



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.

Construction neared 70 percent completion this month with the overall project a little over 72 percent complete and the project remains on schedule for a December 2008 opening.

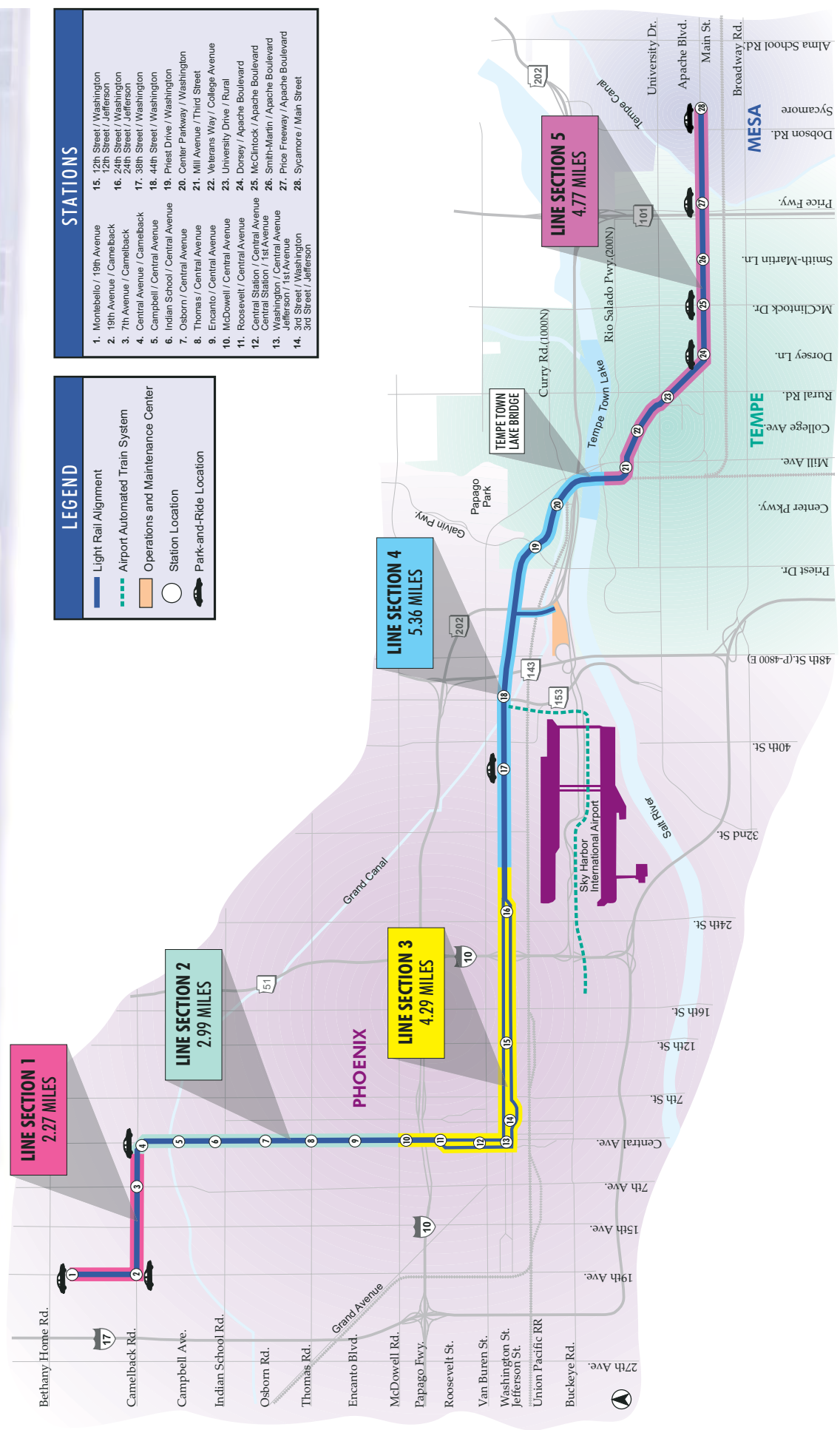
Total track constructed to date has surpassed 175,000 linear feet or about 77 percent of the total. Line Section Four reached a milestone this month with the completion of 100 percent of their trackwork. Line Section Four has also begun the punchout process from 44th Street to the Town Lake Bridge. Line Sections Three and Five continue to place guideway and construct curb, gutter and sidewalk. Line Sections One and Two continue to progress utility relocations and roadway widening in support of guideway construction. Line Section One has substantial completion of civil construction on Camelback from Central to 17th Avenue. Rubberized asphalt and completion is still targeted in this area by Thanksgiving. Line Section Two paved some major stretches during the month of September, most notably the stretch from Osborn to Catilina. Station Finishes continues to work on structural steel placement and installation of canopies, seating, tactile warning and other station components on fourteen station platforms along with construction of transit center facilities.

The systems contracts continue to work in LS3, LS4 and LS5 to install OCS. Poles have been set in many line sections, with significant progress on the east end of the alignment (LS4 and LS5) along with pole setting and span wire in the downtown Phoenix business districts. Systems components including communications cabinets, CCTV's, speakers and variable message boards continue to be installed at station locations and fiber optic cable has been pulled on the east end of LS4.

Community Advisory boards continued to meet in the month of September. To date 1,800,000 has been disbursed through the Community Advisory Board process. The City of Phoenix along with METRO continues to develop different and more effective programs for the remainder of construction to assist business affected by light rail construction. This month Phoenix rolled out the website SHOPTHELINE.NET, a virtual mall for businesses along the route and Transit Tuesdays continued to highlight businesses in Phoenix and Tempe.



METRO LIGHT RAIL STARTER LINE



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

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



**METRO
CONTRACT LOG - SEPTEMBER 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 - SEPTEMBER 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.
83	LRT-07-091-PICS-HDR	On Call Public Involvement Services	HDR, Inc.
84	LRT-07-087D-CMNW	Northwest LRT Extension Construction Manager at Risk Design Phase Services	Sundt/Stacy & Witbeck, Joint Venture



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 \$48,506,214 of the available \$85,247,024 planned contingency.

Including Project Reserve, this leaves \$53,836,801 of budgeted contingency funds available to the project.

The project is 72.1 percent complete. Construction is 69.8 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 71.2 percent complete. Executed and pending change orders are expected to utilize \$30,200,000 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 57.5 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 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 \$8,600,000. The reduction from last period is due to a pending October Board action that will fund additional costs in line sections 1, 3, 5 and archaeological work.

Financing Costs

The budget is \$128,000,000. The forecast has been reduced to \$118,400,000 to reflect decreased Phoenix costs for financing.

Concurrent Non Project Activities Project

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

During the reporting period six change orders were initiated for a cost of \$1,811,311 to the CNPA budget. ASU has had no change orders processed and the forecast remains unchanged. The City of Mesa had one change order processed for \$31,000 which was funded through available contingency and therefore the forecast remained unchanged. The City of Tempe had one change order processed for \$1,853,000. Due to adjustments and the initiation of a \$1,853,000 change order for the Center Parkway Station, the forecast for Tempe increased by \$1,949,798. Phoenix Public Transit had no change orders processed during the reporting cycle. However, Station Finishes provided Program Controls with an updated forecast on predicted overruns at the Central and Camelback Transit Center which resulted in an increase to the forecast of \$1,226,288. The Phoenix Streets Department had no change order processed. The forecast increased by \$4,159 for contingency added to the Street Lighting. Phoenix Aviation had no change orders processed and the forecast remained unchanged. Phoenix Water Services had four change orders processed for a net credit of \$72,669 which decreased the forecast respectively.

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

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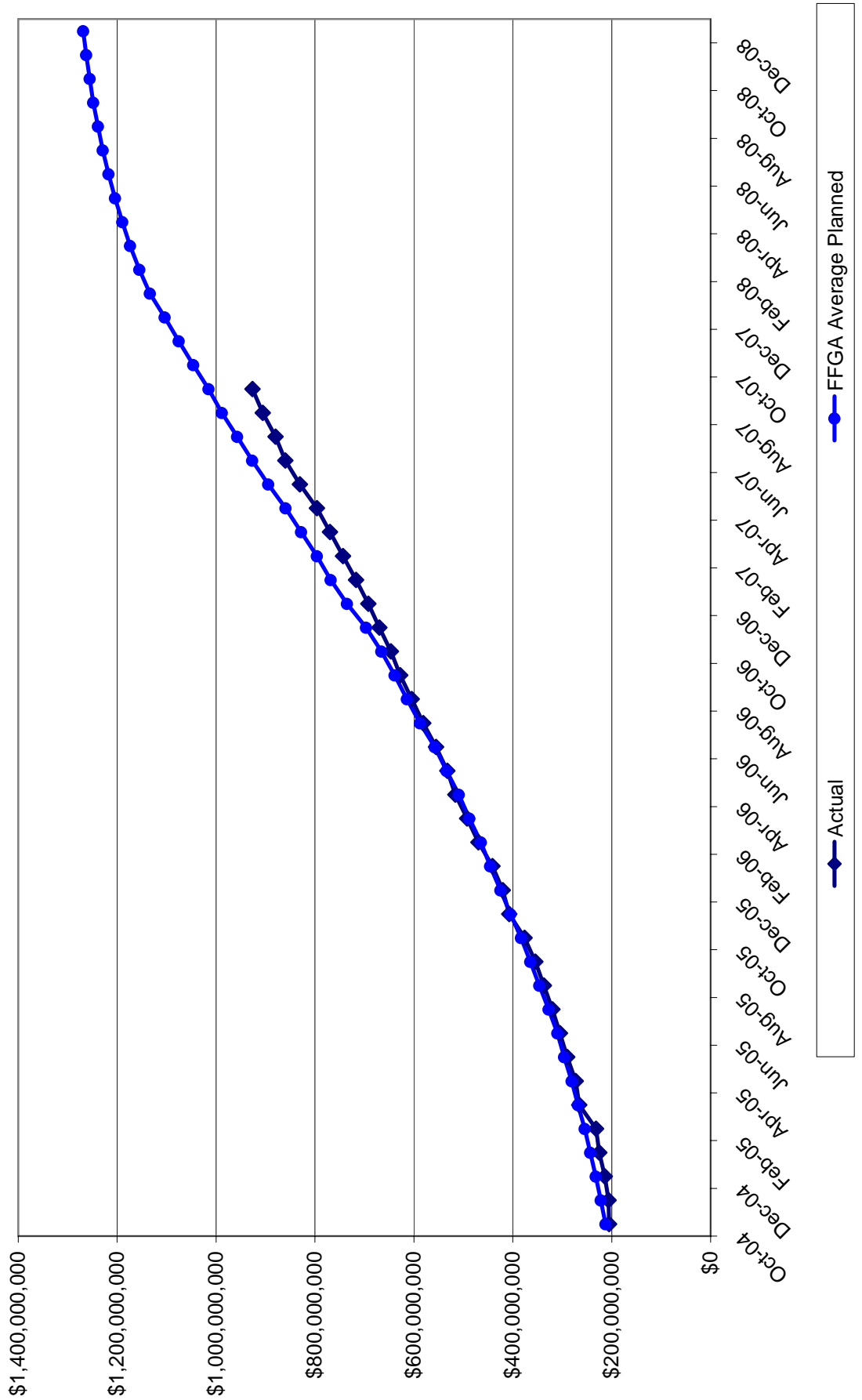
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$38,965,986	\$20,571,807	\$38,941,077	\$24,909
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$53,540,559	\$32,872,910	\$53,398,553	\$142,006
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$81,886,431	\$60,603,559	\$82,593,889	(\$707,458)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$52,089,989	\$48,209,988	\$51,886,320	\$203,669
54	LS5 1st Street - Sycamore	\$49,680,435	\$74,651,001	\$63,593,347	\$74,581,874	\$69,127
55	Station Finishes	\$38,701,950	\$52,552,849	\$23,425,572	\$52,677,851	(\$125,002)
56	Park and Ride Facilities	\$15,104,339	\$15,104,339	\$0	\$22,000,000	(\$6,895,661)
57	Miscellaneous Construction	\$7,505,200	\$3,661,200	\$114,404	\$750,000	\$2,911,200
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$6,012,148	\$4,338,165	\$7,572,689	(\$1,560,541)
58	MSF Construction/Equipment Installation	\$57,637,721	\$65,400,000	\$65,400,000	\$65,400,000	\$0
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	\$21,759,753	\$21,759,753	(\$1)
5B	Prior Rights Utility Relocations	\$22,938,000	\$25,562,178	\$19,670,408	\$34,000,000	(\$8,437,822)
81	Contingency	\$37,491,841	\$18,719,661	\$0	\$24,449,121	(\$5,729,460)
	Facilities	\$422,341,688	\$513,710,432	\$364,178,347	\$533,815,466	(\$20,105,034)
4A	Rail Procurement	\$1,306,200	\$1,271,080	\$1,254,492	\$1,254,492	\$16,588
4B	Concrete Crosstie Procurement	\$900,000	\$751,492	\$718,882	\$718,882	\$32,610
4C	Traffic Signal Hardware	\$8,060,100	\$8,060,100	\$6,695,195	\$8,060,100	\$0
4D	Ballasted Special Trackwork Procurement	\$2,532,414	\$2,291,497	\$2,257,456	\$2,257,456	\$34,041
4E	Crossing Panel Procurement	\$380,100	\$360,096	\$0	\$0	\$360,096
4F	Girder Rail Procurement	\$15,079,742	\$14,726,085	\$14,695,450	\$14,695,450	\$30,635
4G	Girder Rail Special Trackwork Procurement	\$0	\$5,864,352	\$5,451,456	\$5,864,352	\$0
81	Contingency	\$1,412,863	\$514,498	\$0	\$403,000	\$111,498
	Owner Furnished Materials/Equipment	\$29,671,419	\$33,839,200	\$31,072,931	\$33,253,732	\$585,468
5D	Automated Fare Collection System	\$10,755,800	\$7,100,012	\$12,911	\$7,101,612	(\$1,600)
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$57,857,150	\$40,063,507	\$57,861,328	(\$4,178)
5F	Communications/Signals	\$38,220,002	\$38,877,330	\$21,723,605	\$38,898,941	(\$21,611)
81	Contingency	\$8,674,000	\$4,002,249	\$0	\$3,974,860	\$27,389
	Systems	\$119,790,902	\$107,836,741	\$61,800,023	\$107,836,741	\$0
	Sub Total, Construction	\$571,804,009	\$655,386,373	\$457,051,301	\$674,905,939	(\$19,519,566)
4K	Vehicle Contract	\$115,501,823	\$116,875,456	\$56,196,909	\$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	\$56,196,909	\$119,422,565	\$0
22	ROW Acquisition	\$116,214,150	\$116,896,033	\$126,849,267	\$134,000,000	(\$17,103,967)
23	ROW Contingency	\$20,081,000	\$19,399,119	\$0	\$0	\$19,399,119
20	ROW	\$136,295,150	\$136,295,152	\$126,849,267	\$134,000,000	\$2,295,152

**Valley Metro Rail Program Control
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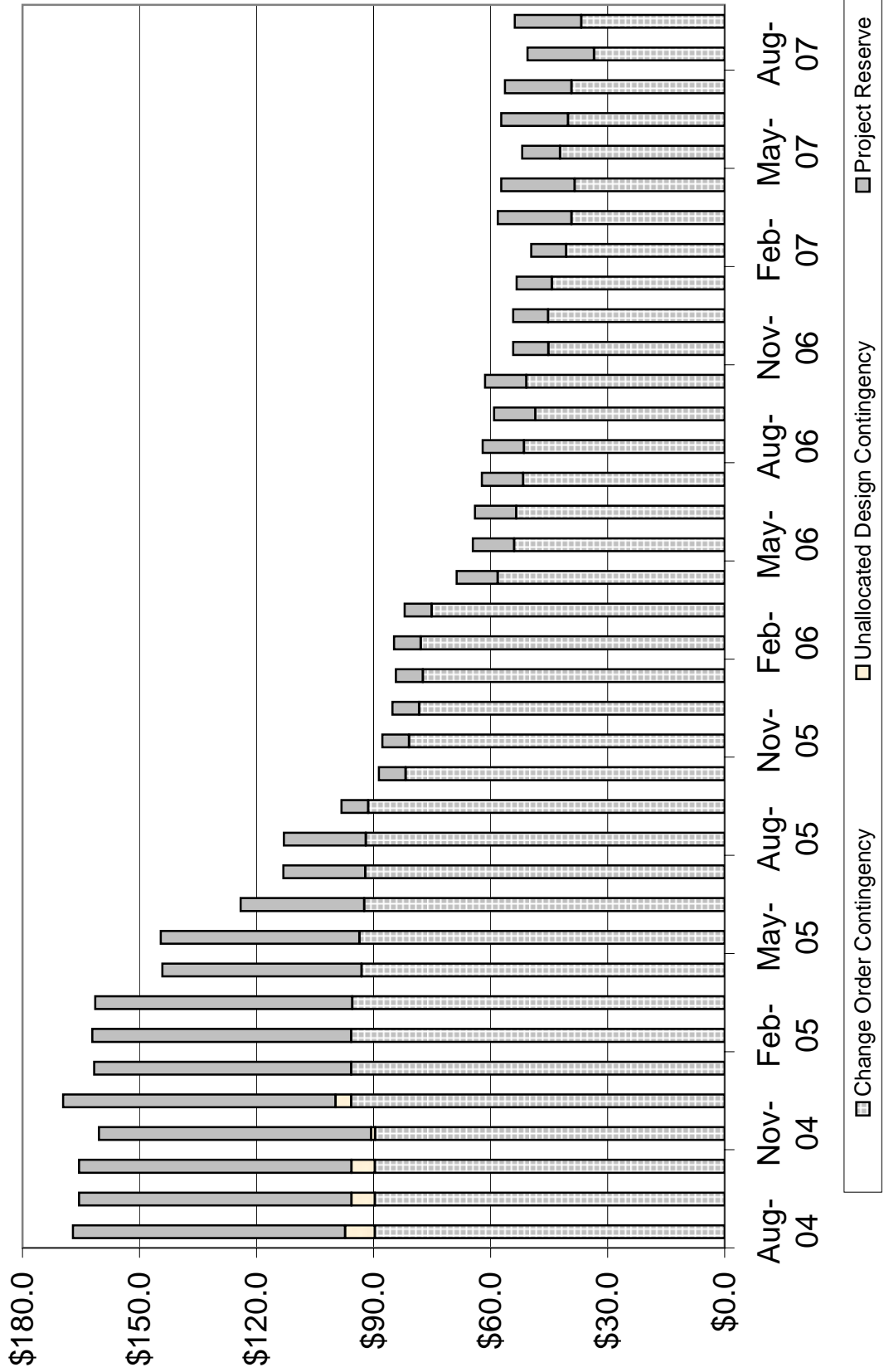
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$24,238,470	\$25,054,938	\$0
31	Engineering	\$76,780,935	\$76,346,255	\$76,895,618	\$76,895,618	(\$549,363)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$5,697,259	\$6,255,358	\$0
20	ROW Engineering	\$1,016,370	\$1,321,163	\$1,266,225	\$1,266,225	\$54,938
32	Design Services During Construction	\$14,160,426	\$22,049,464	\$18,472,436	\$23,419,004	(\$1,369,540)
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$105,972,240	\$102,331,538	\$107,836,205	(\$1,863,965)
60	Construction Administration Services	\$37,759,127	\$52,311,124	\$40,969,598	\$52,311,124	\$0
61	CAC Contingency	\$15,244,622	\$0	\$0	\$0	\$0
	Construction Administration Services	\$53,003,749	\$52,311,124	\$40,969,598	\$52,311,124	\$0
10	PE Administrative/Management Costs	\$4,363,526	\$4,363,526	\$7,959,701	\$7,959,701	(\$3,596,175)
11	Administrative/Management - VMR	\$43,915,047	\$44,228,316	\$28,131,682	\$38,550,088	\$5,678,228
62	Construction Administration Services - VMR	\$1,697,232	\$3,087,589	\$1,157,581	\$1,906,330	\$1,181,259
67	CAB Program	\$0	\$2,500,000	\$1,808,815	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$554,227	\$554,227	\$142,485
76	Administrative/Management Art Program Costs	\$414,632	\$414,632	\$0	\$414,632	\$0
16	Administrative/Management - ADOT	\$420,000	\$930,000	\$623,342	\$1,247,880	(\$317,880)
17	Agency Insurance Cost	\$7,000,000	\$7,000,000	\$5,868,204	\$7,000,000	\$0
18	Administrative/Management Contingency	\$0	\$1,388,523	\$0	\$467,142	\$921,381
	Program Management	\$58,507,149	\$64,609,298	\$46,103,552	\$60,600,000	\$4,009,298
10	PE Administrative/Management Costs	\$12,832,472	\$12,832,472	\$13,869,706	\$13,869,706	(\$1,037,234)
21	Administrative ROW Costs	\$1,016,571	\$828,502	\$791,139	\$791,139	\$37,363
76	Administrative/Management Art Program Costs	\$549,061	\$414,266	\$234,043	\$366,397	\$47,869
12	Administrative/Management - PMC	\$32,736,326	\$33,564,234	\$28,992,620	\$36,060,110	(\$2,495,876)
4M	Administrative Vehicle Costs	\$1,337,322	\$561,908	\$553,400	\$553,400	\$8,508
63	Construction Administration Services - PMC	\$4,581,527	\$5,351,897	\$2,946,310	\$4,912,527	\$439,370
	Program Management Consultant	\$53,053,279	\$53,553,279	\$47,387,218	\$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	\$3,555,188	\$5,080,731	\$367,269
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$6,252,269	\$6,252,269	(\$367,269)
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	\$16,069,529	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,083,177	\$3,401,712	\$6,083,177	\$0
77	Art Program Contingency	\$999,000	\$199,956	\$0	\$199,956	\$0
	Public Art	\$6,283,133	\$6,283,133	\$3,401,712	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$26,000,000	\$5,928,456	\$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	\$8,599,910	\$8,496,081
SUBTOTAL		\$1,253,258,000	\$1,284,169,532	\$926,527,550	\$1,293,752,532	(\$9,583,000)
90	Financing Costs	\$158,867,346	\$127,955,814	\$13,968,253	\$118,372,814	\$9,583,000
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$940,495,803	\$1,412,125,346	\$0

Plan versus Actual Costs



CP/EV LRT Contingency Drawdown

\$ Million



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	\$402,863	\$984,756	\$0
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	\$6,349,742	\$4,237,487	\$6,318,206	\$31,536
A6	117 Central/Camelback Transit Center (SF)	\$7,022,524	\$6,973,745	\$2,570,607	\$6,923,969	\$49,776
A7	44th Street/Washington Transit Center Real Estate	\$4,900,509	\$4,649,580	\$4,393,920	\$4,649,580	\$0
B1	Washington Street Bike Lane (LS4)	\$930,293	\$912,714	\$439,078	\$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	\$2,223,693	\$291,999	\$348,432	\$1,875,261
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	\$180,435	\$12,630
F7	COP Landscape Irrigation Restoration Central Ave	\$101,414	\$113,153	\$69,944	\$113,153	\$0
H2	Fiber Optic COP	\$602,233	\$602,233	\$84,863	\$597,593	\$4,640
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$2,628,002	\$3,845,895	\$1,706,067	\$3,564,371	\$281,524
K7	11th Street Loop Track	\$4,377,606	\$4,352,606	\$351,711	\$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	\$31,423,070	\$14,642,989	\$29,186,821	\$2,236,249
A3	6th Lane - Camelback (LS1)	\$9,820,210	\$9,883,190	\$7,137,201	\$8,954,921	\$928,269
D1	Additional Street/Pedestrian Lighting (LS3)	\$509,602	\$514,743	\$428,296	\$514,743	\$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	\$223,589	\$1,482,845	\$3,031
E5	Seal Coat versus Rubber Overlay (LS 4)	\$430,896	\$430,896	\$111,871	\$430,896	\$0
K3	Red Light Enforcement	\$79,667	\$61,067	\$31,098	\$70,367	(\$9,300)
	Sub Total Streets Department	\$12,584,531	\$12,640,114	\$7,949,159	\$11,718,114	\$922,000
A7	44th Street/Washington Transit Center (SF)	\$2,822,429	\$2,821,531	\$2,060,953	\$2,821,921	(\$390)
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	\$620,000	\$783,003	\$0
D6	People Mover - APS Duct Bank @ 40th Place	\$214,035	\$216,000	\$326,527	\$326,527	(\$110,527)
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	\$57,471	\$60,000	\$0
	Sub Total Aviation Department	\$3,963,733	\$3,964,800	\$3,134,206	\$4,075,717	(\$110,917)
B3	LS 1 Water/Sanitary Sewer	\$9,887,790	\$9,464,997	\$3,756,666	\$9,382,917	\$82,080
B4	LS 2 Water/Sanitary Sewer	\$6,255,348	\$5,729,233	\$3,808,274	\$5,841,591	(\$112,358)
B5	LS 3 Water/Sanitary Sewer	\$15,367,099	\$15,100,531	\$13,210,449	\$15,131,721	(\$31,190)
B6	LS 4 Water/Sanitary Sewer	\$5,325,583	\$6,705,380	\$6,220,036	\$6,718,316	(\$12,936)
B7	Water and Sanitary Sewer Lines - 48th St. Bridge Replacement Contract	\$415,420	\$155,767	\$142,303	\$155,767	\$0
J1	Catholic Protection for Waterlines LS1	\$1,099,400	\$739,855	\$141,148	\$742,830	(\$2,975)
J2	Catholic Protection for Waterlines LS2	\$1,094,162	\$504,657	\$384,888	\$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	\$350,000	\$85,620	\$350,000	\$0
	Sub Total Water Services Department	\$39,823,994	\$38,750,420	\$27,749,384	\$38,961,169	(\$210,749)
	Total - Phoenix	\$86,431,070	\$86,778,404	\$53,475,738	\$83,941,821	\$2,836,583

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

2007_09

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A8	5th/College Transit Center	\$500,000	\$752,738	\$569,759	\$752,738	\$0
AA	COT SRP Prior Rights TC Relocation	\$244,080	\$235,400	\$0	\$235,400	\$0
B8	Terrace / Apache Waterline Coordination (Design Only)	\$54,639	\$35,611	\$35,292	\$52,146	(\$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	\$65,476	\$122,000	\$0
C7	Parking Facility 5th/Farmer	\$110,701	\$116,990	\$82,768	\$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	\$0	\$0	\$0	\$0
F9	McClintock / Apache Storm Drain	\$75,345	\$72,419	\$57,052	\$72,419	\$0
F2	Rubber Asphalt - Tempe	\$610,983	\$523,603	\$344,083	\$523,603	\$0
H3	Fiber Optic COT	\$427,239	\$421,934	\$73,963	\$421,934	\$0
J4	Catholic Protection of Waterline LS4 CO#15	\$158,638	\$158,638	\$115,923	\$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	\$1,219,916	\$4,818,791	\$100,699
N1	TLB 4th of July Electrical	\$44,378	\$7,164	\$43,577	\$7,164	\$0
N4	Tempe Market Analysis	\$20,000	\$44,378	\$20,000	\$44,378	\$0
XX	Tempe Miscellaneous Force Account Work LS5	\$20,000	\$20,000	\$20,000	\$21,661	(\$1,661)
	Sub Total Tempe	\$8,973,986	\$9,062,730	\$2,988,357	\$8,978,555	\$84,175
A9	Main Sycamore Transit Center	\$5,532,721	\$5,524,839	\$3,703,805	\$5,554,547	(\$29,708)
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$847,325	\$847,665	\$100,173	\$847,328	\$337
N3	Mesa Market Analysis	\$18,542	\$18,542	\$18,693	\$18,542	\$0
XX	Mesa Miscellaneous Force Account Work LS5	\$5,000	\$5,000	\$4,399	\$5,000	\$0
	Sub Total Mesa	\$6,403,588	\$6,396,046	\$3,827,070	\$6,425,417	(\$29,371)
C9	ASU Logo Additions	\$86,463	\$78,274	\$38,804	\$78,274	\$0
E2	ASU Steam Line	\$0	\$8,189	\$8,189	\$8,189	\$0
H1	Fiber Optic ASU	\$959,445	\$959,445	\$376,311	\$1,199,460	(\$240,015)
	Sub Total ASU	\$1,045,908	\$1,045,908	\$423,304	\$1,285,923	(\$240,015)
E1	(APS) Duct Bank at 48th St. Utility Bridge, Archaeological Support	\$76,309	\$74,344	\$57,870	\$74,344	\$0
F8	Rojo Lofts Property	\$81,999	\$14,786	\$0	\$81,998	(\$67,212)
	Sub Total Other	\$158,308	\$89,130	\$57,870	\$156,342	(\$67,212)
	Grand Total CNPA	\$103,012,860	\$103,372,218	\$60,772,339	\$100,788,058	\$2,584,160



3. Schedule Overview

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

In Line Section 1, the 24-inch sewer line and the 48-inch water line continue to be an issue affecting the contract completion. Line Sections 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 Contracts Project Managers and the Resident Engineers have continued to facilitate a phased startup plan and to integrate access milestones.

Station Finish Steel Erection is complete on 14 of the 27 Stations, Canopy Installation is complete for eight stations and Electrical/Communications cabinet work has been completed for nine stations. Work is continuing on 14 of the 27 stations.

Over 175,000 linear feet (33.2 miles) of track has been placed in Line Sections 1, 2, 3, 4, 5 and OMC. Over 950 of the 1400 OCS Foundations have been placed and pole setting is going well by the TES Contractor with 881 of the 1,400 OCS poles installed.

Line Section 4 reached a major Milestone in September, with the completion of guideway.

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	10,927	2.07	12,527	2.37	46.6%
Line Section 2	30,752	5.82	13,538	2.56	17,214	3.26	44.0%
Line Section 3	44,629	8.45	38,193	7.23	6,436	1.22	85.6%
Line Section 4	56,054	10.62	56,054	10.62	0	0.00	100.0%
Line Section 5	50,818	9.62	37,336	7.07	13,482	2.55	73.5%
Total	224,968	42.61	175,309	33.20	49,659	9.41	77.9%

OCS Pole Foundations	1,400		958		442		68%
OCS Poles Installed	1400		881		519		63%
OCS Wire	271,720		49,335		222,385		18%



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 Rides	December, 2008

Systems:

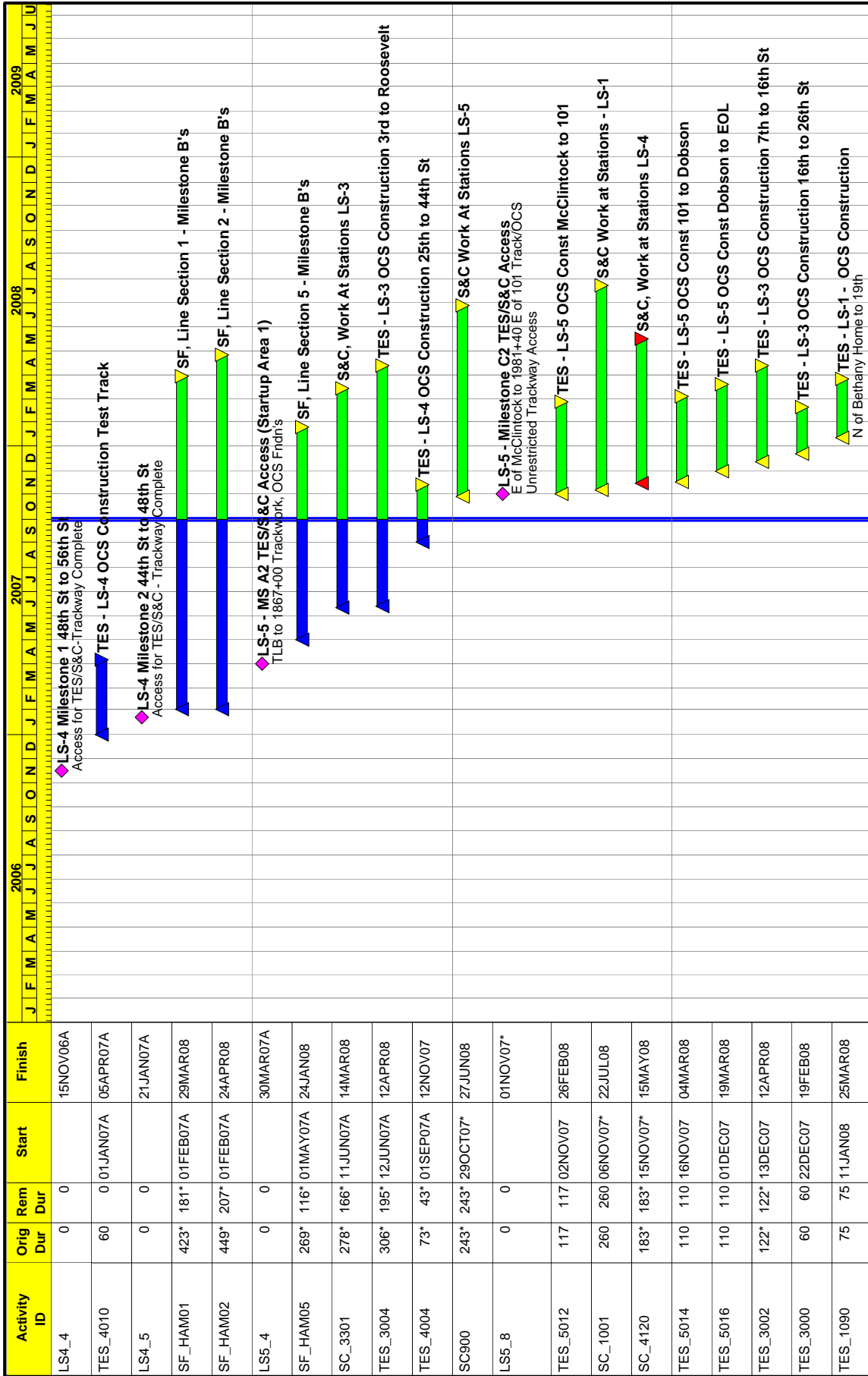
Signals & Communications:	October, 2008
Fare Collection:	November, 2008
Traction Electrification:	August, 2008

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-5):	July, 2008
Start Integrated Testing Area 3 (All of LS-2 and LS-1):	August, 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.



Valley Metro Rail
Central Phoenix/East Valley LRT

7010

Sheet 1 of 2

Critical Path

Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 01OCT07
 Run Date: 02OCT07 07:06

Legend:
 Early Bar: Green bar with yellow arrowhead
 Progress Bar: Blue bar with blue arrowhead
 Critical Activity: Red bar with red arrowhead

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Procurement Bid Status Report as of 09/27/07

Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)
PART I – CP/EV LRT PROJECTS					
Park and Rides (four sites - IFB)	04/23/07	05/02/07	06/05/07	10/17/07	12/1/07
Park and Rides (remaining two sites – sole source)	9/10/07	N/A	N/A	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	11/21/07	12/01/07
Broker Services	TBD	TBD	TBD	TBD	TBD
Event Planning Consultant – System Opening	08/14/07	08/22/07	09/10/07	12/19/07	01/01/08
PART II – LONG RANGE DEVELOPMENT PROJECTS					
Artist for Northwest Extension Light Rail Transit Project	07/09/07	N/A	08/06/07	09/19/07	10/10/07
Architectural/Engineering On-Call Consultant Services - Future Extension Projects	TBD	TBD	TBD	TBD	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.
- Closed QAR from audit qa2007-E-002 regarding additional training in preparing as-built documents.
- Conducted Surveillance Report of Project Record Documents from the Tempe Town Lake Bridge contractor.
- Conducted audit for Contractor compliance with selected sections of its Quality Control Plan for the Station Finishes (SF) contract. Audit closed.
- Conducted audit for Contractor's compliance with selected sections of the Quality Control Plan for the Line Section 5 contract. Audit closed.
- Assisted in preparation of check list for audit of QA/QC documentation at Light Rail Vehicle manufacturer facilities in Japan.

Construction Administration Consultant Activities

Quality Manuals Reviewed:

- The CAC has accepted the Quality Manual provided by Scheidt & Bachmann USA, Inc. for the Automated Fare Collection System.



Quality Assurance Audits/Surveillances:

- Surveillance and a First Article inspection were performed at Ikon Studio in Phoenix, Arizona for artwork for the Station Finishes contract.
- A First Article inspection was performed onsite for the Trellis Panels produced by Greenscreen for the Station Finishes contract.

General:

- Attended weekly Resident Engineer meetings.
- Attended various Line Section weekly coordination meetings.
- Nonconformance Report Log (NCR), 39 items
 - Two items were closed in September.
 - Thirty seven outstanding NCR's in process.
 - Six items are projected to be closed in October.
- Quality Action Request Log (QAR), 46 items
 - One item was closed in September.
 - Forty five outstanding QAR's in process.
 - Seven items are projected to be closed in October.

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- The CAC evaluated MEC's response to Quality Action Request (QAR) S2006-001 and based on the steps taken to remediate the situation has closed this QAR. MEC's QC program will continue to be monitored for compliance.

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 worked within Line Sections 1, 2 and 3 to address concerns voiced by business and retailers along the alignment regarding the Community Advisory Board (CAB) rating process. CABs for these line sections considered changes to the rating system established by METRO. Line Section 1 took action on the rating system and has refined the scoring system to better reflect the definition of exceeding the contract specifications. Line Section 2 will continue discussions in October to amend or maintain the current rating system. Line Section 3 CAB determined the existing rating process does accurately meet the intent of the program and did not recommend any changes. To ensure integrity of the CABs, METRO will continue to address concerns with the program as issues surface.

BUSINESS ASSISTANCE



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through September, **707** signs and **415** banners (**1,122** totals) have been issued for businesses in all five Line Sections. The following table illustrates the current distribution for this program:

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

Line Section	Signs	Banners	Total
Line Section One (LS1)	88	77	165
Line Section Two (LS2)	101	60	161
Line Section Three (LS3)	251	85	336
Line Section Four (LS4)	41	37	78
Line Section Five (LS5)	226	156	382
Totals	707	415	1122

METRO Business Outreach Program

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

- METRO Max Program Participants – **274** businesses
- Construction Signage Program – **1,122** (707 signs and 415 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/21In-Progress)

- SELF Seminars/Micro Loan Assistance – **22** Businesses
- SBDC One-on-One Consultation - **18** Businesses
- Prestamos – Chicanos Por La Causa – **4** Businesses

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



Line Section 1

- Beginning in October, a new rating system will be used by the LS1 CAB. The new rating categories are unacceptable - 0 percent, acceptable - 50 percent, good - 75 percent and exceptional - 90 -100 percent. Members posed questions relating to incentive funding and the current evaluation process. The new rating system was unanimously passed. The CAB would like to see construction accelerated due to the business setbacks in Line Section 1. Kiewit has accelerated construction on both 19th Avenue and Camelback Road. A CAB member requested a presentation from Kiewit and METRO regarding how construction has been accelerated. A motion to have the LS1 CAB recommend to the METRO Board of Directors that construction be accelerated unanimously passed. During the contractor's presentation, Kiewit showed progress photos and provided an update on the schedule. It was noted that Kiewit is still on track to complete Camelback Road by Thanksgiving 2007. Matt Jemenezas was introduced as an addition to the City of Phoenix Right-of-Way Management Staff, assisting with traffic management concerns. Kiewit received a monthly rating of 90 percent. The next meeting is scheduled for October 9, 2007.

Line Section 2

- CAB members discussed the incentive program and evaluation forms. A handout was distributed outlining the scoring that the LS1 CAB had approved for discussion. The incentive program will be addressed in the October CAB Meeting for possible action. Herzog received a rating of 60 percent. The next CAB meeting is scheduled for Tuesday, October 16, 2007.



Line Section 3

- Archer Western Contractors (AWC) delivered the contractor presentation, highlighting the progress and successes achieved during the past month and displayed examples of AWC going “above and beyond” the contract specifications. A discussion of the item involving the CAB incentive program, tabled at the August CAB meeting, took place. A CAB member asked for an accounting of the cost of “above and beyond” items. AWC indicated there is no separate tracking of construction activity costs. The AWC rating for September was 90 percent. The next CAB meeting is scheduled for Tuesday, October 16, 2007.

Line Section 4

- Jay Harper, METRO Operations Manager, provided a tour of the METRO Operations and Maintenance Center (OMC) to the CAB. Pat Fuller, METRO Project Manager, was on hand to address questions about traffic signals on Washington. Mr. Fuller provided a table that listed the signal intersection, its current status, and the estimated operational date for each signal in Phoenix and Tempe. Sundt Stacy & Witbeck JV received an overall rating of 100 percent. The next CAB meeting is scheduled for Wednesday, October 10, 2007.

Line Section 5

- MB Finnerty, METRO Public Art Administrator, presented to the CAB the art elements that will be incorporated into the LS5 stations. LS5 CAB welcomed new member Donnie Lucius, Manager, representing Discount Cab (Total Transit). The CAB discussed some of the response efforts put forth over the past month by the contractor intended to reduce the construction impact on the community. The contractor was rated at 90 percent for the month. The next meeting will be Thursday, October 11, 2007.

Cost Status

- Total Available Incentive: **\$2,500,000.00** (10 Quarterly disbursements)
- Total Miles of Street with LRT: 23.53 miles
- Allocation per Mile: \$106,247.34
- Total CAB Disbursement through September is at **\$ 1,808,819**

Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS-1	\$241,181.00	\$144,708	\$142,297	98%
LS-2	\$317,680.00	\$222,376	\$206,492	93%
LS-3	\$865,916.00	\$692,733	\$554,186	80%
LS-4	\$567,361.00	\$567,351	\$550,340	97%
LS-5	\$507,862.00	\$355,503	\$355,503	100%



Schedule Status

- Public Involvement activities remain on schedule.

Issues and Solutions

- None.



6. Disadvantaged Business Enterprise Program

Description

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

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

Progress

- Overall DBE participation based on amounts originally awarded is 14.84 percent, participation including change order work is at 15.05 percent and DBE's have been paid 13.64 percent of construction dollars to date.

Procurement Activities

- During the month of September, both Kiewit Western and MRM Construction submitted DBE documentation for Park & Ride locations. Both bidders met or exceeded DBE requirements.

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
 - 14.79 percent Current DBE Participation (adjusted contract amounts)
 - \$8,290,135 Total DBE Subcontracted Amount



- Line Section 2 - Herzog
 - 12.10 percent Minimum DBE Participation
 - 15.69 percent Committed at Bid
 - 19.85 percent Current DBE Participation (adjusted contract amounts)
 - \$11,285,832 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
 - 11.98 percent Current DBE Participation (adjusted contract amounts)
 - \$7,300,387 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)
- \$4,973,643 Total DBE Subcontracted Amount
- Traction Electrification - Mass Electric
 - 10.00 percent Minimum DBE Participation
 - 10.91 percent Committed at Bid
 - 10.57 percent Current DBE Participation (adjusted contract amounts)
 - \$6,239,615 Total DBE Subcontracted Amount
- Signals and Communications - Mass Electric
 - 11.00 percent Minimum DBE Participation
 - 11.67 percent Committed at Bid
 - 11.10 percent Current DBE Participation (adjusted contract amounts)
 - \$4,520,392 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
- Archaeological Services; DBE Prime, Archaeological Consulting Services Inc.
 - \$324,966.00 Total DBE Amount

Outreach Activities

- METRO has been nominated for the 2007 Government Minority Business Advocate of the Year by the United Latino Business Coalition. If selected, the award will be presented on October 4, 2007 at the ULBC Annual Awards Banquet.
- METRO is hosting the second Annual Profiles in Diversity event October 18, 2007. The purpose of the event is to highlight the DBE participation and the support provided by METRO Consultants and Contractors. The event will take place at the Operations and Maintenance Center from 5:00 to 7:00 p.m.
- The next DBE Outreach Advisory Committee meeting is scheduled for November 20, 2007.
- METRO staff continues to meet with contractors and consultants to evaluate participation levels. Focus group meetings will begin in November 2007 with DBEs to gather feedback regarding progress and working conditions to date.

Cost and Schedule – Variance Analysis

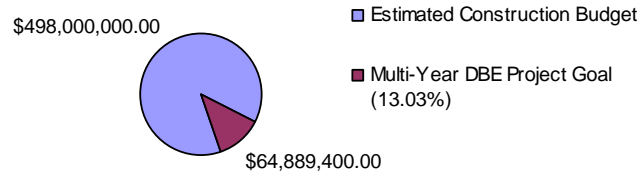
- DBE activities remain within budget and on schedule.

Issues and Solutions

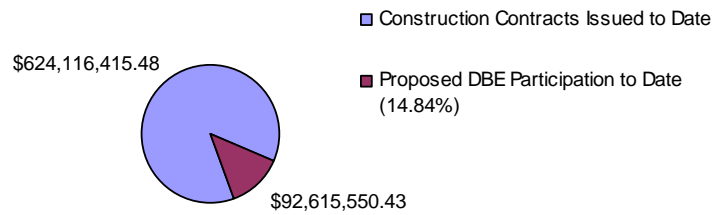
- None.



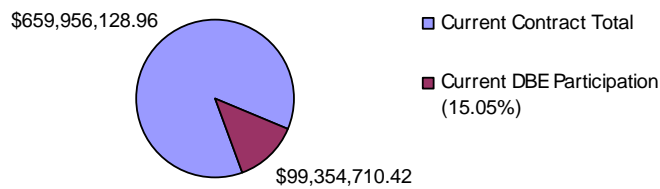
DBE Program Overview



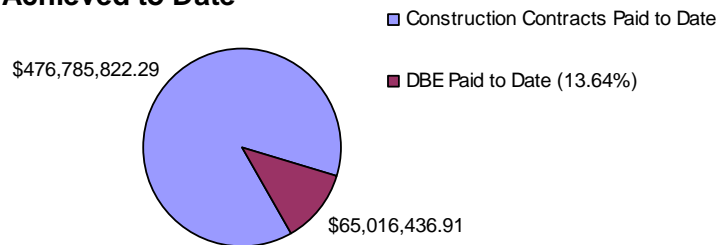
Original Contract Amounts



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 137 METRO, consultant, contractor, utility company, and City of Phoenix personnel. Nine hundred eighty-two people have received this training to date.
- The agreement between METRO and the City of Phoenix Police Department to provide security services at the Operations and Maintenance Center, using Municipal Security Guards, was approved by the Board of Directors. One orientation was conducted for the personnel who will be assigned to this duty, and personnel will begin work on October 1.
- Arranged for security for Arizona State University football games to prevent trespassing on the METRO construction site.
- Investigated sagging catenary incident at Washington Street between the SR 143 Bridge and 44th Street. A clamp broke, possibly as the result of previous damage.
- Investigated a complaint that the flags at the San Carlos Hotel will possibly be too close to the catenary. Pending.
- 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.
- Conducted the Fire/Life Safety and Security Committee meeting.
- Conducted the Safety and Security Certification Review Committee meeting.



Construction Accident Data

OSHA National Construction Incident Rate = 5.60		
METRO Construction Incident Rate	June 2007	Year to Date Average
	1.1	1.68

OSHA National Construction Lost time Rate = 2.10		
METRO Construction Lost Time Rate	June 2007	Year to Date Average
	0	0.14

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 LS 2, 3, 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.
- Work plan and cost proposal for archaeological analysis and reporting will be presented to the METRO Board on October 18, 2007.

Contaminated and Hazardous Materials

- Conducted monitoring of excavation at Central and Camelback Station/Transit Center in compliance with the Soil Monitoring and Management Plan.
- Provided disposal of concrete asbestos pipe in LS2.
- Removed two underground storage tanks in LS 2.

Regulatory Compliance

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

**Cost and Schedule – Variance Analysis**Archaeology Monitoring FY 08

Task Order 2 – Cost +Fee construction monitoring FY'08	\$218,536
Billed as of August 31, 2007	(\$112,495)
Balance available	\$106,041
Agency reserve for data recovery through end of construction	\$100,000

Hazardous Materials Assessment (CAC)

Original Contract Value	\$499,488
Contract Value to date	\$499,488
Invoiced through July 27, 2007	(\$459,364)
Task orders open	(\$33,000)
Expended + Committed	\$492,364
Estimated cost to complete	\$492,364

Remediation and Treatment Fund (METRO)

Budget	\$1,004,000
Expended or Committed	(\$114,855)
ERI invoiced to date (June 30, 2007)	(\$73,855)
Open Task orders	(\$41,000)
Transferred to Archaeology Monitoring-Data Recovery	(\$650,000)
<u>Funds Available</u>	<u>\$257,145</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: Scope of Work, Work Plan, Schedule and Budget for technical analyses and reporting were finalized August 28, 2007. The cost is estimated at \$2,697,093 for consultant services and \$70,000 for agency costs. Based on results of negotiations, we will submit a request for budget adjustment to the METRO Board in October.



9. Real Estate

Description

The LRT Project travels down main business arterials in the cities of Phoenix, Tempe and Mesa and approximately 770 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 99 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. All 149 parcels are under City control and a total of 145 parcels are available for construction. Line Section 1 contains 149 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 255 parcels are under City control and are available for construction. Line Section 3 contains 255 parcels.
- In Line Section 4, all 28 relocations have been completed. All 108 parcels are under City control and are available for construction. Line Section 4 contains 108 parcels.
- In Line Section 5, 37 relocations have been completed and 4 relocations are in progress. All 166 parcels are under City control and are available for construction. Line Section 5 contains 166 parcels.
- In Line Sections 1, 2, 3 and 4 eighteen building cut and re-faces were identified; all eighteen have been completed. These building modifications required a structural engineering analysis, architectural and utility modifications, the procurement of relevant contractors and an extensive permitting process.
- The FTA Real Estate Program Compliance Review cited nine areas of noncompliance. Presently, 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. The Phoenix files have been reviewed and certified by METRO and an FTA review was conducted the week of August 6, 2007. We are awaiting FTA final decision. Mesa is providing relocation entitlements (moving costs) to Firestone to satisfy its citation and Tempe is conducting an appraisal of the McClintock property, as per FTA direction.
- 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	\$ 19,334,969	\$ 1,753,931	\$ 21,088,900
Total	\$135,549,119	\$23,975,136	\$159,524,255
Spent To Date	\$126,849,267	\$18,205,829	\$145,055,096
Balance Available	\$ 8,699,852	\$ 5,769,307	\$ 14,469,159

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 resolved. Work is now focused on cost-to-cure items and fencing issues.



**CENTRAL PHOENIX / EAST VALLEY
LIGHT RAIL TRANSIT PROJECT
REAL ESTATE ACQUISITION SUMMARY
September 30, 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	109	92	246	105	1	109	45	707
Total Affected Parcels	149	92	255	107	1	121	45	770
Projected Relocations	183	29	36	28	0	40	1	317
Title Reports Completed	149	92	255	107	1	121	45	770
Legals sent to City	149	92	255	107	1	121	45	770
Appraisals Requested	149	92	255	107	1	121	45	770
Appraisals Completed	149	92	255	107	1	121	45	770
Offers Made	149	92	255	107	1	121	45	770
Offers Accepted	116	73	233	95	1	117	40	675
Escrow Closed Acquisition Complete	111	70	232	93	1	117	40	664
Condemnation Filed	26	15	22	11	0	4	5	83
OIP Received	23	10	19	9	0	4	5	70
ROE Signed	15	9	4	5	0	0	0	33
Relocations Underway	0	0	0	0	0	3	1	4
Relocations Completed	183	29	36	28	0	37	0	313
Parcels Under City Control	149	89	255	107	1	121	45	767
Parcels Available for Construction	145	89	255	107	1	121	45	763
Parcels Pending Release for Construction	4	0	0	0	0	0	0	4



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.
 - SRP-Power, Qwest and Cox have started pulling cable along 19th Avenue from Colter 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.
 - SRP power and Kiewit have encountered several Cost to Cure issues where sign, screen wall and landscaping where constructed in the SRP Easement. Issues have been addressed.
 - SRP-Power has removed overhead 12 kV along 19th Avenue from Camelback Road to Colter, SRP is pulling cable from Colter to Missouri. Power poles on 19th Avenue from Colter to Missouri are scheduled to be removed at the end of the October.
- 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 have been started by the LS2 Contractor. The tentative date of completion is mid-October 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.



- 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 continues. There were several utilities in conflict with SRP Irrigation. Qwest is in the process of relocating 400 and 900 pair cables. The tentative completion date for this work is early October. SRP Power had two 12 kV feeders that were identified to be in conflict and were relocated expeditiously. City of Mesa Water and Gas was potholed and was determined to have no conflict with proposed SRP irrigation. SRP has sequenced their work to allow Qwest to expedite their relocation. SRP Irrigation tentative date of completion around mid October 2007.
- Park and Rides
 - Camelback Road and 3rd Avenue: APS is waiting on a Letter of Intent so overhead to underground conversion can proceed.
- Traction Power Substations
 - SRP is still in the process of writing the remaining Legals and Easements for Traction Power Substations Numbers 1, 2, 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 run over budget due to material costs and the fact that traffic control costs have increased.

Issues and Solutions

- SRP-Irrigation relocation in LS5 on Main Street from Dobson Road to Sycamore and SRP Power, Qwest and Cox in LS1. METRO has requested that SRP-Irrigation in LS5 on Main Street from Dobson Road to Sycamore and SRP-Power, Qwest and Cox in LS1 accelerate their relocations even if it includes providing additional resources.

Construction Photographs



Qwest placing new 400 & 900 Pair cable – relocating due to SRP Irrigation conflict at Main Street and Sycamore in LS5



SRP power removing overhead electric and power poles on 19th Avenue – north of Colter in LS1



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

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	92.4%	\$6,342,277	\$5,858,749	\$5,824,537	\$8,212,211
Line Section 2	86.2%	\$1,907,451	\$1,645,055	\$747,007	\$2,370,686
Line Section 3	97.1%	\$3,064,666	\$2,976,266	\$3,114,018	\$5,422,358
Line Section 4	98.6%	\$4,771,602	\$4,704,737	\$2,163,099	\$6,487,516
Line Section 5	92.3%	\$8,005,952	\$7,388,330	\$6,556,396	\$9,631,174
Operations and Maintenance Center	100.0%	\$320,230	\$320,230	\$441,254	\$637,257
Town Lake Bridge	100.0%	\$1,150,000	\$1,150,000	\$824,097	\$1,238,798
	94.1%	\$25,562,178	\$24,043,367	\$19,670,408	\$34,000,000
Sub Total	94.1%	\$25,562,178	\$24,043,367	\$19,670,408	\$34,000,000
Contingency	0.0%	\$8,437,822	\$0	\$0	\$0
	0.0%	\$8,437,822	\$0	\$0	\$0
	70.7%	\$34,000,000	\$24,043,367	\$19,670,408	\$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. Archer Western Contractors will be sending architectural “dog bones” to the artist for incorporation into artwork prior to installation.
 - Camelback/7th Avenue: Test pavers from Advanced Terrazzo were completed satisfactorily. The artist has moved on to a form cut out phase of the modified design. Advanced Terrazzo has just completed work 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. Foundations will be poured this month. Tentative installation is scheduled for January-February 2008.



- Osborn: Bronze footprint pavers have been delivered to AWC site. Installation is scheduled for January 2008.
- 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 100 percent complete. Installation is being scheduled for November 2007.
 - Central/Washington – 1st Avenue/Jefferson: Porcelain tile is completed. Terrazzo pour is completed and a media unveiling will occur on October 11, 2007.
 - Third Street: Steel fabrication is continuing. Archer Western has poured foundations for all three sculptures.
 - Twelfth Street: The artist attended a community meeting on August 28, 2007 to allow stakeholders to preview his hand-painted photo tiles and his metal railing designs. He will be returning in two to three weeks to follow up with additional photography and photo submissions from stakeholders.
 - Twenty-Fourth Street: Steel panel installation is set for October 29, 2007.
- Line Section 4
 - Forty-Fourth Street: Templates have been delivered and columns are scheduled for delivery the week of October 12, 2007.
 - 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.
- Line Section 5
 - Mill/3rd Avenue: The lighting issues have been resolved, and the art canopies are completed. Artist has taken field measurements for final fabrication.
 - College/5th Avenue: The bronze models are three-fourths completed and stone caps have been selected and approved.
 - Apache Boulevard Stations
 - Sculpture: There are financial issues with the Bronze “Hands” which need to be reviewed and resolved. The artist is over budget and has several proposals to consider for continuing the project.

- Paving: Paving artist is making progress for a January 2008 installation of the Dorsey Station.
 - Trellis boxes: the Paving artist is making progress for a January 2008 installation of the Dorsey Station. She has three boxes completed.
- 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 their construction schedule due to art fabrication delays. Public Art activities remain within budget.

Issues and Solutions

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

Construction Photographs



Mosaic Boxes for the Apache Boulevard Station Green Screens by Christine Bourdette

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 intermittently 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 Site grading north of the Station Platform is ongoing.
- Washington and 44th Street Transit Center: Installation of colored concrete around bus shelters has been completed. Parapet framing, interior framing, interior plumbing and electrical, and window installation at Operator Facility Building (OPF3) continues.
- Sycamore and Main Street Transit Center: Site grading and curb/gutter construction is ongoing. Installation of tree grates/landscaping soil continues. Parapet framing, interior framing, interior plumbing and electrical, and window installation at Operator Facility Building (OPF4) continues.
- Stations:
 - Structural Steel installation has been completed for 14 Stations.
 - Canopy Installation has been completed for 8 Stations.
 - Electrical/Communications Cabinet Installations have been completed for 9 Stations.
 - Paver installation has been completed for 1 Station.
 - Work is ongoing at 14 Stations.
- A total of 22 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 accepted 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



3rd/Mill Avenue Structural Steel Installation



Central/Camelback Transit Center Sitework



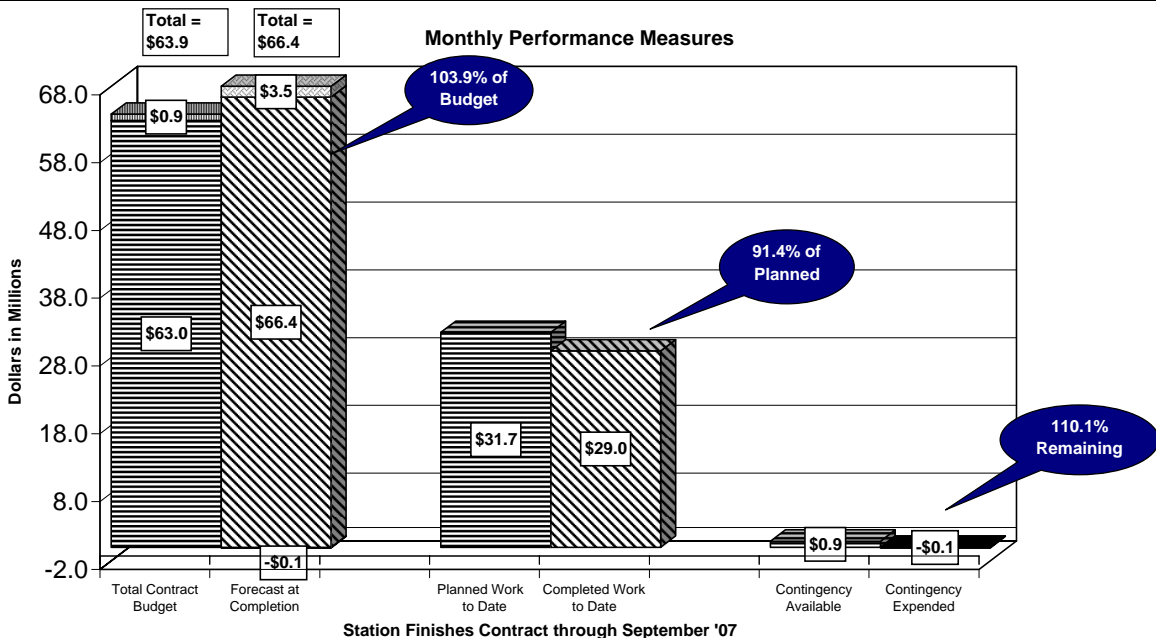
1st Avenue/Van Buren Paver Installation



1st Avenue/Jefferson Station Artwork Installation



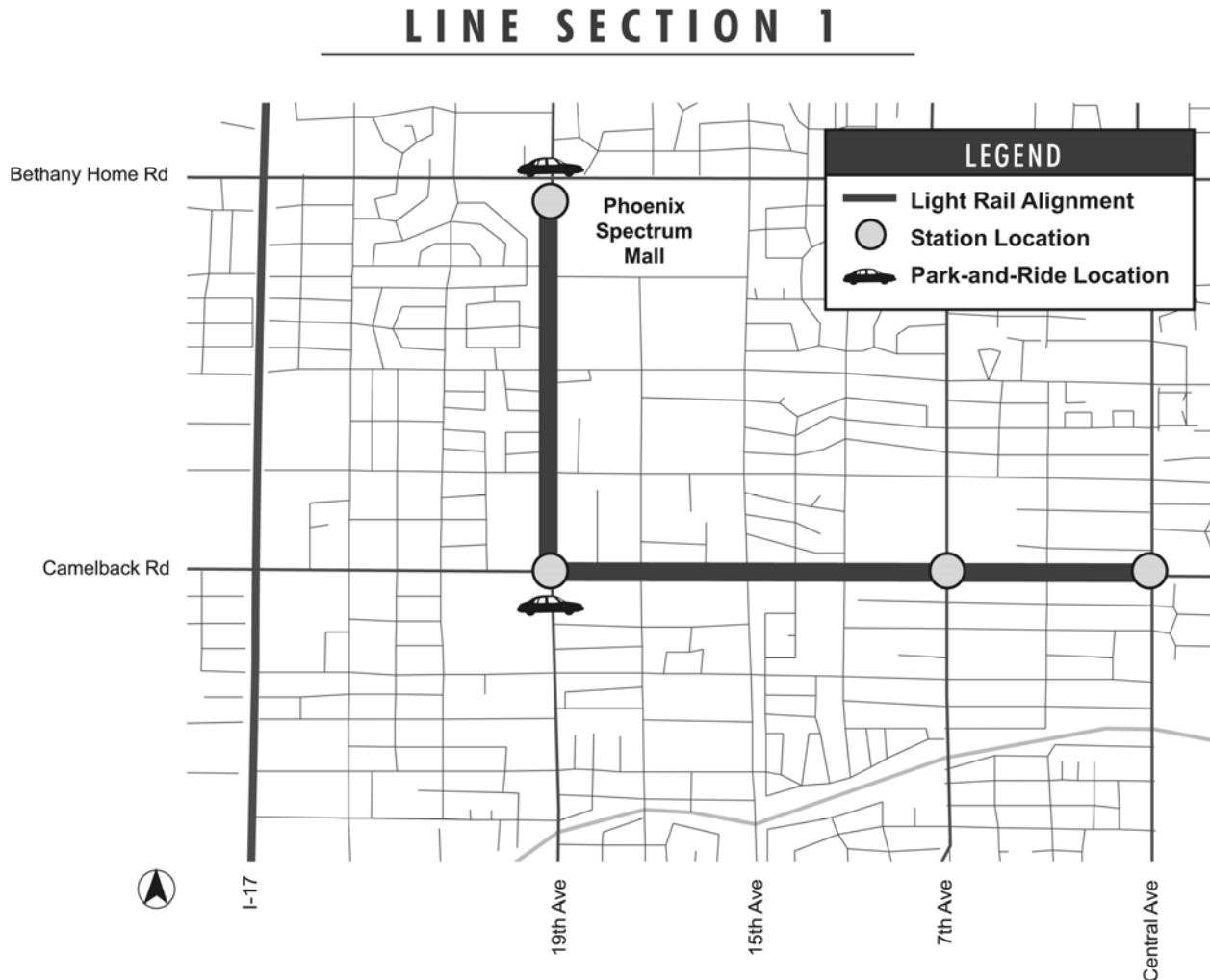
Description:		3.2.1 Station Finishes			
PE/PA:					
Contractor:		Archer Western Contractors			
Resident Architect:		Doaa Aboul-Hosn			
Data Through:		August 31, 2007			
		Cumulative	5309	CNPA	Total
1	Original Budget		\$52,985,000	\$9,988,000	\$62,973,000
2	Executed Change Orders		-\$432,151	\$339,173	-\$92,978
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$52,552,849	\$10,327,173	\$62,880,022
5	Work Scheduled		\$25,458,507	\$6,234,774	\$31,693,281
6	Work Earned		\$23,033,741	\$5,938,716	\$28,972,457
7	Actual Expenditures		\$23,425,572	\$5,932,491	\$29,358,063
8	Forecast to Complete Base (4-7)		\$29,127,277	\$4,394,682	\$33,521,959
9	Change Orders Pending Execution		\$112,502	\$3,411,961	\$3,524,463
10	Forecast at Completion (7+8+9)		\$52,665,351	\$13,739,134	\$66,404,485
11	Percent Budget Expended (7/4)		44.6%	57.4%	46.7%
12	Percent Planned (5/4)		48.4%	60.4%	50.4%
13	Earned Percent Complete (6/4)		43.8%	57.5%	46.1%
14	Schedule Performance (6/5)		0.90	0.95	0.91
15	Cost Performance (6/7)		0.98	N/A	0.99
16	Contingency Budget		\$546,000	\$371,603	\$917,603
17	Remaining Contingency		\$978,151	\$32,430	\$1,010,581
18	Percent Contingency Remaining (17/16)		179.1%	8.7%	110.1%
		Period			
1	Original Budget		N/A	N/A	N/A
2	Executed Change Orders		\$277,827	\$57,483	\$335,310
3	Budget Transfers		\$0	\$0	\$0
4	Current Budget (1+2+3)		\$52,552,849	\$10,327,173	\$335,310
5	Work Scheduled (Cumm - Last Period)		\$1,915,044	\$506,423	\$2,421,467
6	Work Earned (Cumm - Last Period)		\$3,796,382	\$460,406	\$4,256,788
7	Actual Expenditures (Cumm - Last Period)		\$3,756,308	\$462,604	\$4,218,912
8	Forecast to Complete Base (4-7)		\$48,796,541	\$9,864,569	\$58,661,110
9	Change Orders Pending Execution		-\$139,819	\$42,358	-\$97,461
10	Forecast at Completion (7+8+9)		\$52,413,030	\$10,369,531	\$62,782,561
11	Percent Budget Expended (7/4)		7.1%	4.5%	6.7%
12	Percent Planned (5/4)		3.6%	4.9%	3.9%
13	Earned Percent Complete (6/4)		7.2%	4.5%	6.8%
14	Schedule Performance (6/5)		1.98	0.91	1.76
15	Cost Performance (6/7)		1.01	N/A	1.01
16	Contingency Budget				
17	Remaining Contingency				
18	Percent Contingency Remaining (17/16)				



Note: Forecast to Complete Greater than budget due to Addition of 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 15th Avenue on Camelback Road. Underground utilities, asphalt base paving, sidewalk, and curb/gutter have been complete from



7th Avenue to 19th Avenue on the south side of Camelback Road and continue from 15th Avenue toward 19th Avenue on the north side of Camelback.

- All previously existing SRP poles have been removed on Camelback Road. The Center Guideway has been completed from Central Avenue to 16th 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 in early October.
- The 7th Avenue and 19th Avenue Camelback station foundations are complete and turned over to the follow on contractor. Excavation and OCS foundations are complete for the Montebello and 19th Avenue Station. The grounding grid is being installed.
- Traffic control continues to be coordinated between all participants on the project and has been successful by construction standards. Base paving has been completed from Central Avenue to 15th Avenue and both the north and south sides of Camelback are open to traffic from Central to 11th Ave. Paving has been completed the north side of Camelback to 15th Ave.

Cost and Schedule – Variance Analysis

- A revised schedule has been developed to reflect re-sequencing the work to support overall Program Milestones.

Issues and Solutions

- Two issues have arisen that have potential impact to 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 slow production in excavation because of unstable existing material. The delay associated with the waterline is caused by the cutover availability date being changed from December 2007 to January 2008. Re-sequencing of some activities will reduce delay and the work has been accelerated for the both installations. These areas will be monitored closely until completion.
- Change Order 90 was issued, revising the Contractual Milestone Dates (see chart below).

Milestone Number	Description	Original Contract Milestone Dates	CO #26 Revised MS Dates	CO #90 Revised MS Dates
A1	7th Ave Station	27-Nov-06	26-Jan-07	2-Apr-07
A2	Camelback Station	27-Nov-06	9-Feb-07	22-Jun-07
A3	Montebello Station	5-Jul-07	31-May-07	27-Aug-07
B	Rail Access Camelback	3-May-07	22-Aug-07	22-Aug-07
D	Rail Access 19th Ave.	5-Jul-07	10-Jan-08	10-Jan-08
E	Final Completion	1-Nov-07	26-Mar-08	25-Jul-08

Construction Photographs



Rail grinding thermite welds



Utilities to work around during the 48" Waterline installation



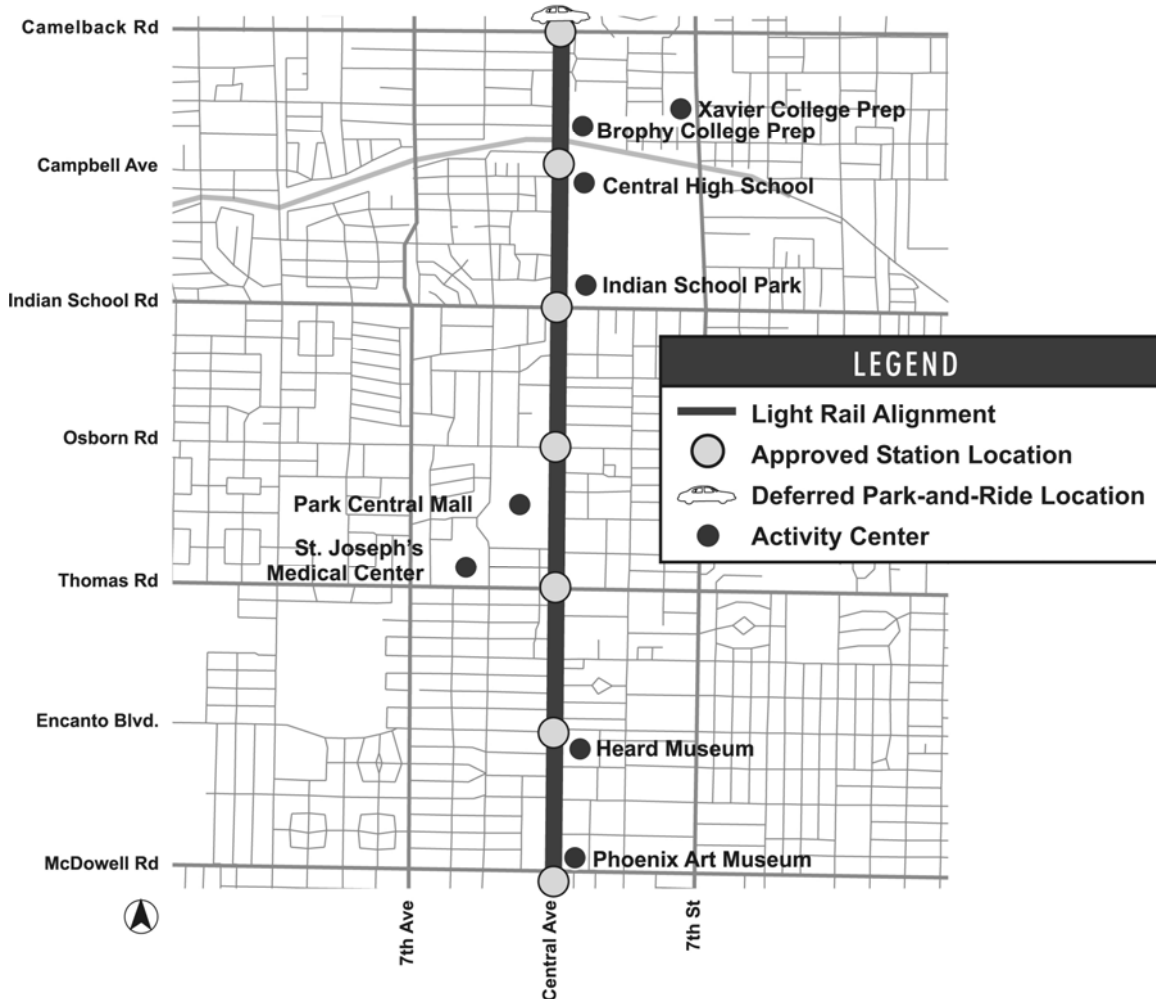
AC Paving - Crews placing AC on Camelback Road between 11th and 15th Avenue



Placing rebar and forms for guideway pour

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, with the installation of the last off set manhole, catch basins and sanitary sewer installations at Encanto intersection, testing the line from Mitchell to Columbus, connecting and testing the manholes at Merrell. Herzog also completed the installation of water mains from Osborn to Thomas, and completed water shutdowns to transfer water service from old mains to the new mains. They also removed abandoned storm drain and sanitary sewers from Indian School to Columbus and Thomas to Roanoke on the east side of Central.
- Herzog has placed a total of 12,355-feet of guideway to date. Contractor placed guideway, curbs and devil strip on Central from Palm Lane to South end of Project and in the south half of Thomas Intersection to Roanoke; continued to install rail and reinforcing for guideway south of Thomas to Roanoke. HCC completed the special track work welding and placement of insulated joints in preparation for installing switch machines and placing concrete. .
- Herzog has completed installation of infrastructure, OCS foundations, grounding grid and continue with placement of forms for the Indian School 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, street lights and traffic signals from Indian School south to McDowell. Herzog removed existing pavement and placed AC Base Pavement on the southbound lanes from Osborn to Catalina, northbound lanes Roanoke to Thomas, Columbus to Indian School.
- Herzog continues to work on installing sidewalk, sandstone borders, tree wells, and is currently working on the installation of landscaping, relocation of Palm Trees, planting trees and shrubs at various locations and continue installation of landscaping in the island at Mariposa.

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



Placing Colored Sidewalk at 2020 Central



Milling pavement Columbus to Indianola



Placing AC Pavement Osborn to Catalina



Street Light Foundation



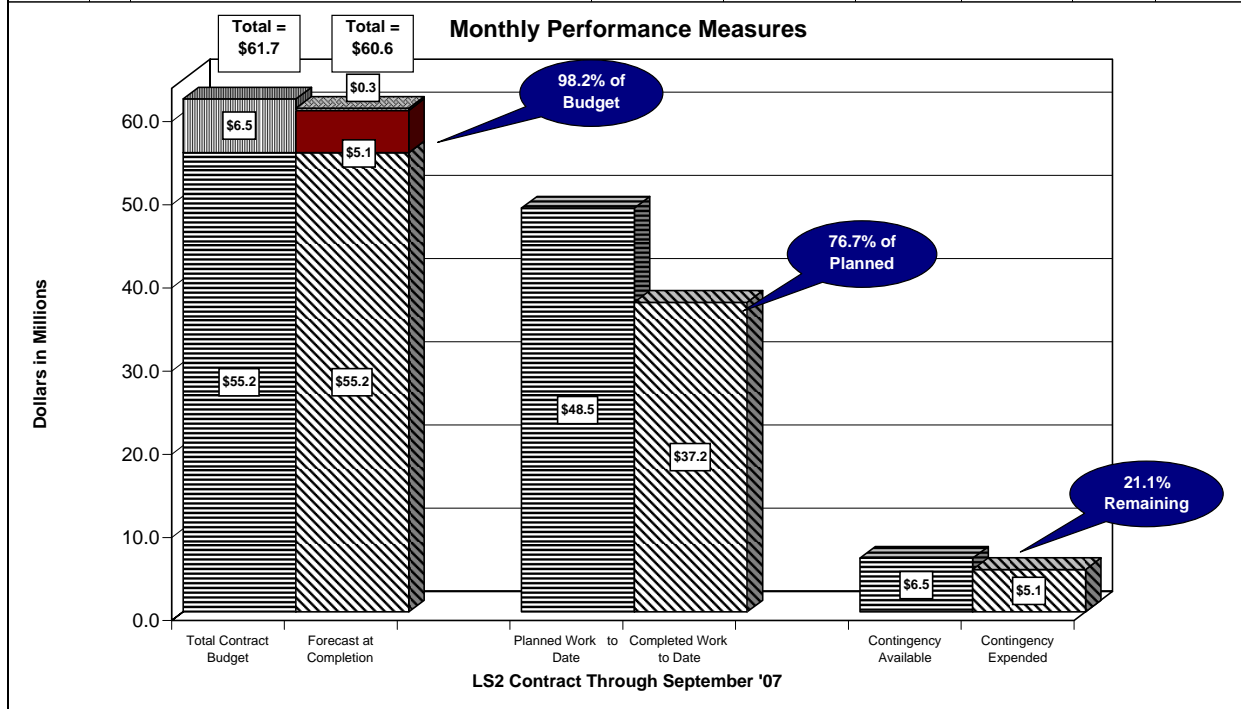
Installing DIP Water line



Guideway Placement south of Palm Lane

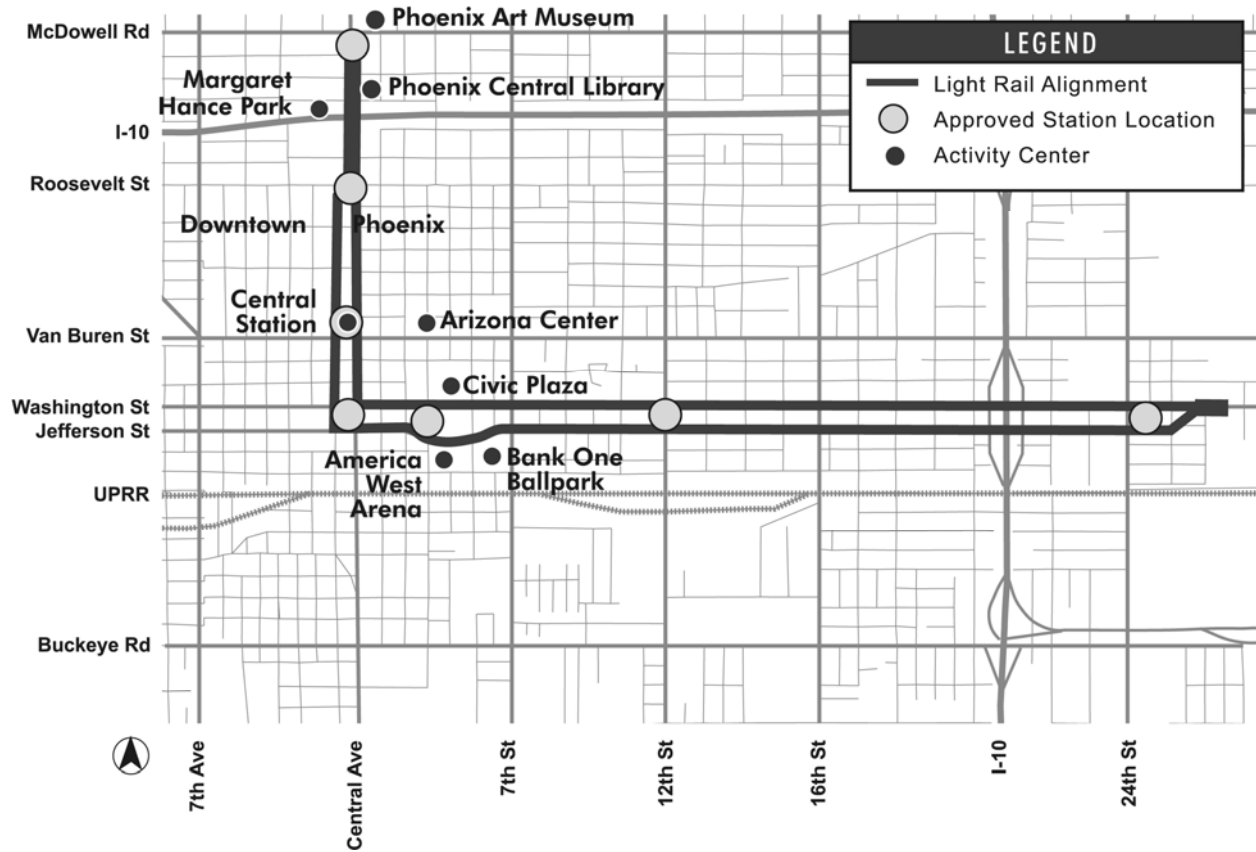


Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		August 31, 2007		
Cumulative				
		5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$6,762,248	\$55,187,372
2	Executed Change Orders	\$5,121,163	\$65,668	\$5,186,831
3	Budget Transfers		-\$85,443	-\$85,443
4	Current Budget (1+2+3)	\$53,546,287	\$6,742,473	\$60,288,760
5	Work Scheduled	\$41,610,557	\$6,923,616	\$48,534,173
6	Work Earned	\$32,869,169	\$4,344,882	\$37,214,051
7	Actual Expenditures	\$32,872,910	\$4,406,343	\$37,279,253
8	Forecast to Complete Base (4-7)	\$20,673,377	\$2,336,130	\$23,009,507
9	Change Orders Pending Execution	\$142,006	\$121,658	\$263,664
10	Forecast at Completion (7+8+9)	\$53,688,293	\$6,864,131	\$60,552,424
11	Percent Budget Expended (7/4)	61.4%	65.4%	61.8%
12	Percent Planned (5/4)	77.7%	102.7%	80.5%
13	Earned Percent Complete (6/4)	61.4%	64.4%	61.7%
14	Schedule Performance (6/5)	0.79	0.63	0.77
15	Cost Performance (6/7)	1.00	0.99	1.00
16	Contingency Budget	\$6,450,401	\$13,293	\$6,463,694
17	Remaining Contingency	\$1,329,238	\$13,293	\$1,362,306
18	Percent Contingency Remaining (17/16)	20.6%	100.0%	21.1%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$51,722	\$0	\$51,722
3	Budget Transfers	\$0	-\$151,548	-\$151,548
4	Current Budget (1+2+3)	\$53,546,287	\$6,742,473	\$60,288,760
5	Work Scheduled (Cumm - Last Period)	\$1,977,378	\$147,284	\$2,124,662
6	Work Earned (Cumm - Last Period)	\$2,927,779	\$90,772	\$3,018,551
7	Actual Expenditures (Cumm - Last Period)	\$2,936,858	\$97,830	\$3,034,688
8	Forecast to Complete Base (4-7)	\$50,609,429	\$6,644,643	\$57,254,072
9	Change Orders Pending Execution	\$113,114	-\$61,863	\$51,251
10	Forecast at Completion (7+8+9)	\$53,659,401	\$6,680,610	\$60,340,011
11	Percent Budget Expended (7/4)	5.5%	1.5%	5.0%
12	Percent Planned (5/4)	3.7%	2.2%	3.5%
13	Earned Percent Complete (6/4)	5.5%	1.3%	5.0%
14	Schedule Performance (6/5)	1.48	N/A	1.42
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 service. 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, The Copper square area sidewalk is 95 percent complete, with paving operations following. AWC will place rubberized final pavement on Washington from 9th Street to 1st Avenue and on Central Avenue from Washington Street to Monroe Street the first week of October and will provide temporary pavement markings.
- The McDowell station foundation completion has slipped. The installation of this foundation will complete all 12 station foundations in this line section.
- AWC has completed the Washington portion of the guideway except for the 11th Street loop work. The two rail headings in progress on Jefferson are continuing with completion now projected in mid to late October. City of Phoenix Council has approved the funding for Phase 1 of the 11th Street loop turnouts on Washington and Jefferson; AWC will proceed with this contract change beginning October 1st. Phase 2 of the 11th Street loop also received council approval pending FTC environmental assessment review. AWC has started the roadway widening on Central from Deck Park Bridge to McDowell and is preparing ROW for the rail heading on Central from the Deck Park Bridge to facilitate the guideway and station work and interface with Line Section 2. AWC has installed approximately 38,000 linear feet of guideway throughout the alignment.
- 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. The completion date for this work has slipped to mid – October.
- 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 77 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



Placing Roadway Paving on Central Avenue



Roadway Widening on Central North of McDowell



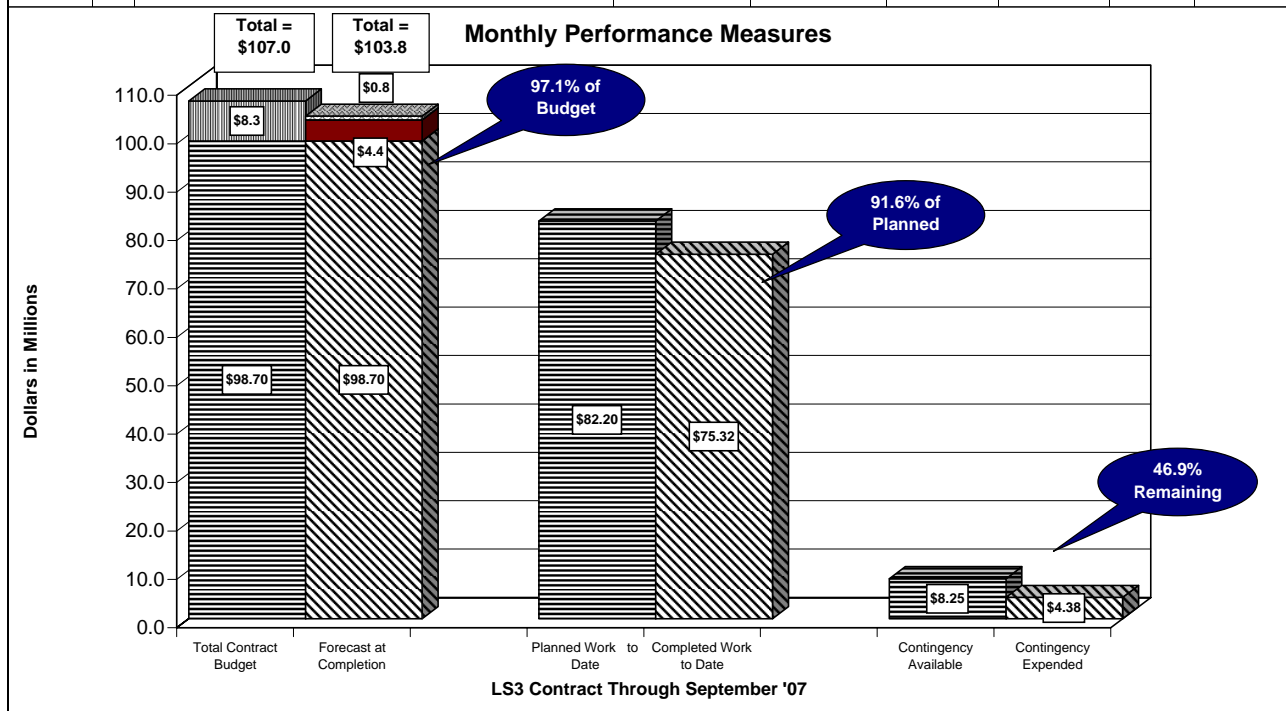
Guideway Subgrade excavation on Central Avenue



Roadway Pavement Replacement on Fillmore and Central Avenue Intersection

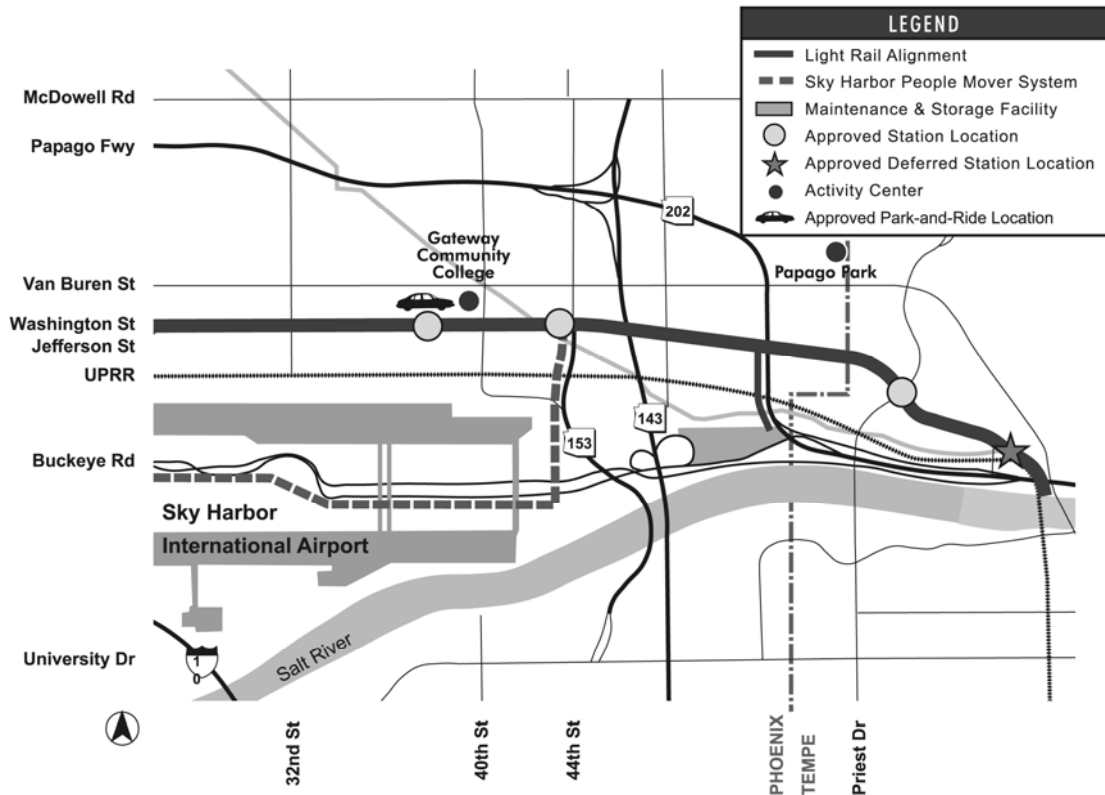


	Description:	3.1.3 Line Section 3		
	PE/PA:	William Gustafson		
	Contractor:	Archer Western		
	Resident Engineer:	William Atesis		
	Data Through:	August 31, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$79,248,617	\$19,452,352	\$98,700,969
2	Executed Change Orders	\$2,696,600	\$377,270	\$3,073,870
3	Budget Transfers	\$0	\$1,305,945	\$1,305,945
4	Current Budget (1+2+3)	\$81,945,217	\$21,135,567	\$103,080,784
5	Work Scheduled	\$64,920,302	\$17,275,291	\$82,195,593
6	Work Earned	\$60,357,756	\$14,963,436	\$75,321,192
7	Actual Expenditures	\$60,603,559	\$15,009,865	\$75,613,424
8	Forecast to Complete Base (4-7)	\$21,341,658	\$6,125,702	\$27,467,360
9	Change Orders Pending Execution	\$658,511	\$93,402	\$751,913
10	Forecast at Completion (7+8+9)	\$82,603,728	\$21,228,969	\$103,832,697
11	Percent Budget Expended (7/4)	74.0%	71.0%	73.4%
12	Percent Planned (5/4)	79.2%	81.7%	79.7%
13	Earned Percent Complete (6/4)	73.7%	70.8%	73.1%
14	Schedule Performance (6/5)	0.93	0.87	0.92
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$7,848,232	\$402,730	\$8,250,962
17	Remaining Contingency	\$5,151,632	\$377,445	\$3,871,147
18	Percent Contingency Remaining (17/16)	65.6%	93.7%	46.9%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$42,505	-\$11,795	\$30,710
3	Budget Transfers	\$0	-\$4,477	-\$4,477
4	Current Budget (1+2+3)	\$81,945,217	\$21,135,567	\$103,080,784
5	Work Scheduled (Cumm - Last Period)	\$2,659,014	\$587,375	\$3,246,389
6	Work Earned (Cumm - Last Period)	\$3,630,281	\$723,370	\$4,353,651
7	Actual Expenditures (Cumm - Last Period)	\$3,640,232	\$719,333	\$4,359,565
8	Forecast to Complete Base (4-7)	\$78,304,985	\$20,416,234	\$98,721,219
9	Change Orders Pending Execution	\$452,718	\$4,285	\$457,003
10	Forecast at Completion (7+8+9)	\$82,397,935	\$21,139,852	\$103,537,787
11	Percent Budget Expended (7/4)	4.4%	3.4%	4.2%
12	Percent Planned (5/4)	3.2%	2.8%	3.1%
13	Earned Percent Complete (6/4)	4.4%	3.4%	4.2%
14	Schedule Performance (6/5)	1.37	1.23	1.34
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	\$6,355,727	\$1,247,344	\$7,603,071
18	Percent Contingency Remaining (17/16)	99.3%	101.3%	99.7%



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 now complete.
- Town Lake Bridge to 44th Street: Installation of power conduits to the two remaining irrigation controllers is now complete. Work on the last few punch list items for the City of Phoenix (COP) and the City of Tempe (COT) traffic signals is nearing completion. Installation of survey monuments has begun.



- Forty-Fourth Street to 40th Street: The guideway curbs were constructed on the Washington Street Bridge over the Grand Canal. Installation of the irrigation system is nearing completion. Micro-Duct installations have been completed.
- Fortieth Street to 34th Street: Curb/gutter pre-punch-list work and installation of the irrigation system is nearing completion. Micro-Duct installations have been completed.
- Thirty-Fourth Street to 30th Street: Curb/gutter and driveways on both sides of Washington Street are now complete. Devil strip construction has begun from 34th to 30th Streets. Remaining two modified OSC foundations installation is complete. Micro-Duct installations have been completed to 32nd Street.
- Thirtieth Street to 26th Street: Curb/gutter, driveway, and sidewalks along the north and south side of Washington Street between 28th and 26th Streets are progressing well. Guideway construction between 30th and 28th Streets is now complete. Demolition for street widening was completed on the south side of Washington Street between 29th and 26th Streets.

Cost and Schedule – Variance Analysis

- The successful, on time, completion of Line Section 4 Milestones 1, 2, 3A, 3B, & 3C and 4 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 3C for completion of track guideway from 44th to 26th Streets was completed ahead of the scheduled milestone of October 5, 2007 on September 28, 2007.
- Overall project completion: Milestone F is on schedule for a timely completion of December 27, 2007.

Issues and Solutions

- None.

Construction Photographs



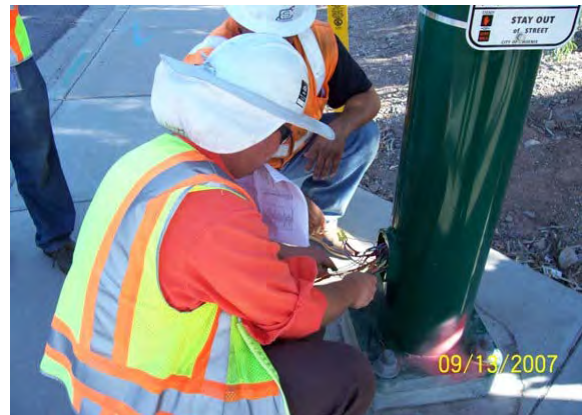
Special Track Work Concrete Placement at 27th Street



Final Elastomeric Grout Placement at the Washington Street Bridge



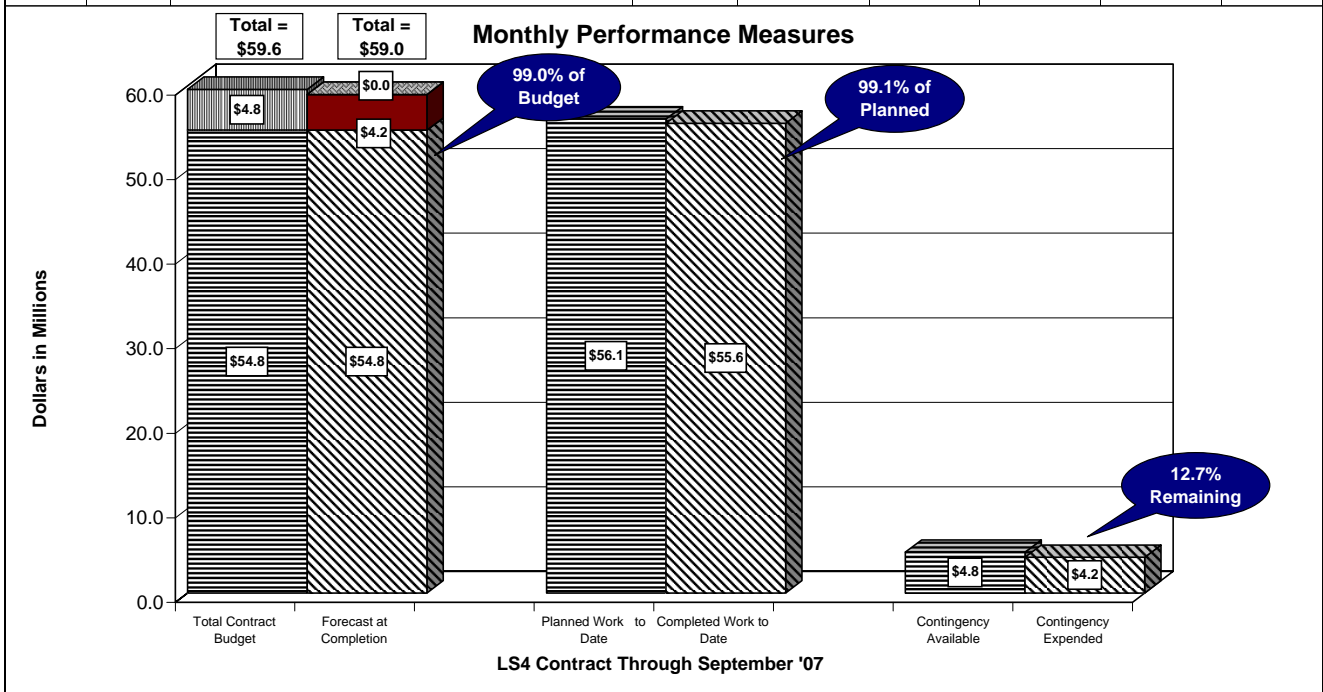
Coring operation for Survey Monument Placement at Parkside COT



Traffic Signals Punch-List Walk Through at 48th Street

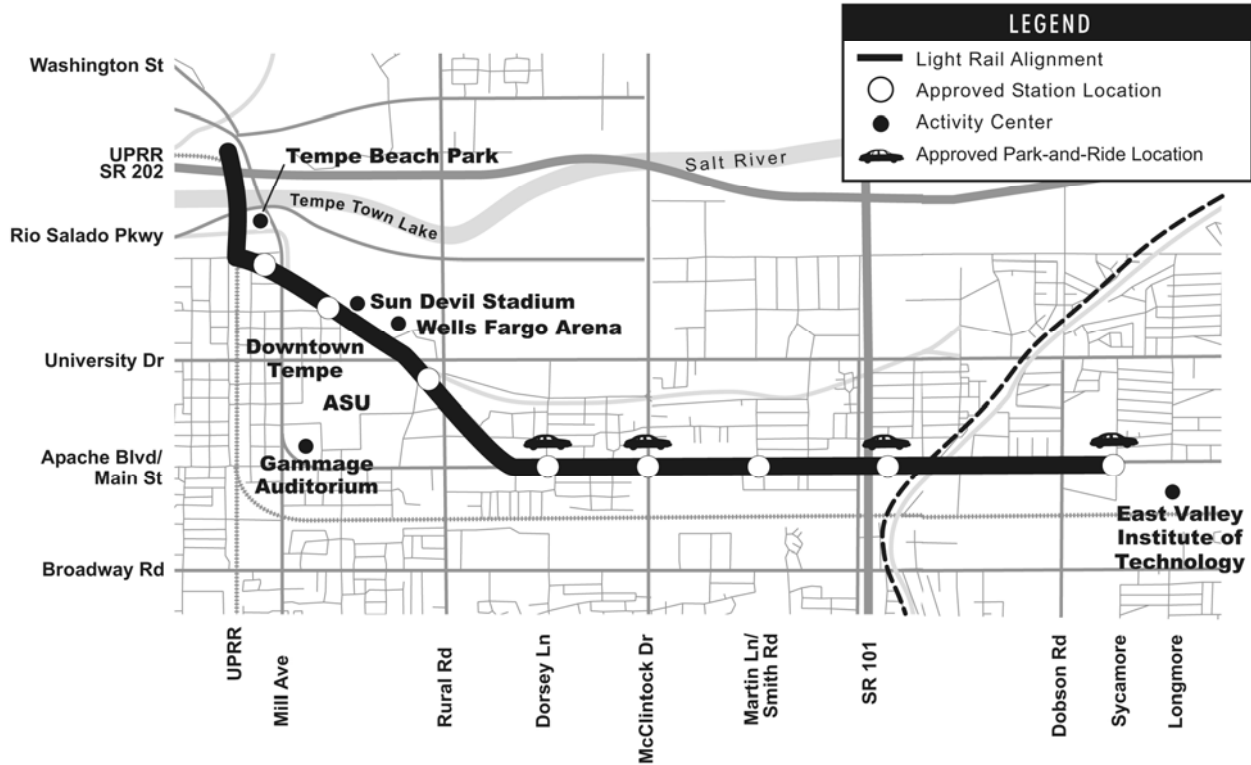


Description:		3.1.4 Line Section 4		
PE/PA:		Avrum Loewenstein		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Frank Aber		
Data Through:		August 31, 2007		
Cumulative		5309	CNPA	Total
1	Budget	\$47,869,894	\$6,880,853	\$54,750,747
2	Executed Change Orders	\$4,220,229	\$1,245,500	\$5,465,729
3	Budget Transfers	-\$625,000	\$2,335,001	\$1,710,001
4	Current Budget (1+2+3)	\$52,090,123	\$10,461,354	\$61,926,477
5	Work Scheduled	\$47,470,217	\$8,605,990	\$56,076,207
6	Work Earned	\$46,682,656	\$8,892,470	\$55,575,126
7	Actual Expenditures	\$48,209,988	\$8,910,545	\$57,120,533
8	Forecast to Complete Base (4-7)	\$3,880,135	\$1,550,809	\$5,430,944
9	Change Orders Pending Execution	\$368,621	\$0	\$368,621
10	Forecast at Completion (7+8+9)	\$52,458,744	\$10,461,354	\$62,920,098
11	Percent Budget Expended (7/4)	92.6%	85.2%	92.2%
12	Percent Planned (5/4)	91.1%	82.3%	90.6%
13	Earned Percent Complete (6/4)	89.6%	85.0%	89.7%
14	Schedule Performance (6/5)	0.98	1.03	0.99
15	Cost Performance (6/7)	0.97	1.00	0.97
16	Contingency Budget	\$4,662,188	\$172,633	\$4,834,821
17	Remaining Contingency	\$441,959	\$172,633	\$614,592
18	Percent Contingency Remaining (17/16)	9.5%	100.0%	12.7%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	-\$22,571	\$0	-\$22,571
3	Budget Transfers	\$0	\$49,906	\$49,906
4	Current Budget (1+2+3)	\$52,090,123	\$10,461,354	\$62,551,477
5	Work Scheduled (Cumm - Last Period)	\$972,902	\$101,562	\$1,074,464
6	Work Earned (Cumm - Last Period)	\$1,648,704	\$180,667	\$1,829,371
7	Actual Expenditures (Cumm - Last Period)	\$1,603,612	\$82,832	\$1,686,444
8	Forecast to Complete Base (4-7)	\$3,880,135	\$1,550,809	\$5,430,944
9	Change Orders Pending Execution	\$222,208	-\$49,886	\$172,322
10	Forecast at Completion (7+8+9)	\$5,705,955	\$1,583,755	\$7,289,710
11	Percent Budget Expended (7/4)	3.1%	0.8%	2.7%
12	Percent Planned (5/4)	1.9%	1.0%	1.7%
13	Earned Percent Complete (6/4)	3.2%	1.7%	3.0%
14	Schedule Performance (6/5)	1.69	1.78	1.70
15	Cost Performance (6/7)	1.03	2.18	1.08
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 37,550 track feet of embedded track, with scheduled weekly placements until completion.
- The Contractor has substantially completed Milestone B2, and the platform at McClintock Station.



- The Contractor is coordinating with follow-on contractors in various locations in Milestones A2 and B2 since their substantial completion.
- The Contractor has completed embedded track to the west side of Price Road, including the River Road crossover; has completed most of the embedded track between Price Road and the Tempe Canal; and has placed 600 track feet of track skeleton between the Tempe Canal and Dobson Road.
- The Contractor is near completion of the Smith-Martin station foundation; is forming the foundation for the Price Road Station; and has completed the grounding grid for the Sycamore Street Station.
- The Contractor is preparing guideway subgrade, and placing guideway ductbank throughout the remainder of the guideway to the end of line in Mesa. All OCS foundations have been installed.
- The Contractor replaced pavement in Apache Boulevard intersections to remove existing crowning in order to improve the ride along Apache Boulevard, and has commenced mill and overlay operations for placement of rubberized asphalt on Terrace Road and Apache Boulevard. Per City of Tempe request, the mill and overlay on Apache Boulevard was increased to 1-1/2 inches, and extended westward to Rural Road.
- The Contractor continued street widening from the Tempe Canal Bridge to Sycamore, except in those remaining areas in which SRP-Water is relocating an irrigation line (from the west side of Dobson, across Main Street, and across Dobson to the southwest corner of Sycamore and Main Street).
- The Contractor continued utility relocations and traffic signal installations eastward from the Tempe Canal Bridge to Sycamore Street in the City of Mesa.
- The Contractor completed trenching and replacement of pavers across the ASU Promenade for placement of new Promenade lights, and is awaiting materials for placing the lights. The Contractor completed placement of skateboard cleats on all seatwalls.

Cost and Schedule – Variance Analysis

- Milestones A2 and B2 are substantially complete, as are five station platforms. Milestones C2 through F2 have been 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 awaiting final signature approval by the Agency. The Contractor contends SRP water work may still impact completion of Sycamore Station on schedule.

Issues and Solutions

- The Contractor has faced significant challenges with existing utilities along the alignment eastward from McClintock Drive, but has now reached a point in which almost all utilities have been placed or relocated.
- Utility relocations by SRP-Power along Apache Boulevard in Tempe, and Main Street in Mesa, have delayed street widening efforts and trackway work along this corridor. The final SRP-Water irrigation relocation has begun, but has been delayed by previously



unidentified utility conflicts. This SRP work delays the Dobson Road crossing and completion of roadway work in Mesa, and impedes guideway work. The Contractor provided extensive support to resolve potential conflicts prior to SRP's mobilization, and currently is adjusting scheduled work sequences to allow SRP unimpeded access to the relocation areas. This last remaining utility relocation work is anticipated to be completed in October.

- Pavement elevations along Apache Boulevard west of Price Road, and along Main Street east of Dobson Road, have been found higher than expected from the Contract drawings. This may be partially due to having to adjust control point elevations in these areas at the beginning of the project. Placing rail at the designed elevations in the intersections in these areas will result in significant replacement of adjacent pavement. Top of curb elevation adjustments for the guideway curbs has alleviated some of the issues between intersections. A redesign to raise the rail elevations across the Price Road intersections and the Loop 101 Bridge, and across Dobson Road to the end of the line, has been initiated to reduce pavement replacements in the affected intersections.
- 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. However, during the September Community Advisory Board meeting, the Contractor received the lowest ratings to date for response to issues, though each activity report reviewed noted stakeholder satisfaction with the response. The support of the METRO public involvement personnel assigned to the Project is more critical now than ever for conflict avoidance and resolution.

Construction Photographs



Skateboard Cleats at ASU Promenade
Milestone G



Trackway and Crossover East of River Road,
Milestone C



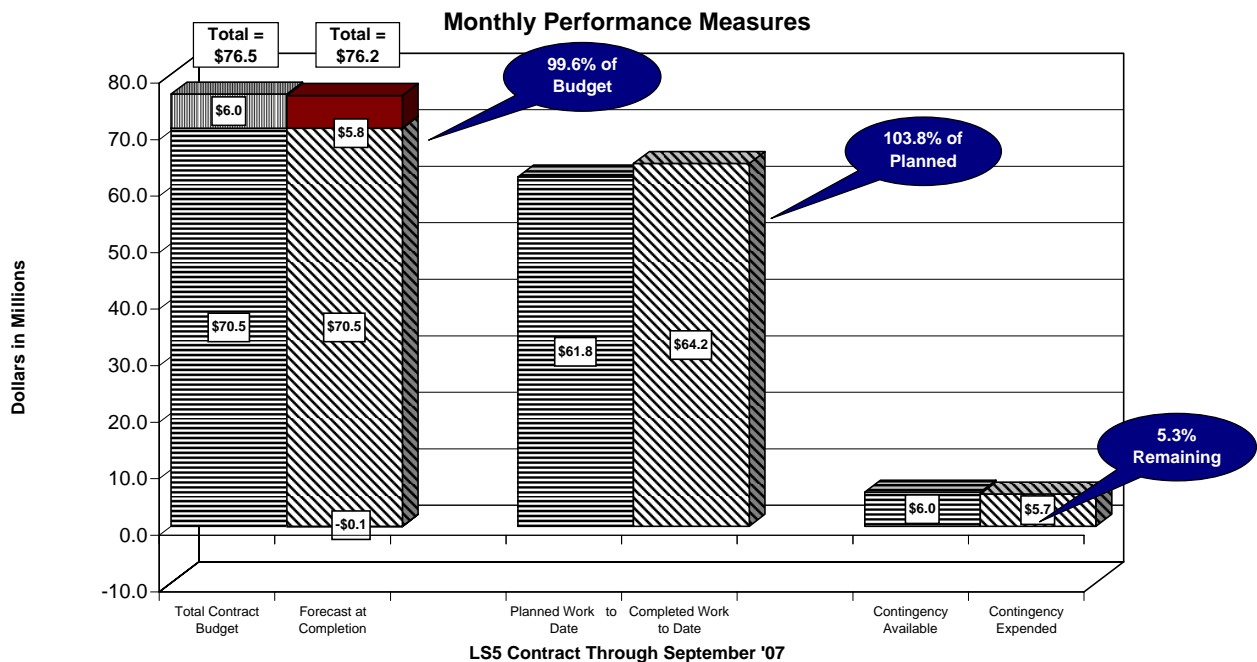
Replacement of Traffic Signal at Dobson/Main,
Previously Removed to Facilitate SRP Work,
Milestone E



Guideway Work in Mesa,
Milestone F



Description:		3.1.5 Line Section 5			
PE/PA:		Brian Buchanan			
Contractor:		Sund/Stacey Witbeck			
Resident Engineer:		Sam Graham			
Data Through:		September 15, 2007			
		Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$1,573,317	\$70,456,286	
2	Executed Change Orders	\$5,773,127	\$231,999	\$6,005,126	
3	Budget Transfers	\$0	\$0	\$0	
4	Current Budget (1+2+3)	\$74,656,096	\$1,805,316	\$76,461,412	
5	Work Scheduled	\$60,171,241	\$1,649,531	\$61,820,772	
6	Work Earned	\$63,197,047	\$989,659	\$64,186,706	
7	Actual Expenditures	\$63,593,347	\$787,962	\$64,381,309	
8	Forecast to Complete Base (4-7)	\$11,062,749	\$1,017,354	\$12,080,103	
9	Change Orders Pending Execution	-\$69,140	\$16,535	-\$52,605	
10	Forecast at Completion (7+8+9)	\$74,586,956	\$1,821,851	\$76,408,807	
11	Percent Budget Expended (7/4)	85.2%	43.6%	84.2%	
12	Percent Planned (5/4)	80.6%	91.4%	80.9%	
13	Earned Percent Complete (6/4)	84.7%	54.8%	83.9%	
14	Schedule Performance (6/5) (SPI)	1.05	0.00	1.04	
15	Cost Performance (6/7) (CPI)	0.99	0.00	1.00	
16	Contingency Budget	\$5,908,135	\$117,164	\$6,025,299	
17	Remaining Contingency	\$204,148	\$117,164	\$321,312	
18	Percent Contingency Remaining (17/16)	3.5%	100.0%	5.3%	
		Period			
1	Budget	N/A	N/A	N/A	
2	Executed Change Orders	\$4,838,790	(\$8,243)	\$4,830,547	
3	Budget Transfers	\$0	\$0	\$0	
4	Current Budget (1+2+3)	\$74,656,096	\$1,805,316	\$76,461,412	
5	Work Scheduled (Cumm - Last Period)	\$2,280,787	\$0	\$2,280,787	
6	Work Earned (Cumm - Last Period)	\$7,961,704	\$0	\$7,961,704	
7	Actual Expenditures (Cumm - Last Period)	\$8,293,911	\$29,351	\$8,323,262	
8	Forecast to Complete Base (4-7)	\$66,362,185	\$1,775,965	\$68,138,150	
9	Change Orders Pending Execution	-\$5,075,971	\$0	-\$5,075,971	
10	Forecast at Completion (7+8+9)	\$69,580,125	\$1,805,316	\$71,385,441	
11	Percent Budget Expended (7/4)	11.1%	1.6%	10.9%	
12	Percent Planned (5/4)	3.1%	0.0%	3.0%	
13	Earned Percent Complete (6/4)	10.7%	0.0%	10.4%	
14	Schedule Performance (6/5)	3.49	0.00	3.49	
15	Cost Performance (6/7)	0.00	0.00	0.00	
16	Contingency Budget				
17	Remaining Contingency				
18	Percent Contingency Remaining (17/16)				



Note: No update submitted during the reporting period

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

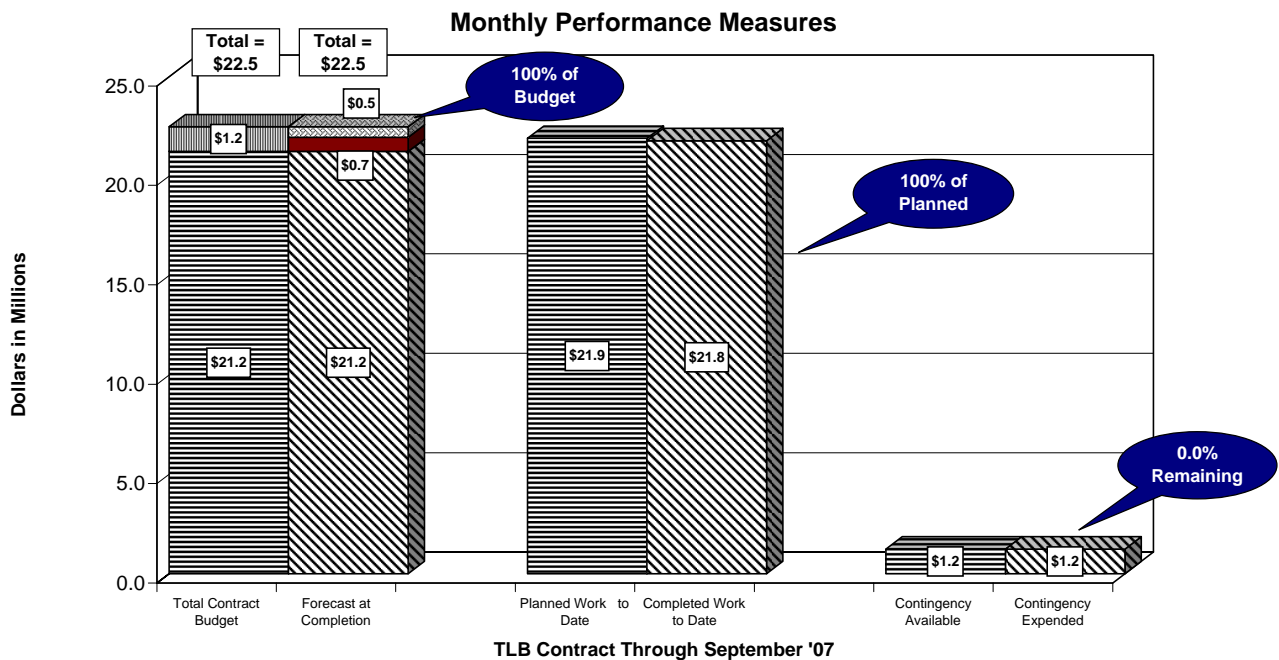
- This Contract has been closed.

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	\$519,508	\$0	\$519,508
10	Forecast at Completion (7+8+9)	\$22,279,260	\$17,523	\$22,296,783
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	\$1	\$1,402	\$1,403
18	Percent Contingency Remaining (17/16)	0.0%	0.0%	0.1%
	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	\$519,508	\$0	\$519,508
10	Forecast at Completion (7+8+9)	\$22,279,260	\$0	\$22,279,260
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	\$1	\$0	\$1
18	Percent Contingency Remaining (17/16)	0.0%	0.0%	0.0%



Note: Contract complete. Forecast at Completion adjusted to reflect pending transfer of remaining contingency

Operations and Maintenance Center



Description

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

Progress

- The spray paint booth was inspected again by COP Fire Department. Additional control work to be performed by METRO is needed for the spray paint gun interlock system.
- Notice of Final Acceptance and commencement of the warranty period was issued effective May 15, 2007.

Cost and Schedule – Variance Analysis

- METRO is processing the Final Payment and a letter releasing remaining Escrowed Funds was issued to the Contractor's bank.

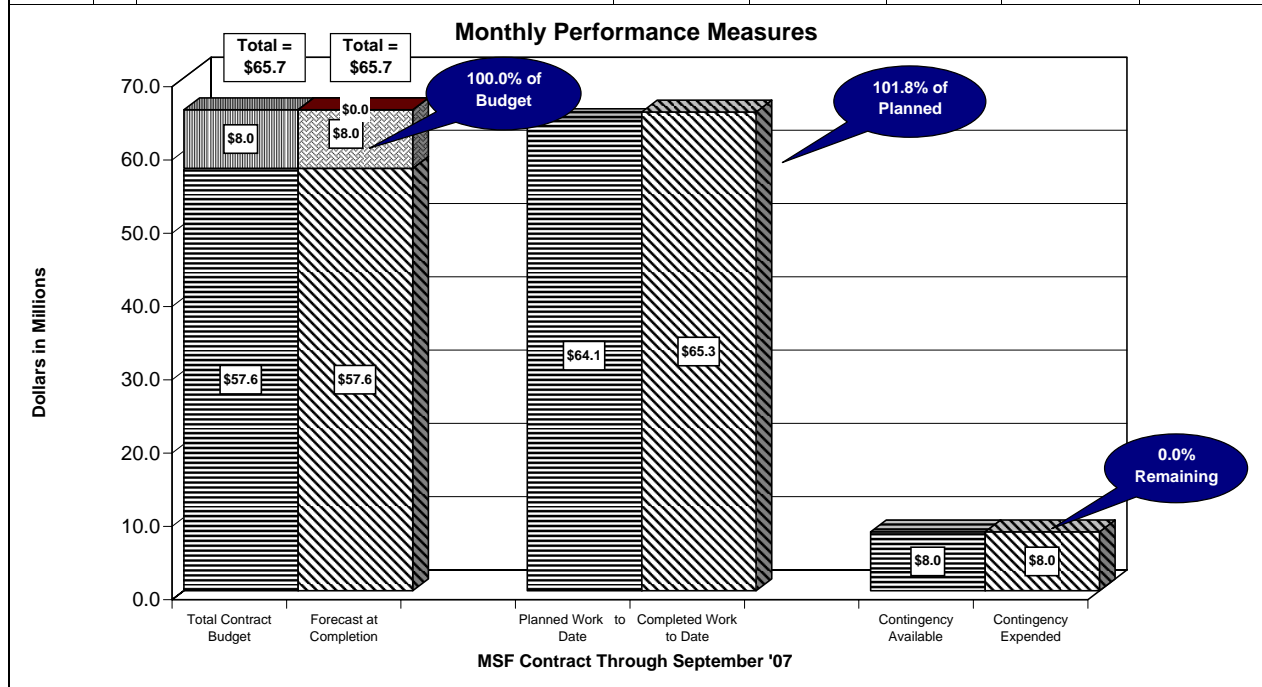


Issues and Solutions

- None.

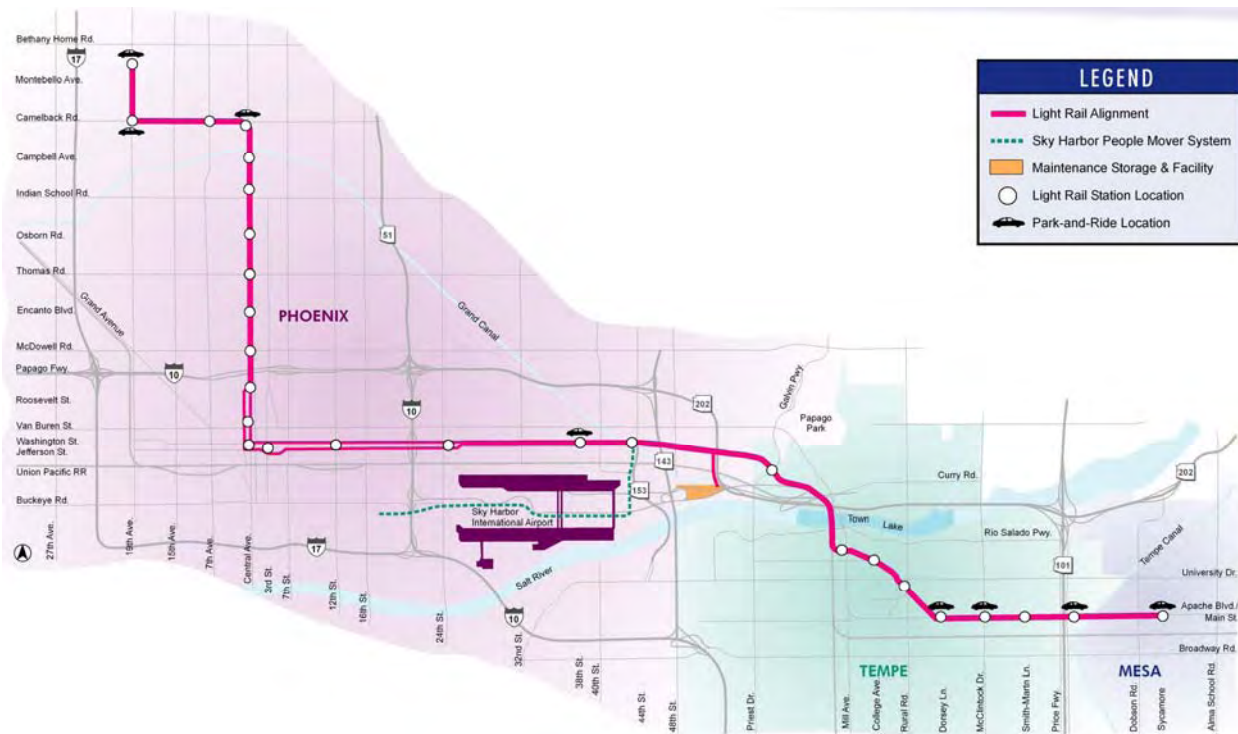


Description:		3.5.1 Maintenance Support Facility/Operations and Maintenance Center	
PE/PA:		Avrum Loewenstein	
Contractor:		Sundt/Stacy Witbeck	
Resident Engineer:		Brian Mason	
Data Through:		August 31, 2007	
		5309	Total
Cumulative			
1	Budget	\$57,637,721	\$57,637,721
2	Executed Change Orders	\$8,020,263	\$8,020,263
3	Budget Transfers	-\$257,984	-\$257,984
4	Current Budget (1+2+3)	\$65,400,000	\$65,400,000
5	Work Scheduled	\$64,149,604	\$64,149,604
6	Work Earned	\$65,331,600	\$65,331,600
7	Actual Expenditures	\$65,800,124	\$65,800,124
8	Forecast to Complete Base (4-7)	-\$400,124	-\$400,124
9	Change Orders Pending Execution	\$0	\$0
10	Forecast at Completion (7+8+9)	\$65,400,000	\$65,400,000
11	Percent Budget Expended (7/4)	100.6%	100.6%
12	Percent Planned (5/4)	98.1%	98.1%
13	Earned Percent Complete (6/4)	99.9%	99.9%
14	Schedule Performance (6/5)	1.02	1.02
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	\$925,357	\$925,357
3	Budget Transfers	\$0	\$0
4	Current Budget (1+2+3)	\$64,149,604	\$64,149,604
5	Work Scheduled (Cumm - Last Period)	\$0	\$0
6	Work Earned (Cumm - Last Period)	\$925,357	\$925,357
7	Actual Expenditures (Cumm - Last Period)	\$925,357	\$925,357
8	Forecast to Complete Base (4-7)	\$63,224,247	\$63,224,247
9	Change Orders Pending Execution	-\$925,357	-\$925,357
10	Forecast at Completion (7+8+9)	\$63,224,247	\$63,224,247
11	Percent Budget Expended (7/4)	1.4%	1.4%
12	Percent Planned (5/4)	0.0%	0.0%
13	Earned Percent Complete (6/4)	1.4%	1.4%
14	Schedule Performance (6/5)	#N/A	#N/A
15	Cost Performance (6/7)	1.00	1.00
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, 3,513 spaces are currently provided. Sites are located at 19th Avenue and Montebello, 19th Avenue and Camelback Road, Central Avenue and Camelback Road, 38th Street and Washington Street, Dorsey Lane and Apache Boulevard, McClintock Road and Apache Boulevard, Price Freeway and Apache Boulevard, and Sycamore Drive and Main Street. The lots are adjacent to Transit Centers at 19th Street and Montebello, Central and Camelback and Sycamore and Main Street. On site security buildings are provided at 19th Avenue and Montebello, 19th Avenue and Camelback Road, McClintock Road and Apache Boulevard, Price Freeway and Apache Boulevard, and Sycamore Drive and Main Street.

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

Progress

- METRO Procurement has issued a notice of intent to award a contract to Kiewit Construction for the Montebello/19th Avenue and 19th Avenue/Camelback sites. Anticipated notice-to-proceed is December 3, 2007.
- METRO Procurement has issued a notice of intent to award a contract to MRM Construction for the Central/Camelback and 38th Street/Washington sites. Anticipated notice-to-proceed is December 3, 2007.



- METRO Procurement has requested proposals from Kiewit Construction for construction of the Price/Apache and Sycamore/Main sites.
- The Developer for the McClintock/Apache site has begun demolition of the site. The precast-concrete contractor has fabricated the structural components for the garage. Anticipated certificate of occupancy and opening of the site is March 25, 2008. METRO Signals and Communications is providing the necessary interface for the facility security system.

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 reduces the construction estimate for the six remaining sites to approximately \$22,300,000. Four of the six sites have been proposed for award at a total amount of \$13,435,267.

Issues and Solutions

- Monitoring of the private Developer’s progress for the McClintock/Apache site to assure that there are no less than 300 parking spaces available in December 2008.
- 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	Contractor
1	Montebello/19 th Ave.	794	December 3, 2007	Kiewit
2	19 th Ave./Camelback	410	December 3, 2007	Kiewit
3	Central/Camelback	135	December 3, 2007	MRM Construction
4	38 th St./Washington	189	December 3, 2007	MRM Construction
5	Dorsey/Apache (2-Sites)	190	March 2008	City of Tempe
6	McClintock/Apache--Garage	300	September 2007	Developer
7	Price Freeway/Apache	693	March 3, 2008*	TBD
8	Sycamore/Main	802	TBD	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 MSF and direct fixation fasteners for the MSF, Town Lake Bridge (TLB) and Deck Park Bridge.
- Girder Rail – rail needed for the embedded trackwork.
- Girder Rail Special Trackwork – turnouts needed for the embedded trackwork.
- Concrete Crossties – concrete crossties needed for the OMC.
- T Rail – rail for the MSF, TLB including approaches and Deck Park Bridge.

Progress

- Girder Rail
- Embedded Special Trackwork
 - The Contractor continues to produce special trackwork castings and other miscellaneous materials for this contract.
- One material delivery was made during this month. The Contractor delivered 16 Insulation Joint Kits.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- None.

Construction Photographs



Issuance of the frogs for Turnout 3-1, 3-2, 3-3, 3-4 to the LS3 Contractor



Issuance of Impedance Bond Boxes and T-Rail to the LS5 Contractor



Issuance of Signal Circuit Boxes to the LS5 Contractor



Issuance of Traction Power Plugs for the LS1 Contractor

Traffic Signal Procurement



Description

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

Progress

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

Cost and Schedule – Variance Analysis

- No Change for this month, traffic signal procurement activities has been completed.
- A table showing the status of costs incurred to-date versus budget follows:

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

- None.

Construction Photographs



Signal Poles 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 MSF and install the machine within the concrete foundation constructed by the Agency in the Maintenance of Equipment building. Inspect, test, start-up the machine to ensure it is operating properly and safely and provide training to Agency staff.

Progress

- The installation of the machine is now complete. On-site testing and training is scheduled for next month.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- None.

13. Systems

Automated Fare Collection System



Description

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

Progress

- Milestone 1 Progress - Complete.
- Milestone 2 Progress - Complete.
- Milestone 3 Progress - Awaiting formal closeout of PDR submittals.
- Milestone 4 Progress - Awaiting formal closeout of FDR submittals.
- Milestone 5 Progress - Planning First Article Configuration Inspection end of 2007.



Cost and Schedule – Variance Analysis

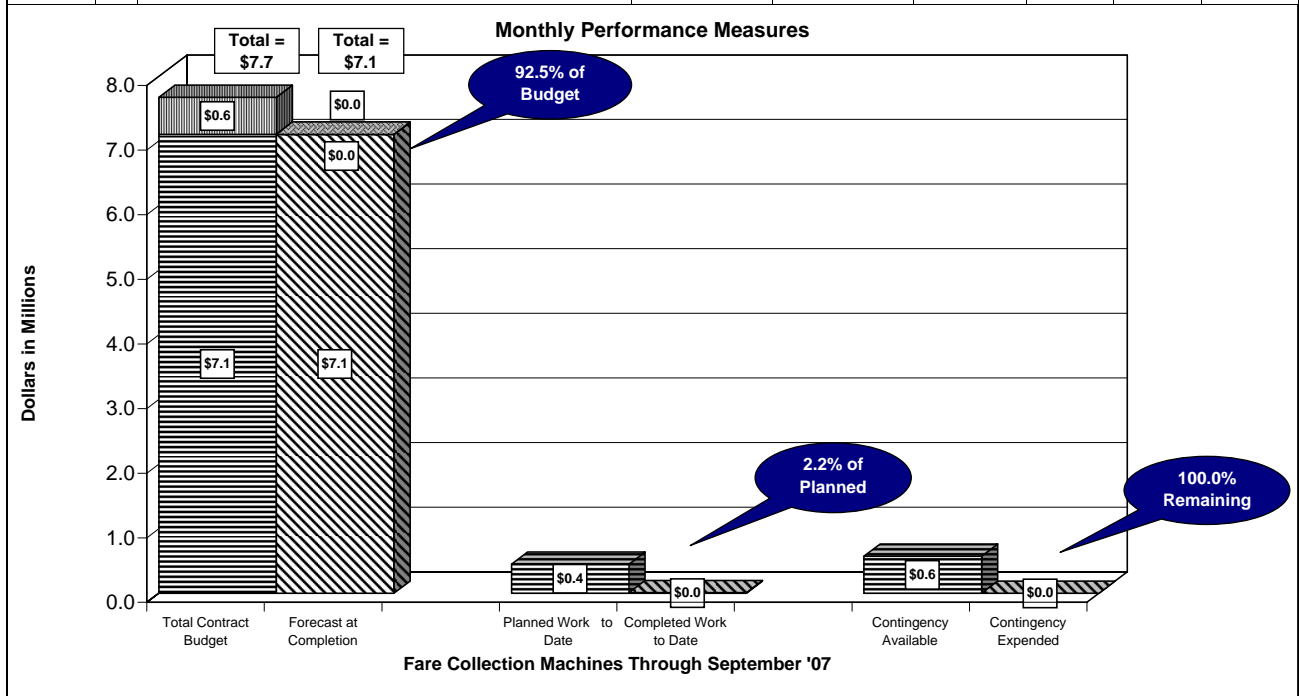
- The first Monthly Progress Update was received several months ago. This submittal was reviewed with a status of non-compliant with the previous month's review comments and the contract specifications and returned to the contractor for correction and resubmittal. The Contractor continues to work with METRO to correct these deficiencies.

Issues and Solutions

- Ticket Vending Machine Servicing Envelope. Continuing to await Contractor's concurrence of the revised layouts.
- Smart Card Regional Policy. Direction provided to SBI to continue moving forward with the current smart card selection screens and fare tables proposed by SBI as not to impact their schedule.
- Environmental Test Waivers. SBI is requesting relief from environmental testing. Agency has requested additional documentation in order to evaluate this request.



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	\$449,995
6	Work Earned	\$9,720
7	Actual Expenditures	\$12,911
8	Forecast to Complete Base (4-7)	\$7,087,101
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)	0.1%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$574,535
17	Remaining Contingency	\$574,535
18	Percent Contingency Remaining (17/16)	100.0%
Period		
1	Original Budget	\$0
2	Executed Change Orders	\$0
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$7,100,012
5	Work Scheduled (Cumm - Last Period)	\$1,539
6	Work Earned (Cumm - Last Period)	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0
8	Forecast to Complete Base (4-7)	\$7,100,012
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$7,100,012
11	Percent Budget Expended (7/4)	0.0%
12	Percent Planned (5/4)	0.0%
13	Earned Percent Complete (6/4)	0.0%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	
17	Remaining Contingency	
18	Percent Contingency Remaining (17/16)	



Light Rail Vehicle



Description

METRO has a Contract with KINKISHARYO International, L.L.C. (KI) for two prototype and forty eight production light rail vehicles (LRVs) for a total of 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 October 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 GEO Focus 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:
 - A total of 17 LRVs are in varying stages of final assembly at the OMC.
 - Cars 101 thru 148 were shipped from Osaka for final assembly. All truck frames and components were also shipped from Osaka to Phoenix for final assembly. As noted below, final assembly of LRVs is being impacted by material shortages (gearboxes, APS). This has led to space constraints at the OMC for carbody storage. KI has located a parcel for storing carbodies (LRV 130 and above) in Tempe. KI will be responsible for security at the site as well as for costs associated with secondary handling of car bodies.
 - 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's items.

Cost and Schedule – Variance Analysis

- Car delivery remains on schedule, sufficient to meet the needs of the overall program. Contract remains within budget.

Issues and Solutions

- KI's propulsion supplier, Elin, is continuing its investigation of gear box noise at their US manufacturing plant and here at the OMC. METRO is waiting for engineering reports.
- KI has experienced parts shortages which has caused impacts on the short term delivery schedule of LRVs. The problems involve the supply of greabox and APS units. METRO

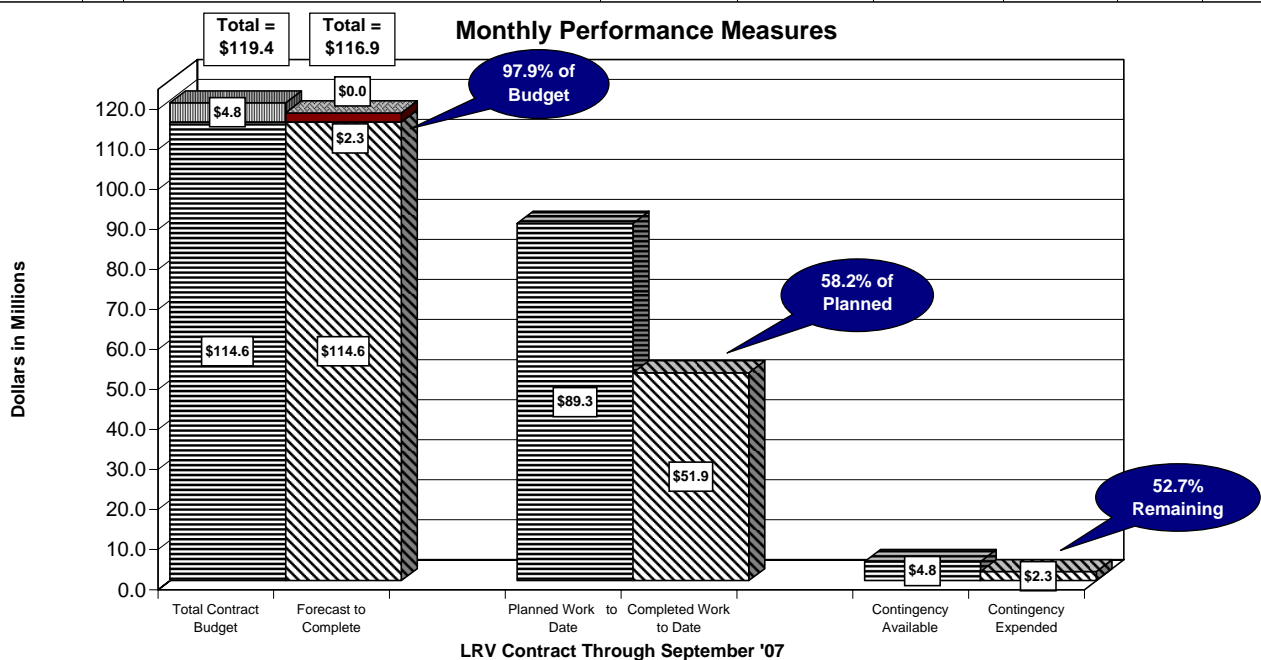


representatives held a series of meetings with both suppliers in August to evaluate the impacts to the schedule as well as to determine contingency production plans. KI will be presenting a revised delivery schedule by early October. While this will impact the delivery of LRVs of the short term, both METRO and KI remain confident that the final LRV (150) will be delivered and accepted by October 2008.

- METRO continues to wait for cost information from Geofocus related to the on-board radio and vehicle monitoring systems.



Description:		3.7.1 Light Rail Vehicles		
PE/PA:		Steve Bethel		
Contractor:		Kinkisharo International		
Resident Engineer:		John Swanson		
Data Through:		June 30, 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	\$89,285,263	N/A	\$89,285,263
6	Work Earned	\$51,928,932	N/A	\$51,928,932
7	Actual Expenditures	\$56,196,909	N/A	\$56,196,909
8	Forecast to Complete Base (4-7)	\$60,678,547	N/A	\$60,678,547
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)	48.1%	N/A	N/A
12	Percent Planned (5/4)	76.4%	N/A	N/A
13	Earned Percent Complete (6/4)	44.4%	N/A	N/A
14	Schedule Performance (6/5)	0.58	N/A	N/A
15	Cost Performance (6/7)	0.92	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	\$0	\$0	\$0
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)	\$6,012,225	N/A	\$6,012,225
6	Work Earned (Cumm - Last Period)	\$0	N/A	\$0
7	Actual Expenditures (Cumm - Last Period)	\$9,353	N/A	\$9,353
8	Forecast to Complete Base (4-7)	\$116,866,103	N/A	\$116,866,103
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)	76.4%	N/A	N/A
13	Earned Percent Complete (6/4)	76.4%	N/A	N/A
14	Schedule Performance (6/5)	1.00	N/A	N/A
15	Cost Performance (6/7)	0.92	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 Maintenance and Storage Facility (MSF), six site-built signal buildings and three signal buildings combined with traction power substations. The work scope also includes installation of fiber-optic cables for street traffic control systems for the Cities of Phoenix, Tempe and Mesa, and installation of fiber-optic cables for ASU.

Progress

- Signal Buildings and Signal Cases
 - Testing signal cables at University, Washington, and Mission Palms Signal Cases. Installing signal cables to Dorsey Signal Case.
 - Testing relay devices at Signal Building Number 2 and 6.



- Communications System
 - Installing communication device and wiring activities at 24th Street/Jefferson, 24th Street/Washington, and 3rd Street/Washington station platforms. Rack equipment installation awaiting availability of power.
 - South Mountain Radio. Installing radio tower antennae and rack equipment at the South Mountain Radio Tower site. Coordinating a power shutdown schedule with the South Mountain User Association.
 - Backbone Fiber Optic Cable. Installed communications backbone fiber optic cables from MOE Building across TTLB to Line Section 5 University Avenue.
 - Attended User Interface meeting for systems to discuss report and screen formats.
- OCC Build Out
 - Currently performing punchlist activities for final code inspections. Passed fire code inspections.
- Coordinating with other Contracts
 - Station Finishes. Station Finishes/Signals and Communications Inspection Team continuing to perform joint pre-access inspection and walkthrough.
 - Facilities Contractor Access Dates. Coordinating relevant milestone and access dates with facilities contracts in support of a revised Milestone and Access Date Change Order.

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 six signal buildings and two shared substations, architectural work at the OCC, track bonding at MSF Yard, LS4 Yard Entrance and some mainline track areas, signaling equipment installation at the MSF Yard Entrance and at some intersections in Tempe, Signal Case installation, Communications Device installation at several LRT Passenger Stations and Cable Pulling for the Fiber Optic Backbone from the OMC into Line Section 5.

Issues and Solutions

- Mitigation Schedule and Cost Proposal. Provided S&C Contractor with Change Notice Number 39 incorporating revised access and milestone dates. Awaiting mitigation schedule supporting these revised dates and its corresponding cost proposal.

Construction Photographs



27th Interlocking
Cadwelding Power Bonds to Rail



Priest/Washington Station
Pulling Fiber Cable at Station Platform



56th/Washington Manhole
Blowing Backbone Fiber Cables into Ductbank



North End TTLB Manhole
Blowing Backbone Fiber Cables into Ductbank



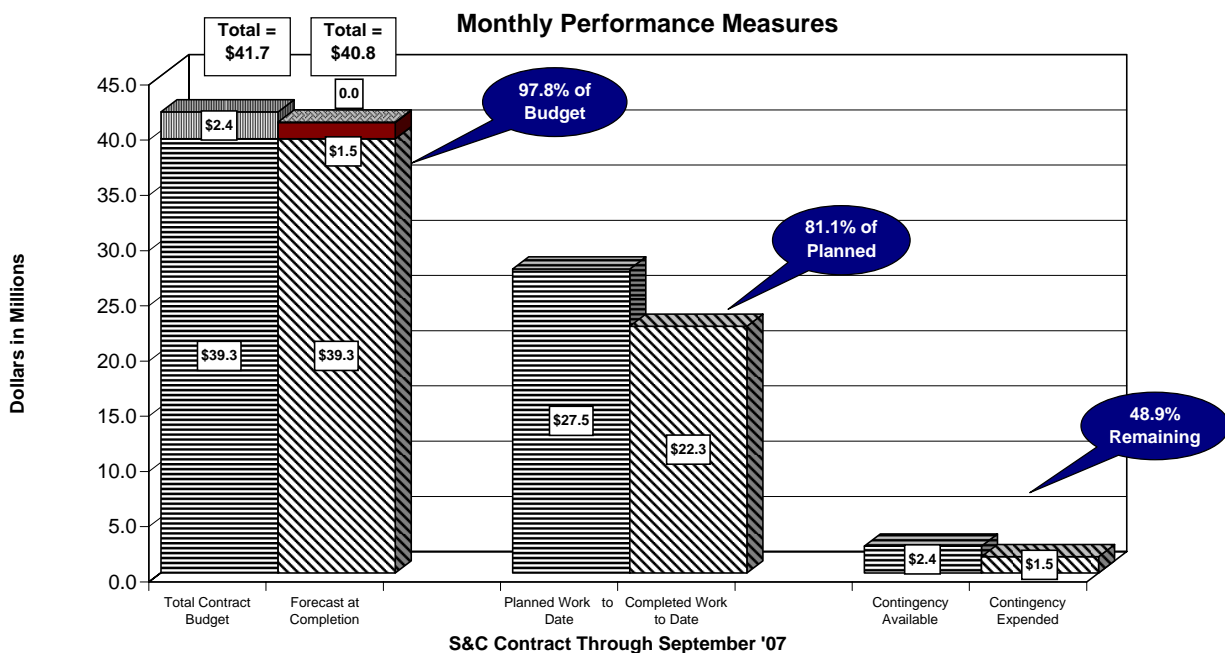
South Mountain Radio Tower
Climbing Tower to Install Radio Antennae



3rd/Washington Station
Testing Communication Cables at Stations



	Description:	3.7.4 Signals & Communications		
	PE/PA:	Leslee O' Conell		
	Contractor:	Mass Electric		
	Resident Engineer:	Steve Kyauk		
	Data Through:	July 15, 2007		
	Cumulative	5309	CNPA	Total
1	Original Budget	\$37,476,762	\$1,832,240	\$39,309,002
2	Executed Change Orders	\$1,400,568	\$78,561	\$1,479,129
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,877,330	\$1,910,801	\$40,788,131
5	Work Scheduled	\$27,184,183	\$341,148	\$27,525,331
6	Work Earned	\$21,968,275	\$355,152	\$22,323,427
7	Actual Expenditures	\$21,723,605	\$355,619	\$22,079,224
8	Forecast to Complete Base (4-7)	\$17,153,725	\$1,555,182	\$18,708,907
9	Change Orders Pending Execution	\$21,611	\$0	\$21,611
10	Forecast at Completion (7+8+9)	\$38,898,941	\$1,910,801	\$40,809,742
11	Percent Budget Expended (7/4)	55.9%	18.6%	54.1%
12	Percent Planned (5/4)	69.9%	17.9%	67.5%
13	Earned Percent Complete (6/4)	56.5%	18.6%	54.7%
14	Schedule Performance (6/5)	0.81	1.04	0.81
15	Cost Performance (6/7)	1.01	1.00	1.01
16	Contingency Budget	\$2,308,000	\$111,942	\$2,419,942
17	Remaining Contingency	\$907,432	\$33,381	\$940,813
18	Percent Contingency Remaining (17/16)	39.3%	29.8%	38.9%
	Period			
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$26,177	\$0	\$26,177
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,877,330	\$1,910,801	\$40,788,131
5	Work Scheduled (Cumm - Last Period)	\$1,038,127	\$24,679	\$1,062,806
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)	\$38,877,330	\$1,910,801	\$40,788,131
9	Change Orders Pending Execution	\$12,414	\$0	\$12,414
10	Forecast at Completion (7+8+9)	\$38,889,744	\$1,910,801	\$40,800,545
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	2.7%	1.3%	2.6%
13	Earned Percent Complete (6/4)	0.0%	0.0%	0.0%
14	Schedule Performance (6/5)	0.00	0.00	0.00
15	Cost Performance (6/7)	#N/A	N/A	#N/A
16	Contingency Budget	\$2,308,000	\$111,942	\$2,419,942
17	Remaining Contingency	\$907,432	\$33,381	\$940,813
18	Percent Contingency Remaining (17/16)	39.3%	29.8%	38.9%



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 are constructed of integrally colored concrete block on landscaped sites. The OCS is comprised of 20-route miles of double-track low-profile overhead catenary. The OCS will be installed on over 1,300 round painted poles. The nominal system voltage is 750 VDC. The nominal height of the OCS above the roadway is 18-feet, 6-inches.

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

Progress

- Traction Power Substation Number 1
 - Installation of inner-connect wiring, anchoring of equipment, and torquing of bus connections progressed.
 - Crushed stone placed around the building.
- Traction Power Substation Number 2
 - Installing cable trays, raceways, and wall mounted equipment. Battery racks have been placed.



- Crushed stone placed around the building.
- Traction Power Substation Number 3
 - Installing cable trays and interior lighting.
 - Wall mounted equipment installations progressed.
- Traction Power Substation Number 4
 - DC Switchgear has been delivered to site.
- Traction Power Substation Number 5
 - HVAC wiring progressed.
- Traction Power Substation Number 6
 - Landscaping activities progressed.
 - Site has been prepared for APS capacitor bank pad installation.
 - Crushed stone placed around the building.
- Traction Power Substation Number 7
 - APS capacitor bank pad installed.
 - Landscaping activities continued.
 - Crushed stone placed around the building.
- Traction Power Substation Number 8
 - DC Switchgear has been delivered. HVAC wiring progressed.
 - Installation of irrigation system progressed.
 - Site grading and curb installation progressed.
- Traction Power Substations Numbers 9 and 15
 - Crushed stone placed around the buildings.
- Traction Power Substation Number 10
 - Dielectric floor test performed for previously damaged area.
 - Door hardware installed.
- Traction Power Substation Number 11
 - Anchoring of dc switchgear continued.
- Traction Power Substation Number 12 and 14



- CMU wall construction for the buildings has been completed.
- Traction Power Substation Number 13
 - Sprayed Fire Resistive Material testing has been performed.
 - Metal panels walls installed.
 - TPSS equipment delivery has commenced.
- MOE Shop and Traction Power Substation Number 16
 - Installation of permanent Shop power distribution system including dc disconnect switches, monorail limit switches, and key interlocks has commenced.
- Overhead Contact System
 - OMC Yard and Test Track (Wire Runs 35 through 40).
 - Replacement of Wire Run 36 has commenced.
 - LS3 Palm Lane to 15th Street (Wire Runs 17 through 23) and 20th Street to 26th Street (Wire Runs 27 and 28)
 - Installation of OCS Poles progressed.
 - Framing poles and headspans.
 - LS4 Center Parkway to 1st Street (Wire Runs 41 and 42).
 - Installation of cantilever arms and span guys progressed.
 - LS5 1st Street to Martin Lane (Wire Runs 43 to 50)
 - Installation of down guys, midpoint-assemblies, and cantilever assemblies.
- OCS Pole Installation – Over 900 poles have been installed in all Line Sections.
- Site Access/Permits
 - The remaining permits are for fire alarm systems in the City of Phoenix. A letter requesting an exemption of the Fire Permits in the City of Phoenix will be requested because of the unoccupied status of the buildings.
- Coordination with other Contracts/Entities
 - Ongoing coordination meetings are being held with the Line Section and Station Finishes 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 progress to date includes civil and architectural work of all 16 traction substations, Electrical equipment installation in 14 of the traction substations, OCS installation in the

OMC yard, OMC shop and partial installation 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 unilateral change order with revised access and milestone dates has been issued to the Contractor. The Agency and Contractor's upper management to negotiate the Contractor's Request for Equitable Adjustment. A force account change order will be issued to the Contractor upon TRAC and Board approval to reimburse the Contractor for their acceleration costs until the negotiations are complete.
- TPSS/LRV Compatibility Issue. At the Rail Activation Meeting on September 19, 2007 the Agency stated that the TPSS/LRV compatibility issue has been mitigated to the point where LRV qualification testing can resume.

Construction Photographs



TPSS Number 12: CMU Block Wall Placement



TPSS Number 14: CMU Block Wall Grout Placement



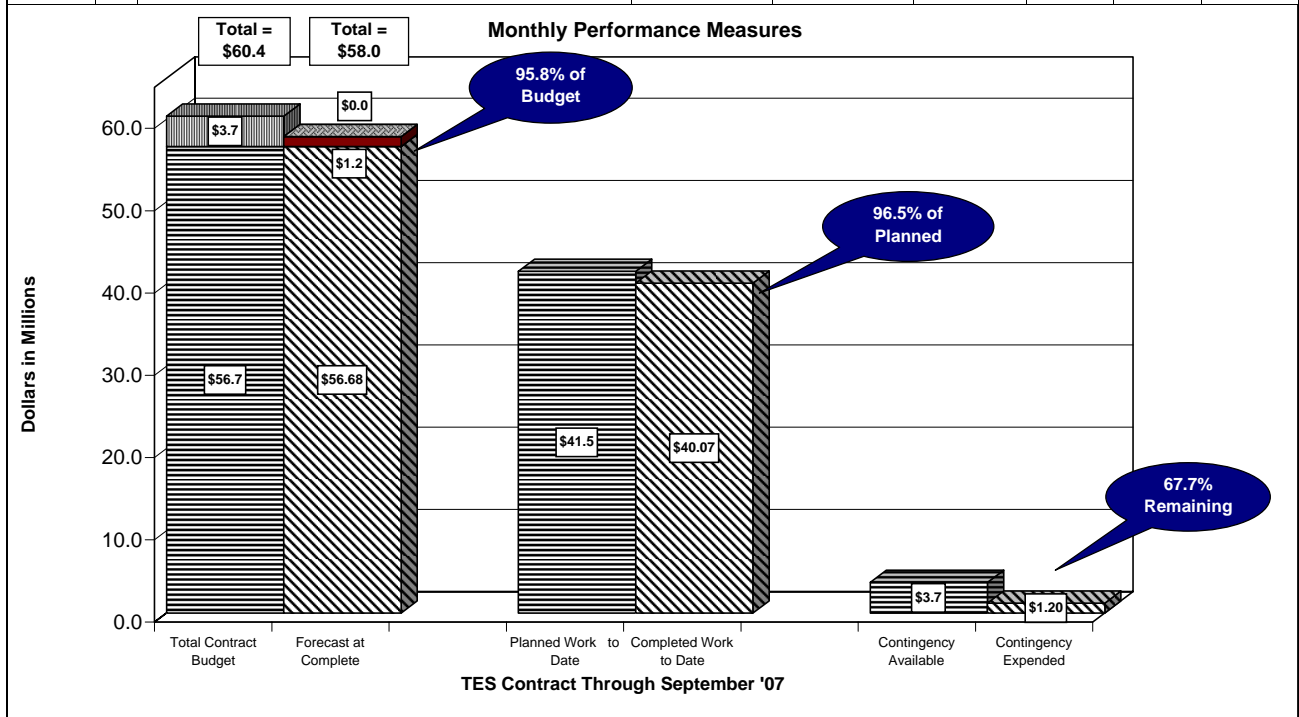
MOE Shop: Installing Permanent DC Disconnect Switches



WR 36: Replacement of Messenger Wire



Description:		3.7.3 Traction Electrification Systems	
PE/PA:		Alan Friend	
Contractor:		Mass Electric Corporation	
Resident Engineer:		Ron Wong	
Data Through:		September 15, 2007	
Cumulative		5309	
1	Budget	\$56,681,003	
2	Executed Change Orders	\$1,200,718	
3	Budget Transfers	\$0	
4	Current Budget (1+2+3)	\$57,881,721	
5	Work Scheduled	\$41,520,192	
6	Work Earned	\$40,072,904	
7	Actual Expenditures	\$40,063,507	
8	Forecast to Complete Base (4-7)	\$17,818,214	
9	Change Orders Pending Execution	\$4,178	
10	Forecast at Completion (7+8+9)	\$57,885,899	
11	Percent Budget Expended (7/4)	69.2%	
12	Percent Planned (5/4)	71.7%	
13	Earned Percent Complete (6/4)	69.2%	
14	Schedule Performance (6/5)	0.97	
15	Cost Performance (6/7)	1.00	
16	Contingency Budget	\$3,721,000	
17	Remaining Contingency	\$2,520,282	
18	Percent Contingency Remaining (17/16)	67.7%	
Period			
1	Budget	N/A	
2	Executed Change Orders	\$88,124	
3	Budget Transfers	\$0	
4	Current Budget (1+2+3)	\$57,881,721	
5	Work Scheduled (Cumm - Last Period)	\$1,430,778	
6	Work Earned (Cumm - Last Period)	\$3,687,330	
7	Actual Expenditures (Cumm - Last Period)	\$3,702,813	
8	Forecast to Complete Base (4-7)	\$54,178,908	
9	Change Orders Pending Execution	-\$64,425	
10	Forecast at Completion (7+8+9)	\$57,817,296	
11	Percent Budget Expended (7/4)	6.4%	
12	Percent Planned (5/4)	2.5%	
13	Earned Percent Complete (6/4)	6.4%	
14	Schedule Performance (6/5)	N/A	
15	Cost Performance (6/7)	N/A	
16	Contingency Budget	\$3,721,000	
17	Remaining Contingency	\$2,520,282	
18	Percent Contingency Remaining (17/16)	67.7%	





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.

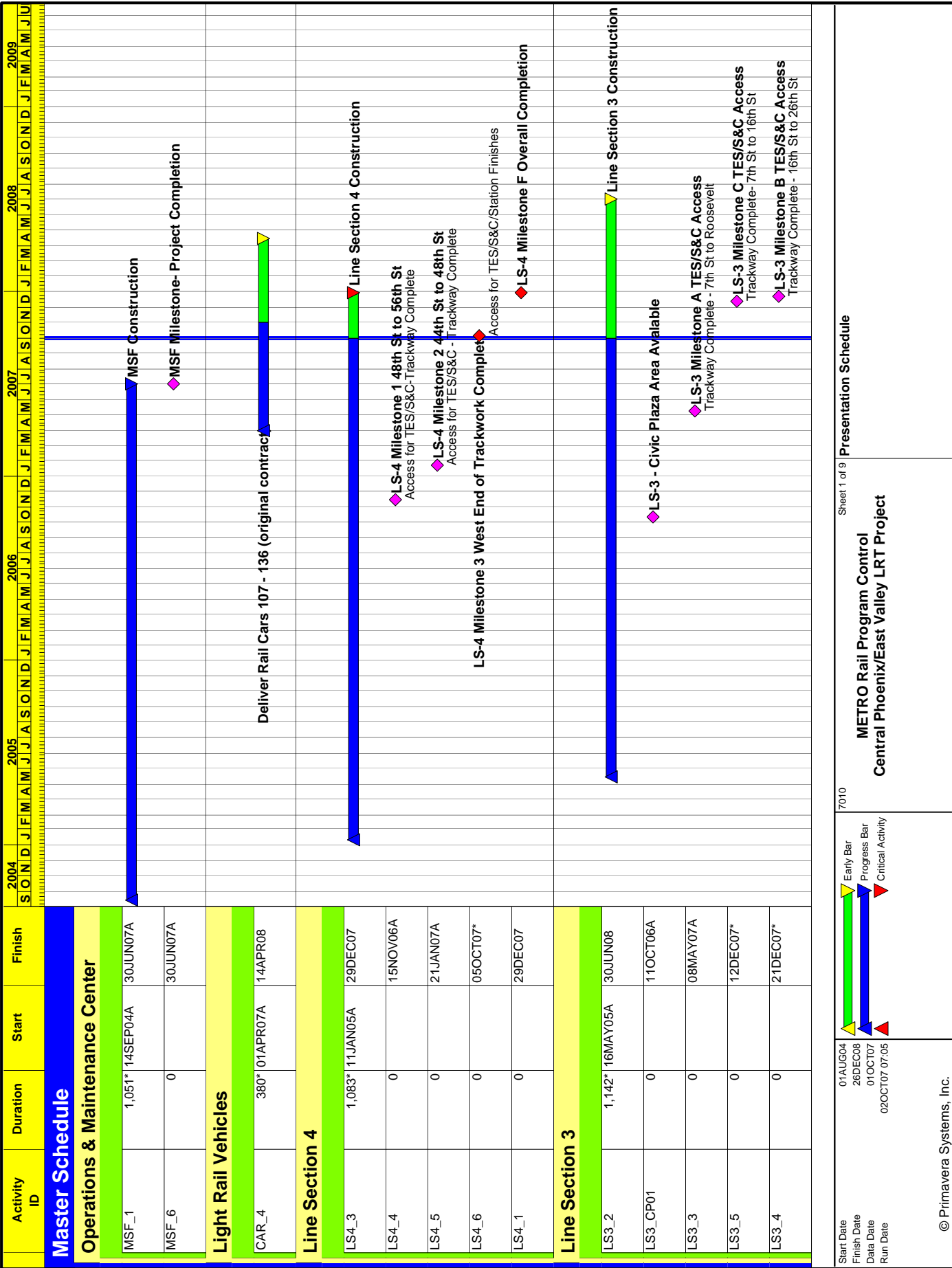
Presently, the primary focus of the Rail Activation Team is the OMC yard and test track area. The test track has been defined as the area just east of Highway 143 to 56th Street.

Progress

- METRO and the consulting staff are developing test plans and procedures related to track allocation, rail/wheel interface, clearance and LRV dynamic testing.
- Siemens has conducted tests on METRO substation and we received a report August 20th.
- The GEC, METRO, and Kinkisharyo have reviewed the report and made comments to the Rail Activation Team.
- The GEC, METRO and Kinkisharyo met and came to a tentative agreement to resume substation/LRV compatibility testing, based on the information in the Seimens report.
- Interface tests with LRV 101 and the Substations Number 9 and 15 will continue.
- After conducting several meetings to solve LRV/Rail interface, trains were run on the test track and sand was used to polish the head of the rail
- Conducted preliminary tests on the test track with car 101 and we are optimistic that the RAIL/LRV interface problem is corrected. (Waiting for formal testing to begin).
- Track between 56th and Priest Drive was tested and activated.
- Test track is extended east to Priest Drive.
- High speed LRV testing will resume October 2, 2007.
- Track Allocation meetings are being held every Wednesday at the OMC conference room.
- Track Access Training is ongoing every Monday at the OMC.



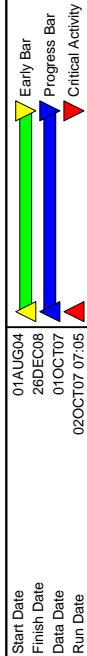
- The CAC is updating the Integrated Test Plan which is to be delivered to METRO by October 15, 2007.



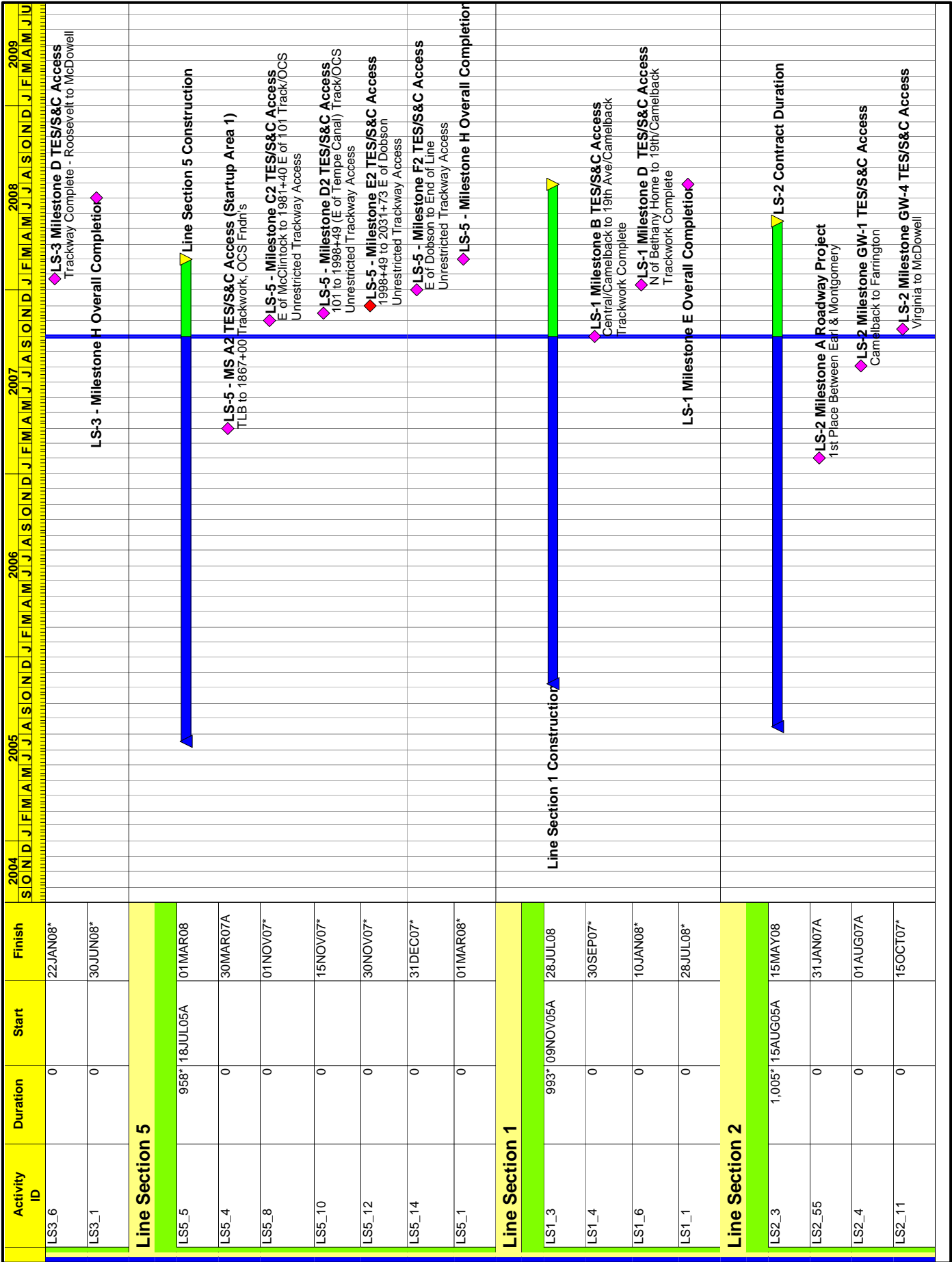
Sheet 1 of 9 | Presentation Schedule

METRO Rail Program Control
Central Phoenix/East Valley LRT Project

7010



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Activity ID	Duration	Start	Finish	2009											
				J	F	M	A	M	J	J	A	S	O	N	D
PR_HAM01	593*	23APR07A	05DEC08	Park and Ride Contract Duration											
G05	0	07SEP07A		McClintock Bldg Permits Exec. Const Start											
G06	61*	07SEP07A	06NOV07	McClintock Coreslab Erection											
PR_0010	0	03DEC07*		Park and Ride NTP											
G07	114*	03DEC07	25MAR08	McClintock Construction Completion											
G08	0		25MAR08	McClintock Certificate of Occupancy											
Signal & Communications															
Contract Summary															
SC_001	1,341*	14FEB05A	16OCT08	Signal & Communications											
SC_OCC1	304*	01DEC06A		S&C Operations Controls Center Construction											
SC_992	0		15MAR08*	S&C Milestone Area 1 Signals Complete											
SCM2B_2	0		15MAY08*	S&C Milestone Area 2 Signals Complete											
SCM2A_2	0		28JUN08*	S&C New Milestone 2A - Compl. DCC, SCADA, Signal											
SC_999	0		06JUL08*	S&C Milestone Area 3 Signals Complete											
LS-1															
SC_1001	260	06NOV07*	22JUL08	S&C Work at Stations - LS-1											
SC_1002	90	23FEB08	22MAY08	S&C at LS-1 -19th Ave/Camelback Area Cons											
LS-2															
SC_2100	37	25JAN08	01MAR08	S&C, LS-2 Central/Thomas Sta Cons											
SC_2003	25	02FEB08	26FEB08	S&C, LS-2 Central/Campbell Sta Cons											
SC_2005	37	16FEB08	23MAR08	S&C, LS-2 Central/Osborn Sta Cons											
SC_2006	37	20FEB08	27MAR08	S&C, LS-2 Central/Encanto Sta Cons											
SC_2102	37	21FEB08	28MAR08	S&C, LS-2 Central/Camelback Sta Cons											



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