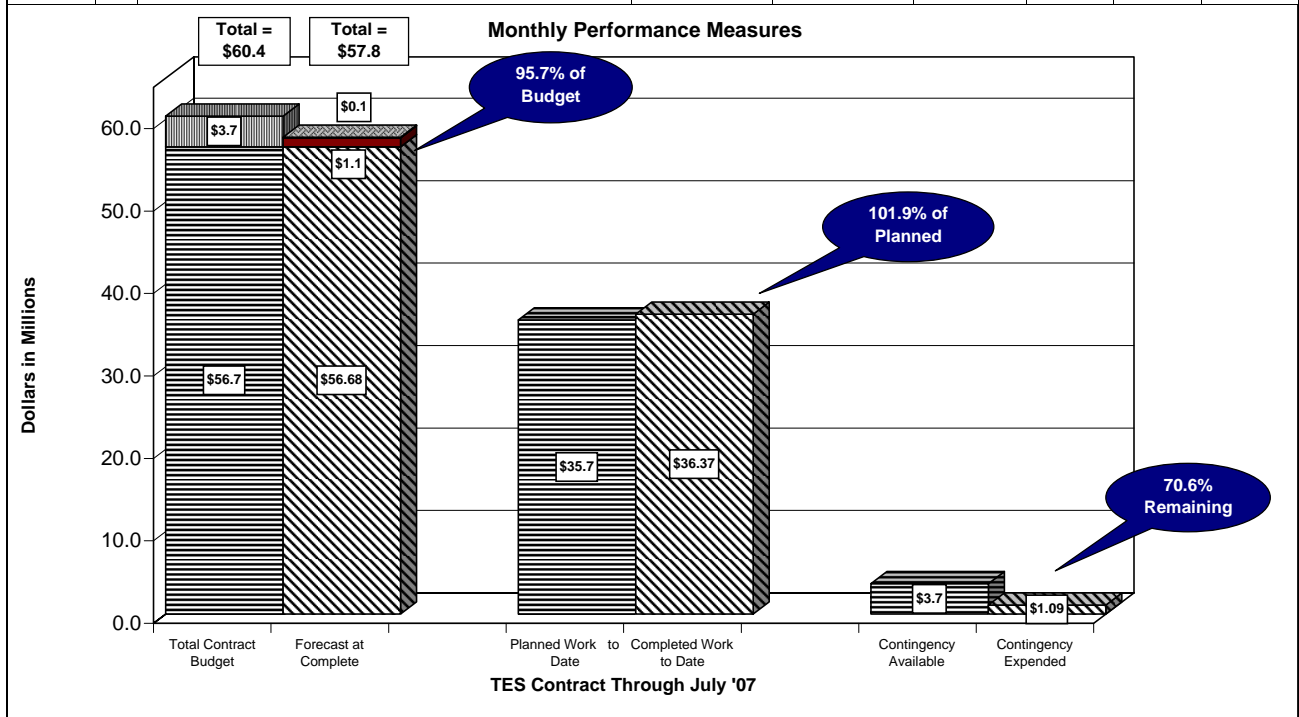
LS3 – OCS Pole Installation



LS4 – OCS Pole Band Installation



Description:		3.7.3 Traction Electrification Systems	
PE/PA:		Alan Friend	
Contractor:		Mass Electric Corporation	
Resident Engineer:		Ron Wong	
Data Through:		July 15, 2007	
Cumulative		5309	
1	Budget	\$56,681,003	
2	Executed Change Orders	\$1,093,239	
3	Budget Transfers	\$0	
4	Current Budget (1+2+3)	\$57,774,242	
5	Work Scheduled	\$35,684,839	
6	Work Earned	\$36,374,977	
7	Actual Expenditures	\$36,335,409	
8	Forecast to Complete Base (4-7)	\$21,438,833	
9	Change Orders Pending Execution	\$68,603	
10	Forecast at Completion (7+8+9)	\$57,842,845	
11	Percent Budget Expended (7/4)	62.9%	
12	Percent Planned (5/4)	61.8%	
13	Earned Percent Complete (6/4)	63.0%	
14	Schedule Performance (6/5)	1.02	
15	Cost Performance (6/7)	1.00	
16	Contingency Budget	\$3,721,000	
17	Remaining Contingency	\$2,627,761	
18	Percent Contingency Remaining (17/16)	70.6%	
Period			
1	Budget	N/A	
2	Executed Change Orders	\$4,217	
3	Budget Transfers	\$0	
4	Current Budget (1+2+3)	\$57,774,242	
5	Work Scheduled (Cumm - Last Period)	\$1,467,795	
6	Work Earned (Cumm - Last Period)	\$4,918,165	
7	Actual Expenditures (Cumm - Last Period)	\$1,452,166	
8	Forecast to Complete Base (4-7)	\$56,322,076	
9	Change Orders Pending Execution	\$78,603	
10	Forecast at Completion (7+8+9)	\$57,852,845	
11	Percent Budget Expended (7/4)	2.5%	
12	Percent Planned (5/4)	2.5%	
13	Earned Percent Complete (6/4)	8.5%	
14	Schedule Performance (6/5)	N/A	
15	Cost Performance (6/7)	N/A	
16	Contingency Budget	\$3,721,000	
17	Remaining Contingency	\$2,627,761	
18	Percent Contingency Remaining (17/16)	70.6%	





Rail Activation/System Integration

Description

The Rail Activation Plan was developed in June, 2006 to outline the process and organizational approach that METRO will employ to oversee the testing and start-up of the 20 mile light rail CP/EV system. The Rail Activation process is used to transition the Light Rail Project from the construction phase, through testing, pre-revenue operations, and finally into revenue service. The Rail Activation Team is a diverse group of Transit professionals which consists of METRO staff from Operations, Maintenance, System Engineering, Safety/Security, and Media relations, along with CAC, PMC, GEC and City staff.

This same group will participate in and oversee the System Integration process, which is the final testing process before sections of the alignment can be activated for use. The System Integrated tests are designed to prove that the various systems within the alignment work well together and meet design criteria. The primary goal of the Rail Activation Team is to ensure the project achieves revenue operations in a timely and safe manner.

Presently, the primary focus of the Rail Activation Team is the OMC yard and test track area. The test track has been defined as the area just east of Highway 143 to 56th Street.

Progress

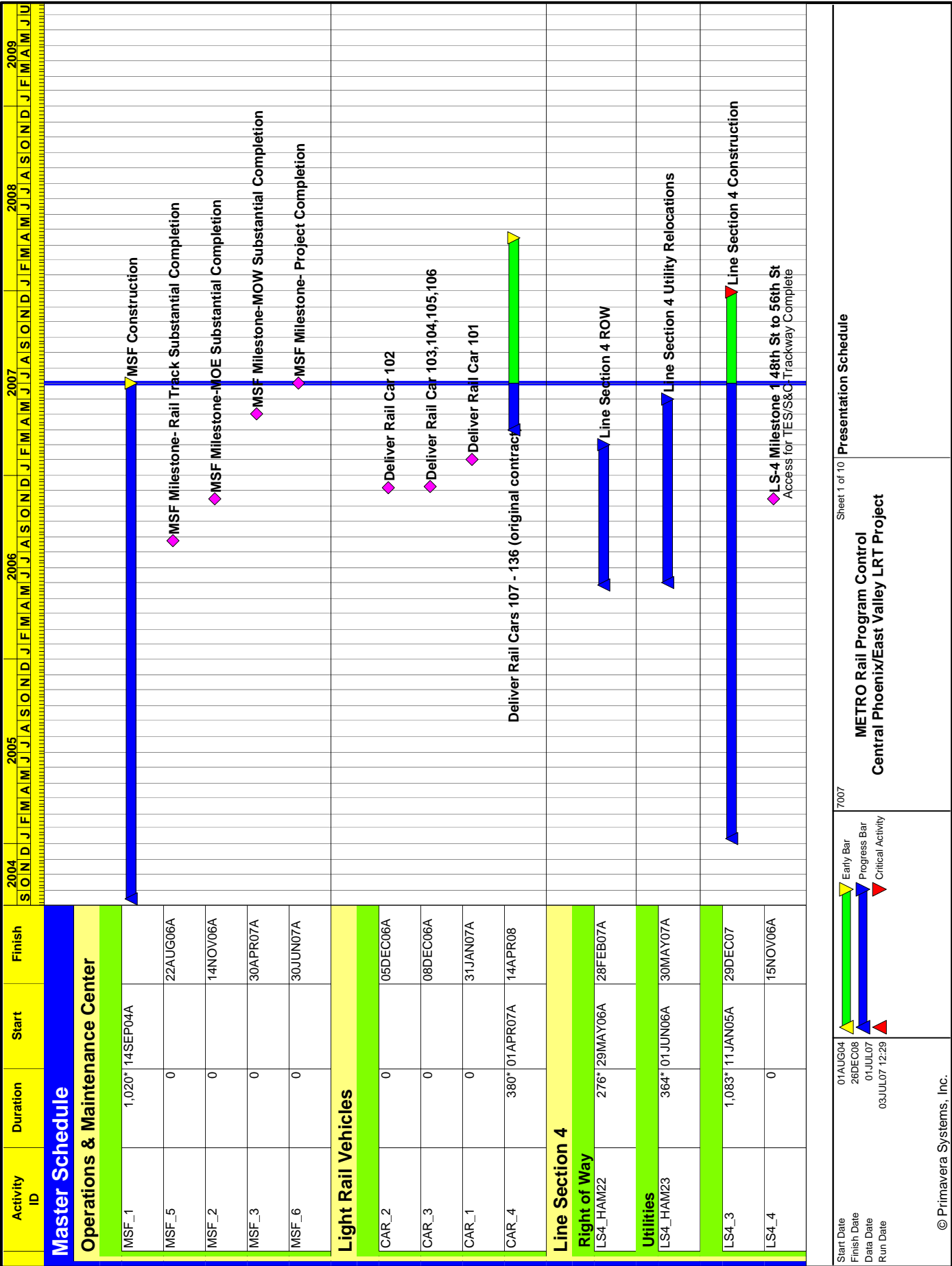
- METRO and consulting staffs are developing test plans and procedures related to track allocation, rail/wheel interface, clearance and LRV dynamic testing.
- METRO Operations and Maintenance Personnel (including contractors) and consulting staff have completed numerous walk-throughs of the test track. Similar activities are planned with the City of Phoenix Police Department to finalize the traffic management safety plan.
- METRO staff has occupancy of the Operations and Maintenance Center (OMC).
- OMC Yard and Test Track Activation Schedule
 - A Clearance cart was produced by Mass Electric for dynamic clearance testing through out the alignment.
 - Clearance testing in the OMC yard and test track with the clearance cart is complete.
 - Live wire testing in the entire yard and test track is complete.
 - Substation adjustments and interface tests are ongoing with LRV Number 101 and TPSS Number 15 and TPSS Number 9.
 - Ongoing meetings have been established with the car manufacturer, substation manufacturer, engineers from GEC and a third party substation expert to resolve the LRV/substation interface problems.
 - Siemens has conducted tests on substations and we are expecting a report by mid-August.
 - Conducting meetings to solve LRV/Rail interface.

- Running train on test track to polish the rail head to improve adhesion.
- We sent a piece of rail to a laboratory to determine the coefficient of friction. Waiting on a report.
- High speed testing is ongoing with LRV Number 101 on test track.
- Track Allocation meetings are being held every Wednesday at the OMC conference room.
- Track Access Training is ongoing every Monday at the OMC.
- Next section of track to be activated is from 56th Street to Center Parkway.

Construction Photographs



Vehicle testing in the OMC Yard



Sheet 1 of 10 Presentation Schedule

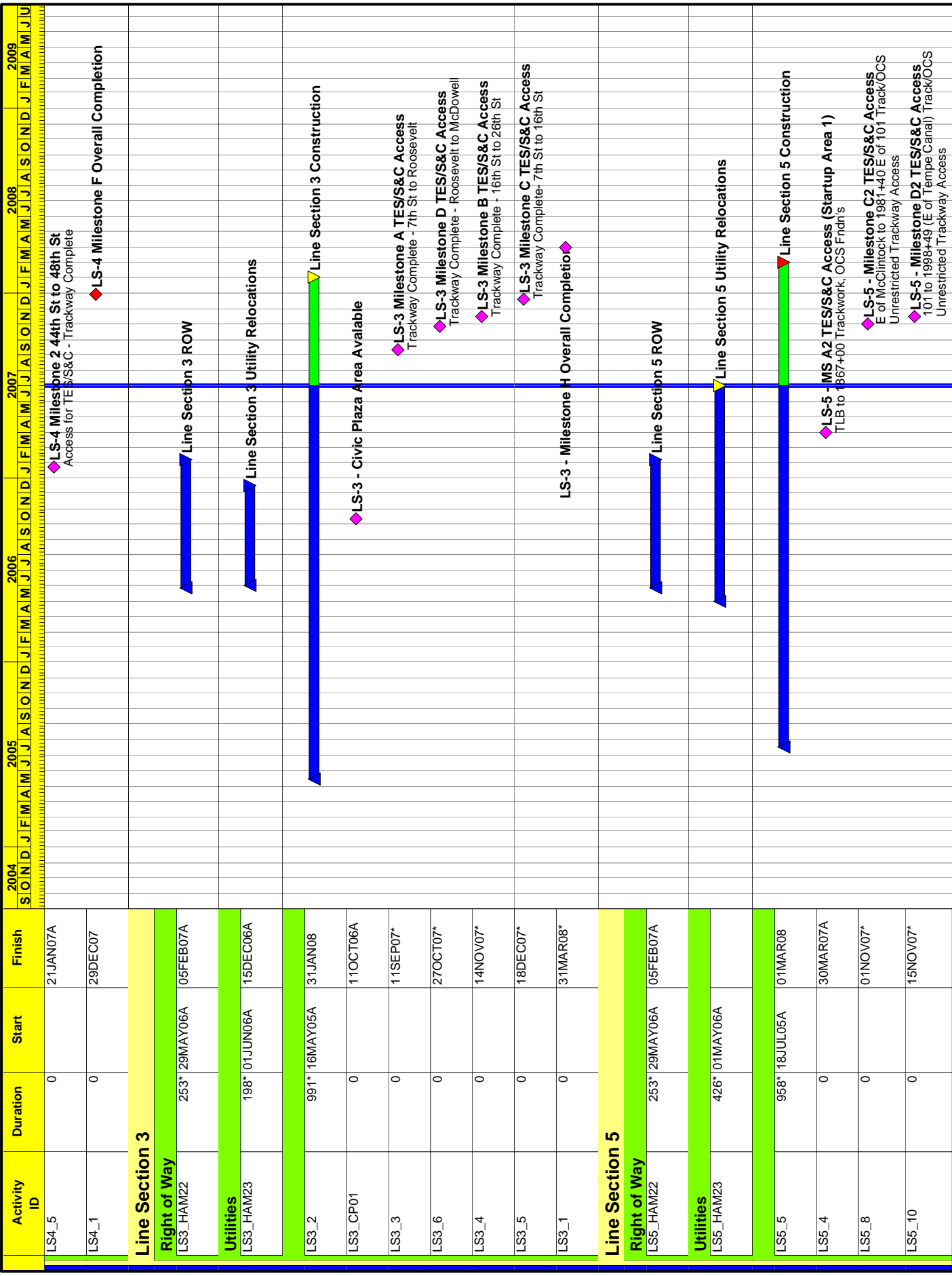
METRO Rail Program Control
Central Phoenix/East Valley LRT Project

7007



Start Date 01AUG04
 Finish Date 28DEC08
 Data Date 07JUL07
 Run Date 03JUL07 12:29

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Acronyms

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



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



OPS	Operations
PA	Public Address
PAN	Pantograph
PBAX	Telephone Private Exchange And Controls
PCI	Prestressed Concrete Institute
PSI	Pre Shipment Inspection
PED	Pedestrian
PMC	Program Management Consultant
PNR	Park-and-Ride
PSF	Pounds Per Square Foot
PSI	Pounds Per Square Inch
PTZ	Pan Tilt Zoom
QA	Quality Assurance
QC	Quality Control
RE	Resident Engineer
RFI	Request For Information
RI	Receiving Inspection
RPM	Revolutions Per Minute
ROW	Right-of-Way
RTU	Remote Terminal Unit
S&C	Signals and Communications
SCADA	Supervisory Control and Data Acquisition
SDI	Steel Deck Institute
SJI	Steel Joist Institute
SONET	Synchronous Optical Network
SPEC	Specification
SRP	Salt River Project
SSPC	Structural Steel Painting Council
SSW	Sundt/Stacy and Witbeck
SSWJV	Sundt/Stacy and Witbeck Joint Venture
SWG	Southwest Gas Corporation
TBD	To Be Determined
TCE	Temporary Construction Easement
TES	Traction Electrification System
TTLB	Tempe Town Lake Bridge
TPSS	Traction Power Substation
TTY	Text Teletype ADA Device
TVM	Ticket Vending Machine



TWC	Train to Wayside Communications
UBC	Uniform Building Code
UL	Underwriters Laboratories Incorporated
UPRR	Union Pacific Railroad
UPS	Uninterruptible Power System
VCR	Video Cassette Recorder
VETAG	Vehicle Tagging System
VMB	Variable Message Board
VMR	Valley Metro Rail
VMS	Vehicle Management System
WAN	Wide Area Network