



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 surpassed 70 percent completion this month with the overall project approaching 75 percent completion and remains on schedule for a December 2008 opening.

Total track constructed to date is almost 185,000 linear feet or about 82 percent of the total. Nearly 10,000 linear feet of track was constructed during the month of September. Line Section Four has also begun to punchout the entire job and completed roadway paving this month. Line Sections Three and Five continue to place guideway and construct curb, gutter and sidewalk with a majority of Line Sections Five work contained to the Mesa area. 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 and has a focus on the remaining 19th Avenue construction. Rubberized asphalt and completion is still targeted in the area from Central to 17th Avenue on Camelback by Thanksgiving. Line Section Two paved some major stretches during the month of September. Station Finishes continues to work on structural steel placement and installation of canopies, seating, tactile warning and other station components on nineteen station platforms along with the construction of transit center facilities. The installation of nearly 7,000 louvers has begun at the Main and Sycamore transit center.

The systems contracts continue to work in LS3, LS4 and LS5 to install OCS. Over 80 percent of the poles have been set in the line sections, with significant progress in the downtown Phoenix area and the east end of the alignment (LS3, LS4 and LS5) 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 and into LS5.

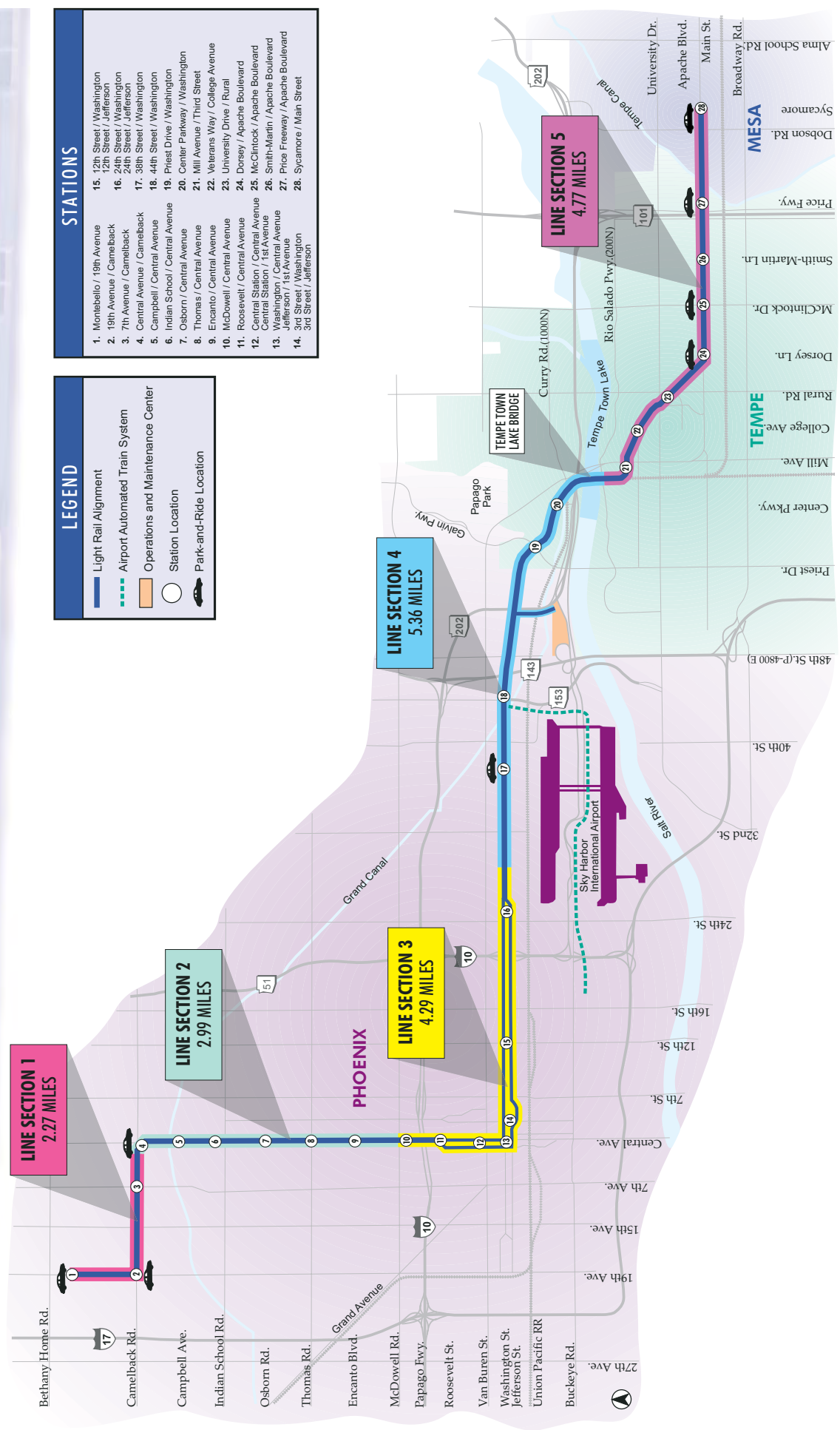
Community Advisory boards continued to meet in the month of September. To date \$1,800,000 has been disbursed through the Community Advisory Board process. The project continues to monitor and minimize business, residents and motoring public access and delays along the alignment. Completion of major paving sections has allowed the project to alleviate some of these issues and open streets back up to almost normal traffic patterns. The project also



continues to have an outstanding safety record. METRO has a year to date OSHA rated rate of 1.30 compared to a national OSHA rate of 5.60 and has had no lost time accidents year to date.



METRO LIGHT RAIL STARTER LINE



STATIONS

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



**METRO
CONTRACT LOG - OCTOBER 2007**

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
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
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



**METRO
CONTRACT LOG - OCTOBER 2007**

ITEM	CONTRACT NUMBER	CONTRACT DESCRIPTION	CONTRACTOR
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 \$51,576,868 of the available \$98,612,742 planned contingency.

Including Project Reserve, this leaves \$59,484,373 of budgeted contingency funds available to the project.

The project is 74.6 percent complete. Construction is 70.9 percent complete.

Program Management & Administration

Forecast is within budget.

Program Management Consultant

Staffing plan for fiscal years 2008 and 2009 are 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 72.0 percent complete. Executed and pending change orders are expected to utilize \$30,500,000 of the \$62,400,000 available contingency. Note that the contingency has been increased per the October Board action to fund pending changes in line sections 1, 3, 5 and the archaeology element. 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 58.7 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 & Startup

Forecast appears sufficient to complete the work; however, individual sub-elements are experiencing escalating costs that are challenging the sub-element budgets.

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 \$12,448,499. The forecast is currently at \$8,600,000. The budget reduction from last period is due to the October Board action that will fund additional costs in line sections 1, 3, 5 and archaeological work.

Financing Costs

The budget and forecast are \$118,400, 000. This reflects a \$9,600,000 decrease in Phoenix financing costs approved by the October Board.

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 nine change orders were initiated for a cost of \$1,868,570 to the CNPA budget. No change orders were processed and the forecast remained unchanged for ASU. The City of Mesa had zero change orders processed and the forecast remained unchanged. The City of Tempe had one change order processed for \$466,031 and its forecast increased respectively. Phoenix Public Transit had two change orders processed for a total of \$1,065,501 and its forecast increased respectively. The Phoenix Streets Department had no change order processed and the forecast remained unchanged. Phoenix Aviation had one change order processed for a total of \$203,000 and the forecast increased respectively. Phoenix Water Services had six change orders processed for a total of \$134,038 which increased the forecast respectively. Authorization documents have been prepared and sent for all other CNPA elements which have seen increases to construction costs beyond what available contingencies could fund.

A new CNPA element was added to hold those real estate costs associated with the McClintock Park and Ride. Budget and authorization for this element are not yet available.

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

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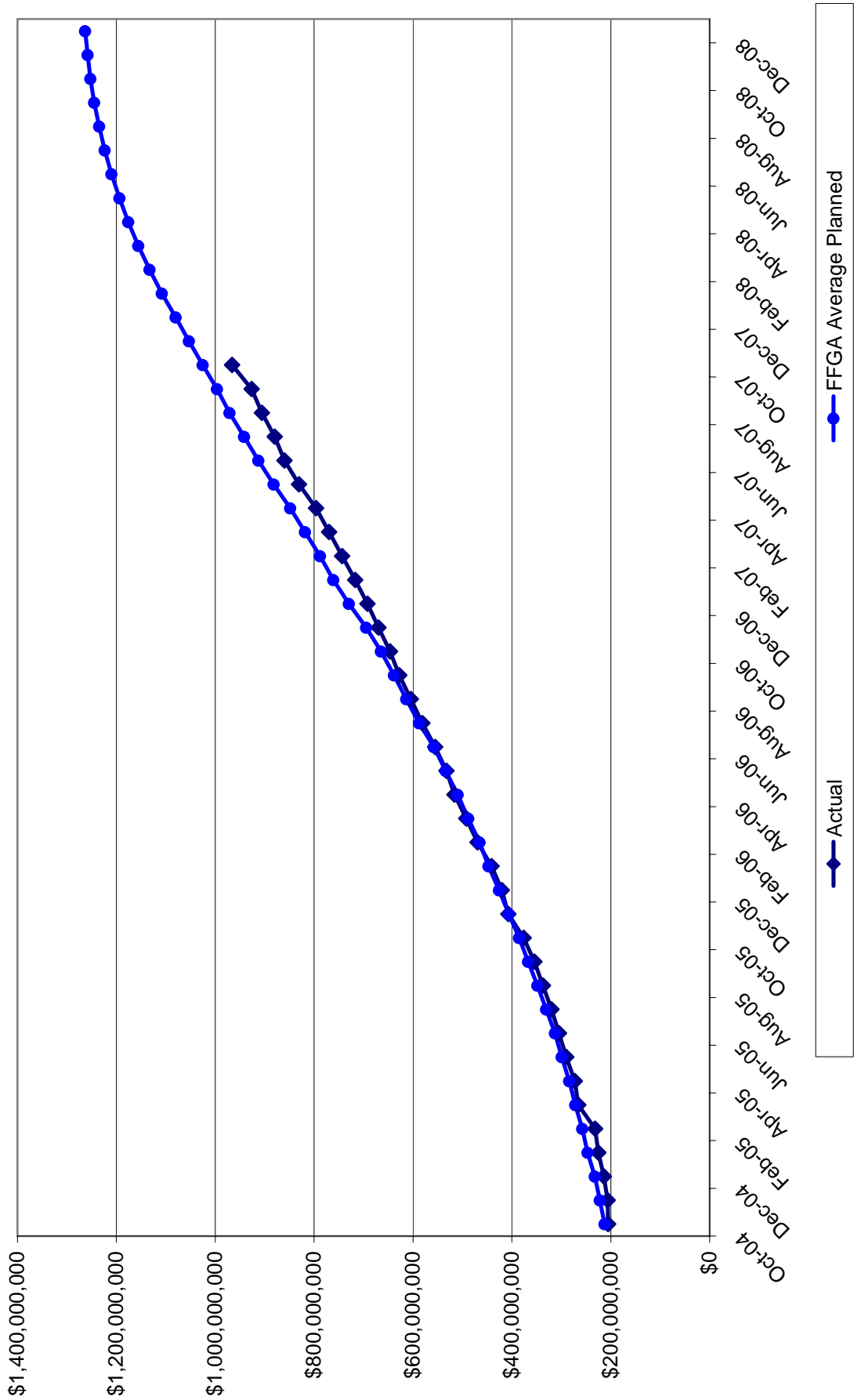
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$38,929,078	\$21,991,781	\$38,945,372	(\$16,294)
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$53,125,352	\$35,617,038	\$53,125,352	\$0
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$82,385,335	\$63,390,480	\$82,901,201	(\$515,866)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$52,129,489	\$49,574,253	\$52,003,264	\$126,225
54	LS5 1st Street - Sycamore	\$49,680,435	\$74,821,034	\$67,442,004	\$75,090,530	(\$269,496)
55	Station Finishes	\$38,701,950	\$52,673,592	\$25,978,568	\$53,148,592	(\$475,000)
56	Park and Ride Facilities	\$15,104,339	\$14,969,113	\$0	\$22,000,000	(\$7,030,887)
57	Miscellaneous Construction	\$7,505,200	\$3,100,659	\$114,404	\$750,000	\$2,350,659
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$7,572,689	\$4,347,115	\$7,572,689	\$0
58	MSF Construction/Equipment Installation	\$57,637,721	\$65,400,000	\$65,400,001	\$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	\$2,837,136	\$2,824,232	\$0
5A	Town Lake Bridge	\$15,529,600	\$21,759,753	\$21,759,751	\$21,759,753	\$0
5B	Prior Rights Utility Relocations	\$22,938,000	\$25,529,096	\$24,480,720	\$34,000,000	(\$8,470,904)
81	Contingency	\$37,491,841	\$31,741,395	\$0	\$23,314,374	\$8,427,021
	Facilities	\$422,341,688	\$527,940,924	\$383,719,298	\$533,815,466	(\$5,874,542)
4A	Rail Procurement	\$1,306,200	\$1,271,080	\$1,254,492	\$1,256,918	\$14,162
4B	Concrete Crosstie Procurement	\$900,000	\$751,492	\$718,883	\$718,882	\$32,610
4C	Traffic Signal Hardware	\$8,060,100	\$8,060,100	\$8,081,658	\$8,085,145	(\$25,045)
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	\$5,258,484	\$5,864,352	\$0
81	Contingency	\$1,412,863	\$514,498	\$0	\$375,529	\$138,969
	Owner Furnished Materials/Equipment	\$29,671,419	\$33,839,200	\$32,266,423	\$33,253,732	\$585,468
5D	Automated Fare Collection System	\$10,755,800	\$7,100,012	\$14,210	\$7,101,612	(\$1,600)
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$57,911,712	\$41,313,716	\$57,920,506	(\$8,794)
5F	Communications/Signals	\$38,220,002	\$38,920,122	\$21,960,003	\$38,920,122	\$0
81	Contingency	\$8,674,000	\$3,904,895	\$0	\$3,894,501	\$10,394
	Systems	\$119,790,902	\$107,836,741	\$63,287,929	\$107,836,741	\$0
	Sub Total, Construction	\$571,804,009	\$669,616,865	\$479,273,650	\$674,905,939	(\$5,289,074)
4K	Vehicle Contract	\$115,501,823	\$116,875,456	\$64,830,623	\$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	\$64,830,623	\$119,422,565	\$0
22	ROW Acquisition	\$116,214,150	\$117,027,288	\$129,646,150	\$134,000,000	(\$16,972,712)
23	ROW Contingency	\$20,081,000	\$19,267,864	\$0	\$0	\$19,267,864
20	ROW	\$136,295,150	\$136,295,152	\$129,646,150	\$134,000,000	\$2,295,152

**Valley Metro Rail Program Control
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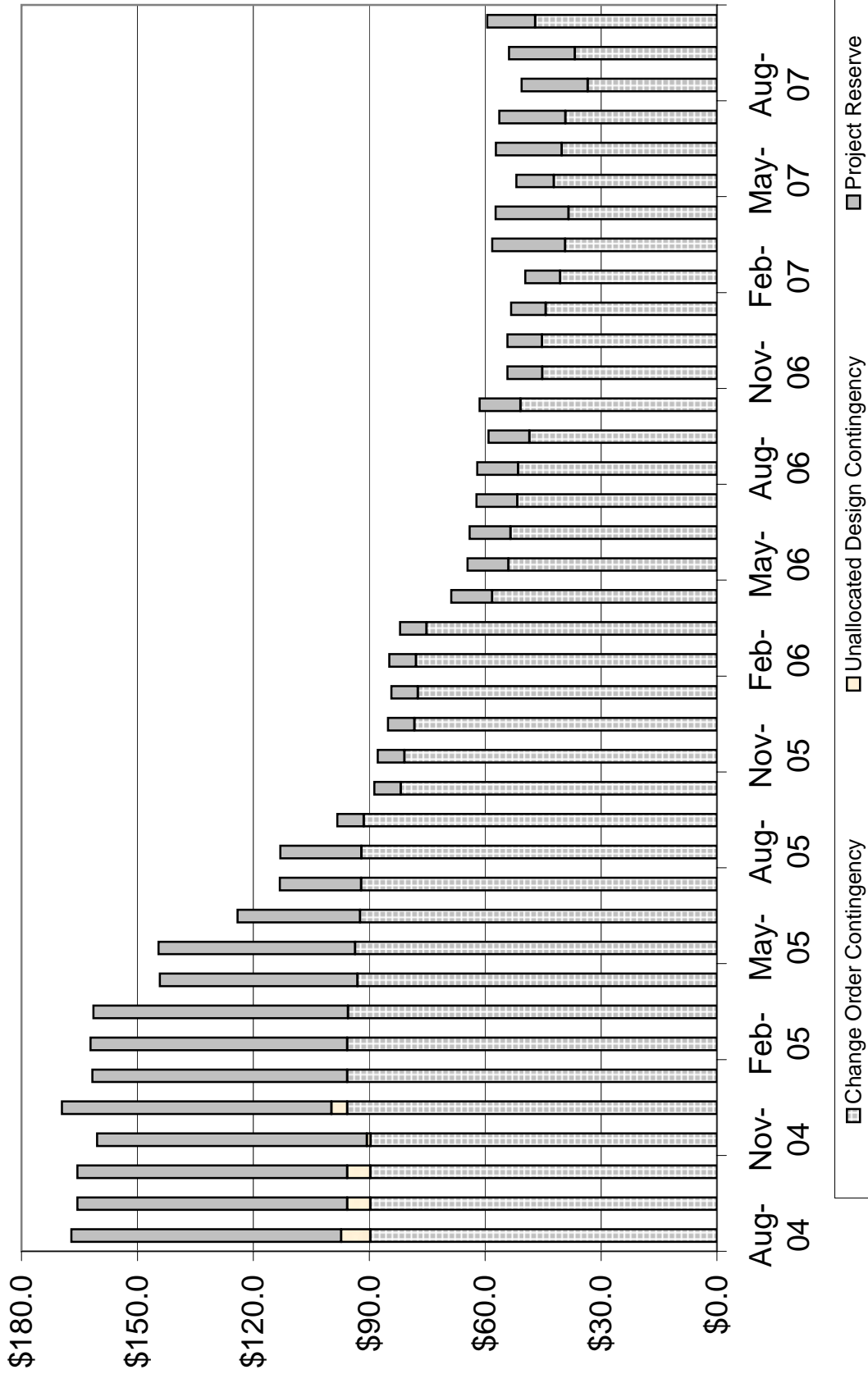
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$25,169,700	\$25,169,700	(\$114,762)
31	Engineering	\$76,780,935	\$76,346,255	\$77,100,249	\$77,100,249	(\$753,994)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$5,738,884	\$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	\$18,816,737	\$23,099,611	(\$1,050,147)
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$105,972,240	\$102,922,095	\$107,721,443	(\$1,749,203)
60	Construction Administration Services	\$37,759,127	\$52,311,124	\$42,269,920	\$52,311,124	\$0
61	CAC Contingency	\$15,244,622	\$0	\$0	\$0	\$0
	Construction Administration Services	\$53,003,749	\$52,311,124	\$42,269,920	\$52,311,124	\$0
10	PE Administrative/Management Costs	\$4,363,526	\$4,363,526	\$8,387,972	\$8,387,972	(\$4,024,446)
11	Administrative/Management - VMR	\$43,915,047	\$44,228,316	\$28,787,713	\$38,423,705	\$5,804,611
62	Construction Administration Services - VMR	\$1,697,232	\$3,087,589	\$1,200,204	\$1,758,218	\$1,329,371
67	CAB Program	\$0	\$2,500,000	\$1,808,817	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$574,040	\$681,118	\$15,594
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	\$6,036,578	\$7,000,000	\$0
18	Administrative/Management Contingency	\$0	\$1,388,523	\$0	\$186,475	\$1,202,048
	Program Management	\$58,507,149	\$64,609,298	\$47,418,666	\$60,600,000	\$4,009,298
10	PE Administrative/Management Costs	\$12,832,472	\$12,832,472	\$12,255,028	\$12,255,028	\$577,444
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	\$255,989	\$388,343	\$25,923
12	Administrative/Management - PMC	\$32,736,326	\$33,564,234	\$29,201,915	\$37,652,842	(\$4,088,608)
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	\$3,114,928	\$4,912,527	\$439,370
	Program Management Consultant	\$53,053,279	\$53,553,279	\$46,172,399	\$56,553,279	(\$3,000,000)
10	PE Administrative/Management Costs	\$3,158,439	\$3,158,439	\$1,634,646	\$2,435,631	\$722,808
13	Administrative/Management - COP	\$2,986,000	\$5,448,000	\$3,313,421	\$5,448,000	\$0
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$5,574,265	\$5,885,000	\$0
14	Administrative/Management - COT	\$6,797,000	\$6,797,000	\$7,519,808	\$7,519,808	(\$722,808)
15	Administrative/Management - COM	\$897,000	\$897,000	\$331,826	\$897,000	\$0
	City Administration	\$22,185,439	\$22,185,439	\$18,373,966	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,083,177	\$3,432,237	\$6,083,177	\$0
77	Art Program Contingency	\$999,000	\$199,956	\$0	\$199,956	\$0
	Public Art	\$6,283,133	\$6,283,133	\$3,432,237	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$26,000,000	\$6,535,986	\$26,000,000	\$0
80	Unallocated Design Contingency	\$7,575,241	\$0	\$0	\$0	\$0
85	Project Reserve	\$69,829,000	\$12,448,499	\$0	\$8,599,910	\$3,848,589
SUBTOTAL		\$1,253,258,000	\$1,293,752,532	\$966,045,392	\$1,293,752,532	\$0
90	Financing Costs	\$158,867,346	\$118,372,814	\$18,618,704	\$118,372,814	\$0
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$984,664,096	\$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**

2007_10

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A1	Bus Bays (LS2)	\$963,403	\$984,756	\$245,726	\$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	\$2,830,194	\$6,318,206	\$31,536
A6	117 Central/Camelback Transit Center (SF)	\$7,022,524	\$7,554,237	\$2,094,576	\$7,093,078	\$461,159
A7	44th Street/Washington Transit Center Real Estate	\$4,900,509	\$4,649,580	\$4,430,830	\$4,649,580	\$0
B1	Washington Street Bike Lane (LS4)	\$930,293	\$912,714	\$400,395	\$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	\$309,465	\$338,040	\$1,885,653
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	\$6,656	\$180,435	\$12,630
F7	COP Landscape Irrigation Restoration Central Ave	\$101,414	\$99,952	\$69,944	\$99,952	\$0
H2	Fiber Optic COP	\$602,233	\$602,233	\$88,155	\$597,593	\$4,640
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$2,628,002	\$3,845,895	\$708,067	\$3,564,371	\$281,524
K7	11th Street Loop Track	\$4,377,606	\$4,489,610	\$374,369	\$4,889,610	(\$400,000)
M1	Removable Steel Curb at 7th/Jefferson	\$5,989	\$5,989	\$5,989	\$5,989	\$0
	Sub Total Public Transit Department	\$30,058,812	\$32,127,365	\$11,658,816	\$29,869,341	\$2,258,024
A3	6th Lane - Camelback (LS1)	\$9,820,210	\$9,883,190	\$6,376,436	\$8,954,921	\$928,269
D1	Additional Street/Pedestrian Lighting (LS3)	\$509,602	\$514,743	\$435,721	\$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	\$247,323	\$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	\$7,219,553	\$11,718,114	\$922,000
A7	44th Street/Washington Transit Center (SF)	\$2,822,429	\$3,018,981	\$2,071,753	\$3,019,371	(\$990)
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 - AFS 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	\$4,162,250	\$3,145,006	\$4,273,167	(\$110,917)
B3	LS 1 Water/Sanitary Sewer	\$9,887,790	\$9,454,997	\$4,205,326	\$9,440,423	\$14,574
B4	LS 2 Water/Sanitary Sewer	\$6,255,348	\$5,705,348	\$4,105,106	\$5,934,621	(\$229,273)
B5	LS 3 Water/Sanitary Sewer	\$15,367,099	\$15,115,339	\$13,548,941	\$15,105,971	\$9,368
B6	LS 4 Water/Sanitary Sewer	\$5,325,583	\$6,705,380	\$6,321,389	\$6,718,316	(\$12,936)
B7	Water and Sanitary Sewer Lines - 48th St. Bridge Replacement Contract	\$415,420	\$155,767	\$142,862	\$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	\$38,731,343	\$28,935,280	\$39,085,955	(\$354,612)
	Total - Phoenix	\$86,431,070	\$87,661,072	\$50,958,655	\$84,946,577	\$2,714,495

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
A8	5th/College Transit Center	\$500,000	\$752,738	\$574,234	\$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	\$84,254	\$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	\$114,078	\$624,874	\$0
E7	COT CNPA - Additional Conduits for Missions Palms	\$0	\$0	\$0	\$0	\$0
F2	McClintock / Apache Storm Drain	\$75,345	\$72,419	\$57,052	\$72,419	\$0
F9	Rubber Asphalt - Tempe	\$610,983	\$523,603	\$344,083	\$523,603	\$0
G1	McClintock Park and Ride - CNPA	\$0	\$0	\$5,580,729	\$5,580,729	(\$5,580,729)
H3	Fiber Optic COT	\$427,239	\$414,922	\$73,963	\$412,345	\$2,577
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	\$4,734,791	\$2,008,916	\$4,818,791	(\$84,000)
L1	TLB 4th of July Electrical	\$0	\$7,164	\$7,164	\$7,164	\$0
L2	COT CNPA - Additional Mill/Overlay	\$0	\$0	\$0	\$466,031	(\$466,031)
N4	Tempe Market Analysis	\$44,378	\$44,378	\$43,577	\$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	\$8,871,019	\$9,459,867	\$15,015,726	(\$6,144,707)
A9	Main Sycamore Transit Center	\$5,532,721	\$5,524,839	\$2,408,307	\$5,315,230	\$209,609
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$847,325	\$872,147	\$136,566	\$871,810	\$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	\$6,420,528	\$2,567,965	\$6,210,582	\$209,946
C9	ASU Logo Additions	\$86,463	\$78,274	\$46,846	\$78,274	\$0
E2	ASU Steam Line	\$0	\$8,189	\$8,189	\$8,189	\$0
H1	Fiber Optic ASU	\$959,445	\$1,199,460	\$382,879	\$1,199,460	\$0
	Sub Total ASU	\$1,045,908	\$1,285,923	\$437,914	\$1,285,923	\$0
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	\$104,327,672	\$63,482,271	\$107,615,150	(\$3,287,478)



3. Schedule Overview

The current Status of the Master Schedule is based on a data date of November 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" sewer line and the 48" water line issue has been resolved and is working. To date, the Program has been successful in mitigating 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 19 of the 27 Stations, Canopy Installation is complete for 12 stations and Electrical/Communications cabinet work has been completed for 11 stations. Work is continuing on 19 of the 27 stations.

Nearly 185,000 linear feet (35.1 miles) of track has been placed in Line Sections 1, 2, 3, 4, 5 and OMC. Over 1,130 of the 1400 OCS Foundations have been placed and pole setting is going well by the TES Contractor with 1,122 of the 1,400 OCS poles installed.

Track Installation							
Line Section	Bid Quantity		Installed		Remaining		%
	LF	Miles	LF	Miles	LF	Miles	Complete
OMC	19,261	3.65	19,261	3.65	0	0.00	100.0%
Line Section 1	23,454	4.44	11,918	2.26	11,536	2.18	50.8%
Line Section 2	30,752	5.82	16,032	3.04	14,720	2.79	52.1%
Line Section 3	44,629	8.45	39,765	7.53	4,864	0.92	89.1%
Line Section 4	56,054	10.62	56,054	10.62	0	0.00	100.0%
Line Section 5	50,818	9.62	41,936	7.94	8,882	1.68	82.5%
Total	224,968	42.61	184,966	35.03	40,002	7.58	82.2%
OCS Pole & Down Guy Anchor Foundations							
Line Section	Bid Quantity		Installed		Remaining		% Complete
Line Section 1	136		90		46		66.2%
Line Section 2	184		97		87		52.7%
Line Section 3	481		391		90		81.3%
Line Section 4	257		257		029		100.0%
Line Section 5	342		326		16		95.3%
Total	1,400		1,132		268		80.9%



Station Finishes						
Stations to S&C	Bid Quantity		Complete		Remaining	% Complete
LS-1 Milestone B	3		0		3	0.0%
LS-2 Milestone B	6		0		6	0.0%
LS-3 Milestone B	12		8		4	66.7%
LS-4 Milestone B	4		1		3	25.0%
LS-5 Milestone B	8		0		8	0.0%
Total	33		9		24	27.3%
Traction Electrification						
Area	Description		U/M	Quantity	Installed	Complete
TPSS# 1 Thru 15	Feeders & Negative Returns		LF	135,580	46,730	34.5%
Yard	500 kcmil Feeder Cable		LF	2,175	2,175	100.0%
Line Sections/Yard	OCS Pole Assemblies		EA	1,478	1,122	75.9%
Line Sections/Yard	OCS Wire		LF	259,790	49,335	19.0%
Line Sections/Yard	OCS Cantilever Assemblies		EA	2,027	779	38.4%
Signals & Communications						
Area	Description		U/M	Quantity	Installed	Complete
Stations	Local Wire Installed		EA	44	7	15.9%
Stations	Communications Cabinet Equipment Installed		EA	44	0	0.0%
Stations	Communications Device Kits		EA	44	7	15.9%
Stations	Terminate Devices		EA	44	2	4.5%
Line Sections	Backbone Fiber		LF	140,360	46,834	33.4%
Line Sections	Street Traffic Fiber		LF	140,360	31,722	22.6%
Line Sections	City Use Fiber		LF	245,991	0	0.0%

Major Milestones

Civil:

Line Section 1 Completion: July, 2008

Line Section 2 Completion: May, 2008

Line Section 3 Completion: April, 2008

Line Section 4 Completion: December, 2007

Line Section 5 Completion: March, 2008

Station Finishes: October, 2008

Park and Ride: December, 2008



Systems:

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

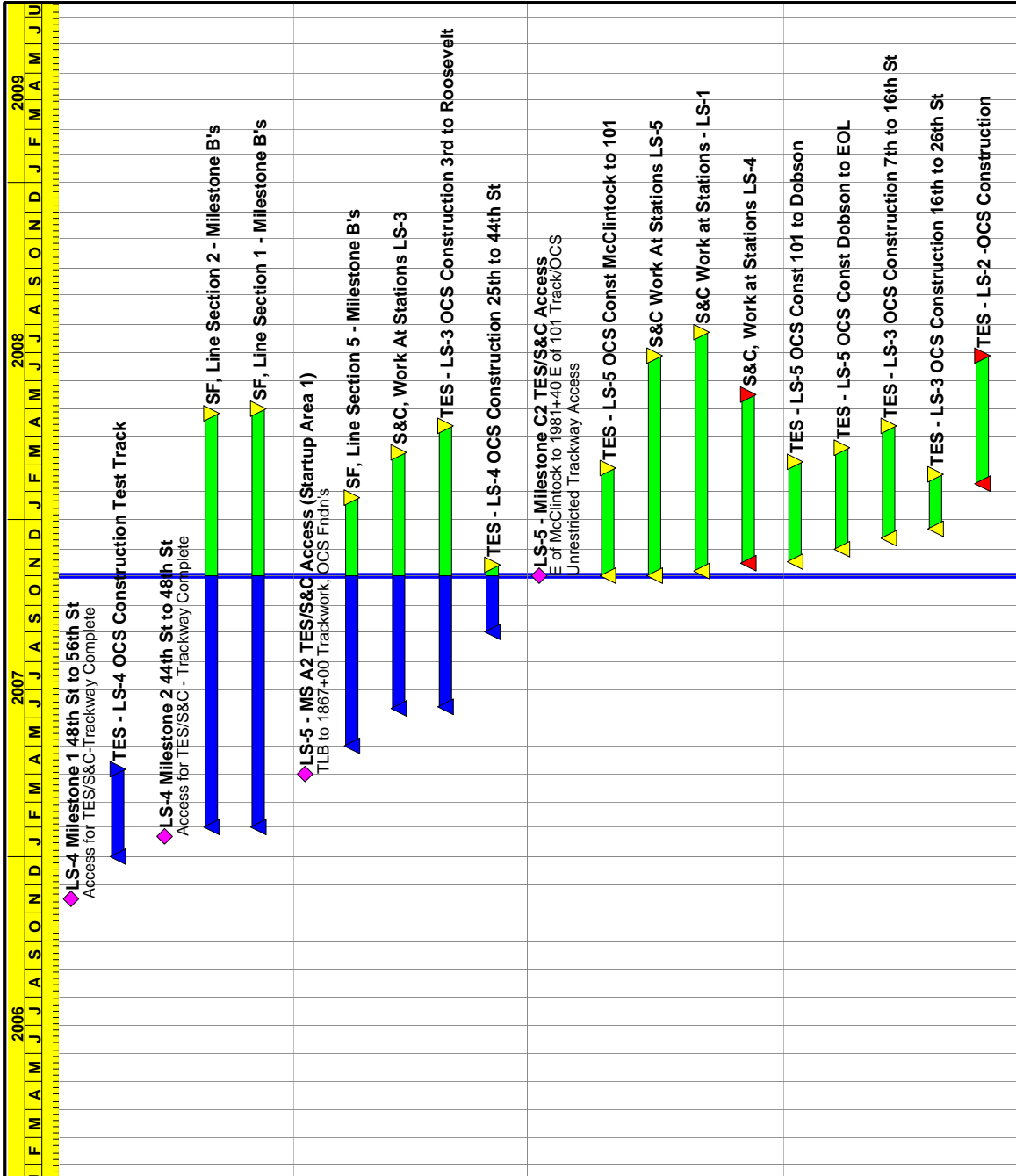
Startup:

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.

Activity ID	Orig Dur	Rem Dur	Start	Finish
LS4_4	0	0	15NOV06A	15NOV06A
TES_4010	60	0	01JAN07A	05APR07A
LS4_5	0	0	21JAN07A	21JAN07A
SF_HAM02	449*	176*	01FEB07A	24APR08
SF_HAM01	454*	181*	01FEB07A	29APR08
LS5_4	0	0	30MAR07A	30MAR07A
SF_HAM05	269*	85*	01MAY07A	24JAN08
SC_3301	278*	135*	11JUN07A	14MAR08
TES_3004	306*	164*	12JUN07A	12APR08
TES_4004	73*	12*	01SEP07A	12NOV07
LS5_8	0	0	01NOV07A	01NOV07A
TES_5012	117	117	01NOV07	25FEB08
SC900	240*	240*	01NOV07*	27JUN08
SC_1001	260	260	06NOV07*	22JUL08
SC_4120	183*	183*	15NOV07*	15MAY08
TES_5014	110	110	16NOV07	04MAR08
TES_5016	110	110	01DEC07	19MAR08
TES_3002	122*	122*	13DEC07	12APR08
TES_3000	60	60	22DEC07	19FEB08
TES_2020	140	140	09FEB08	27JUN08



Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 01NOV07
 Run Date: 25OCT07 07:04

7011

Valley Metro Rail

Central Phoenix/East Valley LRT

Sheet 1 of 2

Critical Path

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Activity ID	Orig Dur	Rem Dur	Start	Finish	2006												2007												2008												2009											
					J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
TESM10A_2	0	0		19FEB08*	TES New Milestone 10A - Compl TES Work Area 1																																															
TES_1010	75	75	20FEB08	04MAY08	TES - LS-1 - OCS Construction Central/Camelback to 19th Ave																																															
SC_2001	163*	163*	21FEB08*	01AUG08	S&C, Work at Stations - LS-2																																															
INTTESTA_2	60	60	16MAR08	14MAY08*	Integ. Tests Area 1 -Track, Clearance, TES																																															
TES_1090	65	65	23APR08	26JUN08	TES - LS-1 - OCS Construction N of Bethany Home to 19th																																															
TESM10B_2	0	0		07MAY08	TES New Milestone 10B - Compl TES Work Area																																															
TURNOVER_3	0	0		15MAY08*	Turnover Area 2 to VMR Operations																																															
INTTESTB_2	45	45	16MAY08	29JUN08	Integ. Tests Area 2 -Track, Clearance, TES																																															
TESM10C_2	0	0		27JUN08*	TES New Milestone 10C - Compl TES Work Area																																															
TURNOVER_4	0	0		01AUG08	Turnover Area 3 to VMR Operations																																															
INTTESTC_2	30	30	02AUG08	31AUG08	Integ. Tests Area 3 -Track, Clearance, TES																																															
TES_999	0	0		08AUG08	TES Milestone 10 - Complete TES Work																																															
TURNOVER_5	0	0		15AUG08	T/O OCC/Comm. Entire Line to VMR Operations																																															
INTTESTD_2	60	60	16AUG08	14OCT08	Integ. Tests Entire Line - Dynamic Signal & Comm																																															
SCHCONT_2	41	41	15OCT08	24NOV08	Allowance for Re-Testing																																															
INTTESTC_C	0	0		24NOV08	Complete Integrated Testing																																															
SFTYCERT_2	0	0		25NOV08*	Complete Safety Certification Process																																															
PREREV_2	31	31	26NOV08	26DEC08	Pre-Revenue Operations																																															
PREREVC_2	0	0	27DEC08		Revenue Service Date (ROD)																																															



Procurement Bid Status Report as of 10/25/07						
Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)	
PART I – CP/IEV LRT PROJECTS						
Park and Rides (four sites - IFB)	04/23/07	05/02/07	06/05/07	10/17/07	12/03/07	
Park and Rides (Re-Bid)	10/29/07	11/07/07	11/20/07	12/19/07	12/19/07	
LRT Systems and Facilities Maintenance - RFP	04/02/07	04/18/07	06/05/07	TBD	TBD	
Marketing & Public Relations Consultant	07/02/07	07/17/07	07/31/07	12/19/07	01/01/08	
Event Planning Consultant – System Opening	08/14/07	08/22/07	09/10/07	12/19/07	01/01/08	
On Call Printing Services	11/21/07	TBD	01/07/08	TBD	TBD	
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	10/20/07	
On Call GIS Services	10/29/07	N/A	11/21/07	12/10/07	01/01/08	
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 Valley Metro Rail organization that meets the requirements of the Federal Transit Administration and provides adequate confidence that procured materials and services meet the technical and quality requirements of the project. The METRO Quality Assurance Manager is assisted by the Quality Assurance Managers for the GEC for design, the GEC for LRT Vehicle procurement and the CAC for construction, installation, inspection and testing.

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

Progress

METRO Activities

Civil and Structural

- Attended (CAC) weekly Resident Engineer meetings.
- Attended various Line Section weekly progress and coordination meetings.
- Conducted audit for contractor compliance with selected sections of its Quality Control Plan for the Line Section 1 contract. Audit closed.
- Conducted audit for Construction Administration Consultant's compliance with selected sections of the Resident Engineer Manual for the Line Section 4 contract. Audit closed.

Light Rail Vehicle

- Audits
 - Conducted a Quality Assurance Review of Kinkisharyo Japan and YTT (the GEC's QA inspection service at the Kinkisharyo plant). There were no findings for the Kinkisharyo review and one minor finding for the YTT review.
 - Updates to the Engineering Change Notice books for the light rail vehicles (LRV)
 - Car History Books for LRV 115 and 116
- Inspections
 - Continuing inspections of the assembly and testing process, for example;
 - Mainline and yard load testing
 - Final vehicle inspections



- Interior and exterior inspections
- Truck inspections
- Wiring checks and testing of communications equipment
- Hi-Pot and Megger Testing

Construction Administration Consultant Activities

Quality Manuals Reviewed

- To date all Line Section Contractor’s Quality Plans have been approved.

Quality Assurance Audits/Surveillances

- Surveillance was performed at VAE Nortrak’s facility in Birmingham, Alabama for the 11th Street Interlock, 50m Equilateral 3-13/3-14.
- Surveillance was performed at Al Price Studio in Phoenix, Arizona for artwork for the Station finishes contract.

General

- Attended weekly Resident Engineer meetings.
- Attended various Line Section weekly coordination meetings.

Nonconformance Report Log (NCR), 41 items

Total NCR's	New NCR's	Closed NCR's	Remaining NCR's	NCR's Projected to be Closed in November
41	5	9	37	6

Quality Action Request Log (QAR), 45 items:

Total QAR's	New QAR's	Closed QAR's	Remaining QAR's	QAR's Projected to be Closed in November
45	0	0	45	7

Cost and Schedule – Variance Analysis

- Quality Assurance activities remain within budget and on schedule.

Issues and Solutions

- There are currently no outstanding issues.

5. Public Involvement



Description

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

Progress

METRO continues to meet with various stakeholders to provide updates on construction progress throughout the alignment.

- On October 29th, METRO PI staff provided an overview and progress report of the Central and Camelback Station, Transit Center and Park and Ride facility for the Arizona Department of Environmental Quality, Water Quality Area Revolving Fund, and Community Advisory Board.
- Public Involvement Staff also provided a construction and schedule update for the both Phoenix Community Alliance Transportation Subcommittee and the Downtown Phoenix Partnership Board in October.
- Line Section 2 has amended the CAB rating system to reflect what was adopted by Line Section 1 in September.

Business Assistance



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through October, **714** signs and **415** banners (**1,129** 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)	89	80	169
Line Section Two (LS2)	101	60	161
Line Section Three (LS3)	254	85	339
Line Section Four (LS4)	41	37	78
Line Section Five (LS5)	229	153	382
Totals	714	415	1129

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 – **1,129** (714 signs and 415 banners)
- City of Tempe Asset Assistance Program – **2 (1 new participant)**
- City of Mesa/U.S. Bank Asset Assistance Program – Outreach continues
- Management Technical Assistance (MTA) Program – **309** businesses
- ASU Market Needs Assessment – **128** businesses (107 Complete / 21 In-Progress)
- SELF Seminars / Micro Loan Assistance – **22** Businesses

- SBDC One-on-One Consultation - **18** Businesses
- Prestamos – Chicanos Por La Causa – **4** Businesses

Community Advisory Boards (CAB)

Meetings are scheduled on a monthly basis to evaluate the contractor's efforts to go "above and beyond" the contract specifications during light rail construction.



Line Section 1

- Brian Buchanan, METRO Director of Design and Construction, provided an overview on how construction has been accelerated throughout the project. Mr. Buchanan explained why acceleration has occurred, tools METRO has used to accelerate work, and acceleration to date on the civil and systems contracts. CAB Members asked questions about lessons learned related to the construction of future extensions, the budget for acceleration work, and the Line Section 1 construction schedule. City of Phoenix Staff; Ms. Sandy Zwick, Planning Department and Mr. Rob Cox, Downtown Development Office, provided updates on development projects along the METRO alignment in Phoenix. Transit-Oriented Development (TOD) ordinances information was presented along with several photos of TOD versus traditional projects along the alignment. Staff also provided examples of projects that are planned, under construction, or complete along the Line Section 1. CAB Members were invited to attend a public meeting on October 15th regarding development along the Camelback Corridor. Kiewit showed progress photos and provided an update on the schedule. The contractor noted they are working to complete landscaping and punch list items from Central to 17th Avenue in order to pave Camelback with rubberized asphalt the first week of November. Kiewit indicated that they are scheduled to complete Camelback (Central to 17th Avenue) by Thanksgiving. The final contractor rating from the CAB members was 90 percent. The next meeting is scheduled for Tuesday, November 13, 2007.



Line Section 2

- Mr. Charles Jones distributed a handout that outlined outcomes from the LS1 CAB meeting on September 11, 2007, and noted the LS1 CAB changed their rating system to unacceptable at 0 percent, acceptable at 50 percent, good at 75 percent, and exceptional between 90-100 percent. The board discussed implementing similar changes to the evaluation scale. Mr. Jones made a motion to adopt the LS1 evaluation scale, but allow motions for any score rounded to increments of five. The motion passed and the new rating system will begin in November. Mr. Tom Smith, City of Phoenix Streets Department, provided information on the additional streets projects occurring near the LS2 alignment. This included the sewer line work at 7th Avenue and McDowell and Southwest Gas work at 3rd Street between McDowell and Thomas. During the contractor presentation, Herzog showed progress photos and provided an update on the schedule. It was noted track installation would be complete in the Thomas and Central intersection by October 19th. Crews will move to the Indian School intersection immediately following. Rick Ebersold, Herzog Superintendent, indicated LS2 is 60 percent complete. CAB members rated the contractor 80 percent. The next meeting is scheduled for Tuesday, November 20, 2007.

Line Section 3

- METRO's Community Advisory Board (CAB) for Line Section 3 held the monthly meeting October 9, 2007. Members of the general public addressed the CAB on access issues along Central Avenue and Jefferson Street, customer access from I-10, measures to prevent flooding from rain on a property and clean-up near 24th Street. The Activity Reports for the month and Construction Survey Summaries were shared. Archer Western Contractors (AWC) delivered a contractor presentation, highlighting the progress and successes achieved during the last month and displaying examples of AWC going "above and beyond" the contract specifications. CAB members voted for a rating of 80 percent.

Line Section 4

- Meeting postponed due to lack of Activity Reports. The final Line Section 4 meeting is scheduled for Wednesday, November 14, 2007. Rick Simonetta will be present to thank members of the CAB for their participation with this program.

Line Section 5

- Pat Fuller, METRO Project Manager, provided a Traffic Signalization and Predictive Priority presentation. Mr. Fuller explained general traffic signal operations with trains in service and interaction with vehicular traffic. CAB members and project staff discussed project funding sources. One CAB member inquired about METRO's "general public" education campaign. Ryan Snow, SSWJV Project Engineer, provided a project update. The presentation summarized track installation, utility relocation work nearing completion, new landscaping work on Apache Boulevard, and station platform work at McClintock. Mr. Snow also briefed the CAB on upcoming work that includes rubberized asphalt paving on Terrace from Rural to Apache and on Apache from Rural to east of McClintock, and the track crossing on the Apache Boulevard Bridge at the Loop 101 Freeway. CAB members rated the contractor at 100 percent for this month. The next meeting is scheduled for Thursday, November 8, 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
LS1	\$241,181.00	\$144,708	\$142,297	98%
LS2	\$317,680.00	\$222,376	\$206,492	93%
LS3	\$865,916.00	\$692,733	\$554,186	80%
LS4	\$567,361.00	\$567,351	\$550,340	97%
LS5	\$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 15.30 percent and DBE's have been paid 14.51 percent of construction dollars to date.

Procurement Activities

- As mentioned in last month's report, Kiewit and MRM Construction submitted bids for four Park and Ride locations which were DBE compliant. Board approval was given for the award of the contracts on October 17th. At that time, the Board also requested that METRO re-bid the remaining two locations. The DBE goal of 20 percent has been maintained for this procurement.

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
 - 22.64 percent Current DBE Participation (adjusted contract amounts)
 - \$12,871,759 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
 - 15.11 percent Current DBE Participation (adjusted contract amounts)
 - \$9,501,543 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
 - 11.17 percent Committed at Bid
 - 10.57 percent Current DBE Participation (adjusted contract amounts)
 - \$6,384,884 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)
 - \$12,288,109 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 held the Second Annual Profiles in Diversity event on October 18, 2007 at the Operations and Maintenance Facility. There were approximately 100 people in attendance. The purpose of the event is to highlight the DBE participation and the support provided by METRO Consultants and Contractors.
- The next outreach event will be a Labor Compliance/Davis Bacon training workshop on January 11, 2008. The workshop will take place at METRO's corporate office and will be facilitated by City of Phoenix Labor Compliance Staff.
- 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

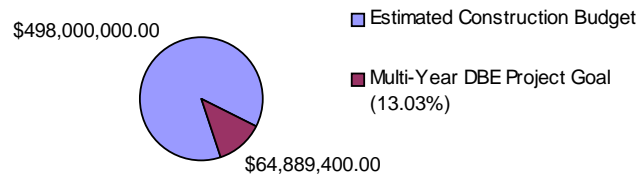
- DBE activities remain within budget and on schedule.

Issues and Solutions

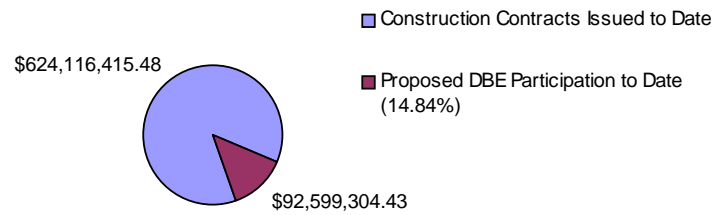
- None.



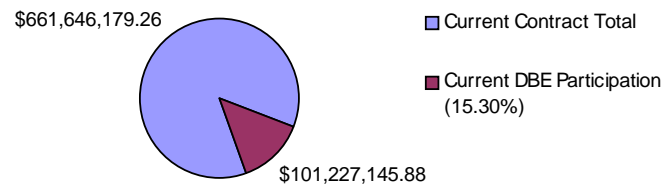
DBE Program Overview



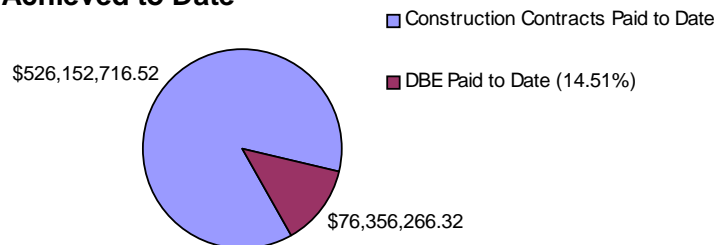
Original Contract Amounts



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 192 METRO, consultant, contractor, utility company, and City of Phoenix personnel. 1,189 people have received this training to date.
- Facilitated transition of security providers at the Operations & Maintenance Center from a private security provider to the Phoenix Police Department, Police Transit Bureau. The positions will be staffed by Municipal Security Guards.
- Assisted Rail Activation in developing a Test Plan form and procedure for each test conducted.
- Attended a meeting arranged by the City of Phoenix Streets Department safety officer to discuss pedestrian safety around METRO. Other groups with pedestrian safety interests also participated.
- Assisted in planning for activation of traffic signals on the test track.
- Reviewed and commented on the draft Integrated Test Plan.
- Assisted in planning and towing a light rail vehicle to the ASU campus in Tempe for display during Homecoming weekend activities.
- 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 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.



Safety and Security Certification Status

Contract	No. of Checklist Items	No. of Checklist Items Complete	% Complete	Estimated Certification Date	Comments
Town Lake Bridge	41	41	100%	Aug 2006	Certificate of Compliance is completed.
Operations and Maintenance Center	353	323	92%	Sept 2007	Certificate of Compliance is completed. Remaining open items are being tracked.
Line Segment 1	121	12	10%	Feb 2008	
Line Segment 2	127	48	40%	Dec 2007	
Line Segment 3	214	42	20%	Oct 2008	
Line Segment 4	125	63	50%	Dec 2007	
Line Segment 5	107	53	50%	Mar 2008	
LRT Vehicle	205	0	0%	Nov 2008	
Ticket Vending Machines	38	0	0%	Nov 2008	
Station Finishes	55	0	0%	Nov 2008	
Signals & Communications	255	52	20%	Oct 2008	
Traction Electrification System	233	23	10%	Nov 2008	
Art Contracts	Art contracts will be certified on a case by case basis as each piece is installed.				

Construction Accident Data

OSHA National Construction Incident Rate = 5.60		
METRO Construction Incident Rate	July 2007	Year to Date Average
	2.10	1.30

OSHA National Construction Lost time Rate = 2.10		
METRO Construction Lost Time Rate	July 2007	Year to Date Average
	0.00	0.0

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 part-time field archaeologists with supervision.
- Archaeological Consulting Services, Ltd's contract was modified October 30, 2007 based on Board approval to complete archaeological analyses and reporting. The modification increased the contract by \$2,697,096 and extended the contract end date to December 31, 2007. A limited Notice to Proceed for \$1,027,098 was issued on October 30, 2007 for FY 2008 activities.

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.

Regulatory Compliance

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



Cost and Schedule – Variance Analysis

Archaeology Monitoring FY 08

Task Order 2 – Cost +Fee construction monitoring FY'08	\$218,536
Billed as of October 31, 2007 (estimated)	(\$147,495)
Balance available	\$71,041
Agency reserve for data recovery through end of construction	

Archaeology Testing and Analyses

Contract Value	\$2,697,095
FY 08 Budget	\$1,027,098
Invoiced Through October 31, 2007	\$0
Funds Available FY08	\$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

- None.



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 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 90 parcels are under City control and 89 parcels 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 of the 41 relocations have been completed and 4 relocations are in progress. All 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 has obtained an appraisal for the McClintock property and it has been forwarded to the FTA for review and resolution.

- 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	\$ 19,267,864	\$ 1,753,931	\$ 21,021,795
Total	\$135,482,014	\$23,975,136	\$159,457,150
Spent To Date	\$129,646,150	\$18,205,829	\$147,851,979
Balance Available	\$ 5,835,864	\$ 5,769,307	\$ 11,605,171

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 issues.



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

ACTIVITY	1 PHX	2 PHX	3 PHX	4 PHX	4 TEMPE	5 TEMPE	5 MESA	Totals
Full Takes	40	0	9	2	0	12	0	63
Partial Takes	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	118	73	233	95	1	117	40	677
Escrow Closed Acquisition Complete	111	71	232	93	1	117	40	665
Condemnation Filed	26	15	22	11	0	4	5	83
OIP Received	24	12	19	9	0	4	5	73
ROE Signed	14	7	4	5	0	0	0	30
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	90	255	107	1	121	45	768
Parcels Available for Construction	145	89	255	107	1	121	45	763
Parcels Pending Release for Construction	4	1	0	0	0	0	0	5



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
 - Utility issues are now addressed on a bi-weekly basis for LS1 Utilities.
 - Kiewit continues trenching and placing conduits for SRP Power and Qwest along 19th Avenue from Montebello to Bethany Home Road.
 - SRP-Power, Qwest and Cox have started pulling cable on 19th Avenue from Missouri Avenue to Montebello.
 - SRP Power's remaining overhead 12 kV power poles along 19th Avenue from Colter to Missouri Avenue will be removed by the end of November and from Missouri Avenue to just south of Bethany Home Road will be removed by the end of December of 2007.
 - Grade cuts along Camelback Road are impacting existing utility infrastructures which are on private property. The GEC is addressing each location on a case-by-case basis by designing special detail for a vertical wall to be placed in front of the facilities.
- Line Section 2
 - Utility conflicts and coordination are being addressed on a case-by-case basis in the field.
 - SRP Water Irrigation facilities at Central Avenue and Encanto Boulevard have been delayed due to a sewer line conflict. SRP plans were revised to accommodate the sewer line conflict. The tentative date of completion is mid-November 2007.
- Line Section 3, 4 and 5
 - Utility conflicts and coordination issues - None.
- Park and Rides
 - Camelback Road and 19th Avenue

- Private irrigation on Park and Ride needs to be relocated so SRP Ground Water group can complete construction Well Site.
- Camelback Road and 3rd Avenue.
 - APS and Qwest have started trenching for overhead to underground conversion.
- Traction Power Substations and Stations Platform
 - Utility issues - None.

Cost and Schedule – Variance Analysis

- None.

Issues and Solutions

- Line Section 1- completion of joint trench so that SRP Power, Qwest and Cox accelerate their relocations on 19th Avenue by the end of December 2007.

Construction Photographs



Done - final SRP irrigation pipe connection at Main Street and Sycamore in LS5



Grade cuts impacting existing utility infrastructures along Camelback Road in LS1



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

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	84.7%	\$6,342,277	\$5,370,997	\$5,827,330	\$8,240,838
Line Section 2	93.1%	\$1,874,369	\$1,745,369	\$747,007	\$2,337,604
Line Section 3	97.0%	\$3,064,666	\$2,973,072	\$4,009,081	\$5,422,358
Line Section 4	98.5%	\$4,771,602	\$4,698,219	\$6,386,972	\$6,487,516
Line Section 5	89.5%	\$8,005,952	\$7,164,783	\$6,240,524	\$9,631,174
Operations & 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
Prior Right Utilities	0.0%	\$0	\$0	\$4,455	\$4,455
Subtotal	91.7%	\$25,529,096	\$23,422,670	\$24,480,720	\$34,000,000
Contingency	0.0%	\$8,470,904	\$0	\$0	\$0
	0.0%	\$8,470,904	\$0	\$0	\$0
	68.9%	\$34,000,000	\$23,422,670	\$24,480,720	\$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. Progress continues on tile fabrication.
- Line Section 2
 - Camelback: Stone and steel fabrication is complete and art is in storage. Foundations have been poured and installation is scheduled for the first week in January 2008.



- Osborn: Bronze footprint pavers have been delivered to AWC site. Installation is now tentatively scheduled for April 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 still reviewing options with the artist's widow to complete the project.
 - Van Buren: Fabrication is 100 percent complete. Installation is being scheduled for November 27, 2007.
 - Central/Washington – 1st Avenue/Jefferson: The terrazzo medallions depicting Justice Sandra Day O'Connor and John Frank were completed and unveiled to the media on October 30, 2007.
 - Third Street: Steel fabrication is continuing. Archer Western has poured foundations for all three sculptures.
 - Twelfth Street: Fabrication is continuing.
 - Twenty-Fourth Street: Metal Art Panels have been installed. The current tarp coverings will be replaced by plywood until opening.
- Line Section 4
 - Forty-Fourth Street: Art columns are scheduled to be installed on Tuesday, November 27, 2007.
 - Priest/Washington: Fabrication is continuing, the template and columns have been delivered.
- Tempe Town Lake
 - Artwork has been completed except for the final programming of the bridge lighting.
- Line Section 5
 - Mill/3rd Avenue: Staff is working to resolve installation issues. Additional photos for field measurements will be taken once the louvers are installed in mid December.
 - College/5th Avenue: The pedestals have been delivered, inspection is underway prior to installation.
 - Apache Boulevard Stations
 - Sculpture: Suikang Zhao, Dorsey sculpture artist met with METRO and City of Tempe staff to resolve issues on the completion of the hands sculpture. Work is continuing and issues of additional costs are being discussed. It is anticipated that the artist will complete the sculpture on schedule for the 2008 opening.



- Paving: Paving artist is making progress for a January 2008 installation of the Dorsey Station. Three trellis boxes are 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.

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 Station Finishes 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 is completed.
- Central Avenue and Camelback Transit Center: Work on underground utilities is ongoing; Mariposa Cul-De-Sac site work is completed; Bus Site grading north of the



Station Platform is completed. Construction of PCCP pavement continues. Construction of site screen walls continues.

- 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 is completed. Parapet framing, interior framing, interior plumbing and electrical, and window installation at Operator Facility Building (OPF4) continues. Installation of Louvers began at this location.
- Stations:
 - Structural Steel installation has been completed for 19 Station foundations.
 - Canopy Installation has been completed for 12 Stations.
 - Electrical/Communications Cabinet Installations have been completed for 11 Stations.
 - Paver installation has been completed for nine Stations.
 - Work is ongoing at 19 Stations.
- A total of 24 station foundations have been substantially completed by Line Section Contractors and made available to the Station Finishes Contractor for Area Access.
- The Signals and Communications contractor has access to 13 station platforms.

Cost and Schedule – Variance Analysis

- A revised schedule has been accepted by METRO. Substantial agreement has been reached between METRO and Archer Western Contractors. The revised schedule is being implemented.

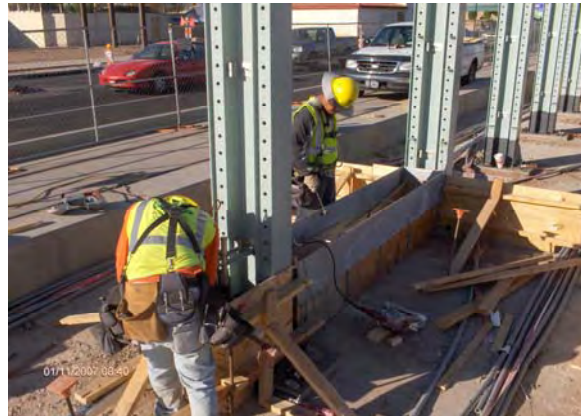
Issues and Solutions

- 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 fully executed.

Construction Photographs



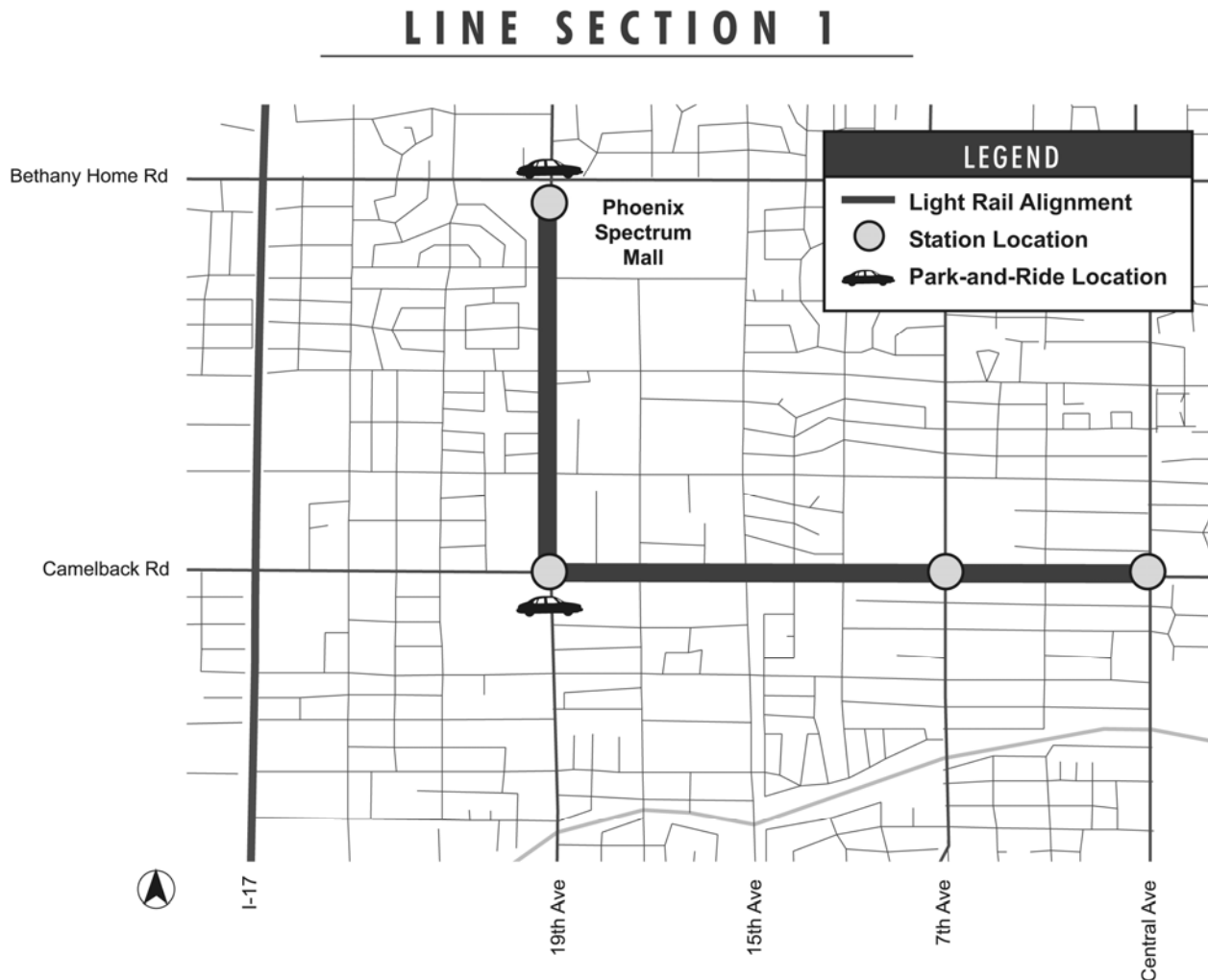
Louver Installation at
Sycamore & Main Transit Center



7th Avenue/Camelback 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 16th Avenue on Camelback Road. Rubberized asphalt is presently planned to be put down on November 9th and 10th.



- Center Guideway has been completed from Central Avenue to the station on Camelback Road and the SRP poles have been removed on 19th Avenue up to Colter. .
- 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 on Camelback and the majority of 19th Avenue. The Montebello station foundation is approximately 20 percent complete.
- 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 Avenue. Paving has been completed the north side of Camelback to 15th Avenue.

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

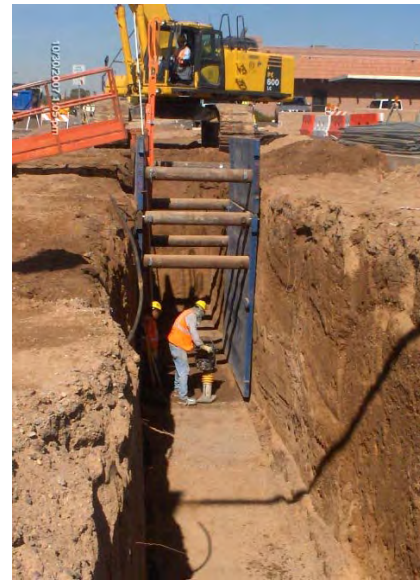
- The 24-inch sewer line has been completed and all work associated with the cutover of the 48-inch waterline, on 19th Avenue has been accelerated. It is presently anticipated that the required cutover will be met in January 2008. Re-sequencing of some activities will reduce delay and the work has been 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). One more Change Order will need to be issued in order to bring the final completion dates in line.

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



KWC continues to excavate for the new 48-inch water line



KWC compacting the bedding for the new 48inch water line



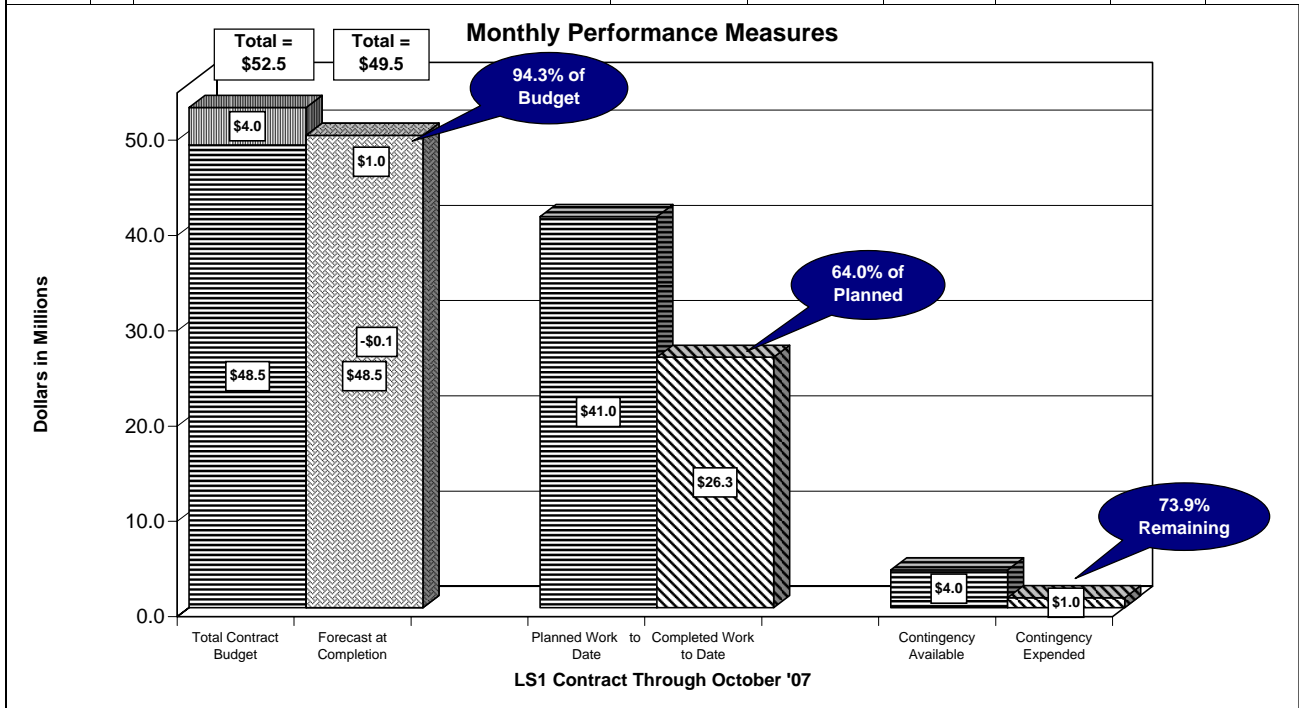
KWC's 48-inch water line joints 9 and 10 being delivered



Crews excavated to find the installed Magnesium Anodes for the CP Test Station lead wires on the 12 Water Line tie-in.

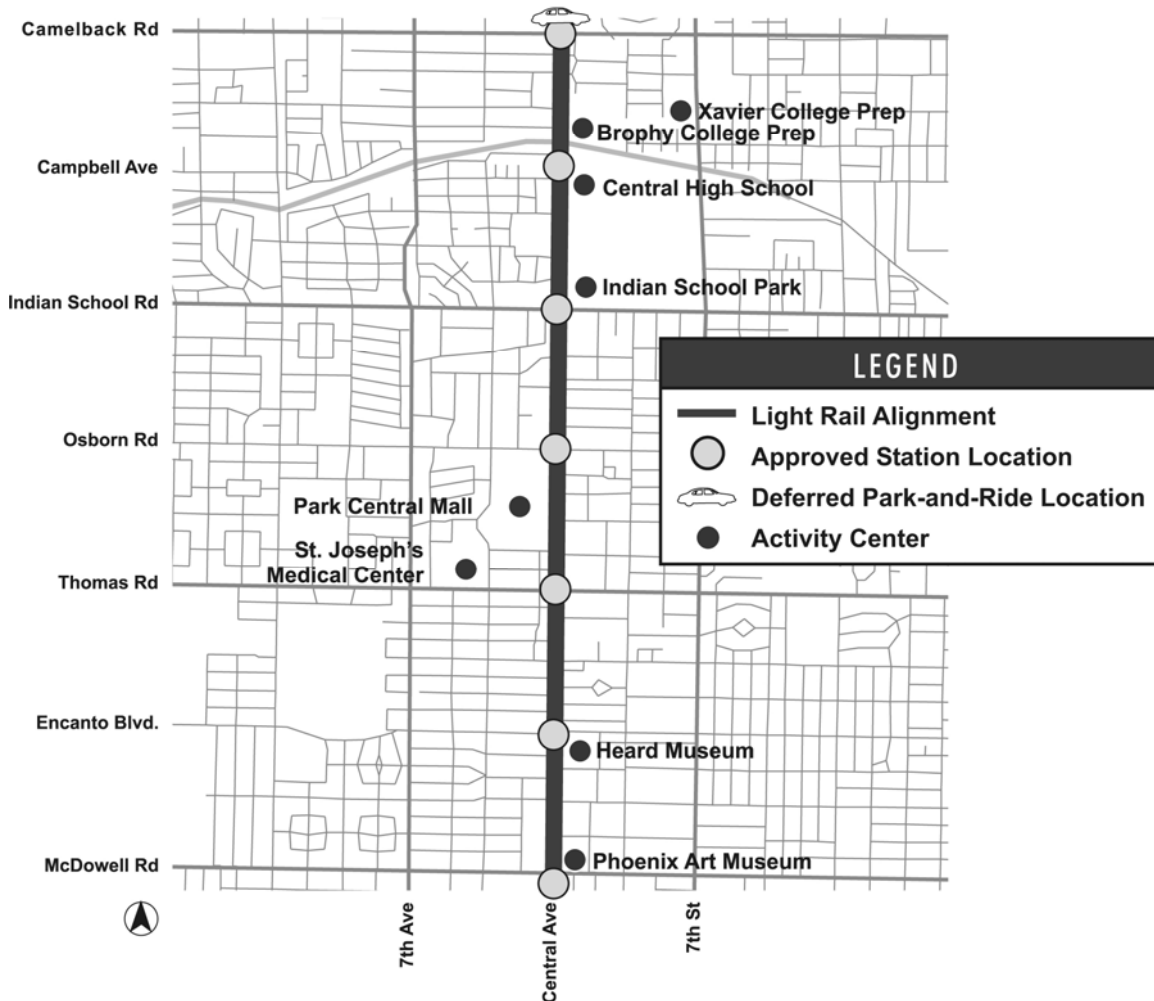


Description:		3.1.1 Line Section 1			
PE/PA:		Alvin Livingstone			
Contractor:		Kiewit Western Co.			
Resident Engineer:		Bill Blane			
Data Through:		August 31, 2007			
			5309	CNPA	Total
Cumulative					
1	Budget		\$37,951,658	\$10,597,678	\$48,549,336
2	Executed Change Orders		\$984,761	\$47,877	\$1,032,638
3	Budget Transfers		\$0	\$314,389	\$314,389
4	Current Budget (1+2+3)		\$38,936,419	\$10,959,944	\$49,896,363
5	Work Scheduled		\$31,537,966	\$9,504,563	\$41,042,529
6	Work Earned		\$21,900,241	\$4,374,003	\$26,274,244
7	Actual Expenditures		\$21,991,781	\$4,355,630	\$26,347,411
8	Forecast to Complete Base (4-7)		\$16,944,638	\$6,604,314	\$23,548,952
9	Change Orders Pending Execution		\$16,296	-\$66,906	-\$50,610
10	Forecast at Completion (7+8+9)		\$38,952,715	\$10,893,038	\$49,845,753
11	Percent Budget Expended (7/4)		56.5%	39.7%	52.8%
12	Percent Planned (5/4)		81.0%	86.7%	82.3%
13	Earned Percent Complete (6/4)		56.2%	39.9%	52.7%
14	Schedule Performance (6/5)		0.69	0.46	0.64
15	Cost Performance (6/7)		1.00	1.00	1.00
16	Contingency Budget		\$2,713,056	\$1,240,827	\$3,953,883
17	Remaining Contingency		\$1,728,295	\$1,192,950	\$2,921,245
18	Percent Contingency Remaining (17/16)		63.7%	96.1%	73.9%
Period					
1	Budget		N/A	N/A	N/A
2	Executed Change Orders		-\$36,909	\$0	-\$36,909
3	Budget Transfers		\$0	\$24,894	\$24,894
4	Current Budget (1+2+3)		\$38,936,419	\$10,959,944	\$49,896,363
5	Work Scheduled (Cumm - Last Period)		\$1,465,503	\$472,445	\$1,937,948
6	Work Earned (Cumm - Last Period)		\$1,715,413	\$375,175	\$2,090,588
7	Actual Expenditures (Cumm - Last Period)		\$1,419,974	\$455,316	\$1,875,290
8	Forecast to Complete Base (4-7)		\$37,516,445	\$10,504,628	\$48,021,073
9	Change Orders Pending Execution		-\$8,612	-\$57,506	-\$66,118
10	Forecast at Completion (7+8+9)		\$38,927,807	\$10,902,438	\$49,830,245
11	Percent Budget Expended (7/4)		3.6%	4.2%	3.8%
12	Percent Planned (5/4)		3.8%	4.3%	3.9%
13	Earned Percent Complete (6/4)		4.4%	3.4%	4.2%
14	Schedule Performance (6/5)		1.17	0.79	1.08
15	Cost Performance (6/7)		0.00	0.00	0.00
16	Contingency Budget				
17	Remaining Contingency				
18	Percent Contingency Remaining (17/16)				



Line Section 2

LINE SECTION 2



Description

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

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



Progress

- Herzog continued to install infrastructure from Columbus to Encanto, with the installation of the last offset manhole, catch basins and sanitary sewer installations at Encanto intersection, Completion of the testing the line from Mitchell to Columbus, Re-testing the manholes and sewer at Merrell. Herzog also completed the installation of water mains from Thomas to Virginia, and completed water shutdowns to transfer water service from old mains to the new mains. They also removed abandoned Waterlines from Thomas to Osborn and Palm Lane to Cypress.
- Herzog has placed a total of 16,032-feet of guideway to date. Contractor placed guideway; curbs and devil strip on Central from Palm Lane to Cypress and in the north half of Thomas Intersection to Merrell. HCC completed the special track work installation and placing concrete. .
- Herzog has completed installation of infrastructure, OCS foundations, and grounding grid at Osborn Station and completed placement of 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 prepared sub-grade from Palm Lane to Cypress South Bound, Virginia to Roanoke and Merrell to Osborn North bound.
- Herzog continues to work on installing sidewalk, retaining walls, 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 and at the Art Museum.

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 Driveway at Cypress



Checking Sub Grade prior to AC Paving



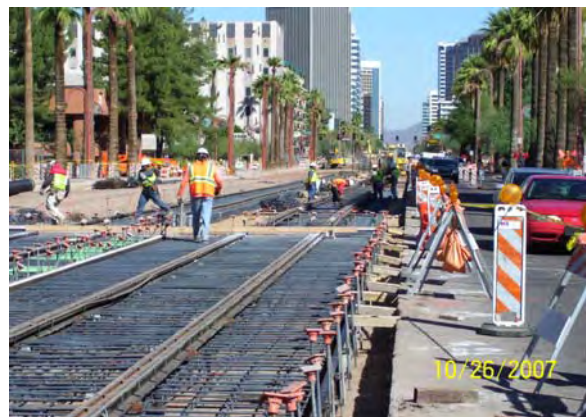
Excavating and placing duct bank



Placing AC Pavement base coarse



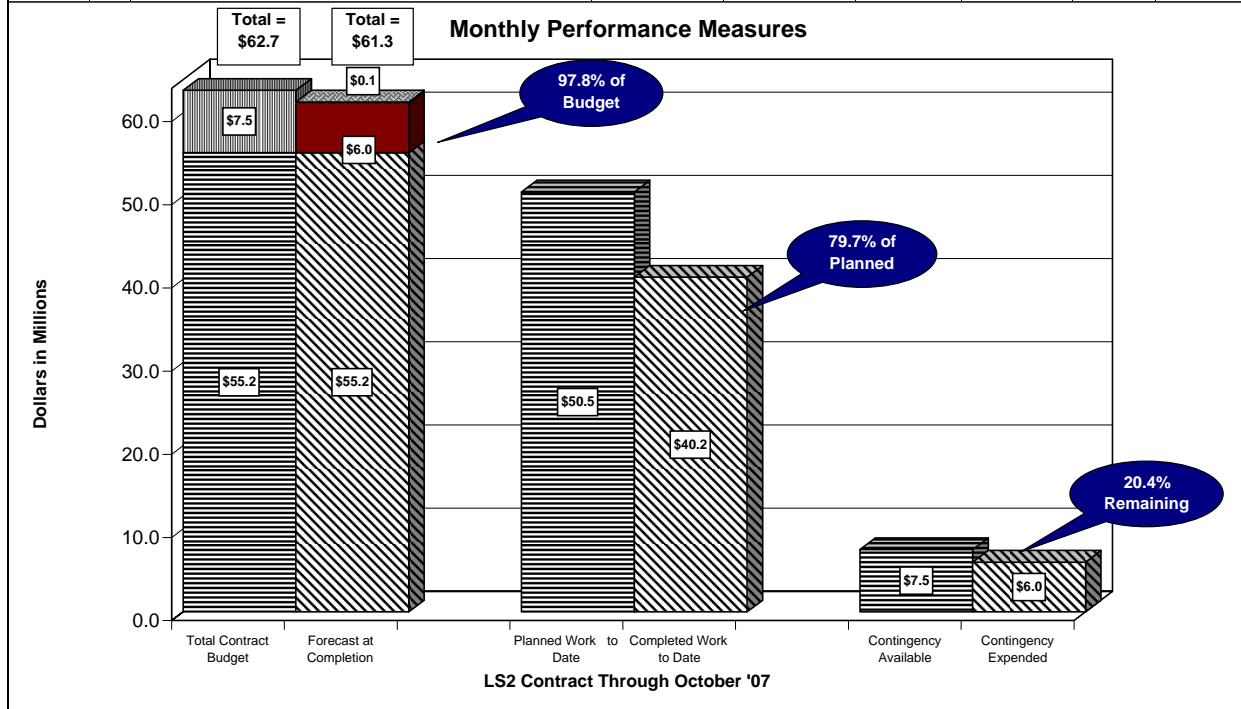
Installation of 54" offset man hole



Guideway at Palm Lane north

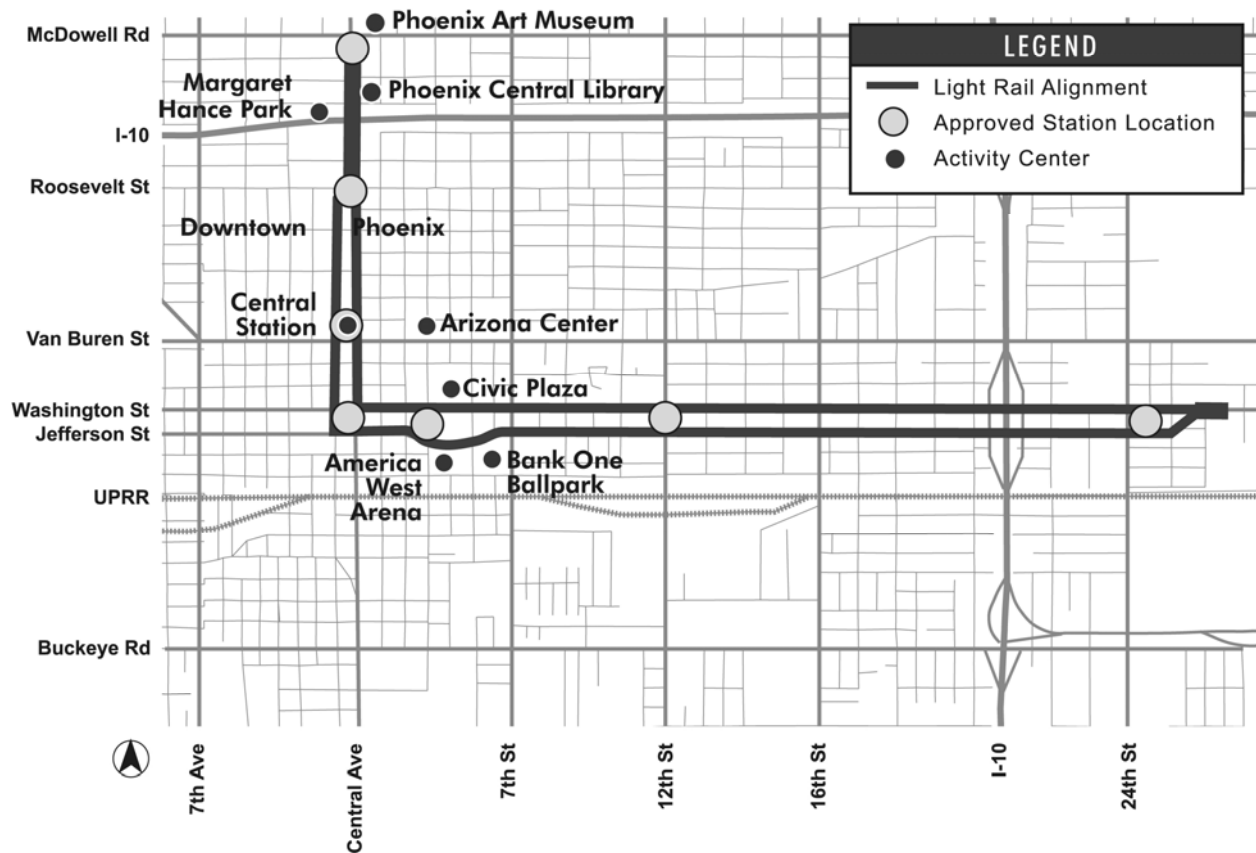


Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		September 30, 2007		
Cumulative				
		5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$6,771,898	\$55,197,022
2	Executed Change Orders	\$4,705,955	\$11,819	\$4,717,774
3	Budget Transfers		\$1,252,944	\$1,252,944
4	Current Budget (1+2+3)	\$53,131,079	\$8,036,661	\$61,167,740
5	Work Scheduled	\$43,553,391	\$6,923,616	\$50,477,007
6	Work Earned	\$35,626,760	\$4,612,125	\$40,238,885
7	Actual Expenditures	\$35,617,038	\$4,710,600	\$40,327,638
8	Forecast to Complete Base (4-7)	\$17,514,041	\$3,326,061	\$20,840,102
9	Change Orders Pending Execution	\$0	\$129,273	\$129,273
10	Forecast at Completion (7+8+9)	\$53,131,079	\$8,165,934	\$61,297,013
11	Percent Budget Expended (7/4)	67.0%	58.6%	65.9%
12	Percent Planned (5/4)	82.0%	86.2%	82.5%
13	Earned Percent Complete (6/4)	67.1%	57.4%	65.8%
14	Schedule Performance (6/5)	0.82	0.67	0.80
15	Cost Performance (6/7)	1.00	0.98	1.00
16	Contingency Budget	\$6,450,401	\$1,045,910	\$7,496,311
17	Remaining Contingency	\$1,744,446	\$1,034,091	\$1,525,593
18	Percent Contingency Remaining (17/16)	27.0%	98.9%	20.4%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	-\$415,208	\$0	-\$415,208
3	Budget Transfers	\$0	\$1,076,829	\$1,076,829
4	Current Budget (1+2+3)	\$53,131,079	\$8,036,661	\$61,167,740
5	Work Scheduled (Cumm - Last Period)	\$1,942,834	\$0	\$1,942,834
6	Work Earned (Cumm - Last Period)	\$2,757,591	\$267,243	\$3,024,834
7	Actual Expenditures (Cumm - Last Period)	\$2,744,128	\$304,257	\$3,048,385
8	Forecast to Complete Base (4-7)	\$50,386,951	\$7,732,404	\$58,119,355
9	Change Orders Pending Execution	-\$142,006	-\$1,506,555	-\$1,648,561
10	Forecast at Completion (7+8+9)	\$52,989,073	\$6,530,106	\$59,519,179
11	Percent Budget Expended (7/4)	5.2%	3.8%	5.0%
12	Percent Planned (5/4)	3.7%	0.0%	3.2%
13	Earned Percent Complete (6/4)	5.2%	3.3%	4.9%
14	Schedule Performance (6/5)	1.42	N/A	1.56
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 11 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 continues to work their day and night crews five ten-hour shifts a week, The Copper square area sidewalk is essentially complete except for changes that are currently being reviewed, with paving operations following. AWC placed rubberized final pavement on Washington from 9th Street to 1st Avenue and on Central Avenue from Washington Street to Monroe Street and currently plans to place rubberized on 1st Avenue from Jefferson to Roosevelt by the end of November. .
- The McDowell station foundation has been placed. and the ramps should be completed by November 12, 2007. This completes the 12 station foundations in this line section.
- AWC completed the guideway rail heading on Jefferson from 22nd to 23rd streets and is closing the heading from 16th to 12th streets. Additionally AWC has set the single crossovers and track just north of the Deck Park Bridge and are scheduled to complete the double track from Deck Park Bridge to the LS2 interface by the end of November. AWC has also started work on the 11th street loop, installing duct bank and OCS foundations. The installation of the four main line turnouts will start in November. AWC has installed approximately 40,000 linear feet of guideway throughout the alignment.
- COP Water Services contractor has completed the installation of 12-inch water line on Central from Roosevelt to Fillmore to accommodate the demands of the proposed ASU facilities.
- AWC is placing roadway paving and sidewalk throughout the alignment.
- AWC is installing water meters, backflow preventers for landscaping and plan to start planting next month in the downtown area.

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 80 percent of the work.

Issues and Solutions

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

Construction Photographs



Roadway removal on Central Avenue



Sidewalk placement on 1st Avenue



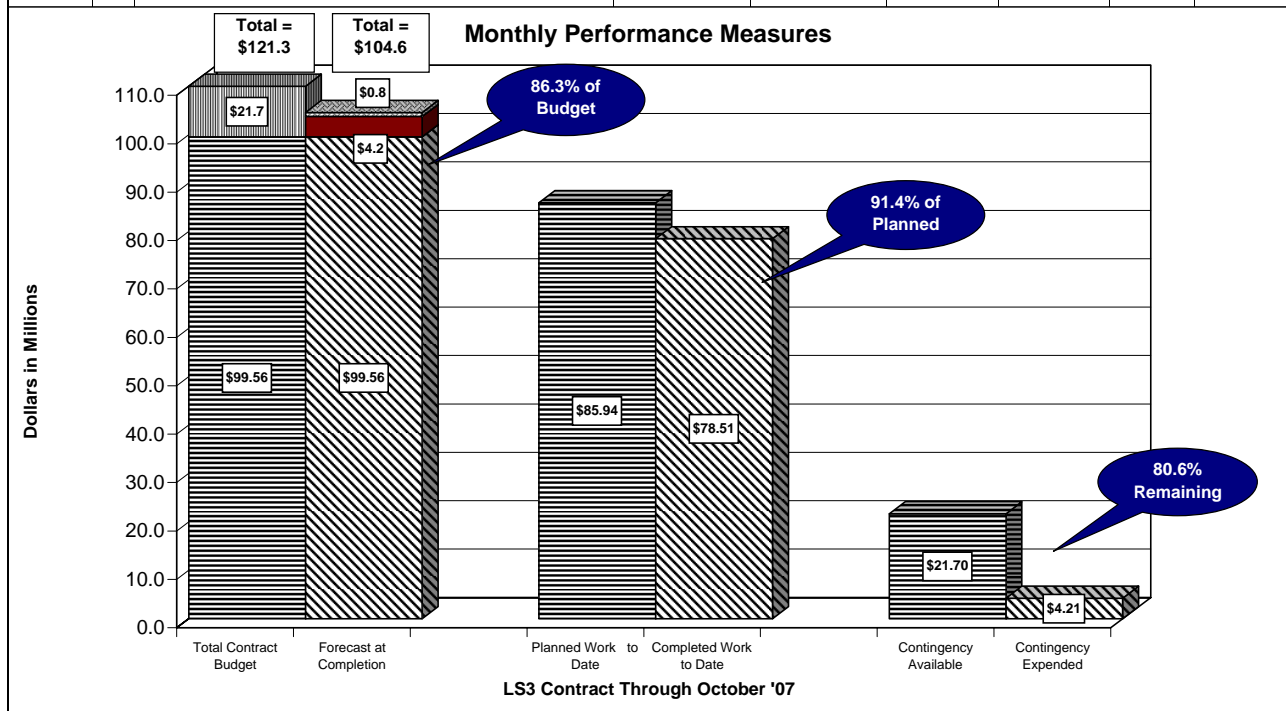
Roadway subgrade prep on Central Avenue



Curb and Gutter install on 1st Avenue

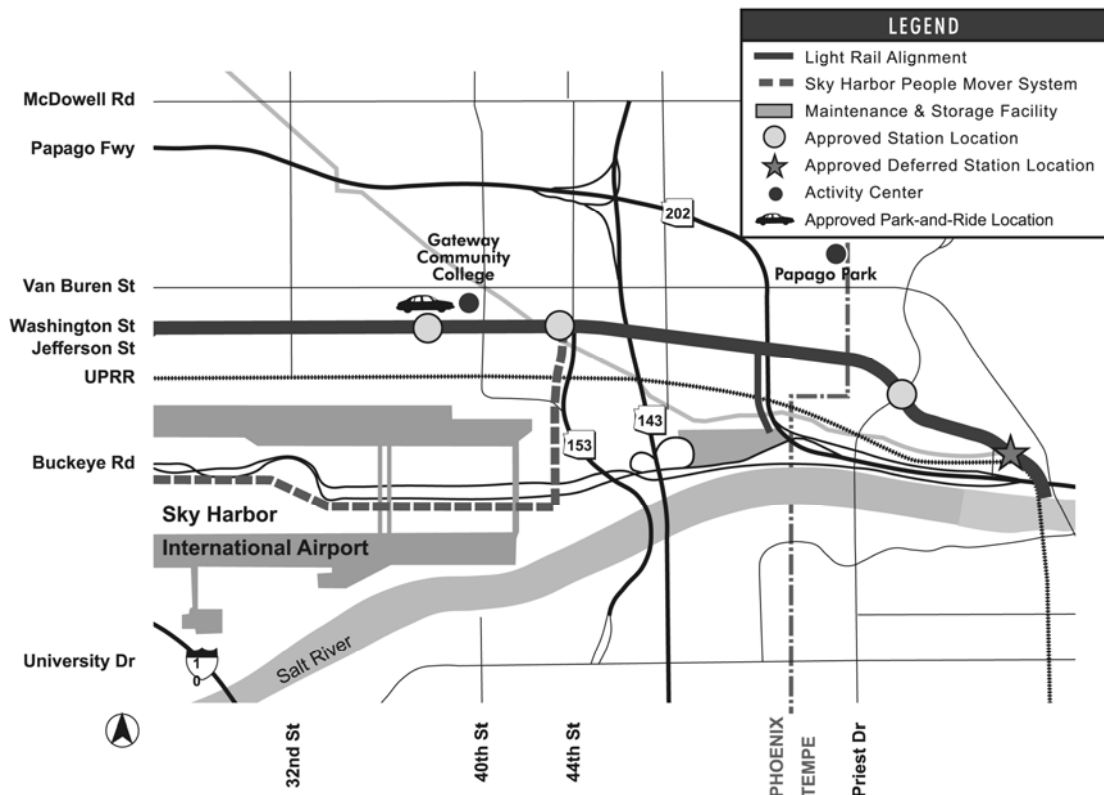


Description:		3.1.3 Line Section 3		
PE/PA:		William Gustafson		
Contractor:		Archer Western		
Resident Engineer:		William Atesis		
Data Through:		September 28, 2007		
Cumulative		5309	CNPA	Total
1	Budget	\$79,248,617	\$20,307,440	\$99,556,057
2	Executed Change Orders	\$3,195,504	\$470,718	\$3,666,222
3	Budget Transfers	\$0	\$539,912	\$539,912
4	Current Budget (1+2+3)	\$82,444,121	\$21,318,070	\$103,762,191
5	Work Scheduled	\$68,017,403	\$17,918,107	\$85,935,510
6	Work Earned	\$63,137,909	\$15,371,047	\$78,508,956
7	Actual Expenditures	\$63,390,480	\$15,437,274	\$78,827,754
8	Forecast to Complete Base (4-7)	\$19,053,641	\$5,880,796	\$24,934,437
9	Change Orders Pending Execution	\$466,919	\$364,250	\$831,169
10	Forecast at Completion (7+8+9)	\$82,911,040	\$21,682,320	\$104,593,360
11	Percent Budget Expended (7/4)	76.9%	72.4%	76.0%
12	Percent Planned (5/4)	82.5%	84.1%	82.8%
13	Earned Percent Complete (6/4)	76.6%	72.1%	75.7%
14	Schedule Performance (6/5)	0.93	0.86	0.91
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$20,348,232	\$1,349,094	\$21,697,326
17	Remaining Contingency	\$17,152,728	\$1,323,809	\$17,491,192
18	Percent Contingency Remaining (17/16)	84.3%	98.1%	80.6%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$498,904	\$36,810	\$535,714
3	Budget Transfers	\$0	\$166,855	\$166,855
4	Current Budget (1+2+3)	\$82,444,121	\$21,318,070	\$103,762,191
5	Work Scheduled (Cumm - Last Period)	\$3,097,101	\$642,816	\$3,739,917
6	Work Earned (Cumm - Last Period)	\$2,780,153	\$407,611	\$3,187,764
7	Actual Expenditures (Cumm - Last Period)	\$2,786,921	\$427,409	\$3,214,330
8	Forecast to Complete Base (4-7)	\$79,657,200	\$20,890,661	\$100,547,861
9	Change Orders Pending Execution	-\$191,592	-\$19,808	-\$211,400
10	Forecast at Completion (7+8+9)	\$82,252,529	\$21,298,262	\$103,550,791
11	Percent Budget Expended (7/4)	3.4%	2.0%	3.1%
12	Percent Planned (5/4)	3.8%	3.0%	3.6%
13	Earned Percent Complete (6/4)	3.4%	1.9%	3.1%
14	Schedule Performance (6/5)	0.90	0.63	0.85
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget	\$6,398,232	\$1,231,072	\$7,629,304
17	Remaining Contingency	\$5,899,328	\$1,027,407	\$6,926,735
18	Percent Contingency Remaining (17/16)	92.2%	83.5%	90.8%



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: Punch-list work is now complete.
- Town Lake Bridge to 44th Street: City of Tempe (COT) new traffic signals at Parkside, Papago, 56th Street and City of Phoenix (COP) traffic signals at 54th Place and 51st Street have been activated. Installation of survey monuments is nearing completion. City of Tempe traffic signal punch-list work is being done. Landscaping change order work in the City of Tempe has begun and is progressing well.



- Forty-Fourth Street to 26th Street: Pre-Punch-list work is ongoing for both the guideway and civil work. Installation of the irrigation system is now complete to 26th Street and planting is well underway. Guideway construction is now complete for the remaining portion of the project. Milling, utility trench repairs and placement of the remaining rubberized AC overlay was completed from 44th Street to 26th Street. Manhole and valve box frames and covers are being set to grade and cast in concrete. Striping lay-out and sign installation is in progress. Traffic signal and lighting and punch-list work is being addressed. The Contractor continues to work on the temporary construction easement (TCE) restorations.

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



Concrete Devil Strip Placement east of 32nd Street



TCE Restoration at 30th Street



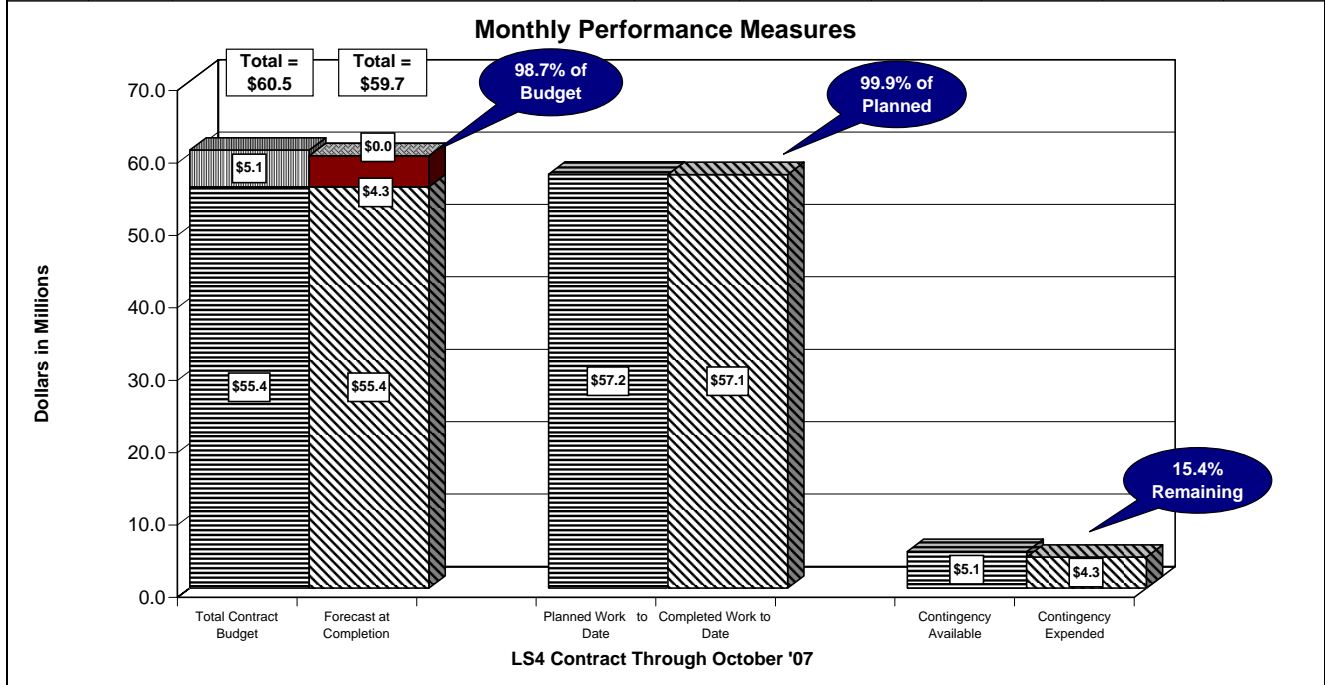
Raising Manholes and Valves Boxes



COP Striping Lay-Out on Washington Street

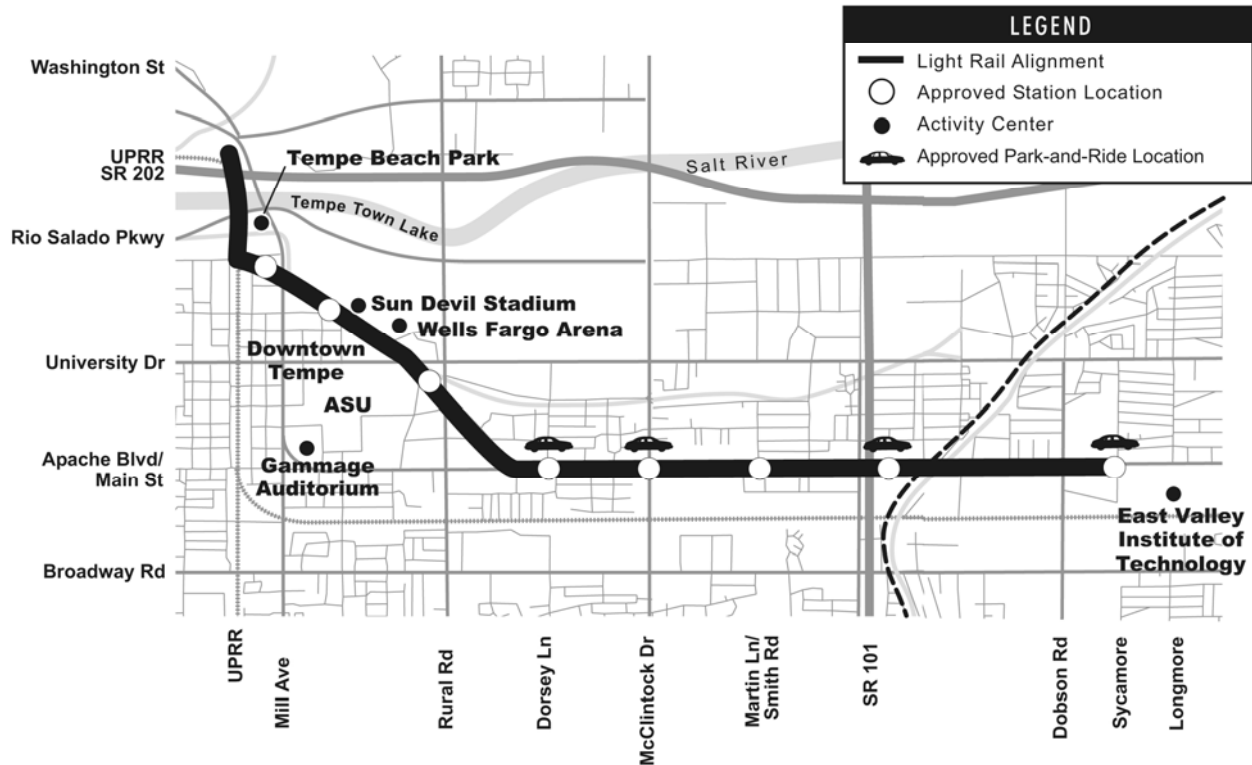


	Description:	3.1.4 Line Section 4		
	PE/PA:	Avrum Loewenstein		
	Contractor:	Sundt/Stacey Witbeck		
	Resident Engineer:	Frank Aber		
	Data Through:	September 30, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$47,869,894	\$7,557,905	\$55,427,799
2	Executed Change Orders	\$4,259,729	\$770,711	\$5,030,440
3	Budget Transfers	-\$625,000	\$1,466,950	\$841,950
4	Current Budget (1+2+3)	\$52,129,623	\$9,795,566	\$61,925,189
5	Work Scheduled	\$48,531,041	\$8,625,096	\$57,156,137
6	Work Earned	\$48,120,335	\$8,990,776	\$57,111,111
7	Actual Expenditures	\$49,574,253	\$9,011,898	\$58,586,151
8	Forecast to Complete Base (4-7)	\$2,555,370	\$783,668	\$3,339,038
9	Change Orders Pending Execution	\$446,065	\$0	\$446,065
10	Forecast at Completion (7+8+9)	\$52,575,688	\$9,795,566	\$62,371,254
11	Percent Budget Expended (7/4)	95.1%	92.0%	95.6%
12	Percent Planned (5/4)	93.1%	88.1%	93.2%
13	Earned Percent Complete (6/4)	92.3%	91.8%	93.2%
14	Schedule Performance (6/5)	0.99	1.04	1.00
15	Cost Performance (6/7)	0.97	1.00	0.97
16	Contingency Budget	\$4,662,188	\$409,525	\$5,071,713
17	Remaining Contingency	\$402,459	\$377,113	\$779,572
18	Percent Contingency Remaining (17/16)	8.6%	92.1%	15.4%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$39,500	\$0	\$39,500
3	Budget Transfers	\$0	-\$1,703,044	-\$1,703,044
4	Current Budget (1+2+3)	\$52,129,623	\$9,795,566	\$61,925,189
5	Work Scheduled (Cumm - Last Period)	\$1,060,824	\$19,106	\$1,079,930
6	Work Earned (Cumm - Last Period)	\$1,437,679	\$98,306	\$1,535,985
7	Actual Expenditures (Cumm - Last Period)	\$1,364,265	\$101,353	\$1,465,618
8	Forecast to Complete Base (4-7)	\$2,555,370	\$783,668	\$3,339,038
9	Change Orders Pending Execution	\$77,444	\$0	\$77,444
10	Forecast at Completion (7+8+9)	\$3,997,079	\$885,021	\$4,882,100
11	Percent Budget Expended (7/4)	2.6%	1.0%	2.4%
12	Percent Planned (5/4)	2.0%	0.2%	1.8%
13	Earned Percent Complete (6/4)	2.8%	1.0%	2.5%
14	Schedule Performance (6/5)	1.36	5.15	1.42
15	Cost Performance (6/7)	1.05	0.97	1.05
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 over 43,000 track feet of embedded track, with scheduled weekly placements until completion. Track placement is approximately 83 percent complete.



- The Contractor has substantially completed Milestone C2, and the platform at Price Road Station.
- The Contractor is coordinating with follow-on contractors in various locations in Milestones A2 through C2 since achieving substantial completion.
- The Contractor has completed embedded track across the Loop 101 Bridge and the Price Road intersections; has completed embedded track between Price Road and the Tempe Canal; has placed track from Roosevelt to Dobson Road; has placed trackway through the Sycamore Station platform; and is forming special trackwork for the crossovers at Dobson Road and Sycamore.
- The Contractor is forming the foundation for the Sycamore Street Station.
- The Contractor is nearing completion of the guideway ductbank, and has placed microduct to Dobson Road.
- The Contractor completed mill and overlay operations for placement of rubberized asphalt on Terrace Road and Apache Boulevard, to McClintock Drive.
- The Contractor continued street widening from Dobson to Sycamore, except in those remaining areas in which SRP-Water was 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 placement of the new lights at the ASU Promenade, and is awaiting new light structures for placement of additional Promenade luminaires on the street lights.

Cost and Schedule – Variance Analysis

- Milestones A2 through C2 are substantially complete, as are seven station platforms. Though Milestones C2 through F2 have been challenged by utility relocation delays, it appears that the Contractor will meet the milestones set in Change Order 83 for acceleration.

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 had an effect on street widening efforts and trackway work along this corridor. However, the final SRP Water irrigation relocation has been completed. No known utility conflicts further threaten the schedule.
- 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. A redesign to raise the rail elevations across the Price Road intersections and



the Loop 101 Bridge appears to successfully address issues in this location. Raising the rail profile across Dobson Road to the end of the line has been initiated to reduce pavement replacements in these 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.

Construction Photographs



Station Platform at Dorsey Road, Milestone B



Pavement Replacement at Price Road, Milestone C



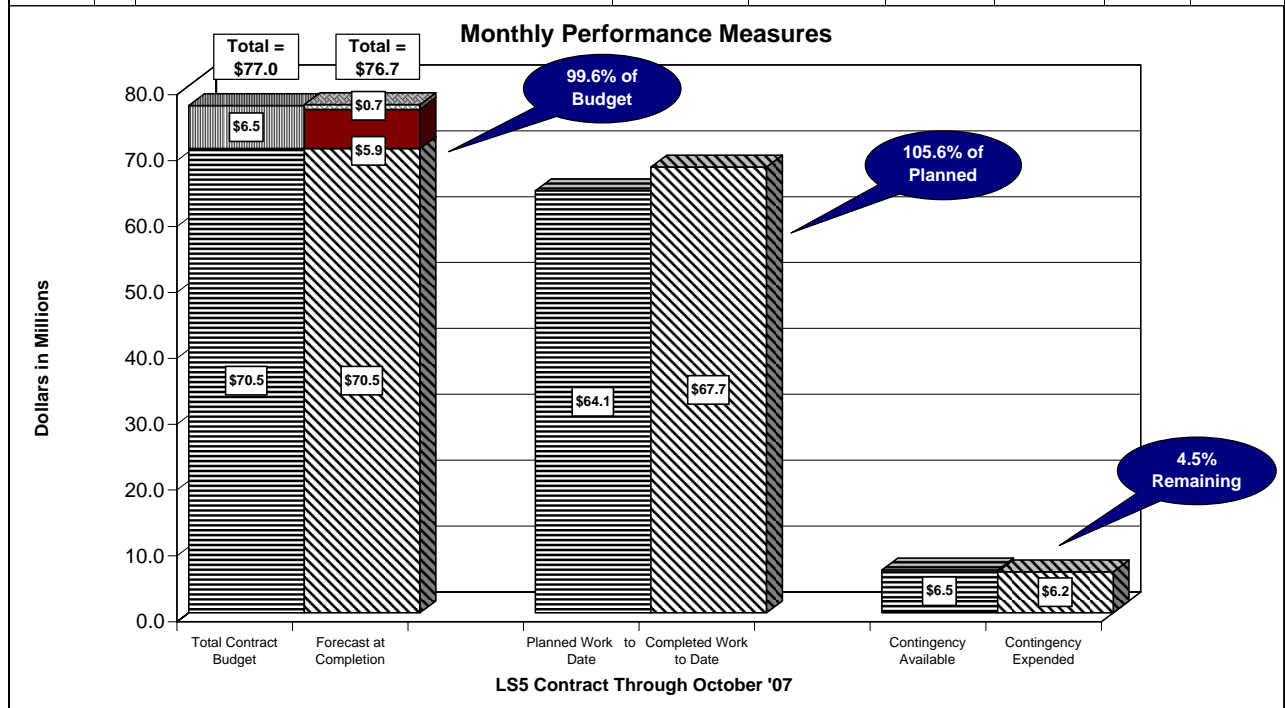
Trackway at Tempe Canal Bridge, Milestone D



Sycamore Station Foundation, Milestone F



	Description:	3.1.5 Line Section 5		
	PE/PA:	Brian Buchanan		
	Contractor:	Sundt/Stacey Witbeck		
	Resident Engineer:	Sam Graham		
	Data Through:	October 15, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$1,610,897	\$70,493,866
2	Executed Change Orders	\$5,943,175	\$7,560	\$5,950,735
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$74,826,144	\$1,618,457	\$76,444,601
5	Work Scheduled	\$62,386,250	\$1,696,283	\$64,082,533
6	Work Earned	\$66,523,343	\$1,143,138	\$67,666,481
7	Actual Expenditures	\$67,442,004	\$920,556	\$68,362,560
8	Forecast to Complete Base (4-7)	\$7,384,140	\$697,901	\$8,082,041
9	Change Orders Pending Execution	\$269,482	\$449,496	\$718,978
10	Forecast at Completion (7+8+9)	\$75,095,626	\$2,067,953	\$77,163,579
11	Percent Budget Expended (7/4)	90.1%	56.9%	89.4%
12	Percent Planned (5/4)	83.4%	104.8%	83.8%
13	Earned Percent Complete (6/4)	88.9%	70.6%	88.5%
14	Schedule Performance (6/5) (SPI)	1.07	0.00	1.06
15	Cost Performance (6/7) (CPI)	0.99	0.00	0.99
16	Contingency Budget	\$6,408,135	\$104,416	\$6,512,551
17	Remaining Contingency	\$195,478	\$96,856	\$292,334
18	Percent Contingency Remaining (17/16)	3.1%	92.8%	4.5%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$170,048	(\$2,091)	\$167,957
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$74,826,144	\$1,618,457	\$76,444,601
5	Work Scheduled (Cumm - Last Period)	\$2,215,009	\$46,752	\$2,261,761
6	Work Earned (Cumm - Last Period)	\$3,326,296	\$153,479	\$3,479,775
7	Actual Expenditures (Cumm - Last Period)	\$3,848,657	\$132,594	\$3,981,251
8	Forecast to Complete Base (4-7)	\$70,977,487	\$1,485,863	\$72,463,350
9	Change Orders Pending Execution	\$338,622	\$0	\$338,622
10	Forecast at Completion (7+8+9)	\$75,164,766	\$1,618,457	\$76,783,223
11	Percent Budget Expended (7/4)	5.1%	8.2%	5.2%
12	Percent Planned (5/4)	3.0%	2.9%	3.0%
13	Earned Percent Complete (6/4)	4.4%	9.5%	4.6%
14	Schedule Performance (6/5)	1.50	0.00	1.54
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



48th Street Bridge Replacement



Description

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

Progress

- The remaining work was completed and accepted by METRO and the City of Phoenix in May 2007.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- None.

Town Lake Bridge



Description

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

Progress

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

Cost and Schedule – Variance Analysis

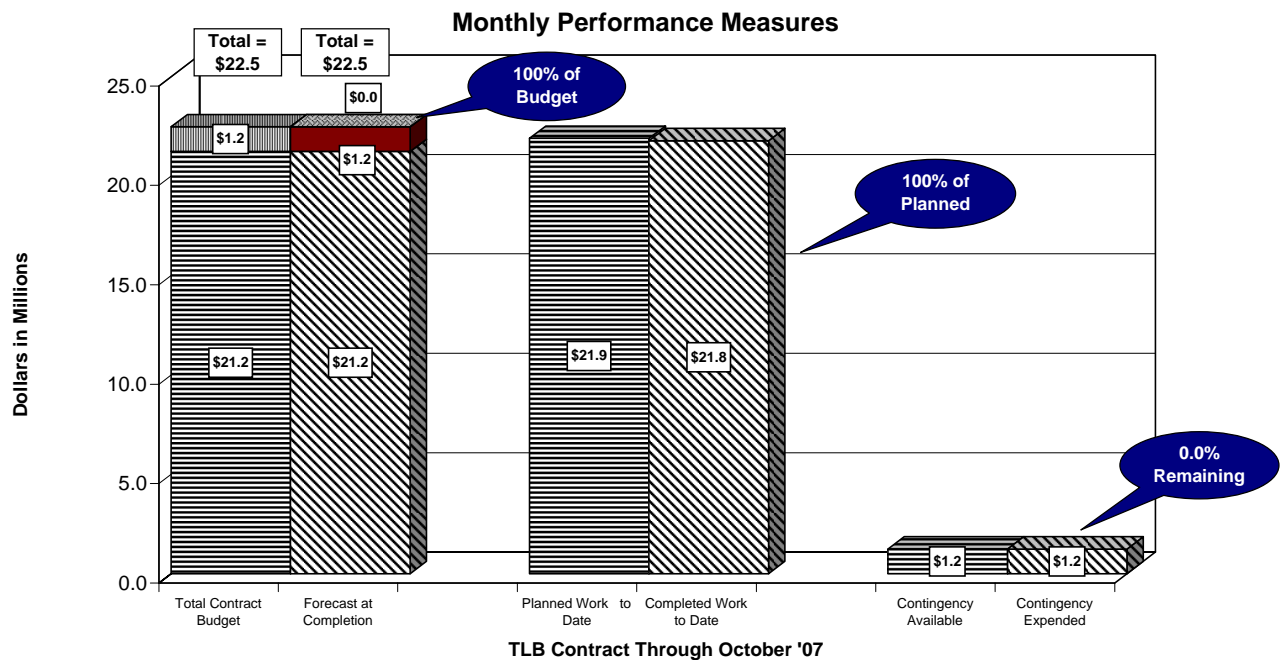
- This Contract has been closed.

Issues and Solutions

- None.



	Description:	3.6.1 Town Lake Bridge		
	PE/PA:	Bill Gustafson		
	Contractor:	PCL Contractors		
	Resident Engineer:	Joel Mona		
	Data Through:	September 30, 2006		
	Cumulative	5309	CNPA	Total
1	Budget	\$21,219,861	\$17,523	\$21,237,384
2	Executed Change Orders	\$1,242,400	\$0	\$1,242,400
3	Budget Transfers	-\$183,000	\$0	-\$183,000
4	Current Budget (1+2+3)	\$22,279,261	\$17,523	\$22,296,784
5	Work Scheduled	\$21,884,369	\$17,523	\$21,901,892
6	Work Earned	\$21,759,753	\$15,771	\$21,775,524
7	Actual Expenditures	\$21,759,751	\$15,771	\$21,775,522
8	Forecast to Complete Base (4-7)	\$519,510	\$1,752	\$521,262
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$22,279,261	\$17,523	\$22,296,784
11	Percent Budget Expended (7/4)	97.7%	90.0%	97.7%
12	Percent Planned (5/4)	100.0%	100.0%	98.2%
13	Earned Percent Complete (6/4)	97.7%	90.0%	97.7%
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	\$0	\$1,402	\$1,402
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)	\$22,279,261	\$17,523	\$22,296,784
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)	\$22,279,261	\$17,523	\$22,296,784
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$22,279,261	\$0	\$22,279,261
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	\$0	\$0	\$0
18	Percent Contingency Remaining (17/16)	0.0%	0.0%	0.0%



Note: Contract complete.

Operations and Maintenance Center



Description

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

Progress

- The spray paint booth passed its final inspection by COP Fire Department and COP DSD has issued its certificate of acceptance.
- Notice of Final Acceptance and commencement of the warranty period was issued effective May 15, 2007.
- The Safety and Security Certification Program Specification Conformance Checklist has been completed.

Cost and Schedule – Variance Analysis

- METRO made Final Payment to the Contractor and released the remaining Escrowed Funds.

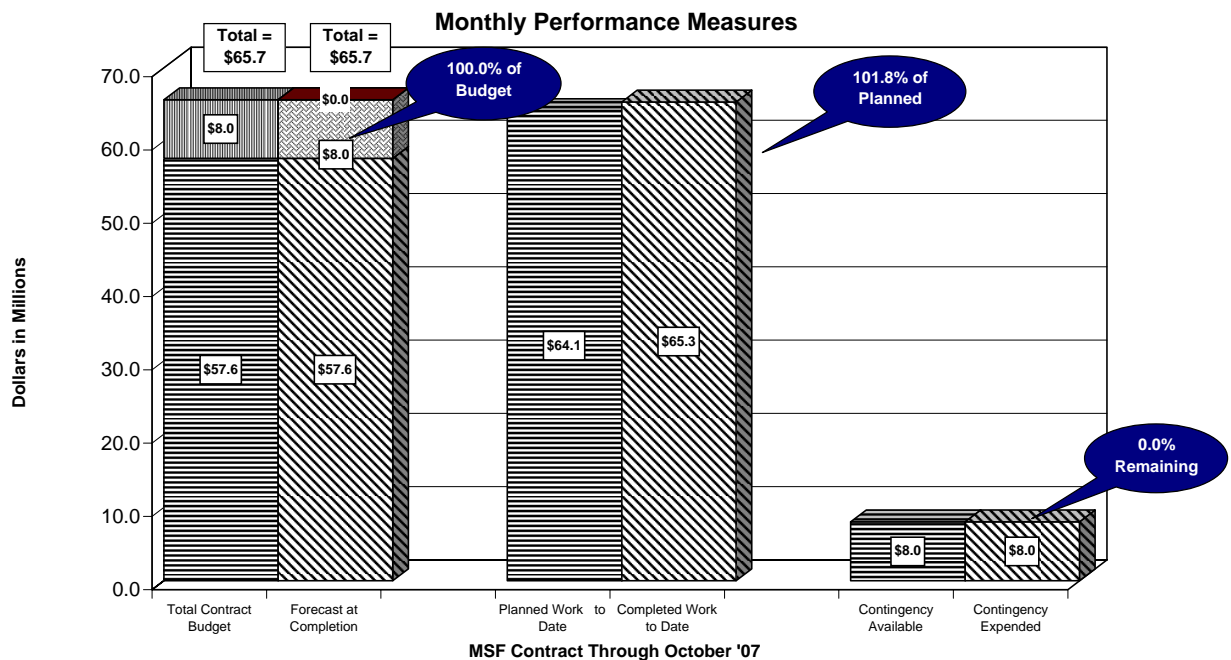


Issues and Solutions

- 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	\$65,400,001	\$65,400,001
8	Forecast to Complete Base (4-7)	-\$1	-\$1
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)	100.0%	100.0%
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)	1.00	1.00
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)	\$0	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0
8	Forecast to Complete Base (4-7)	\$64,149,604	\$64,149,604
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)	0.0%	0.0%
12	Percent Planned (5/4)	0.0%	0.0%
13	Earned Percent Complete (6/4)	0.0%	0.0%
14	Schedule Performance (6/5)	#N/A	#N/A
15	Cost Performance (6/7)	#N/A	#N/A
16	Contingency Budget		
17	Remaining Contingency		
18	Percent Contingency Remaining (17/16)		



Note: Contract has been closed 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 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 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 issued IFB documents for a re-bid of the Price/Apache and Sycamore/Main sites. Bid Opening is scheduled for November 20, 2007.
- The Developer for the McClintock/Apache site is in the process of constructing foundations and erecting the precast concrete elements 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.
- The City of Tempe is in the process of design for an additional 100 spaces at Dorsey/Apache. Construction is anticipated for March 2008 thru August 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 selected 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, Gray
7	Price Freeway/Apache	693	January 2008	TBD
8	Sycamore/Main	802	January 2008	TBD
	Opening Day Total	3,513		

Track Material Procurement



Description

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

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

Progress

- Girder Rail
- Embedded Special Trackwork
 - The Contractor continues to produce special trackwork castings and other miscellaneous materials for this contract.
- 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



Description	Contract/Budget Amount	Total Payments
LS 1 Traffic Signal Poles/Mast Arms (Phoenix -PO is completed)	\$ 209,144.33	\$ 209,144.31
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.

Underfloor Wheel Profiling Machine



Description

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

Progress

- The installation of the machine is now complete. On-site testing and training was postponed and is rescheduled 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 - Formal closeout of PDR submittals to be submitted by November 4, 2007
- Milestone 4 Progress - Formal closeout of FDR submittals to be submitted by November 4, 2007



- Milestone 5 Progress - Planning First Article Configuration Inspection end of 2007.

Cost and Schedule – Variance Analysis

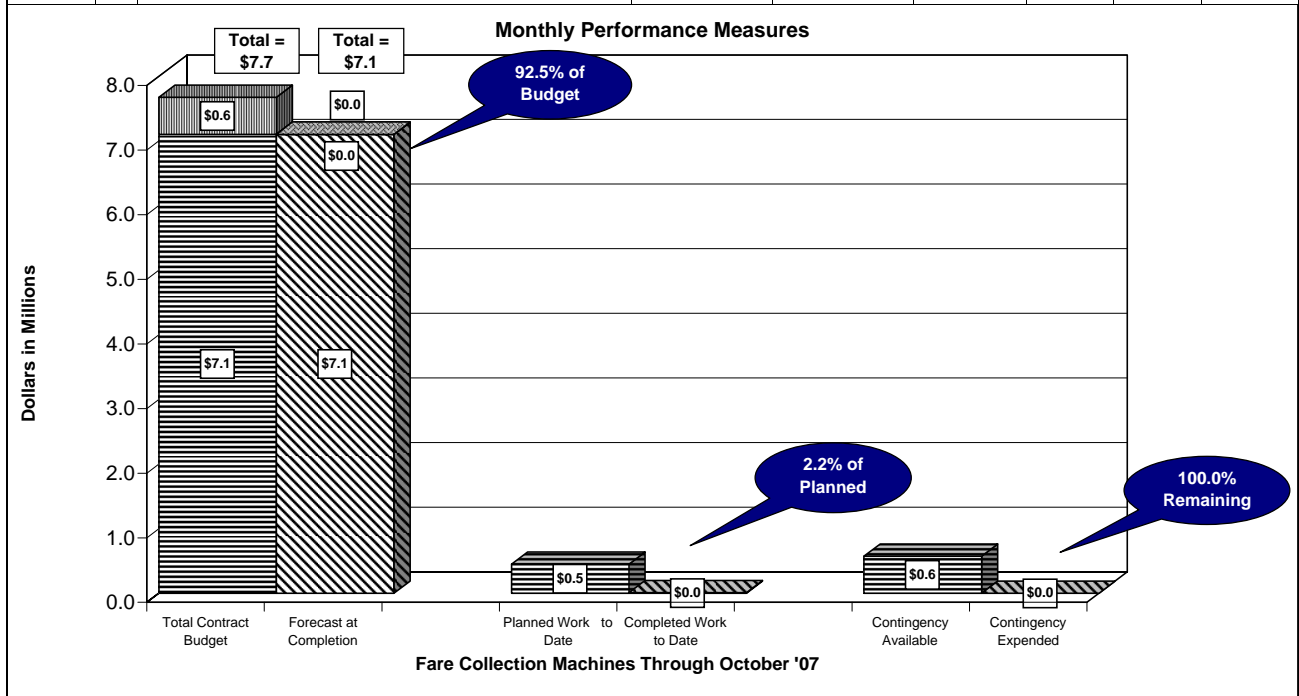
- The first Monthly Progress Update was received several months ago. This submittal was reviewed with a status of non-compliant. The previous month's review comments and the contract specifications were returned to the contractor for correction and resubmittal. The Contractor continues to work with METRO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

Issues and Solutions

- Ticket Vending Machine Servicing Envelope. Provided Reference Drawing Update under Change Order Number 1 incorporating revised TVM layouts and orientations.
- Environmental Test Waivers. Agency considers this issue closed, as no additional support documentation from SBI has been provided.
- Hand Held Verifier Design. SBI currently experiencing difficulty in providing a hand held verifier unit in conformance with the requirements.



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	\$451,586
6	Work Earned	\$9,720
7	Actual Expenditures	\$14,210
8	Forecast to Complete Base (4-7)	\$7,085,802
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)	6.4%
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)	\$1,591
6	Work Earned (Cumm - Last Period)	\$0
7	Actual Expenditures (Cumm - Last Period)	\$1,299
8	Forecast to Complete Base (4-7)	\$7,098,713
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 November 2007. The main topics for presentation by KI and discussion are going to be: 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 October 2007:
 - LRV Mass Production – 50 Trains are now in production.
 - An inspection of the interior 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 149. 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:
 - Geo Focus equipment is being installed and testing is ongoing.
 - A total of 17 LRVs are in varying stages of final assembly at the OMC.
 - Cars 101 thru 149 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.
 - A total of 16 LRV's are accepted as delivered.
 - Telephone, email and drawing exchange continue between KSJ and KI on vehicle 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.
 - Qualification testing is ongoing in the yard for low speed.

Cost and Schedule – Variance Analysis

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

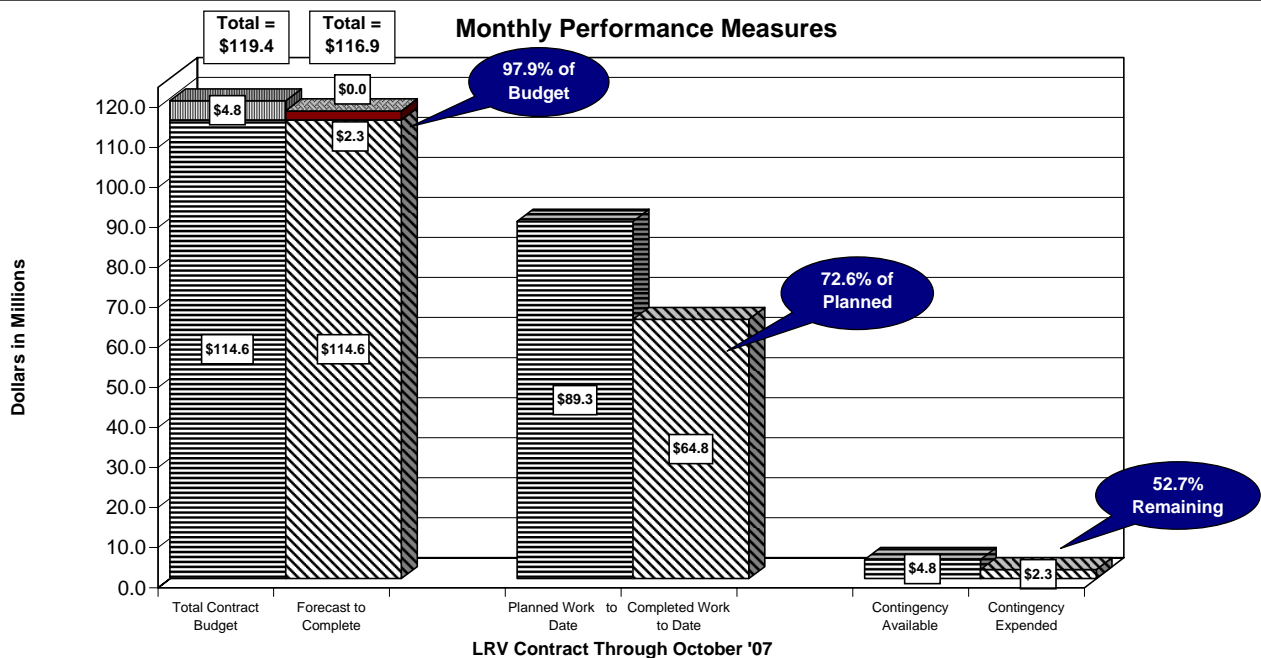


Issues and Solutions

- 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 gearbox 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 the end of September. 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:		September 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	\$64,785,074	N/A	\$64,785,074
7	Actual Expenditures	\$64,830,623	N/A	\$64,830,623
8	Forecast to Complete Base (4-7)	\$52,044,833	N/A	\$52,044,833
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)	55.5%	N/A	N/A
12	Percent Planned (5/4)	76.4%	N/A	N/A
13	Earned Percent Complete (6/4)	55.4%	N/A	N/A
14	Schedule Performance (6/5)	0.73	N/A	N/A
15	Cost Performance (6/7)	1.00	N/A	N/A
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$2,512,813	\$2,135,840	\$4,648,653
18	Percent Contingency Remaining (17/16)	52.7%	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)	\$0	N/A	\$0
6	Work Earned (Cumm - Last Period)	\$12,856,142	N/A	\$12,856,142
7	Actual Expenditures (Cumm - Last Period)	\$8,633,714	N/A	\$8,633,714
8	Forecast to Complete Base (4-7)	\$108,241,742	N/A	\$108,241,742
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)	7.4%	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)	1.00	N/A	N/A
16	Contingency Budget	\$4,768,489	\$2,135,840	\$6,904,329
17	Remaining Contingency	\$2,512,813	\$2,135,840	\$4,648,653
18	Percent Contingency Remaining (17/16)	52.7%	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 Operations and Maintenance Center (OMC), six site-built signal buildings and three signal buildings combined with traction power substations. The work scope also includes installation of fiber-optic cables for street traffic control systems for the Cities of Phoenix, Tempe and Mesa, and installation of fiber-optic cables for ASU.

Progress

- Signal Buildings and Signal Cases



- Beginning Acceptance Testing of Signal Building No. 4 Grade Crossing functionality only.
- Completed installation of signal cables at Signal Building No. 3.
- Completed signal cable terminations at Signal Building No. 6.
- Communications System
 - Installing communications rack equipment at five station platforms.
 - South Mountain Radio. Structural analysis revealed an existing overloaded radio tower. Coordinating alternatives to original design.
 - Backbone Fiber Optic Cable. Installed communications backbone fiber optic cables and laterals from 24th St. Stations to McClintock/Apache Station.
 - Street Traffic Fiber Optic Cable. Installed street traffic fiber optic cables and gater patch laterals from 27th St. to University/Rural Station.
 - Met with Vehicle Systems Contractor in the 1st week of October to resolve interface issues between Vehicle Systems Contractor and Communications Contractor.
- OCC Build Out
 - Currently performing punchlist activities for final code inspections. Passed mechanical code inspections. Electrical issues in transformer room still remain.
- Coordinating with other Contracts
 - Station Finishes. Station Finishes/Signals and Communications Inspection Team continuing to perform joint pre-access inspection and walkthrough.

Cost and Schedule – Variance Analysis

- The contract is in the final 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 OMC Yard, LS4 Yard Entrance and some mainline track areas, signaling equipment installation at the OMC Yard Entrance and at some intersections in Tempe, Signal Case installation, Communications Device installation at several LRT Passenger Stations and Cable Pulling for the Fiber Optic Backbone from the OMC into Line Section 5 and along Line Section 4.

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



Terminating Signal Cables at Washington Grade Crossing Signal Case



Expansion Joint Rail Bonding at Tempe Town Lake Bridge



Pulling Signal Cable at McKinley Street Loop Interlocking



Installing Gator Patch for Street Traffic Controllers at 51st St./Washington Intersection



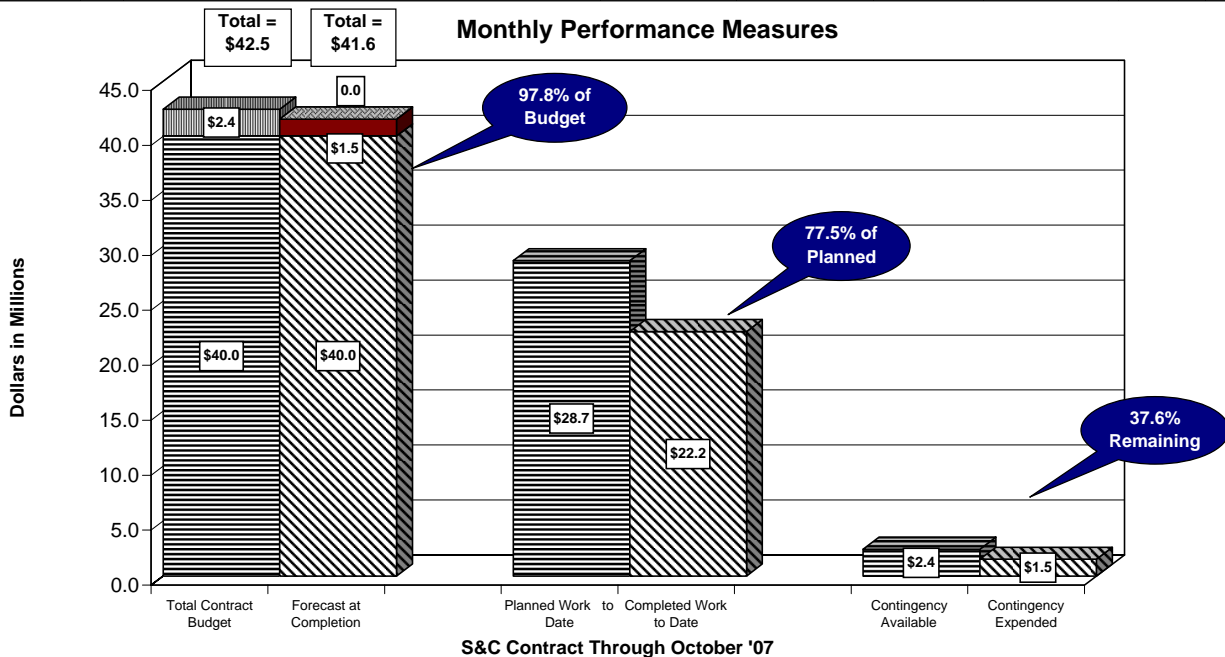
First Article Inspection of Visual Message Board at MEC's Warehouse Facility



Setting Communication Rack Equipment at Central/Van Buren Station



	Description:	3.7.4 Signals & Communications		
	PE/PA:	Leslee O' Conell		
	Contractor:	Mass Electric		
	Resident Engineer:	Steve Kyauk		
	Data Through:	September 15, 2007		
	Cumulative	5309	CNPA	Total
1	Original Budget	\$37,476,762	\$2,562,259	\$40,039,021
2	Executed Change Orders	\$1,443,360	\$78,561	\$1,521,921
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,920,122	\$2,640,820	\$41,560,942
5	Work Scheduled	\$28,321,185	\$370,004	\$28,691,189
6	Work Earned	\$21,888,255	\$355,569	\$22,243,824
7	Actual Expenditures	\$21,960,003	\$355,619	\$22,315,622
8	Forecast to Complete Base (4-7)	\$16,960,119	\$2,285,201	\$19,245,320
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$38,920,122	\$2,640,820	\$41,560,942
11	Percent Budget Expended (7/4)	56.4%	13.5%	53.7%
12	Percent Planned (5/4)	72.8%	14.0%	69.0%
13	Earned Percent Complete (6/4)	56.2%	13.5%	53.5%
14	Schedule Performance (6/5)	0.77	0.96	0.78
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$2,308,000	\$132,118	\$2,440,118
17	Remaining Contingency	\$864,640	\$53,557	\$918,197
18	Percent Contingency Remaining (17/16)	37.5%	40.5%	37.6%
	Period			
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$42,792	\$0	\$42,792
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,920,122	\$2,640,820	\$41,560,942
5	Work Scheduled (Cumm - Last Period)	\$1,137,002	\$28,856	\$1,165,858
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)	\$38,920,122	\$2,640,820	\$41,560,942
9	Change Orders Pending Execution	-\$21,611	\$0	-\$21,611
10	Forecast at Completion (7+8+9)	\$38,898,511	\$2,640,820	\$41,539,331
11	Percent Budget Expended (7/4)	0.0%	0.0%	0.0%
12	Percent Planned (5/4)	2.9%	1.1%	2.8%
13	Earned Percent Complete (6/4)	0.0%	0.0%	0.0%
14	Schedule Performance (6/5)	0.00	0.00	0.00
15	Cost Performance (6/7)	#N/A	N/A	#N/A
16	Contingency Budget	\$2,308,000	\$132,118	\$2,440,118
17	Remaining Contingency	\$864,640	\$53,557	\$918,197
18	Percent Contingency Remaining (17/16)	37.5%	40.5%	37.6%



NOTE: No update was submitted during the reporting period.

Traction Electrification System



Description

The Traction Electrification System (TES) provides the electric power required to operate the Light Rail Vehicles (LRV). There are two main components to the TES, these are: Traction Power Substations (TPSS) that convert incoming utility power to DC power, which is used by the LRV and the Overhead Contact System (OCS), which distributes the DC power to the trackway. There are 15 Site Built 2,000 kW substations. Twelve of the substations are 22-feet by 44-feet and three are 22-feet by 57-feet. The substation buildings 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
 - Building and Sitework Construction – 90 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 40 percent Complete
- Traction Power Substation Number 2
 - Installing cable trays, raceways, and wall mounted equipment. Battery racks have been placed.



- Building and Sitework Construction – 80 percent Complete
- Traction Power Substation Equipment Installation and Testing – 40 percent Complete
- Traction Power Substation Number 3
 - Restored ground connections.
 - Grading and curbing around building. Crushed stones placed around building.
 - Seepage pit for HVAC unit installed.
 - Building and Sitework Construction – 75 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 30 percent Complete
- Traction Power Substation Number 4
 - Ductbank installations progressed.
 - Seepage pit for HVAC unit installed.
 - Building and Sitework Construction – 75 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 25 percent Complete
- Traction Power Substation Number 5
 - Installing dc switchgear.
 - Remaining positive feeder conduits installed.
 - AC switchgear dielectric tests performed in preparation for permanent power.
 - Building and Sitework Construction – 75 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 40 percent Complete
- Traction Power Substation Number 6
 - Building and Sitework Construction – 90 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 60 percent Complete
- Traction Power Substation Number 7
 - AC switchgear dielectric tests performed in preparation for permanent power.
 - Negative cubicle and dc switchgear installed.
 - Building and Sitework Construction – 90 percent Complete



- Traction Power Substation Equipment Installation and Testing – 65 percent Complete
- Traction Power Substation Number 8
 - Crushed stone surfacing placed around building.
 - AC switchgear dielectric tests performed in preparation for permanent power.
 - Site grading and landscaping activities progressed.
 - Building and Sitework Construction – 85 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 55 percent Complete
- Traction Power Substation Number 9
 - Building and Sitework Construction – 95 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 95 percent Complete
- Traction Power Substation Number 10
 - AC switchgear dielectric tests performed in preparation for permanent power.
 - Slurry placed for APS cabinet.
 - Building and Sitework Construction – 90 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 50 percent Complete
- Traction Power Substation Number 11
 - AC switchgear dielectric tests performed in preparation for permanent power.
 - Building and Sitework Construction – 80 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 50 percent Complete
- Traction Power Substation Number 12
 - Applied dielectric floor.
 - Metal stud framing installed.
 - Ductbank installations progressed.
 - Building roof installation progressed.
 - Building and Sitework Construction – 50 percent Complete



- Traction Power Substation Number 13
 - Installation of cable trays and conduits progressed.
 - Interior lighting fixtures, security panel, and fire alarm panel installations progressed.
 - Rectifier-Transformer, AC Switchgear, Utility Metering Section, and wall mounted equipment installation progressed.
 - Building and Sitework Construction – 60 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 10 percent Complete
- Traction Power Substation Number 14
 - Applied dielectric floor.
 - Metal stud framing installed.
 - Building roof installation progressed.
 - Building and Sitework Construction – 30 percent Complete
- Traction Power Substation Number 15
 - Building and Sitework Construction – 95 percent Complete
 - Traction Power Substation Equipment Installation and Testing – 95 percent Complete
- MOE Shop and Traction Power Substation Number 16
 - Installation of permanent shop power distribution system, including dc disconnect switches, monorail limit switches, emergency trip system, and key interlocks has progressed.
- Overhead Contact System
 - OMC Yard and Test Track (Wire Runs 35 through 40).
 - Replacement of Wire Run 36 has been completed.
 - Line Section 1
 - Installing OCS poles for Wire Runs 5 through 8.
 - Installation of OCS poles is 50 percent complete.
 - Line Section 2
 - Installing OCS poles for Wire Runs 7 through 10.
 - Installing OCS hardware for Wire Runs 9 and 10.
 - Installation of OCS poles is 30 percent complete.



- Line Section 3
 - Installing OCS hardware for Wire Runs 19 through 25 and 28
 - Framing poles and installing headspans for Wire Runs 17 and 21 through 24.
 - Installation of OCS poles is 95 percent complete.
 - Installation of cantilever arms is 40 percent complete.
- Line Section 4
 - Completed OCS hardware installation for Wire Runs 29 through 34 and 41 through 42.
 - Stringing messenger wire for Wire Runs 29 through 34.
 - Installation of OCS poles is 95 percent complete.
 - Installation of cantilever arms is 95 percent complete.
- LS5 1st Street to Martin Lane (Wire Runs 43 to 50)
 - Completed OCS hardware installation for Wire Runs 43 through 46.
 - Installing OCS hardware for Wire Runs 47 through 50.
 - Installation of OCS poles is 60 percent complete.
 - Installation of cantilever arms is 45 percent complete.
- Site Access/Permits
 - All traction substation building permits have been issued. The remaining permits are for fire alarm systems in the City of Phoenix. METRO will be requesting an exemption from the Fire Alarm permits in Phoenix because the buildings are classified as U-1, Unoccupied.
- Coordination with other Contracts/Entities
 - Ongoing coordination meetings are being held with the Facility Contractors on an as-needed basis.

Cost and Schedule – Variance Analysis

- The contract is in the final stages of procurement and material delivery. Field construction progress to date has included the civil and architectural parts of all sixteen traction power substations, TPSS electrical equipment installation in fourteen of the traction power substations, OCS components installation in the OMC yard, OMC shop and parts of all Line Sections. 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 management to negotiate the Contractor's Request for Equitable Adjustment. A force account change order may be issued to the Contractor to reimburse the Contractor for their acceleration costs until the negotiations are complete.
- TPSS/LRV Compatibility Issue. Comments on the Contractor's TPSS/LRV Compatibility Test Report have been sent to the Contractor. Response is due in early November.

Construction Photographs



TPSS No. 12 – Installing Metal Stud Framing



TPSS No. 13 – Installing Wall Mounted Equipment



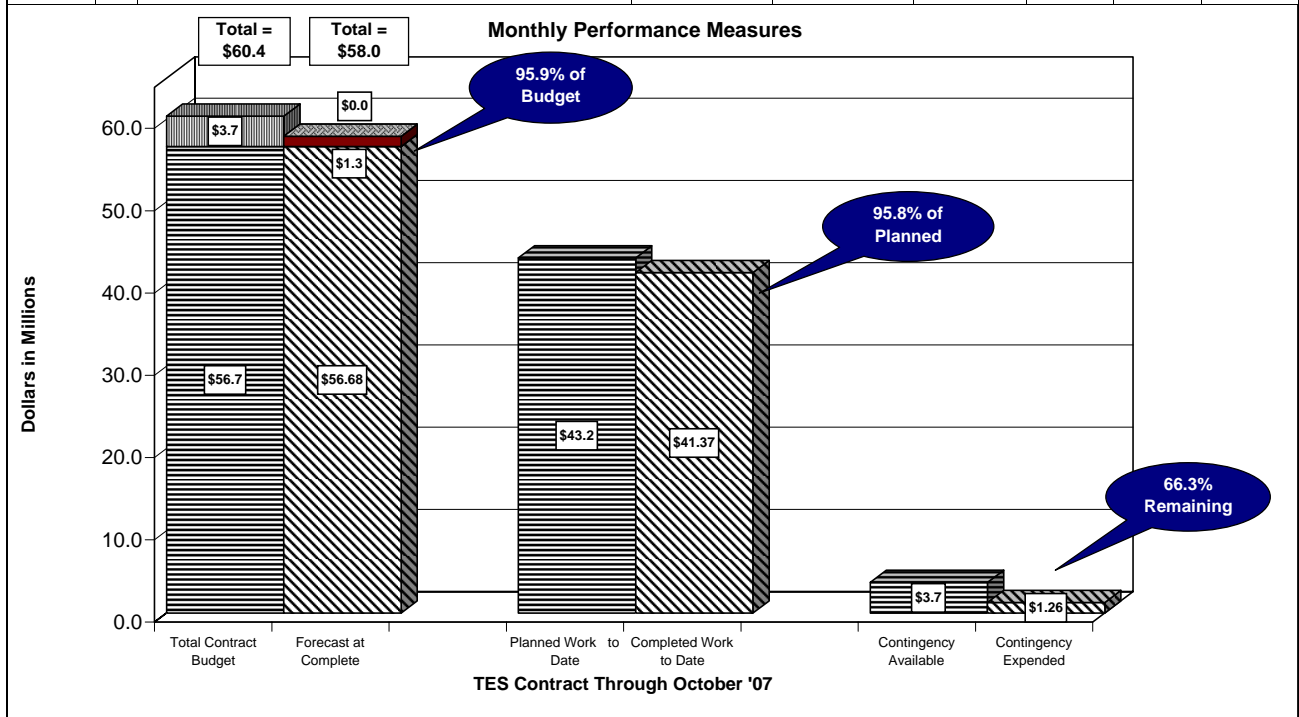
LS4 – Pre-Regulating Cantilever Arms
for WR 31 and 32



LS4 – Stringing Messenger Wire for WR 31



Description:		3.7.3 Traction Electrification Systems
PE/PA:		Alan Friend
Contractor:		Mass Electric Corporation
Resident Engineer:		Ron Wong
Data Through:		October 15, 2007
Cumulative		5309
1	Budget	\$56,681,003
2	Executed Change Orders	\$1,255,280
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$57,936,283
5	Work Scheduled	\$43,162,430
6	Work Earned	\$41,367,696
7	Actual Expenditures	\$41,313,716
8	Forecast to Complete Base (4-7)	\$16,622,567
9	Change Orders Pending Execution	\$8,794
10	Forecast at Completion (7+8+9)	\$57,945,077
11	Percent Budget Expended (7/4)	71.3%
12	Percent Planned (5/4)	74.5%
13	Earned Percent Complete (6/4)	71.4%
14	Schedule Performance (6/5)	0.96
15	Cost Performance (6/7)	1.00
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$2,465,720
18	Percent Contingency Remaining (17/16)	66.3%
Period		
1	Budget	N/A
2	Executed Change Orders	\$54,562
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$57,936,283
5	Work Scheduled (Cumm - Last Period)	\$1,642,238
6	Work Earned (Cumm - Last Period)	\$1,294,792
7	Actual Expenditures (Cumm - Last Period)	\$1,250,209
8	Forecast to Complete Base (4-7)	\$56,686,074
9	Change Orders Pending Execution	\$4,616
10	Forecast at Completion (7+8+9)	\$57,940,899
11	Percent Budget Expended (7/4)	2.2%
12	Percent Planned (5/4)	2.8%
13	Earned Percent Complete (6/4)	2.2%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$2,465,720
18	Percent Contingency Remaining (17/16)	66.3%





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.

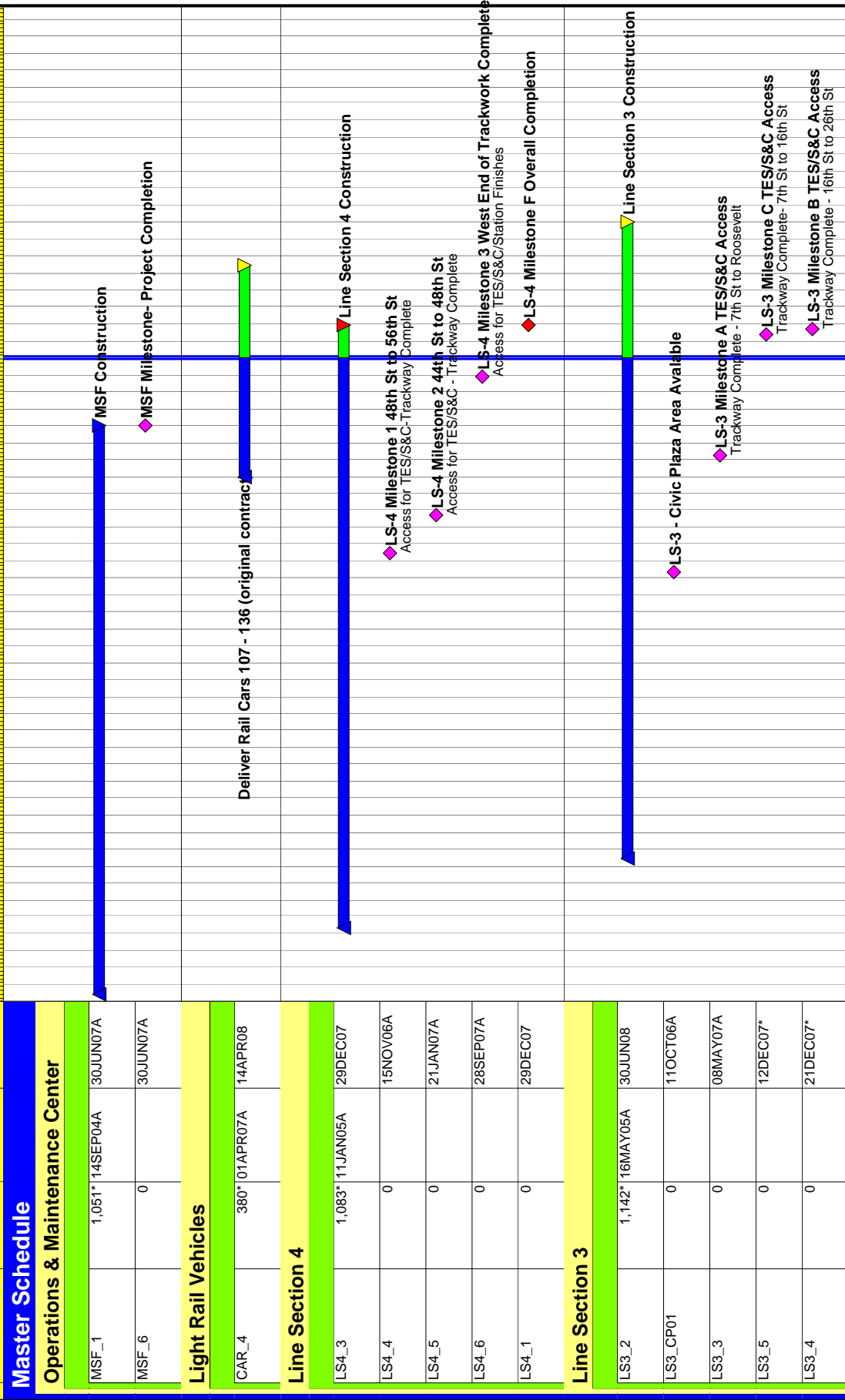
Progress

- 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.
- Seimens has some modifications to make on the substations, but has no impact on LRV testing.
- Interface tests with LRV 101 and the Substations Number 9 and 15 will continue.
- After conducting several meetings to solve LRV/Rail interface, trains are running on the test track and sand is being used to polish the head of the rail.
- LRV testing will continue in the yard until the RAIL/LRV interface problem is corrected.
- Track between 56th and Priest Drive was tested and activated.
- Test track is extended east to Priest Drive.
- 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 delivered the Integrated Test Plan to METRO on October 15, 2007.
- METRO has sent comments on the Integrated Test Plan to the CAC for final revisions.

Activity ID	Duration	Start	Finish
Master Schedule			
Operations & Maintenance Center			
MSF_1	1,051*	14SEP04A	30JUN07A
MSF_6	0		30JUN07A
Light Rail Vehicles			
CAR_4	380*	01APR07A	14APR08
Line Section 4			
LS4_3	1,083*	11JAN05A	29DEC07
LS4_4	0		15NOV06A
LS4_5	0		21JAN07A
LS4_6	0		28SEP07A
LS4_1	0		29DEC07
Line Section 3			
LS3_2	1,142*	16MAY05A	30JUN08
LS3_CP01	0		11OCT06A
LS3_3	0		08MAY07A
LS3_5	0		12DEC07*
LS3_4	0		21DEC07*



Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 01NOV07
 Run Date: 25OCT07 06:55

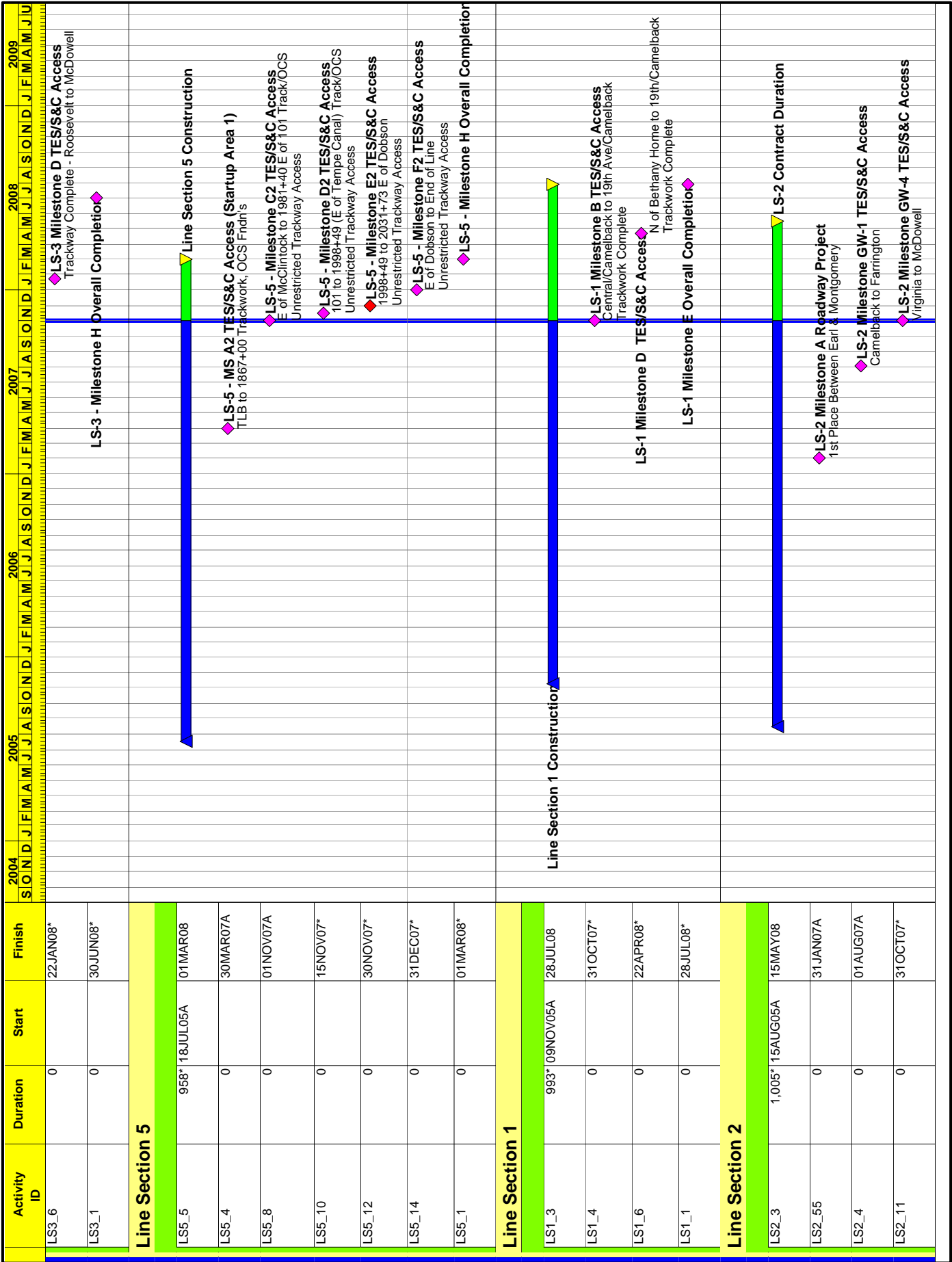
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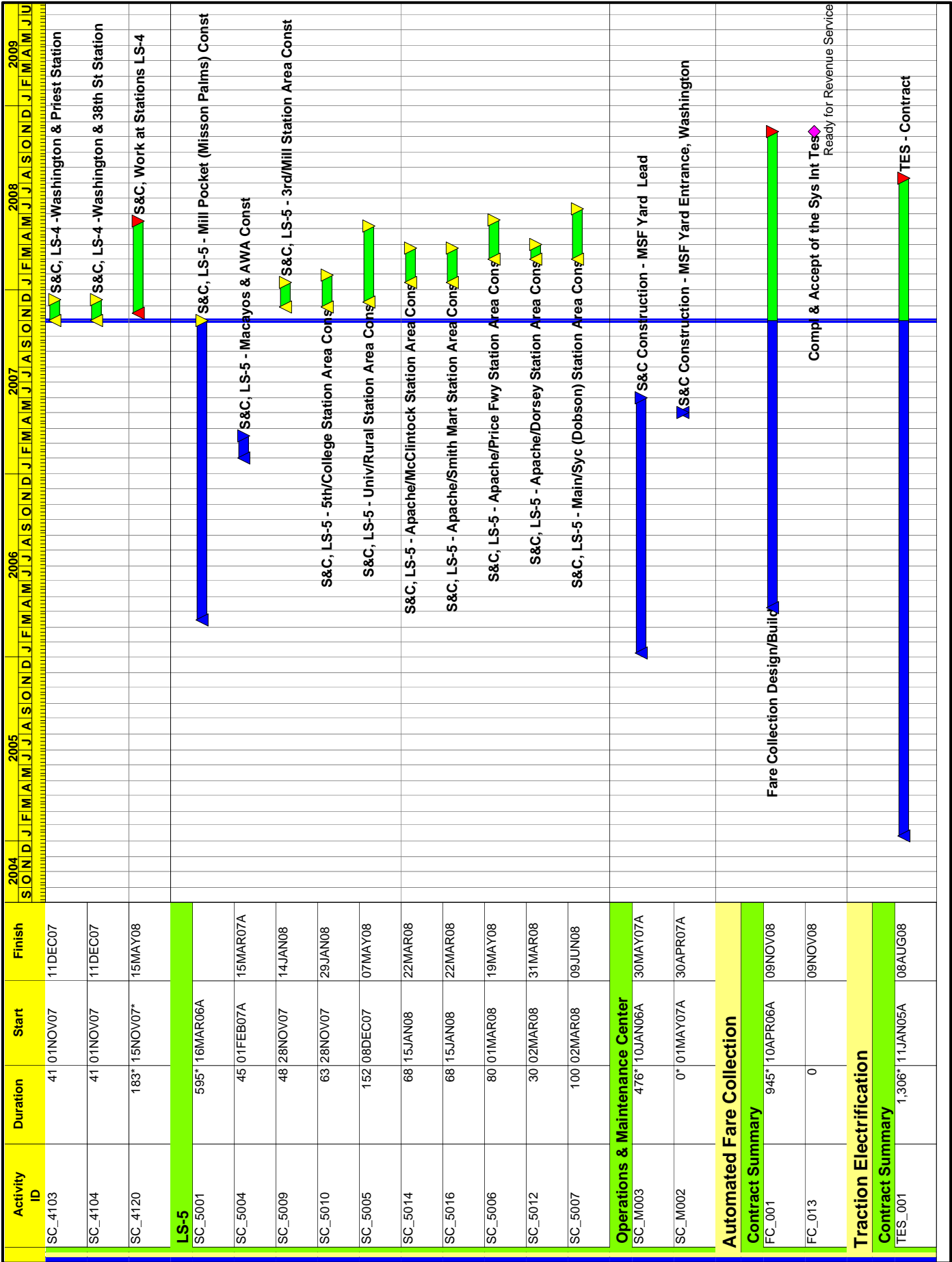
Legend:
 Early Bar (Yellow triangle)
 Progress Bar (Blue bar)
 Critical Activity (Red triangle)

Sheet 1 of 9 | Presentation Schedule

METRO Rail Program Control
Central Phoenix/East Valley LRT Project

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Acronyms

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



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



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



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