



LIGHT RAIL PROGRESS REPORT

Central Phoenix/East Valley Light Rail Transit Project





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1. Executive Summary

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

Construction neared 75 percent completion this month with the overall project a little over 76 percent complete and the project remains on schedule for a December 2008 opening.

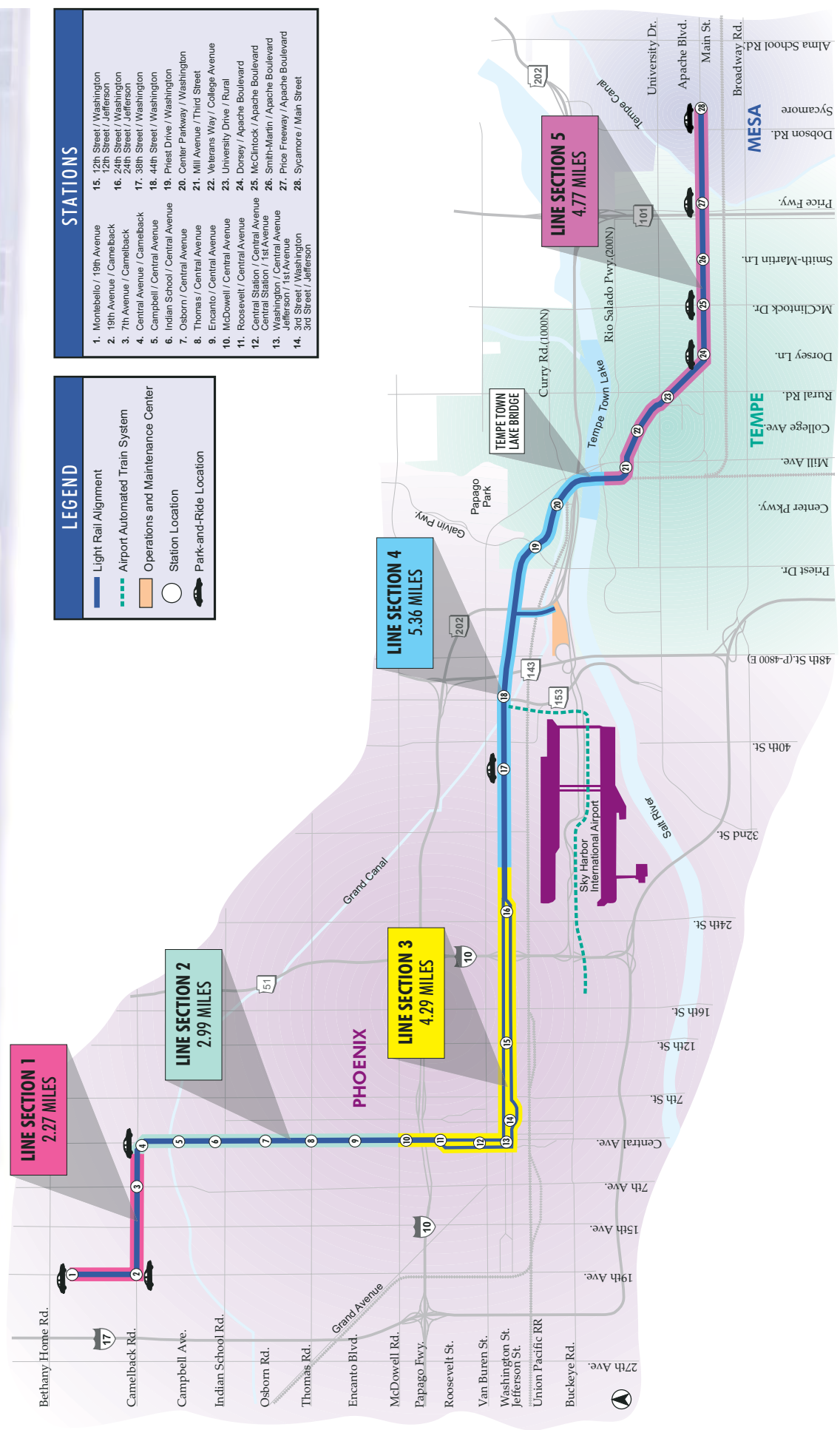
Total track constructed to date has surpassed 193,000 linear feet or about 86 percent of the total. Line Section Four substantially completed all work this month and is moving into the punchlist and clean-up stage for the entire LS4 contract. Line Section Four should be complete by the end of the year. Line Section Five is complete with guideway up to Dobson and is working on the crossovers and should be complete with guideway work by the end of this year. Line Section Three continues to work on guideway construction north of Deck Park Bridge on Central Avenue along with working on Washington and Jefferson around 11th Street. Line Section Three also continues to prepare for additional paving along Central and 1st Avenue in the downtown areas. Weather permitting final rubberized asphalt should be placed in the downtown Phoenix area by the end of the year. Line Sections One and Two continue to widen roadway and build guideway. Most notable this month on Line Section One is the start of the 48-inch waterline installation up 19th Avenue. This work is slated to be completed in mid January.

Station Finishes continues to set structural steel at all foundations available. Louver installation has begun and artwork installation is ongoing at many station platforms. The systems contracts continue to work in all line sections to install OCS. Poles have been set in many line sections, with significant wire installation progress on the east end of the alignment (LS4 and LS5) and most recently, wire installation has begun in Line Section Three. System 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.

The Light Rail Vehicle assembly continues to progress on schedule. All 50 vehicles have been shipped from Osaka for final installation in Phoenix. Sixteen vehicles have been accepted as delivered and twenty vehicles are in various stages of final assembly at the OMC and qualification testing continues to occur in the yard.



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 - NOVEMBER 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 - NOVEMBER 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
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
85	LRT-07-089-NWA	Northwest LRT Extension Public Art for Glendale Station	Merge Conceptual Design, LLC
86	LRT-07-089-NWA	Northwest LRT Extension Public Art for Northern Station	Deborah Mersky
87	LRT-07-089-NWA	Northwest LRT Extension Public Art for Dunlap Parking	PhenomenArts, Inc.
88	LRT-07-089-NWA	Northwest LRT Extension Public Art for Dunlap Station	Colab Studio, LLC



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 \$58,162,747 of the available \$98,612,742 planned contingency.

Including Project Reserve, this leaves \$52,898,494 of budgeted contingency funds available to the project.

The project is 76.7 percent complete. Construction is 74.0 percent complete.

Program Management and Administration

Forecast is within budget.

Program Management Consultant

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

City Administration

Forecasts are per agreements with the cities.

Right of Way Acquisition

No forecast change this period. Actual costs to date reflect the removal of Phoenix and Tempe real estate costs that are not eligible for FTA re-imbusement.

PE/FEIS Engineering

Activity is complete.

Engineering

Budget and forecast for the remaining work is 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 75.1 percent complete. Executed and pending change orders are expected to utilize \$47,400,000 of the \$62,400,000 available contingency. A Board action is pending in December to add \$6,500,000 to the Line Section 1 contingency for an anticipated REA settlement. 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 61.8 percent complete. A Board action is pending in December to add \$1,000,000 to Traction Electrification contingency in anticipation of settlement of a REA. Remaining contingency will be required for unforeseen conditions and to accelerate the systems work.

Construction Administration Services

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

Testing and Startup

Forecast appears sufficient to complete the work. Current detail expenditures are tracking favorably with annual budget and forecast.

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. A pending December 2007 Board Action will transfer \$7,500,000 to facilities and systems contingencies, reducing Project Reserve to \$4,948,449.

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, eight change orders were initiated for a total credit of \$4,110 to the CNPA budget. ASU had one change order processed which was covered by existing contingency. The City of Mesa had one change order processed which was covered by existing contingency and project reserve. The City of Tempe had one change order processed for \$50,734. Phoenix Public Transit had two change orders processed for a total credit of \$135,825. The Phoenix Streets Department had two change orders processed for a total of \$6,981. Phoenix Water Services had two change orders processed for a total of \$50,000. Authorization documents have been prepared and are in the process of being sent for all CNPA elements which have seen increases to construction costs beyond what available contingencies could fund.

In addition to the new CNPA element for real estate costs associated with the McClintock Park and Ride, two additional CNPA elements have been created. One is for the Phoenix real estate costs not eligible for FTA re-imburement and one is to hold Tempe City Administration costs



billed in excess of the not to exceed amount contained in the Design and Construction Agreement. Budget and authorizations for these elements are not yet available.

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

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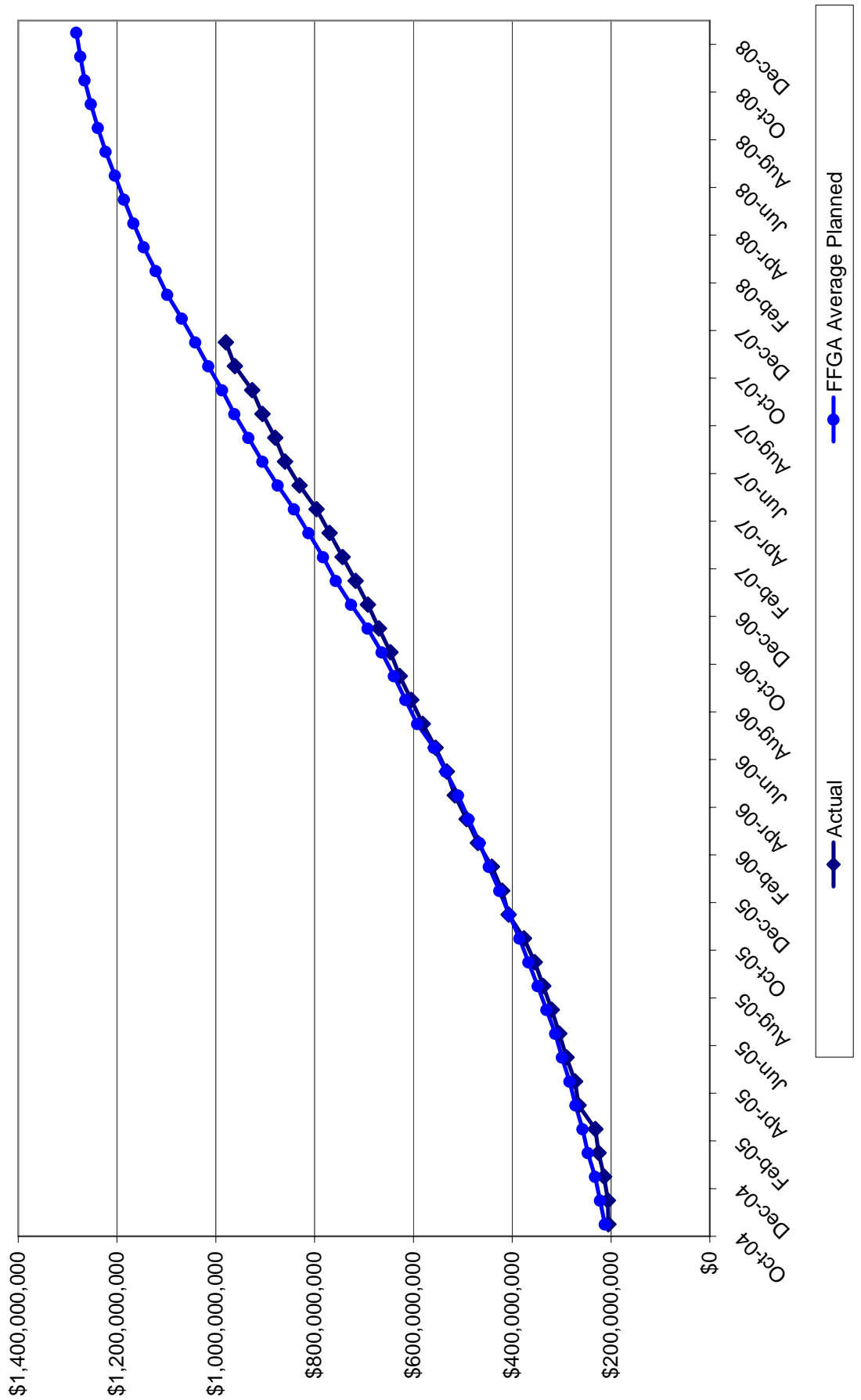
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
50	LS1 19th Ave/Bethany - Camelback/Central	\$27,130,856	\$38,933,373	\$24,970,107	\$39,393,370	(\$459,997)
51	LS2 Camelback/Central - McDowell Road	\$38,004,059	\$53,152,342	\$38,103,941	\$53,170,924	(\$18,582)
52	LS3 McDowell Road - 28th Street	\$63,981,654	\$82,624,029	\$66,604,124	\$98,090,383	(\$15,466,354)
53	LS4 28th Street - N Approach to Town Lake	\$46,622,020	\$52,287,233	\$50,473,382	\$52,003,264	\$283,969
54	LS5 1st Street - Sycamore	\$49,680,435	\$75,593,364	\$71,364,641	\$75,645,730	(\$52,366)
55	Station Finishes	\$38,701,950	\$52,673,592	\$28,387,610	\$53,155,592	(\$482,000)
56	Park and Ride Facilities	\$15,104,339	\$14,969,113	\$0	\$22,295,267	(\$7,326,154)
57	Miscellaneous Construction	\$7,505,200	\$3,100,659	\$292,485	\$750,000	\$2,350,659
5K	Archaeological Investigations/Hazardous Material Removal	\$0	\$7,572,689	\$4,358,508	\$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	\$884,058	\$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	\$25,130,367	\$34,000,000	(\$8,470,904)
81	Contingency	\$37,491,841	\$30,541,342	\$0	\$13,274,155	\$17,267,187
	Facilities	\$422,341,688	\$527,940,924	\$400,566,111	\$540,315,466	(\$12,374,542)
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	\$718,883	\$32,609
4C	Traffic Signal Hardware	\$8,060,100	\$8,060,100	\$8,082,637	\$8,086,124	(\$26,024)
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	\$12,158	\$502,340
	Owner Furnished Materials/Equipment	\$29,671,419	\$33,839,200	\$32,267,402	\$32,891,341	\$947,859
5D	Automated Fare Collection System	\$10,755,800	\$7,100,012	\$20,740	\$7,101,612	(\$1,600)
5E	Traction Power Substations/Overhead Catenary System	\$62,141,100	\$57,930,506	\$42,944,382	\$57,969,787	(\$39,281)
5F	Communications/Signals	\$38,220,002	\$38,921,682	\$23,914,262	\$38,999,002	(\$77,320)
81	Contingency	\$8,674,000	\$3,884,541	\$0	\$4,766,340	(\$881,799)
	Systems	\$119,790,902	\$107,836,741	\$66,879,384	\$108,836,741	(\$1,000,000)
	Sub Total, Construction	\$571,804,009	\$669,616,865	\$499,712,897	\$682,043,548	(\$12,426,683)
4K	Vehicle Contract	\$115,501,823	\$116,875,456	\$65,813,683	\$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	\$65,813,683	\$119,422,565	\$0
22	ROW Acquisition	\$116,214,150	\$117,027,288	\$119,261,434	\$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	\$119,261,434	\$134,000,000	\$2,295,152

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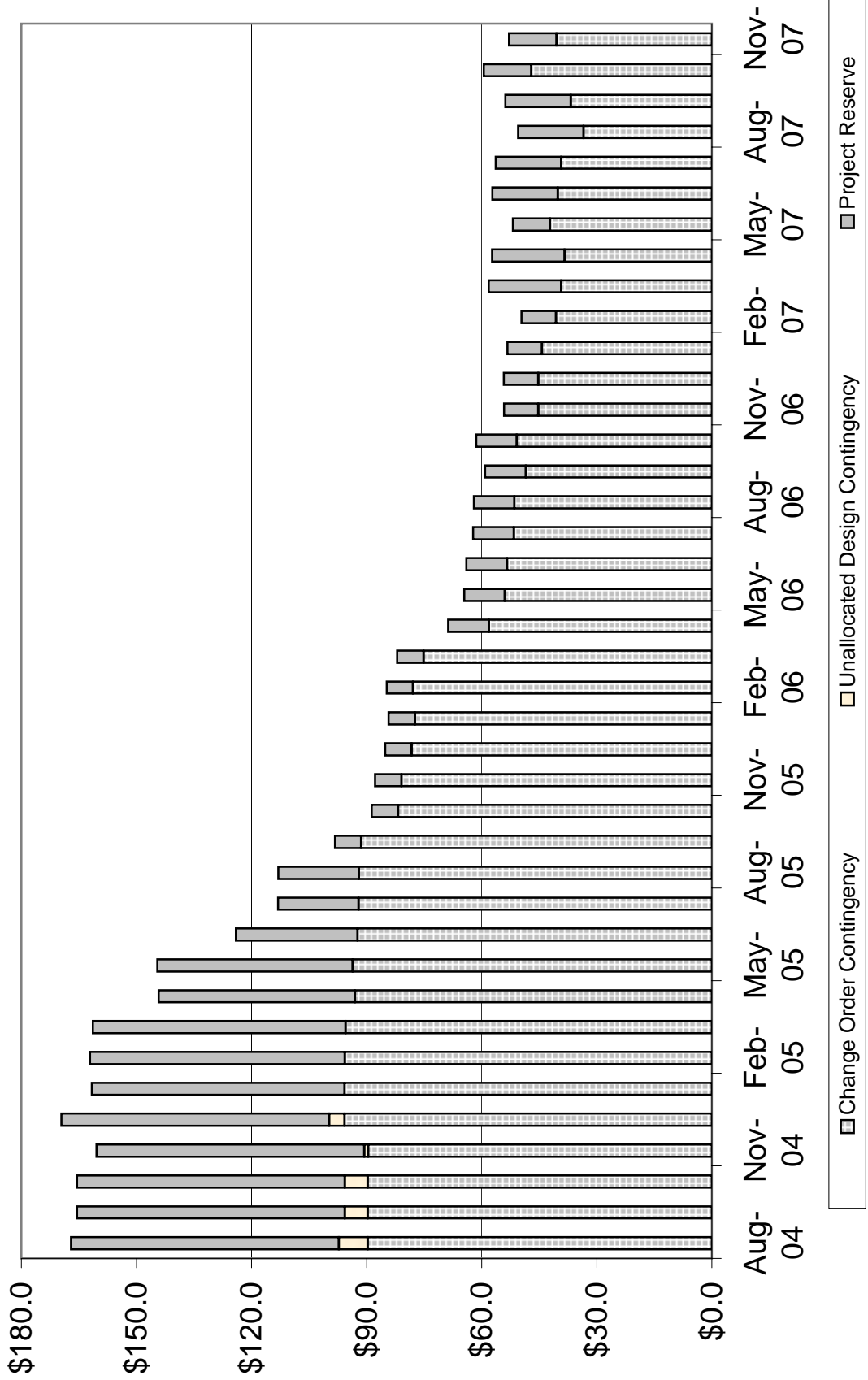
Element	Description	FFGA Attachment 3	Board Revised Budget	Current Actual \$ (To Date)	Forecast	Variance
30	PE/FEIS Engineering	\$25,054,938	\$25,054,938	\$25,169,700	\$25,169,700	(\$114,762)
31	Engineering	\$76,780,935	\$76,346,255	\$77,106,610	\$77,106,610	(\$760,355)
4L	Vehicle Engineering	\$5,432,358	\$6,255,358	\$5,773,741	\$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	\$19,076,179	\$23,093,250	(\$1,043,786)
33	Engineering Contingency	\$0	\$0	\$0	\$0	\$0
34	DSDC Contingency	\$0	\$0	\$0	\$0	\$0
	Engineering	\$97,390,089	\$105,972,240	\$103,222,755	\$107,721,443	(\$1,749,203)
60	Construction Administration Services	\$37,759,127	\$52,311,124	\$43,387,396	\$52,311,124	\$0
61	CAC Contingency	\$15,244,622	\$0	\$0	\$0	\$0
	Construction Administration Services	\$53,003,749	\$52,311,124	\$43,387,396	\$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	\$29,295,239	\$38,423,705	\$5,804,611
62	Construction Administration Services - VMR	\$1,697,232	\$3,087,589	\$1,220,255	\$1,758,218	\$1,329,371
67	CAB Program	\$0	\$2,500,000	\$1,972,821	\$2,500,000	\$0
21	Administrative ROW Costs	\$696,712	\$696,712	\$582,422	\$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	\$6,089,178	\$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	\$48,171,229	\$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	\$29,601,096	\$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	\$3,285,523	\$4,912,527	\$439,370
	Program Management Consultant	\$53,053,279	\$53,553,279	\$46,742,175	\$56,553,279	(\$3,000,000)
10	PE Administrative/Management Costs	\$3,158,439	\$3,158,439	\$1,652,340	\$3,158,439	\$0
13	Administrative/Management - COP	\$2,986,000	\$5,448,000	\$3,530,161	\$5,448,000	\$0
64	Construction Administration Services - COP	\$8,347,000	\$5,885,000	\$5,868,580	\$5,885,000	\$0
14	Administrative/Management - COT	\$6,797,000	\$6,797,000	\$6,797,000	\$6,797,000	\$0
15	Administrative/Management - COM	\$897,000	\$897,000	\$353,864	\$897,000	\$0
	City Administration	\$22,185,439	\$22,185,439	\$18,201,945	\$22,185,439	\$0
75	Public Art Contracts	\$5,284,133	\$6,083,177	\$3,590,304	\$6,083,177	\$0
77	Art Program Contingency	\$999,000	\$199,956	\$0	\$199,956	\$0
	Public Art	\$6,283,133	\$6,283,133	\$3,590,304	\$6,283,133	\$0
70	Start-Up and Testing	\$31,000,000	\$26,000,000	\$6,624,403	\$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	\$1,462,301	\$10,986,198
SUBTOTAL		\$1,253,258,000	\$1,293,752,532	\$979,897,921	\$1,293,752,532	\$0
90	Financing Costs	\$158,867,346	\$118,372,814	\$26,574,114	\$118,372,814	\$0
TOTAL CP/EV PROJECT		\$1,412,125,346	\$1,412,125,346	\$1,006,472,035	\$1,412,125,346	\$0

Plan versus Actual Costs



CP/EV LRT Contingency Drawdown

\$ Million



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

Element	Description	Board Approved Total	Revised Budget/Estimate	Current Actual \$ (To Date)	Forecast	Variance
A1	Bus Bays (LS2)	\$963,403	\$984,756	\$245,726	\$984,756	\$0
A2	Phoenix Art Museum Left Turn Signal	\$99,083	\$108,770	\$37,188	\$99,083	\$9,687
A5	19th/Montebello Transit Center (SF)	\$5,555,929	\$6,349,742	\$2,954,149	\$6,317,206	\$32,536
A6	117 Central/Camelback Transit Center (SF)	\$7,022,524	\$7,554,237	\$2,648,517	\$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	\$557,330	\$941,519	(\$28,805)
F4	Civic Plaza Track Support System	\$2,595,811	\$2,223,693	\$311,467	\$340,043	\$1,883,650
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	\$17,056	\$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	\$620,077	\$90,158	\$615,437	\$4,640
J6	Washington/Jefferson 16th to 26th Street, Property Access	\$2,628,002	\$3,845,895	\$721,722	\$3,564,371	\$281,524
K7	11th Street Loop Track	\$4,377,606	\$5,319,776	\$638,769	\$4,889,610	\$430,166
M1	Removable Steel Curb at 7th/Jefferson	\$5,989	\$5,989	\$5,989	\$5,989	\$0
	Sub Total Public Transit Department	\$30,058,812	\$32,957,531	\$12,791,107	\$29,870,344	\$3,087,187
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	\$521,724	\$437,468	\$521,724	\$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	\$327,729	\$1,593,099	(\$107,223)
E5	Seal Coat versus Rubber Overlay (LS 4)	\$430,896	\$430,896	\$312,273	\$430,896	\$0
K3	Red Light Enforcement	\$79,667	\$61,067	\$31,098	\$70,367	(\$9,300)
	Sub Total Streets Department	\$12,584,531	\$12,647,095	\$7,502,108	\$11,835,349	\$811,746
A7	44th Street/Washington Transit Center (SF)	\$2,822,429	\$3,018,981	\$2,370,292	\$3,019,371	(\$390)
C6	APM Utility Connections	\$22,997	\$22,997	\$22,717	\$22,997	\$0
D2	44th Street Station People Mover Foundation (LS4)	\$783,003	\$783,003	\$620,000	\$783,003	\$0
D6	People Mover - APS Duct Bank @ 40th Place	\$214,035	\$216,000	\$326,527	\$326,527	(\$110,527)
E9	10" Water Line at 42nd/Washington LS 4	\$61,269	\$61,269	\$47,020	\$61,269	\$0
F3	Archaeological/Hazardous Material Testing (CAC)	\$60,000	\$60,000	\$57,471	\$60,000	\$0
	Sub Total Aviation Department	\$3,963,733	\$4,162,250	\$3,444,027	\$4,273,167	(\$110,917)
B3	LS 1 Water/Sanitary Sewer	\$9,887,790	\$9,454,997	\$4,917,900	\$9,440,539	\$14,458
B4	LS 2 Water/Sanitary Sewer	\$6,255,348	\$5,755,348	\$4,093,550	\$5,984,621	(\$229,273)
B5	LS 3 Water/Sanitary Sewer	\$15,367,099	\$15,089,589	\$13,862,341	\$15,105,971	(\$16,382)
B6	LS 4 Water/Sanitary Sewer	\$5,325,583	\$6,705,380	\$6,304,157	\$6,659,528	\$45,852
B7	Water and Sanitary Sewer Lines - 48th St. Bridge Replacement Contract	\$145,420	\$155,767	\$142,862	\$155,767	\$0
J1	Catholic Protection for Waterlines LS1	\$1,099,400	\$739,855	\$141,148	\$743,645	(\$3,790)
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	\$38,755,593	\$29,932,466	\$39,078,098	(\$322,505)
	Total - Phoenix	\$86,431,070	\$88,522,469	\$53,669,708	\$85,056,958	\$3,465,511

Valley Metro Rail Program Control
 CPI/EV 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	\$590,234	\$630,730	\$122,008
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	\$27,775	\$4,724
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	\$116,990	\$0
C8	COT Waterline @ Cremery Route	\$94,081	\$94,081	\$67,264	\$82,061	\$12,020
D4	COT Additional Street Lighting (LS5)	\$345,014	\$345,014	\$221,597	\$279,956	\$65,058
D7	COT Additional Conduit @ McClintock/Apache	\$0	\$7,990	\$7,990	\$7,990	\$0
E6	Rubberized Asphalt LS5	\$624,874	\$624,874	\$264,246	\$624,874	\$0
E7	COT CNPA - Additional Conduits for Missions Palms	\$0	\$0	\$0	\$0	\$0
F2	McClintock / Apache Storm Drain	\$75,345	\$123,153	\$107,786	\$116,207	\$6,946
F9	Rubber Asphalt - Tempe	\$610,983	\$523,603	\$344,083	\$489,349	\$34,254
G1	McClintock Park and Ride - CNPA	\$0	\$0	\$5,580,729	\$5,580,729	(\$5,580,729)
G3	Tempe Admin Costs	\$0	\$0	\$722,808	\$722,808	(\$722,808)
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	\$139,644	\$18,994
K1	University Drive Station Bus Interface	\$509,186	\$509,186	\$0	\$509,186	\$0
K2	Veteran's Way- 5th/College TC	\$7,645	\$7,645	\$6,689	\$7,645	\$0
K4	Bus Shelter Electrification	\$11,076	\$11,076	\$7,315	\$9,766	\$1,310
L1	Washington/Center Parkway Station	\$4,989,270	\$4,734,791	\$2,504,413	\$4,734,791	\$0
L2	TLB 4th of July Electrical	\$0	\$7,164	\$7,164	\$24,800	(\$17,636)
L5	COT CNPA - Additional Mill/Overlay	\$0	\$0	\$0	\$466,031	(\$466,031)
N4	Tempe McClintock Park & Ride	\$44,378	\$44,378	\$43,728	\$175,768	(\$175,768)
XX	Tempe Miscellaneous Force Account Work LS5	\$20,000	\$20,000	\$20,000	\$44,378	\$0
	Sub Total Tempe	\$8,973,986	\$8,921,753	\$10,895,225	\$15,635,030	(\$6,713,277)
A9	Main Sycamore Transit Center	\$5,532,721	\$5,524,839	\$2,718,740	\$5,354,547	\$170,292
H4	Fiber Optic Backbone LS-4 (Mesa portion)	\$847,325	\$872,147	\$138,283	\$871,810	\$337
N3	Mesa Market Analysis	\$18,542	\$18,542	\$18,542	\$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	\$2,879,964	\$6,249,899	\$170,629
C9	ASU Logo Additions	\$86,463	\$78,274	\$54,888	\$72,010	\$6,264
E2	ASU Steam Line	\$0	\$8,189	\$8,189	\$8,189	\$0
H1	Fiber Optic ASU	\$959,445	\$1,199,460	\$384,930	\$1,184,417	\$15,043
	Sub Total ASU	\$1,045,908	\$1,285,923	\$448,007	\$1,264,616	\$21,307
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	\$105,239,803	\$67,950,774	\$108,362,845	(\$3,123,042)



3. Schedule Overview

The current Status of the Master Schedule is based on a data date of December 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.

Over 193,000 linear feet (36.6 miles) of track has been placed in Line Sections 1, 2, 3, 4, 5 and OMC. Over 1,230 of the 1400 OCS Foundations have been placed and pole setting is going well by the TES Contractor with 1,132 of the 1,400 OCS poles installed. During November, nearly 30,000 LF of OCS wire was 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	13,335	2.53	10,119	1.92	56.9%
Line Section 2	30,752	5.82	18,210	3.45	12,542	2.38	59.2%
Line Section 3	44,629	8.45	41,342	7.83	3,287	0.62	92.6%
Line Section 4	56,054	10.62	56,054	10.62	0	0.00	100.0%
Line Section 5	50,818	9.62	45,000	8.52	5,818	1.10	88.6%
Total	224,968	42.61	193,202	36.59	31,766	6.02	85.9%
OCS Pole & Down Guy Anchor Foundations							
Line Section	Bid Quantity		Installed		Remaining		% Complete
Line Section 1	136		94		42		69.1%
Line Section 2	184		143		41		77.7%
Line Section 3	481		417		64		86.7%
Line Section 4	257		257		0		100.0%
Line Section 5	342		328		14		95.9%
Total	1,400		1,239		161		88.5%



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		10		2	83.3%
LS-4 Milestone B	4		2		2	50.0%
LS-5 Milestone B	8		1		7	12.5%
Total	33		13		20	39.4%

Traction Electrification					
Area	Description	U/M	Bid 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	1,132	76.6%
Line Sections/Yard	OCS Wire	LF	259,790	79,068	30.4%
Line Sections/Yard	OCS Cantilever Assemblies	EA	2,027	1,179	58.2%

Signals & Communications					
Area	Description	U/M	Bid Quantity	Installed	% Complete
Stations	Local Wire Installed	EA	44	8	18.2%
Stations	Communications Cabinet Equipment Installed	EA	44	8	18.2%
Stations	Communications Device Kits	EA	44	9	20.5%
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	47,556	33.9%
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: June, 2008

Line Section 4 Completion: December, 2007

Line Section 5 Completion: March, 2008

Station Finishes: December, 2008

Park and Ride: December, 2008



Systems:

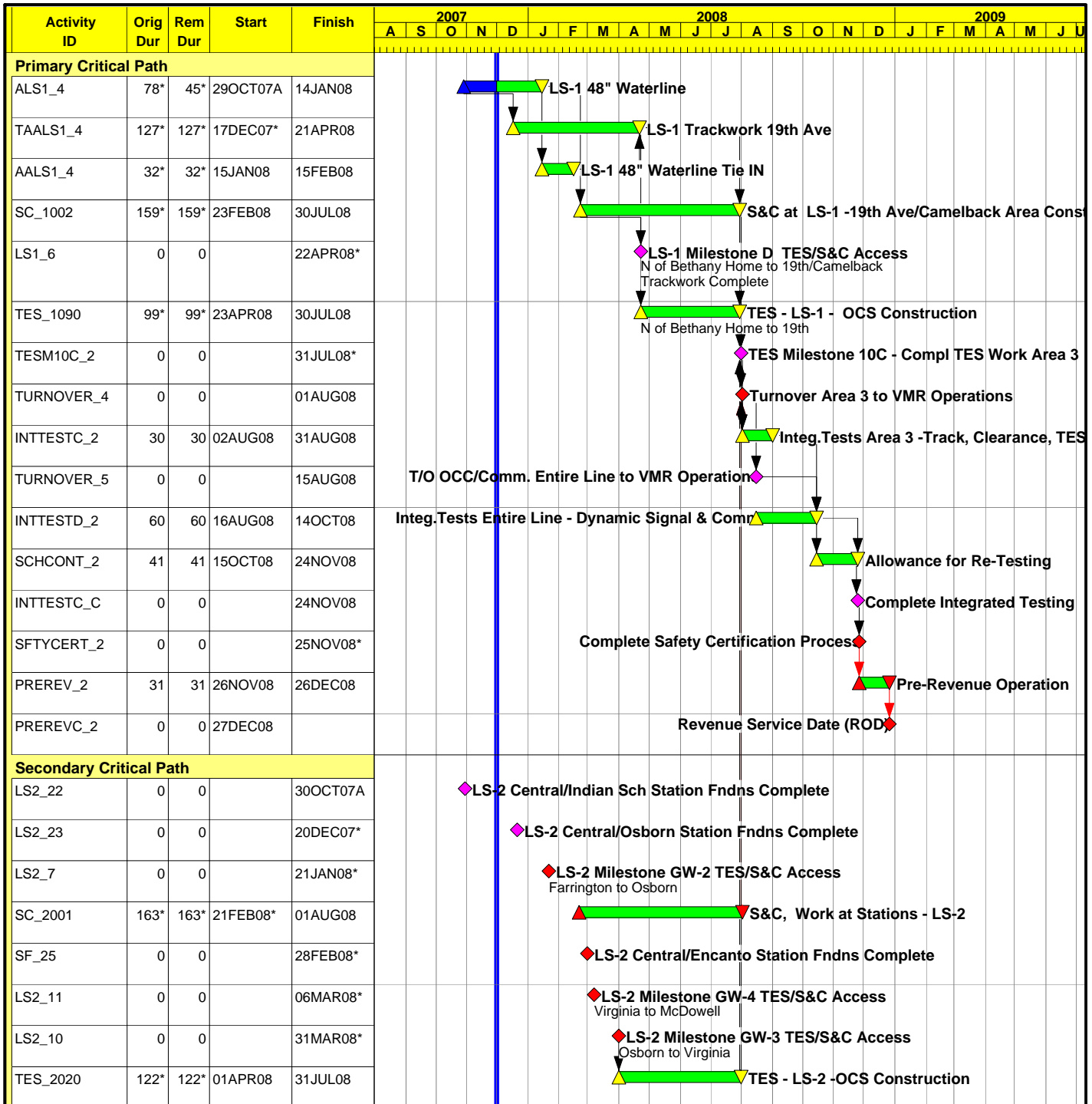
Signals and Communications:	October, 2008
Fare Collection:	November, 2008
Traction Electrification:	August, 2008

Startup:

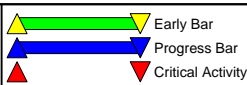
Start Integrated Testing Area 1 24 th Street to the Mill Pocket Track:	March, 2008
Start Integrated Testing Area 2 (LS-3 and Balance of LS-5):	July, 2008
Start Integrated Testing Area 3 (All of LS-2 and LS-1):	August, 2008

Critical Path(s):

LS-1 48" Waterline
LS-1 Track-work 19th Ave
LS-1 48" Waterline Tie IN
S&C at LS-1 -19th Avenue/Camelback Area Const
LS-1 Milestone D TES/S&C Access
N of Bethany Home to 19th/Camelback
Track-work Complete
TES - LS-1 - OCS Construction
N of Bethany Home to 19th
TES Milestone 10C - Complete TES Work Area 3
Turnover Area 3 to VMR Operations
Integrated Tests Area 3 -Track, Clearance, TES
T/O OCC/Communication Entire Line to VMR Operations
Integrated Tests Entire Line - Dynamic Signal and Communication
Allowance for Re-Testing
Complete Integrated Testing
Complete Safety Certification Process
Pre-Revenue Operation
Revenue Service Date (ROD)



Start Date 01AUG04
 Finish Date 26DEC08
 Data Date 01DEC07
 Run Date 28NOV07 08:55



7012
 Sheet 1 of 1
Valley Metro Rail
Central Phoenix/East Valley LRT

Critical Path



Procurement Bid Status Report as of 11/29/07						
Title	Issue Date	Pre-Bid Conf	Bid Opening	Board Award	NTP (Anticipated)	
PART I – CP/IEV LRT PROJECTS						
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	TBD	TBD	TBD	TBD	TBD	
PART II – LONG RANGE DEVELOPMENT PROJECTS						
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 VMR 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 VMR Quality Assurance Manager is assisted by the Quality Assurance Managers for the GEC for design, the GEC for LRT Vehicle procurement and the CAC for construction, installation, inspection and testing.

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

Progress

METRO Activities

Civil and Systems

- Attended (CAC) weekly Resident Engineer meetings.
- Attended Line Section weekly progress and coordination meetings.
- Participated in Pre-bid Meeting for Park & Ride construction contracts.
- Participated in PMOC review meeting for Quality Assurance.
- Closed QAR from audit qa2007-E-004 regarding additional training in preparing as-built documents.
- Closed QARs from audit qa2007-E-005 regarding change order documentation and additional training in preparing as-built documents.
- Closed QAR from audit qa2007-E-006 regarding additional training in preparing as-built documents.
- Conducted audit for Construction Administration Consultant's (CAC) compliance with selected sections of its Resident Engineer Manual for the Signals and Communications (S&C) contract. Audit closed.
- Conducted audit for Construction Administration Consultant's (CAC) compliance with selected sections of its Resident Engineer Manual for the Line Section 5 contract. Audit closed.



Light Rail Vehicle

- Personnel
 - An engineer has been added to the Quality Assurance staff for light rail vehicle testing
- Audits
 - Updates to the Engineering Change Notice books for the light rail vehicles (LRV)
- Inspections
 - Continuing inspections of the assembly and testing process, for example;
 - Yard testing
 - Geo Focus equipment installation and testing
 - Final vehicle inspections
 - Interior and exterior inspections
 - Truck inspections
 - Wiring checks and testing of communications equipment
 - Hi-Pot and Megger Testing
 - Cars 115 and 116 were accepted.

Construction Administration Consultant Activities

- Quality Manuals Reviewed
 - To date all Line Section Contractor's Quality Plans have been approved.
- Quality Assurance Audits/Surveillances
 - Progress Reviews were conducted on LS1, LS4, LS5 and S&C to determine compliance with issued QAR's.

General

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



Nonconformance Report Log (NCR), 39 items

Total NCR's	New NCR's	Closed NCR's	Remaining NCR's	NCR's Projected to be Closed in December
39	7	5	34	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 December
45	0	7	38	6

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 Public Involvement Staff continues to meet with various stakeholders to provide updates on construction progress and respond to concerns related to construction.

On November 8th, METRO and the City of Tempe met with Arizona State University Officials, to address how “Safety” adjacent to light rail would be presented to the ASU population. METRO shared its comprehensive program on Safety to ASU. ASU provided feedback and suggested possible ways to ensure that METRO’s messages are widely distributed to students, staff and visitors. ASU also shared concerns with a few areas along the alignment they believe may create “challenges” for both pedestrians and motorist once operations begin. A tour with President Crow is scheduled for December 16th to address these concerns.

A major Milestone was reached on November 14th as the Line Section 4 Community Advisory Board conducted its final meeting. CAB Members were addressed by Rick Simonetta, thanking them for their commitment and hard work to ensure construction issues were addressed in a timely and courteous manner. Members expressed their appreciation to both METRO Staff and Sundt/Stacy Witbeck Joint Venture, for their effort to maintain a high level of communication throughout the construction process.

BUSINESS ASSISTANCE



- Order and delivery of Courtesy Signage Program continues in all Line Sections. Through November, **720** signs and **416** banners (**1,136** 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)	91	80	171
Line Section Two (LS2)	101	60	161
Line Section Three (LS3)	258	86	344
Line Section Four (LS4)	41	37	78
Line Section Five (LS5)	229	153	382
Totals	720	416	1,136

METRO Business Outreach Program

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

- METRO Max Program Participants – **276** businesses
- Construction Signage Program – **1,136** (720 signs and 416 banners)
- City of Tempe Asset Assistance Program – **2**
- City of Mesa/U.S. Bank Asset Assistance Program – Outreach continues
- Management Technical Assistance (MTA) Program – **312** 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

- METRO's Utility Manager, Roy Alvarado and City of Phoenix, Chief Utility Inspector, Bobby Wojciechowski discussed the coordination and resolution of stakeholders' concerns related to third party utility companies. Mr. Alvarado explained lessons learned and noted that a brochure will be created for the Northwest Extension with Frequently Asked Questions and contact information. Members asked questions or provided comments related to TPSS stations, utility trucks using residential streets, communication/notification of work on properties and accountability of third party utility companies versus METRO contractors. Albert Santana, City of Phoenix, provided an update on the City of Phoenix's business assistance efforts, and he noted the City has hired business outreach coordinators, upgraded courtesy signage, provided a more comprehensive marketing program with postcards and radio remotes and created a virtual shopping mall. Members commented that marketing efforts need to be made related to construction completion, noting the completion of Camelback from Central to 16th Avenue. Kiewit exhibited progress photos and provided an update on the schedule. The contractor noted they would be opening Camelback from Central to 16th Avenue to three lanes of traffic on November 21st. Guideway construction through the 19th Avenue and Camelback intersection is scheduled to begin in mid-December. Kiewit received an overall rating of 90 percent. The next CAB meeting is scheduled for Tuesday, December 11, 2007.

Line Section 2

- Mr. Rick Simonetta, METRO CEO, presented an update on the project's status. He noted 48 out of the 50 vehicles have arrived in Phoenix, 24 of the 34 station foundations have been completed and the overall project is at 75 percent completion. He provided an update on each line section and vehicle testing. Related to testing and the 2008 timeline, Mr. Simonetta described aspects of the upcoming safety campaign and grand



opening celebration. Members asked questions related to testing and their opportunity to ride on the vehicle. During review of an activity report related to night time construction noise, a member inquired how notifications were being delivered to residents of high rise towers. He commented as a resident (in the same area) he was not receiving notifications. Herzog indicated that they will continue to update the property management of work. Herzog requested suggestions on how to improve this process. Herzog exhibited progress photos and provided an update on the schedule. It was noted track installation would be complete in the Indian School and Central intersection by the end of November. The November meeting marked the two-year anniversary of the LS2 CAB. METRO thanked the members for their continued service and announced an upcoming tour of the OMC including a ride on the vehicle. Herzog received an overall November rating of 75 percent. The next meeting is scheduled for Tuesday, December 18, 2007

Line Section 3

- METRO's Community Advisory Board (CAB) for Line Section 3 held the monthly meeting Tuesday, November 13th. Members of the general public addressed the CAB on new traffic signals on Central Avenue. Archer Western Contractors (AWC) delivered a presentation, highlighting the progress and successes achieved during the last month and displayed examples of AWC going "above and beyond" the contract specifications. CAB members voted a rating of 80 percent for November 13, 2007. The next meeting is scheduled for Tuesday, December 11, 2007.

Line Section 4

- Line Section 4 conducted its final meeting on November 14th. Rick Simonetta, METRO Chief Executive Officer, communicated METRO's appreciation to the CAB members for their dedication and efforts throughout the program. Mr. Simonetta also congratulated Sundt/Stacy and Witbeck Joint Venture on their incentive awards earnings. Erik Yingling, SSWJV Project Manager, provided an overview of SSWJV's efforts of going "above and beyond" the contract specifications over the past 30 plus months. The presentation included pictures, details of construction milestones and SSWJV activities in the areas of public outreach, contractor response, traffic management and property restoration. SSWJV received a rating of 100 percent for November.

Line Section 5

- CAB members requested additional information regarding contractors subsequent to SSWJV civil work. METRO staff explained who the follow-on contractors will be and will prepare, from available information, a schedule of activities for CAB members to review. The next meeting will feature a presentation highlighting the METRO education campaign that is being developed to communicate safety and operational messages to the public. Ryan Snow, SSWJV Project Manager, provided a project update that included pictures of paving activity on Terrace and Apache (from Rural to McClintock), communicated that SSWJV installed 6,100 track feet in October which is the most track feet installed by any contractor in a single month, construction activity on the Loop 101 bridge (Price Road crossing), and upcoming paving activities to begin on November 12, 2007 on Apache from McClintock to the Tempe Canal. SSWJV received a 100 percent rating for the month. The next meeting is scheduled for Thursday, December 13, 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 November is at **\$ 1,989,843**

Line Section	Total Amount Available	Available for Award to Date	Total Award to Date	% Award to Date
LS1	\$241,181	\$168,827	\$164,003	97%
LS2	\$317,680	\$254,144	\$228,730	90%
LS3	\$865,916	\$799,324	\$623,460	80%
LS4	\$567,361	\$567,372	\$567,361	100%
LS5	\$507,862	\$406,290	\$406,290	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 14.54 percent, participation including change order work is at 15.18 percent and DBE's have been paid 14.50 percent of construction dollars to date.

Procurement Activities

- Contracts have been awarded to MRM and Kiewit for the first four park and ride locations. MRM's DBE participation was approximately 53 percent. Kiewit's DBE participation was approximately 24 percent. Both contractors were well above the minimum participation requirement of 20.5 percent.
- Bids were accepted for the remaining two park and ride locations and all bidders exceeded the minimum DBE participation requirement of 20.5 percent. The following is a breakdown of the proposed participation per bidder.
 - Niche Contractors, Inc. - 28.53 percent
 - Sundt/Stacy and Witbeck - 31.79 percent
 - Kiewit Western Co. - 25.48 percent
 - Banicki Construction - 21.74 percent



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 - 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

- The next outreach event will be a Labor Compliance/Davis Bacon training workshop on January 25, 2008. The workshop will take place at METRO's corporate office and will be facilitated by City of Phoenix Labor Compliance Staff.

Cost and Schedule – Variance Analysis

- DBE activities remain within budget and on schedule.

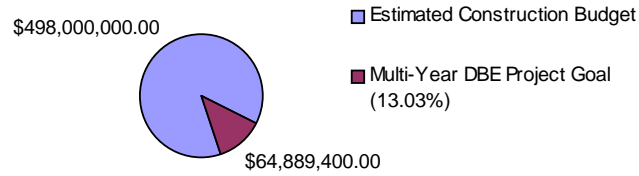


Issues and Solutions

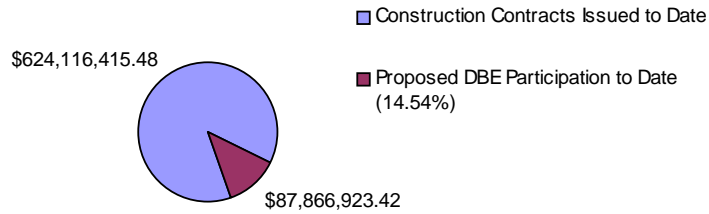
- None.



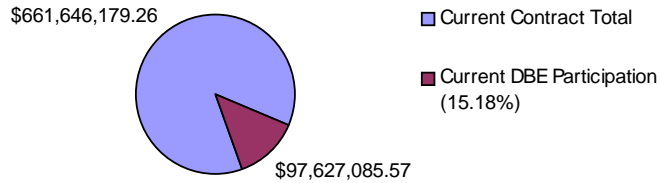
DBE Program Overview



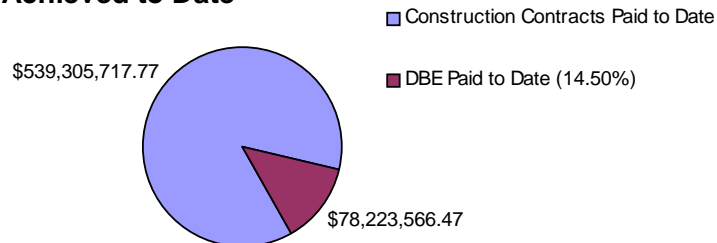
Original Contract Amounts



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

- Track Access Training has been provided for a total of 1,224 METRO, consultant, contractor, utility company, and City of Phoenix personnel to date. Thirty-four people received this training during November.
- Participated in the Collision Investigation focus group involving METRO and municipal police collision investigators.
- Met with Arizona State University to begin planning for student safety around the METRO system.
- Participated in the dry run for the Kinkisharyo light rail vehicle familiarization portion of the train operators training course.
- Worked with ADOT and their safety and security consultant in preparation for the FTA readiness review to be conducted in March 2008.
- 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	# of Checklist Items	# 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	353	100%	Sept 2007	Certification is completed. Supplemental report submitted by RE.
Line Segment 1	121	14	11%	Feb 2008	26 Percent Under Investigation with Inspector reviews 52 Percent Under Investigation with CDRL reviews 9 Percent Need clarification 2 Percent Other (Under Investigation/Partial completion)
Line Segment 2	127	95	75%	Dec 2007	Approximately 75 percent is complete through a CDRL/Submittal or an inspector's report. The other 25 percent is pending until the end of the project for verification with inspectors or cannot be verified until the end of the project.
Line Segment 3	214	64	30%	Oct 2008	
Line Segment 4	125	83	66%	Dec 2007	Estimate 85 percent completion by December 7, 2007
Line Segment 5	107	53	50%	Mar 2008	
LRT Vehicle	205	0	0%	Nov 2008	Finalizing the checklist.
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	35	15%	Nov 2008	
Art Contracts	One piece of art was inspected. Art contracts will be certified on a case by case basis as each piece is installed.				

11.29.07

Construction Accident Data

OSHA National Construction Incident Rate = 5.60		
METRO Construction Incident Rate	August 2007	Previous 12 Month Average
	1.20	1.30

OSHA National Construction Lost time Rate = 2.10		
METRO Construction Lost Time Rate	August 2007	Previous 12 Month 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 Monitoring

- 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.

Archaeology Testing and Analyses

- Sorted collected soil samples, prepared for analysis and sent to labs.
- Screening artifacts to select items for analysis.
- Screened burial artifacts from Pueblo Grande to select samples for analysis.

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 November 30, 2007	(\$178,644)
Balance available	\$39,892
Agency reserve for data recovery through end of construction	\$100,000

Archaeology Testing and Analyses

Contract Value	\$2,697,095
FY 08 Budget	\$1,027,098
Invoiced Through November 30, 2007	\$188,377
Funds Available FY 08	\$838,721

Hazardous Materials Assessment (CAC)

Original Contract Value	\$499,488
Contract Value to date	\$499,488
Invoiced through October, 2007	(\$469,709)
Task orders open	(\$23,000)
Expended + Committed	\$492,709
Estimated cost to complete	\$492,709

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 166 parcels are under City control and are available for construction. Line Section 5 contains 166 parcels.
- In Line Sections 1, 2, 3 and 4 eighteen building cut and re-faces were identified; all eighteen have been completed. These building modifications required a structural engineering analysis, architectural and utility modifications, the procurement of relevant contractors and an extensive permitting process.
- The FTA Real Estate Program Compliance Review cited nine areas of noncompliance. Presently, all citations have been adequately addressed and the FTA has rendered a final decision as of November 8, 2007. All issues have been resolved and the FTA's decisions have been accepted by the Project. Mesa is currently 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. The City of Phoenix has also revised its Settlement Procedures for Condemnation Cases and this process will be incorporated into the updated Real Estate Acquisition Management Plan.



- 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	\$119,261,434	\$18,205,829	\$137,467,263
Balance Available	\$ 16,220,580	\$ 5,769,307	\$ 21,989,887

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
November 30, 2007**

ACTIVITY	1 PHX	2 PHX	3 PHX	4 PHX	4 TEMPE	5 TEMPE	5 MESA	Totals
Full Takes	40	0	9	2	0	12	0	63
Partial Takes	109	92	246	105	1	109	45	707
Total Affected Parcels	149	92	255	107	1	121	45	770
Projected Relocations	183	29	36	28	0	40	1	317
Title Reports Completed	149	92	255	107	1	121	45	770
Legals sent to City	149	92	255	107	1	121	45	770
Appraisals Requested	149	92	255	107	1	121	45	770
Appraisals Completed	149	92	255	107	1	121	45	770
Offers Made	149	92	255	107	1	121	45	770
Offers Accepted	120	74	233	95	1	118	40	681
Escrow Closed Acquisition Complete	114	71	232	93	1	118	40	669
Condemnation Filed	26	15	22	11	0	3	5	82
OIP Received	24	12	19	9	0	3	5	72
ROE Signed	11	7	4	5	0	0	0	27
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 conflicts and coordination are being addressed on a case-by-case basis in the field.
 - Approximately 200-feet of trenching still remains to be done by Kiewit for SRP Power and Qwest along 19th Avenue from Montebello to Bethany Home Road.
 - SRP Power has started removing overhead 12 kV power poles along 19th Avenue from Georgia Avenue to Missouri Avenue. Remaining overhead poles north of Missouri Avenue to Montebello will be removed at the end of December 2007.
 - Requested Kiewit to pothole all third party utilities crossing proposed 48-inch waterline to prevent surprises that might impact Kiewit's schedule.
- Line Section 2
 - Utility conflicts and coordination are being addressed on a case-by-case basis in the field.
- Line Section 3
 - The APS duct bank that was in conflict with the 18-inch sewer on 14th Street between Washington Street and Jefferson Street has been addressed. APS is expediting lowering of the electrical duct bank.
- Line Section 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 of the new Well Site.

- Camelback Road and 3rd Avenue.
 - APS and Qwest have completed main line trenching for overhead to underground conversion. City is in the process of bidding underground electrical service to houses – once services are done APS and Qwest will start removing their overhead facilities.
- Traction Power Substations and Stations Platform
 - Need to make sure APS and SRP provide power to facilities when requested so that it does not impact MEC's schedule.

Cost and Schedule – Variance Analysis

- None.

Issues and Solutions

- Line Section 1 – Need to make sure there are no third party utility conflicts that may impact Kiewit's installation of the 48-inch waterline and completion of joint trench. SRP Power, Qwest and Cox are anticipated to complete their relocations on 19th Avenue by the end of December 2007.

Construction Photographs



LS1 - SRP Power removing overhead facilities on 19th Avenue from Georgia to Missouri Avenue



LS1 - SRP Power removing overhead facilities on 19th Avenue from Georgia to Missouri Avenue



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

	Percent	Budget	Earned	Cost to Date	Forecast
Line Section 1	85%	\$6,342,277	\$5,419,657	\$5,885,592	\$8,240,838
Line Section 2	93%	\$1,874,369	\$1,745,369	\$747,007	\$2,337,604
Line Section 3	97%	\$3,064,666	\$2,973,072	\$4,009,081	\$5,422,358
Line Section 4	100%	\$4,771,602	\$4,785,036	\$6,436,194	\$6,487,516
Line Section 5	100%	\$8,005,952	\$8,158,928	\$6,782,687	\$9,631,174
Maintenance Storage Facility	100%	\$320,230	\$320,230	\$441,254	\$637,257
Town Lake Bridge	100%	\$1,150,000	\$1,150,000	\$824,097	\$1,238,798
Prior Right Utilities	0%	\$0	\$0	\$4,455	\$4,455
Subtotal	96%	\$25,529,096	\$24,552,292	\$25,130,367	\$34,000,000
Contingency	0%	\$8,470,904	\$0	\$0	\$0
	0%	\$8,470,904	\$0	\$0	\$0
	70%	\$34,000,000	\$23,638,764	\$25,130,367	\$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 are 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: Artist is set to come out for installation of both stone ring and trough seating arrangements on to begin Monday, January 7, 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 cast. The entry way, Canterra Stone, is blocked out.
- Line Section 3
 - McDowell: Station Artist Michael Maglich passed away on August 2, 2007. METRO will contract with the artist's widow, Susan Carrick, to complete the project after January.
 - Van Buren: Fabrication and installation is complete and awaiting a final walk through with METRO safety and maintenance managers.
 - 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. Concrete pavers are completed and being stored locally.
 - Twenty-Fourth Street: Metal Art Panels have been installed.
- Line Section 4
 - Forty-Fourth Street: Art columns were installed by Archer Western Contractors, who modified the base plates without prior permission from the artist's engineer. We are awaiting a response by Archer Western to resolve this issue.
 - 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 resolved to bring the sculpture on schedule for the 2008 opening.

- Paving: Paving artist is making progress for a January 28, 2008 installation of the Dorsey Station.
 - Trellis boxes: The artist has three boxes completed.
- Sycamore/Main: Fabrication has begun.
- General Progress
 - Working with Archer Western Contractors (AWC) to resolve the foundation installation and scheduling issues.
 - Working with artists and GEC to resolve the outstanding request for information issues.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

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

Construction Photograph



Art in the railing at the Central / Van Buren Station by Ries Niemi

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



Station Platform is complete. Construction of Portland Cement Concrete Pavement (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.

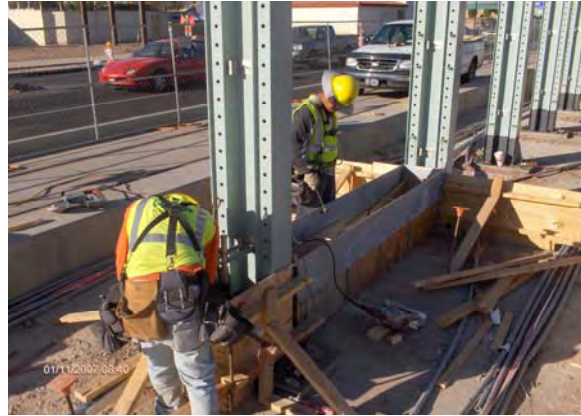
Issues and Solutions

- 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



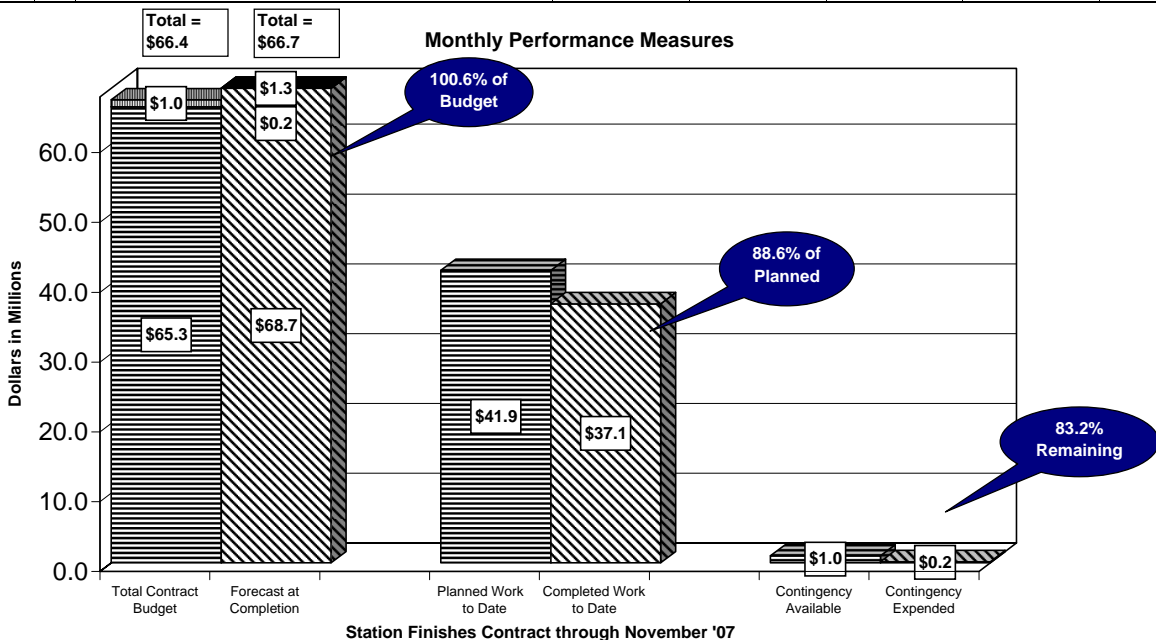
Louver Installation at
Sycamore & Main Transit Center



7th Avenue/Camelback Station



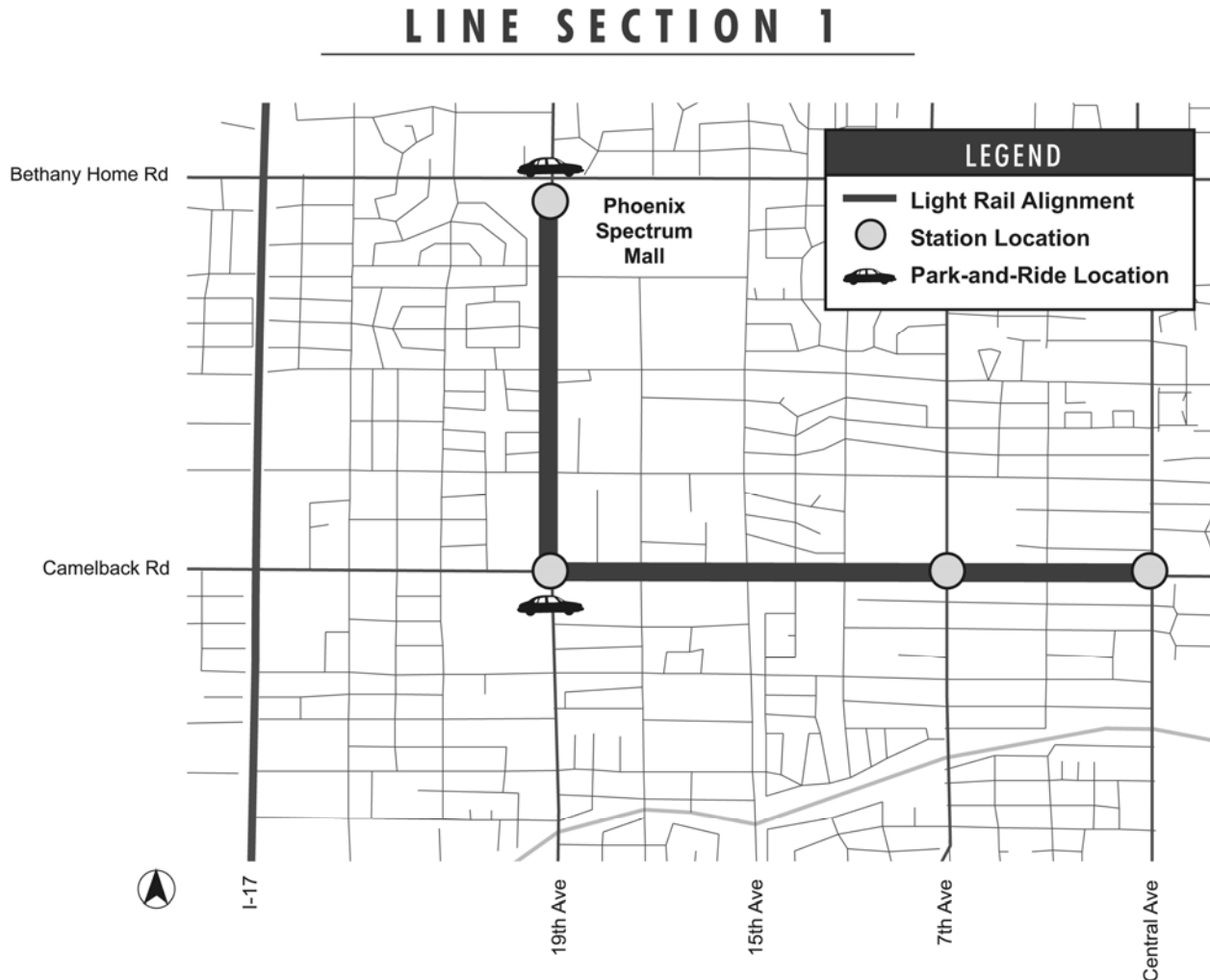
Description:		3.2.1 Station Finishes		
PE/PA:				
Contractor:		Archer Western Contractors		
Resident Architect:		Doaa Aboul-Hosn		
Data Through:		October 31, 2007		
Cumulative		5309	CNPA	Total
1	Original Budget	\$52,985,000	\$12,348,000	\$65,333,000
2	Executed Change Orders	-\$311,408	\$2,400,485	\$2,089,077
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$52,673,592	\$14,748,485	\$67,422,077
5	Work Scheduled	\$34,008,219	\$7,890,701	\$41,898,920
6	Work Earned	\$27,961,770	\$9,156,146	\$37,117,916
7	Actual Expenditures	\$28,387,610	\$9,198,197	\$37,585,807
8	Forecast to Complete Base (4-7)	\$24,285,982	\$5,550,288	\$29,836,270
9	Change Orders Pending Execution	\$482,000	\$781,784	\$1,263,784
10	Forecast at Completion (7+8+9)	\$53,155,982	\$15,530,269	\$68,685,861
11	Percent Budget Expended (7/4)	53.9%	62.4%	55.7%
12	Percent Planned (5/4)	64.6%	53.5%	62.1%
13	Earned Percent Complete (6/4)	53.1%	62.1%	55.1%
14	Schedule Performance (6/5)	0.82	1.16	0.89
15	Cost Performance (6/7)	0.98	N/A	0.99
16	Contingency Budget	\$546,000	\$469,414	\$1,015,414
17	Remaining Contingency	\$375,408	\$469,414	\$844,822
18	Percent Contingency Remaining (17/16)	68.8%	100.0%	83.2%
Period				
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$0	\$449,913	\$449,913
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$52,673,592	\$14,748,485	\$449,913
5	Work Scheduled (Cumm - Last Period)	\$6,347,412	\$429,459	\$6,776,871
6	Work Earned (Cumm - Last Period)	\$2,405,392	\$1,796,154	\$4,201,546
7	Actual Expenditures (Cumm - Last Period)	\$2,409,042	\$1,795,004	\$4,204,046
8	Forecast to Complete Base (4-7)	\$50,264,550	\$12,953,481	\$63,218,031
9	Change Orders Pending Execution	\$7,000	-\$787,421	-\$780,421
10	Forecast at Completion (7+8+9)	\$52,680,592	\$13,961,064	\$66,641,656
11	Percent Budget Expended (7/4)	4.6%	12.2%	6.2%
12	Percent Planned (5/4)	12.1%	2.9%	10.1%
13	Earned Percent Complete (6/4)	4.6%	12.2%	6.2%
14	Schedule Performance (6/5)	0.38	4.18	0.62
15	Cost Performance (6/7)	1.00	N/A	1.00
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



Note: Forecast is greater than budget due to the addition of the Center Parkway Station, a COT CNPA

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 work excluding landscaping and minor initial punchlist items have been completed on Camelback between Central Avenue and 16th Avenue.



- Guideway has been completed from Central Avenue to east of the station platform at 17th and Camelback and the curved rail work for the 19th and Camelback intersection has been started. SRP pole removal continues.
- The 7th Avenue and 19th Avenue Camelback station foundations are complete and turned over to the follow-on contractor. The Montebello station foundation is approximately 80 percent complete. OCS foundations are complete on Camelback and several foundations on the North end of 19th Avenue have been completed. The Special Trackwork tub layout and forming have begun on 19th Avenue.
- Traffic control continues to be coordinated between all participants on the project and has been successful by construction standards. Final Paving and temporary striping is complete from Central Avenue to 16th Avenue on Camelback. Base paving is complete from 16th Avenue to 19th Avenue on the south side of Camelback and the west side of 19th Avenue excluding the area between Colter Avenue and Missouri 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 continues to be 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 likely 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



Laying 48-inch water line on 19th Avenue



Laying 48-inch water line on 19th Avenue



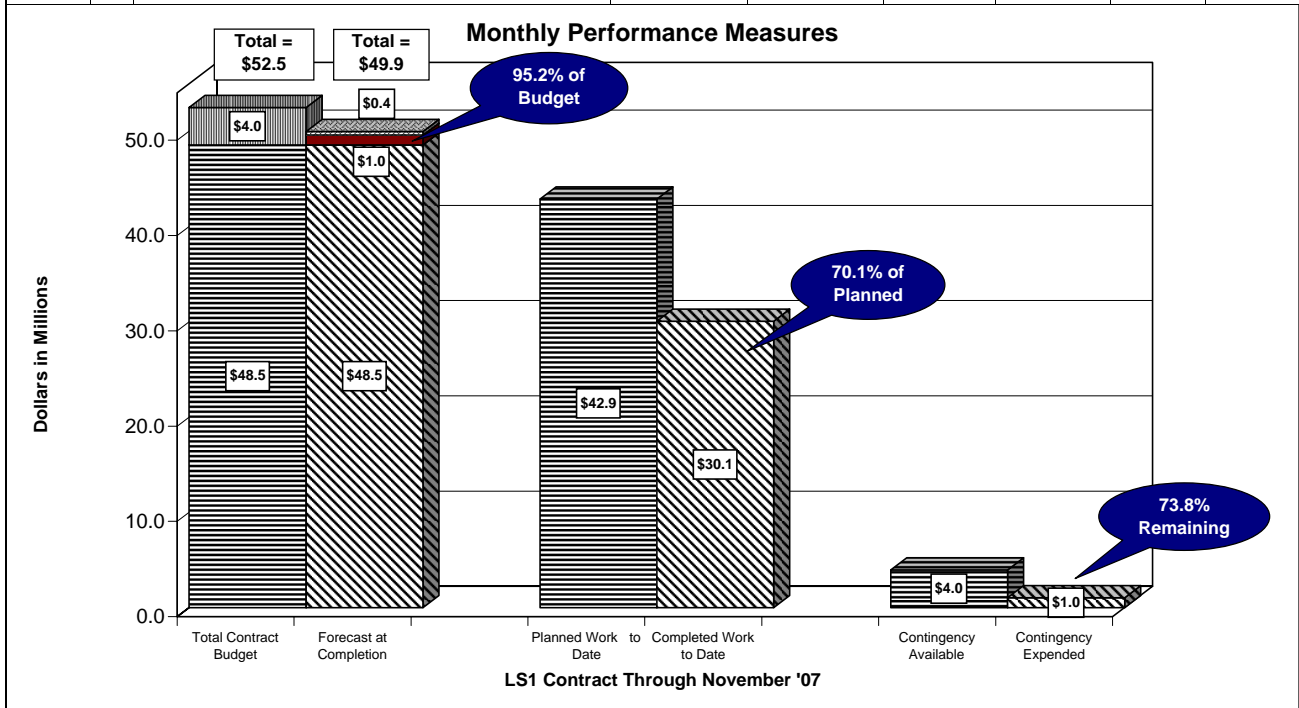
Grouted joint and installed anode with test station lead wires on 48-inch water Line



Placing slurry backfill above the 48-inch water line

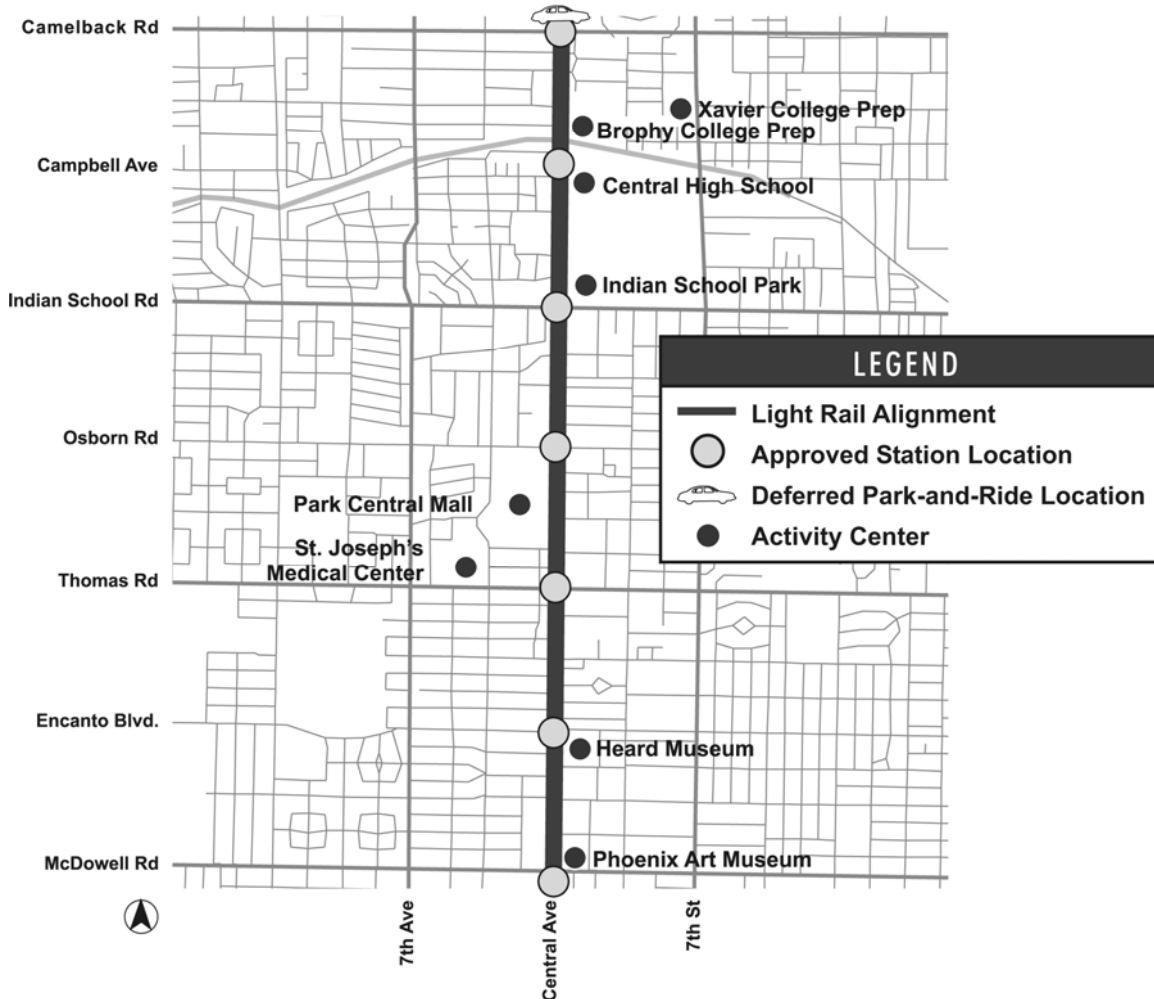


Description:		3.1.1 Line Section 1			
PE/PA:		Alvin Livingstone			
Contractor:		Kiewit Western Co.			
Resident Engineer:		Bill Blane			
Data Through:		October 31, 2007			
			5309	CNPA	Total
Cumulative					
1	Budget		\$37,951,658	\$10,597,678	\$48,549,336
2	Executed Change Orders		\$989,056	\$47,877	\$1,036,933
3	Budget Transfers		\$0	\$289,495	\$289,495
4	Current Budget (1+2+3)		\$38,940,714	\$10,935,050	\$49,875,764
5	Work Scheduled		\$32,934,607	\$9,956,468	\$42,891,075
6	Work Earned		\$24,968,107	\$5,098,692	\$30,066,799
7	Actual Expenditures		\$24,970,107	\$5,078,604	\$30,048,711
8	Forecast to Complete Base (4-7)		\$13,970,607	\$5,856,446	\$19,827,053
9	Change Orders Pending Execution		\$459,998	-\$67,837	\$392,161
10	Forecast at Completion (7+8+9)		\$39,400,712	\$10,867,213	\$50,267,925
11	Percent Budget Expended (7/4)		64.1%	46.4%	60.2%
12	Percent Planned (5/4)		84.6%	91.1%	86.0%
13	Earned Percent Complete (6/4)		64.1%	46.6%	60.3%
14	Schedule Performance (6/5)		0.76	0.51	0.70
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		\$1,724,000	\$1,192,950	\$2,916,950
18	Percent Contingency Remaining (17/16)		63.5%	96.1%	73.8%
Period					
1	Budget		N/A	N/A	N/A
2	Executed Change Orders		\$4,295	\$0	\$4,295
3	Budget Transfers		\$0	-\$24,894	-\$24,894
4	Current Budget (1+2+3)		\$38,940,714	\$10,935,050	\$49,875,764
5	Work Scheduled (Cumm - Last Period)		\$1,396,641	\$451,905	\$1,848,546
6	Work Earned (Cumm - Last Period)		\$3,067,866	\$724,689	\$3,792,555
7	Actual Expenditures (Cumm - Last Period)		\$2,978,326	\$722,974	\$3,701,300
8	Forecast to Complete Base (4-7)		\$35,962,388	\$10,212,076	\$46,174,464
9	Change Orders Pending Execution		\$443,702	-\$931	\$442,771
10	Forecast at Completion (7+8+9)		\$39,384,416	\$10,934,119	\$50,318,535
11	Percent Budget Expended (7/4)		7.6%	6.6%	7.4%
12	Percent Planned (5/4)		3.6%	4.1%	3.7%
13	Earned Percent Complete (6/4)		7.9%	6.6%	7.6%
14	Schedule Performance (6/5)		2.20	1.60	2.05
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 Earll to Encanto intersection, completed the installation of the last off set manhole, installing catch basins at various and sanitary sewer installations at Encanto and Virginia intersections. Completed re-testing the manholes and sewer line at Merrell. Herzog completed the installation and removal of water main in Indian School Intersection. Continue to removed abandoned waterlines from Thomas to Osborn
- Herzog has placed a total of 18,210-feet of guideway to date. The Contractor placed guideway, curbs and devil strip in various locations on Central. The Indian School Intersection was completed, and installation of guideway to Farrington continued. The Contractor continued to prepare grade and install guideway curb from Virginia to Roanoke and Catalina to Osborn.
- Herzog has completed installation of infrastructure, OCS foundations, grounding grid and placed the foundation for the Osborn Station. Herzog also completed punch list and turned over 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 Palm Lane. Herzog preparing sub-grade from Virginia to Roanoke, Merrell to Osborn and Indian School to Farrington northbound.
- 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 continues installation of landscaping in the island at Mariposa.

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- Utility conflicts continue to occur. METRO is working diligently with Herzog and the City in a proactive coordinated effort to resolve impacts in an expedited manner.
- METRO and Herzog are discussing a re-sequencing of infrastructure to improve the schedule for guideway turnover.
- Several major design adjustments, including waterline conflicts from Indian School to Encanto remain a challenge in 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 Sanitary Sewer Virginia to Roanoke



Checking Sub Grade prior to AC Paving



Placing Colored Sidewalk



Installing Communication Duct Bank



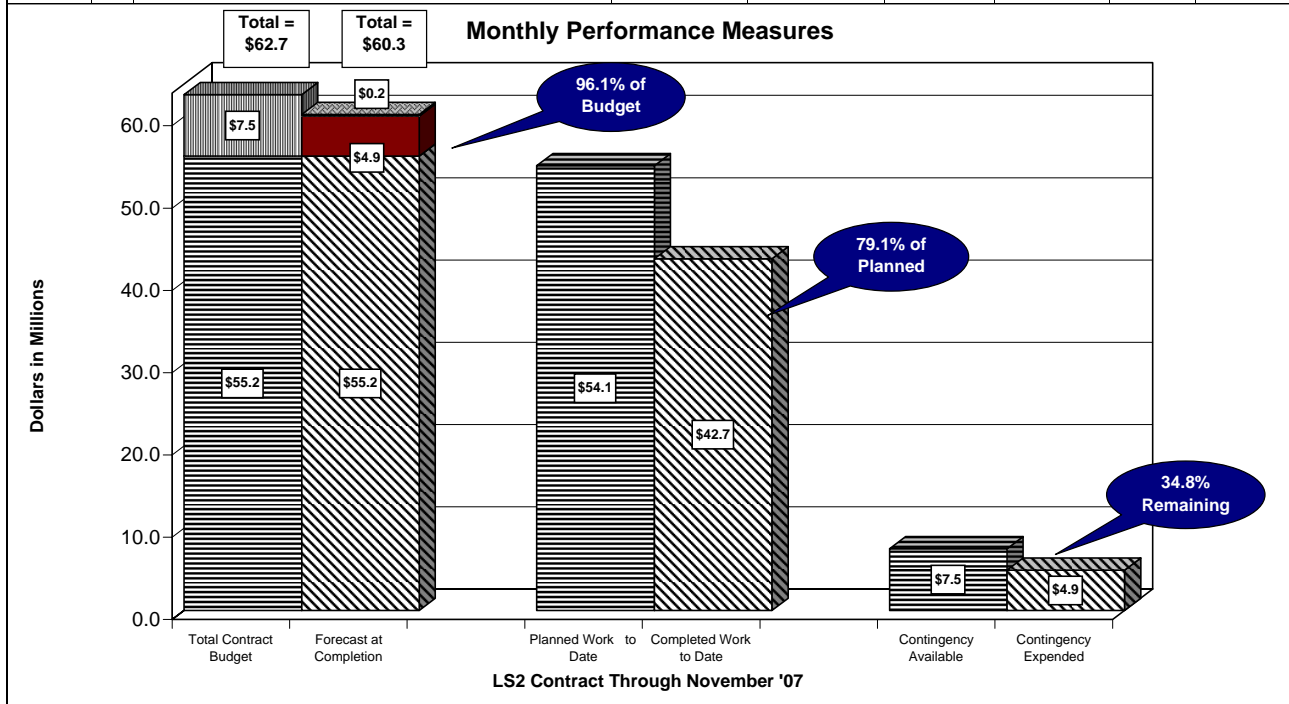
Placing AC Pavement Thomas to Osborn



Installing Track Drains

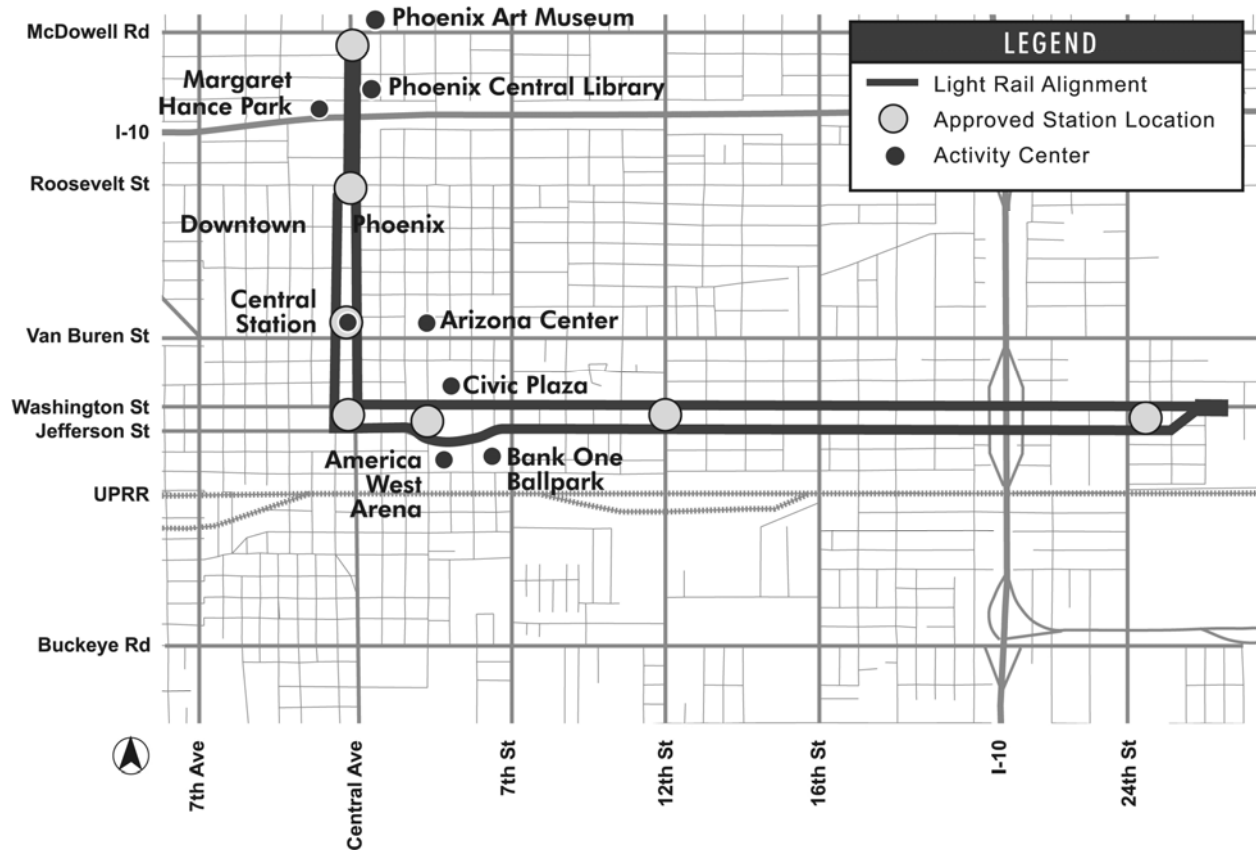


Description:		3.1.2 Line Section 2		
PE/PA:		Alvin Livingstone		
Contractor:		Herzog Contracting Corporation		
Resident Engineer:		Marty Spong		
Data Through:		October 31, 2007		
Cumulative		5309	CNPA/Other	Total
1	Budget	\$48,425,124	\$6,771,898	\$55,197,022
2	Executed Change Orders	\$4,705,955	\$18,800	\$4,724,755
3	Budget Transfers		\$164,378	\$164,378
4	Current Budget (1+2+3)	\$53,131,079	\$6,955,076	\$60,086,155
5	Work Scheduled	\$47,140,125	\$6,915,213	\$54,055,338
6	Work Earned	\$38,106,274	\$4,638,120	\$42,744,394
7	Actual Expenditures	\$38,103,941	\$4,702,978	\$42,806,919
8	Forecast to Complete Base (4-7)	\$15,027,138	\$2,252,098	\$17,279,236
9	Change Orders Pending Execution	\$45,572	\$129,273	\$174,845
10	Forecast at Completion (7+8+9)	\$53,176,651	\$7,084,349	\$60,261,000
11	Percent Budget Expended (7/4)	71.7%	67.6%	71.2%
12	Percent Planned (5/4)	88.7%	99.4%	90.0%
13	Earned Percent Complete (6/4)	71.7%	66.7%	71.1%
14	Schedule Performance (6/5)	0.81	0.67	0.79
15	Cost Performance (6/7)	1.00	0.99	1.00
16	Contingency Budget	\$6,450,401	\$1,045,910	\$7,496,311
17	Remaining Contingency	\$1,744,446	\$1,027,110	\$2,607,178
18	Percent Contingency Remaining (17/16)	27.0%	98.2%	34.8%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$0	\$6,981	\$6,981
3	Budget Transfers	\$0	-\$11,737	-\$11,737
4	Current Budget (1+2+3)	\$53,131,079	\$6,955,076	\$60,086,155
5	Work Scheduled (Cumm - Last Period)	\$3,586,734	-\$8,403	\$3,578,331
6	Work Earned (Cumm - Last Period)	\$2,479,514	\$25,995	\$2,505,509
7	Actual Expenditures (Cumm - Last Period)	\$2,486,903	-\$7,622	\$2,479,281
8	Forecast to Complete Base (4-7)	\$50,644,176	\$6,962,698	\$57,606,874
9	Change Orders Pending Execution	\$45,572	\$0	\$45,572
10	Forecast at Completion (7+8+9)	\$53,176,651	\$6,955,076	\$60,131,727
11	Percent Budget Expended (7/4)	4.7%	-0.1%	4.1%
12	Percent Planned (5/4)	6.8%	-0.1%	6.0%
13	Earned Percent Complete (6/4)	4.7%	0.4%	4.2%
14	Schedule Performance (6/5)	0.69	N/A	0.70
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 installing storm sewer, sanitary sewer and water service. AWC has completed installation of traffic features and wiring on traffic signals in segments throughout the project and is preparing for punch list and turnover to City of Phoenix. AWC has completed installation of OCS foundations and continues to place flatwork and irrigation systems as required along ROW and stations.
- AWC continues to work their day and night crews five ten-hour shifts a week. The McDowell station foundation has been completed and guideway is being placed adjacent to the station foundation.
- AWC has completed the guideway rail heading on Jefferson except for the 11th Street Loop. AWC has completed the setting of rail from Deck Park Bridge to the tie-in on LS2 north of McDowell and should complete the concrete placement of this section by mid-December. AWC is in the process of installing the 50-meter mainline turnouts on Washington for the 11th Street Loop and is working on the tubs for the Jefferson side. The 11th Street Loop mainline work is currently scheduled to be complete mid-January. Installed approximately 42,000 linear feet of guideway throughout the alignment.
- AWC is placing roadway paving and sidewalk throughout the alignment.
- AWC has completed several areas of landscaping irrigation work and will 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 contractors 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



McDowell Foundation Ramps



Flatwork on Central Ave



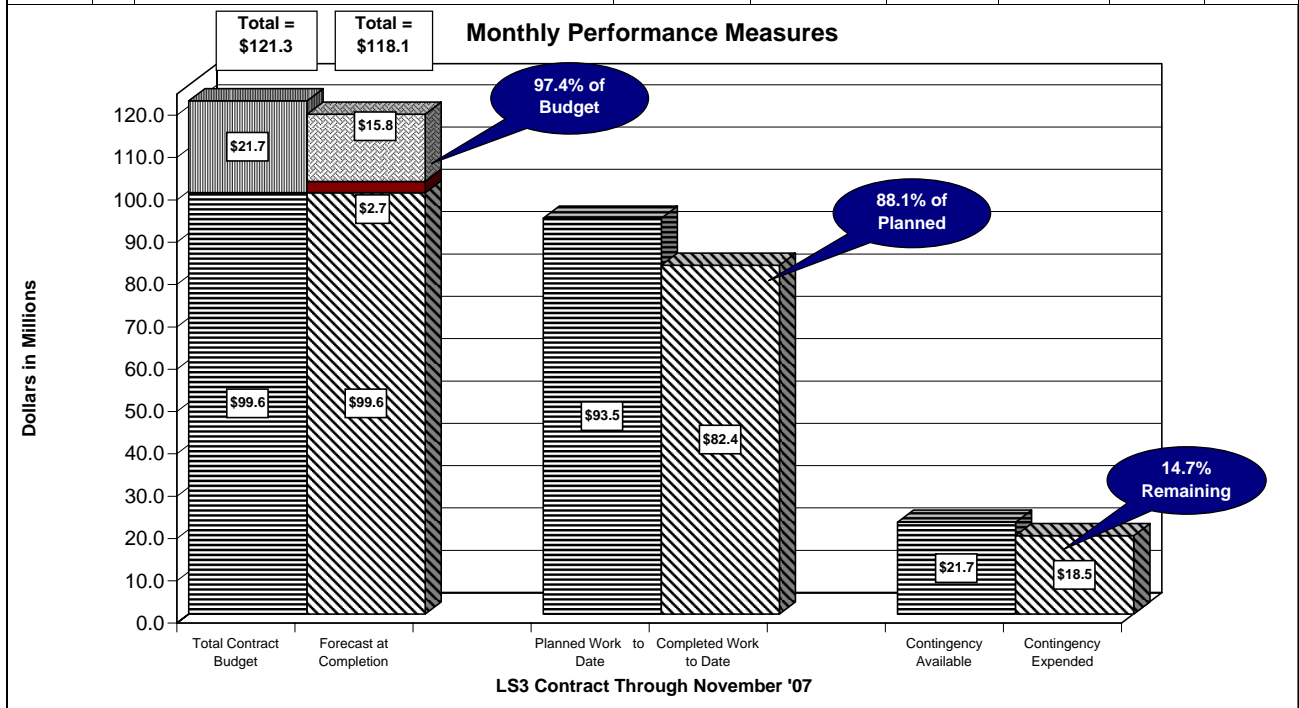
Milling of 1st Ave for Rubberized Paving



Chase Ball Park Planters

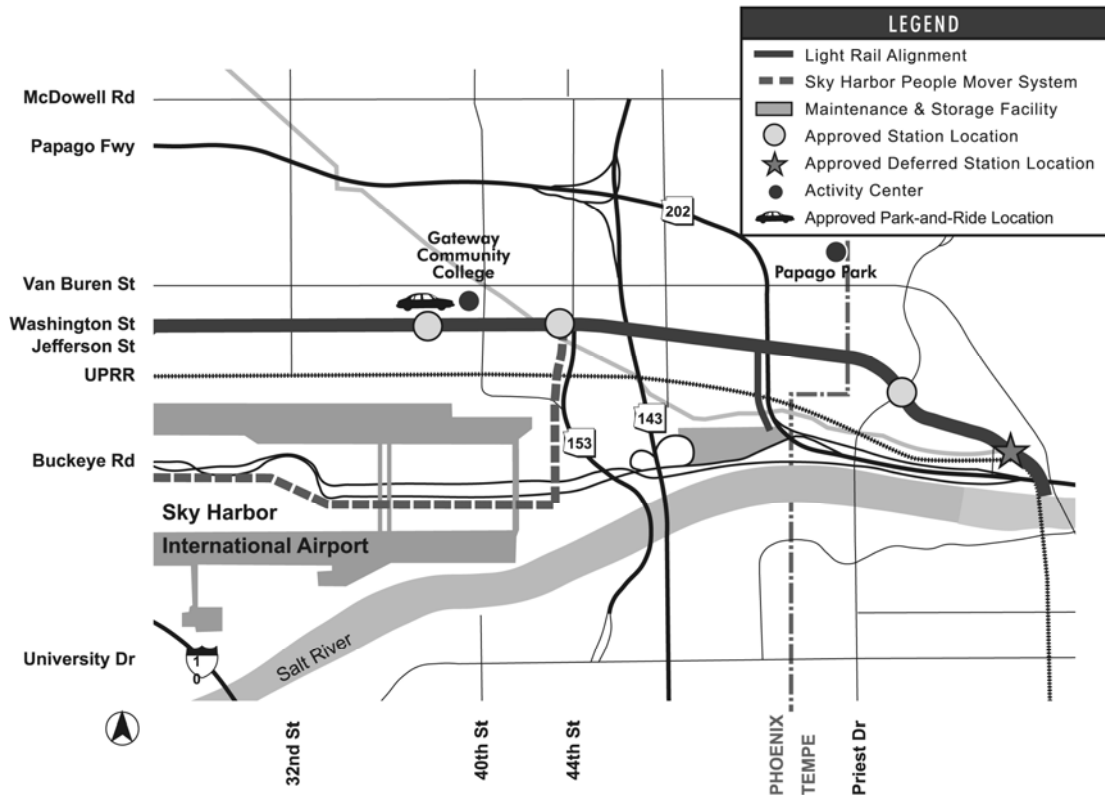


Description:		3.1.3 Line Section 3		
PE/PA:		William Gustafson		
Contractor:		Archer Western		
Resident Engineer:		William Atesis		
Data Through:		October 26, 2007		
Cumulative		5309	CNPA	Total
1	Budget	\$79,248,617	\$20,307,440	\$99,556,057
2	Executed Change Orders	\$3,434,198	-\$580,283	\$2,853,915
3	Budget Transfers	\$0	\$182,793	\$182,793
4	Current Budget (1+2+3)	\$82,682,815	\$19,909,950	\$102,592,765
5	Work Scheduled	\$75,019,520	\$18,463,794	\$93,483,314
6	Work Earned	\$66,282,907	\$16,080,909	\$82,363,816
7	Actual Expenditures	\$66,604,124	\$16,088,046	\$82,692,170
8	Forecast to Complete Base (4-7)	\$16,078,691	\$3,821,904	\$19,900,595
9	Change Orders Pending Execution	\$15,417,407	\$424,000	\$15,841,407
10	Forecast at Completion (7+8+9)	\$98,100,222	\$20,333,950	\$118,434,172
11	Percent Budget Expended (7/4)	80.6%	80.8%	80.6%
12	Percent Planned (5/4)	90.7%	92.7%	91.1%
13	Earned Percent Complete (6/4)	80.2%	80.8%	80.3%
14	Schedule Performance (6/5)	0.88	0.87	0.88
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	\$1,496,627	\$1,688,170	\$3,184,797
18	Percent Contingency Remaining (17/16)	7.4%	125.1%	14.7%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$238,694	-\$1,051,001	-\$812,307
3	Budget Transfers	\$0	-\$357,119	-\$357,119
4	Current Budget (1+2+3)	\$82,682,815	\$19,909,950	\$102,592,765
5	Work Scheduled (Cumm - Last Period)	\$7,002,117	\$545,687	\$7,547,804
6	Work Earned (Cumm - Last Period)	\$3,144,998	\$709,862	\$3,854,860
7	Actual Expenditures (Cumm - Last Period)	\$3,213,644	\$650,772	\$3,864,416
8	Forecast to Complete Base (4-7)	\$79,469,171	\$19,259,178	\$98,728,349
9	Change Orders Pending Execution	\$14,950,488	\$59,750	\$15,010,238
10	Forecast at Completion (7+8+9)	\$97,633,303	\$19,969,700	\$117,603,003
11	Percent Budget Expended (7/4)	3.9%	3.3%	3.8%
12	Percent Planned (5/4)	8.5%	2.7%	7.4%
13	Earned Percent Complete (6/4)	3.8%	3.6%	3.8%
14	Schedule Performance (6/5)	0.45	1.30	0.51
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget	\$6,398,232	\$1,231,072	\$7,629,304
17	Remaining Contingency	\$6,159,538	\$2,639,192	\$8,798,730
18	Percent Contingency Remaining (17/16)	96.3%	214.4%	115.3%



Line Section 4

LINE SECTION 4



Description

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

Progress

- Town Lake Bridge to 44th Street: Landscaping Change Order work in the City of Tempe is nearing completion. Final striping was completed in the City of Tempe. A final punch-list walk through has been completed and issued to the contractor for his action.
- Forty-Fourth Street to 26th Street: The rubberized asphalt paving along with the first application of permanent striping was completed. Pre-final punch-list walk through for all areas of construction has been completed and a master punch-list issued to the contractor. The contractor has proactively started correcting items. Work continues on

the traffic signal punch-list. The restoration of the temporary construction easements is nearing completion.

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.
- Final Project completion scheduled for December 20, 2007 is in walk down and punch list at this time. The project will be completed on schedule.

Issues and Solutions

- None.

Construction Photographs



Aerial photo of the Town Lake Bridge looking North



Aerial photo Priest and Washington Streets



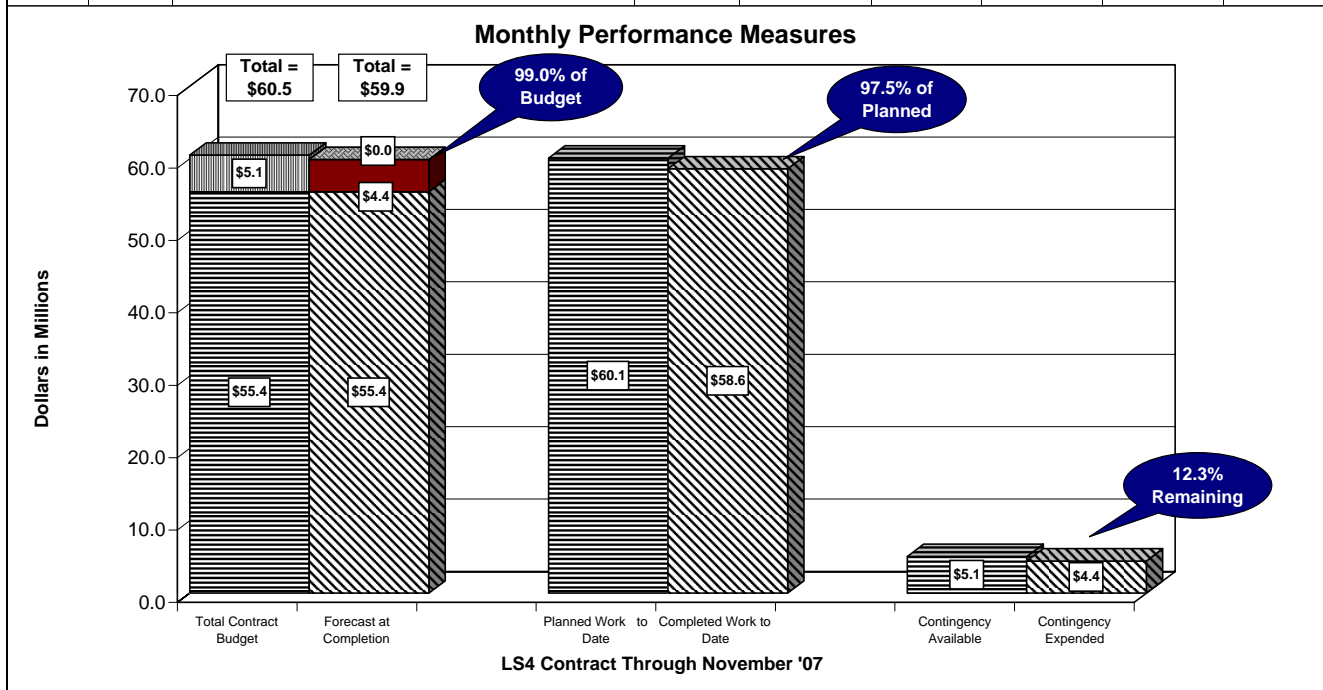
Aerial photo 44th and Washington Streets



Aerial photo LS3/LS4 Contract Limits

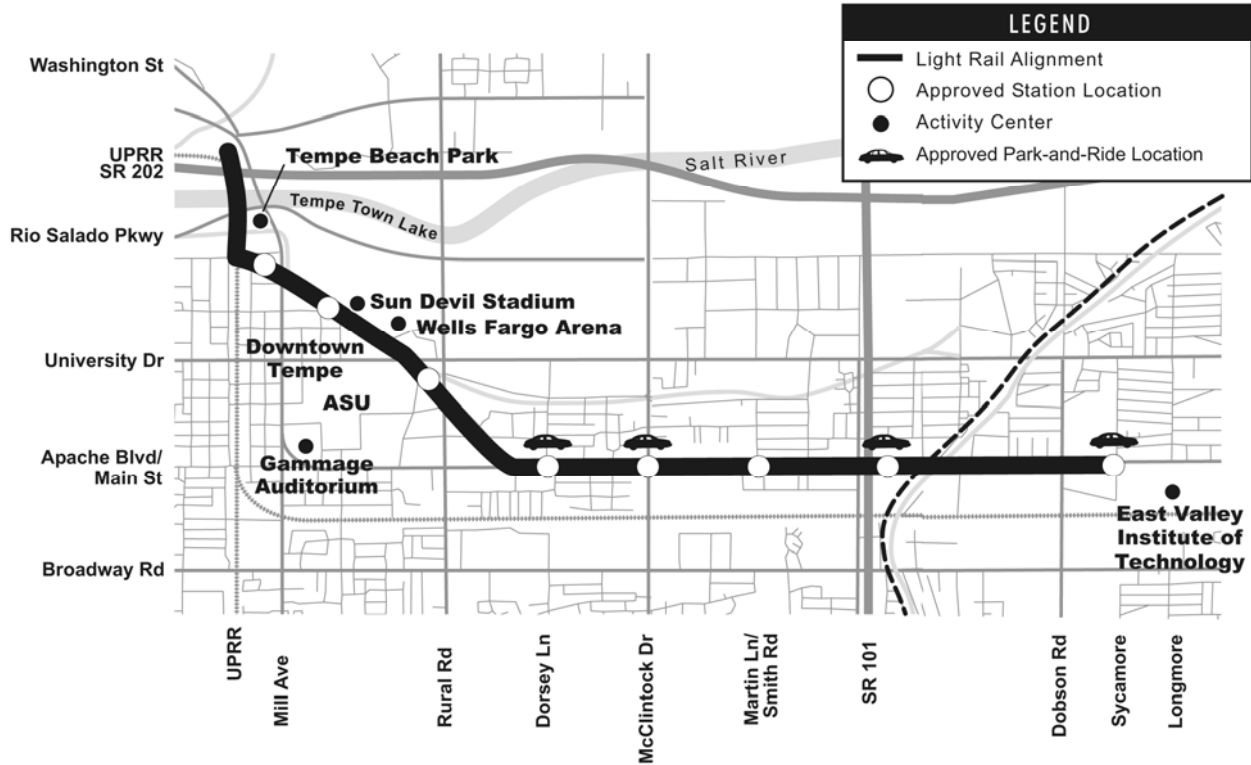


Description:		3.1.4 Line Section 4		
PE/PA:		Avrum Loewenstein		
Contractor:		Sundt/Stacey Witbeck		
Resident Engineer:		Frank Aber		
Data Through:		October 31, 2007		
Cumulative		5309	CNPA	Total
1	Budget	\$47,869,894	\$7,557,905	\$55,427,799
2	Executed Change Orders	\$4,417,473	\$770,711	\$5,188,184
3	Budget Transfers	-\$625,000	\$3,169,994	\$2,544,994
4	Current Budget (1+2+3)	\$52,287,367	\$11,498,610	\$63,785,977
5	Work Scheduled	\$51,420,460	\$8,665,956	\$60,086,416
6	Work Earned	\$49,239,800	\$9,349,195	\$58,588,995
7	Actual Expenditures	\$50,473,382	\$9,352,485	\$59,825,867
8	Forecast to Complete Base (4-7)	\$1,813,985	\$2,146,125	\$3,960,110
9	Change Orders Pending Execution	\$288,321	-\$58,788	\$229,533
10	Forecast at Completion (7+8+9)	\$52,575,688	\$11,439,822	\$64,015,510
11	Percent Budget Expended (7/4)	96.5%	81.3%	94.7%
12	Percent Planned (5/4)	98.3%	75.4%	95.1%
13	Earned Percent Complete (6/4)	94.2%	81.3%	92.8%
14	Schedule Performance (6/5)	0.96	1.08	0.98
15	Cost Performance (6/7)	0.98	1.00	0.98
16	Contingency Budget	\$4,662,188	\$409,525	\$5,071,713
17	Remaining Contingency	\$244,715	\$377,113	\$621,828
18	Percent Contingency Remaining (17/16)	5.2%	92.1%	12.3%
Period				
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$157,744	\$0	\$157,744
3	Budget Transfers	\$0	\$1,703,044	\$1,703,044
4	Current Budget (1+2+3)	\$52,287,367	\$11,498,610	\$63,785,977
5	Work Scheduled (Cumm - Last Period)	\$2,889,419	\$40,860	\$2,930,279
6	Work Earned (Cumm - Last Period)	\$1,119,465	\$358,419	\$1,477,884
7	Actual Expenditures (Cumm - Last Period)	\$899,129	\$340,587	\$1,239,716
8	Forecast to Complete Base (4-7)	\$1,813,985	\$2,146,125	\$3,960,110
9	Change Orders Pending Execution	-\$157,744	-\$58,788	-\$216,532
10	Forecast at Completion (7+8+9)	\$2,555,370	\$2,427,924	\$4,983,294
11	Percent Budget Expended (7/4)	1.7%	3.0%	2.0%
12	Percent Planned (5/4)	5.5%	0.4%	4.6%
13	Earned Percent Complete (6/4)	2.1%	3.1%	2.3%
14	Schedule Performance (6/5)	0.39	8.77	0.50
15	Cost Performance (6/7)	1.25	1.05	1.19
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 47,250 track feet of embedded track, with scheduled weekly placements until completion. Track placement is approximately 90 percent complete.



- The Contractor has substantially completed Milestones D2, E2, and the platform at Sycamore Station.
- The Contractor is coordinating with follow-on contractors in various locations in Milestones A2 through E2 since their substantial completion.
- The Contractor has completed embedded track across the Tempe Canal Bridge, and the Dobson Road and Ironwood Street intersections; has completed embedded track through the Sycamore Station platform; is forming special trackwork for the crossovers at Sycamore; and is forming direct fixation track east of Sycamore.
- 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 Apache Boulevard to the Tempe Canal Bridge. Per City of Tempe request, the mill and overlay on Apache Boulevard was increased to 1-1/2 inches.
- The Contractor continued street widening from Dobson to Sycamore in those remaining areas in which SRP-Water was relocating an irrigation line (from Dobson Road 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.

Cost and Schedule – Variance Analysis

- Milestones A2 through E2 are substantially complete, as are all eight station platforms. Though Milestones C2 through F2 have been challenged by utility relocation delays, it appears that the Contractor will meet the F2 milestone 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 all Third Party utilities have been relocated. Only a handful of electrical feeds for traffic signals, bus shelter lights, and irrigation controllers remain to be placed.. 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, were 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 also appears to have reduced 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.

- Public support for the project remains reasonably good. The Contractor has continued positive efforts to assure stakeholder support through advance notices and rapid resolution of stakeholder concerns.

Construction Photographs



Station Platform at Dorsey Road, Milestone B



Sycamore Station Foundation, Milestone F



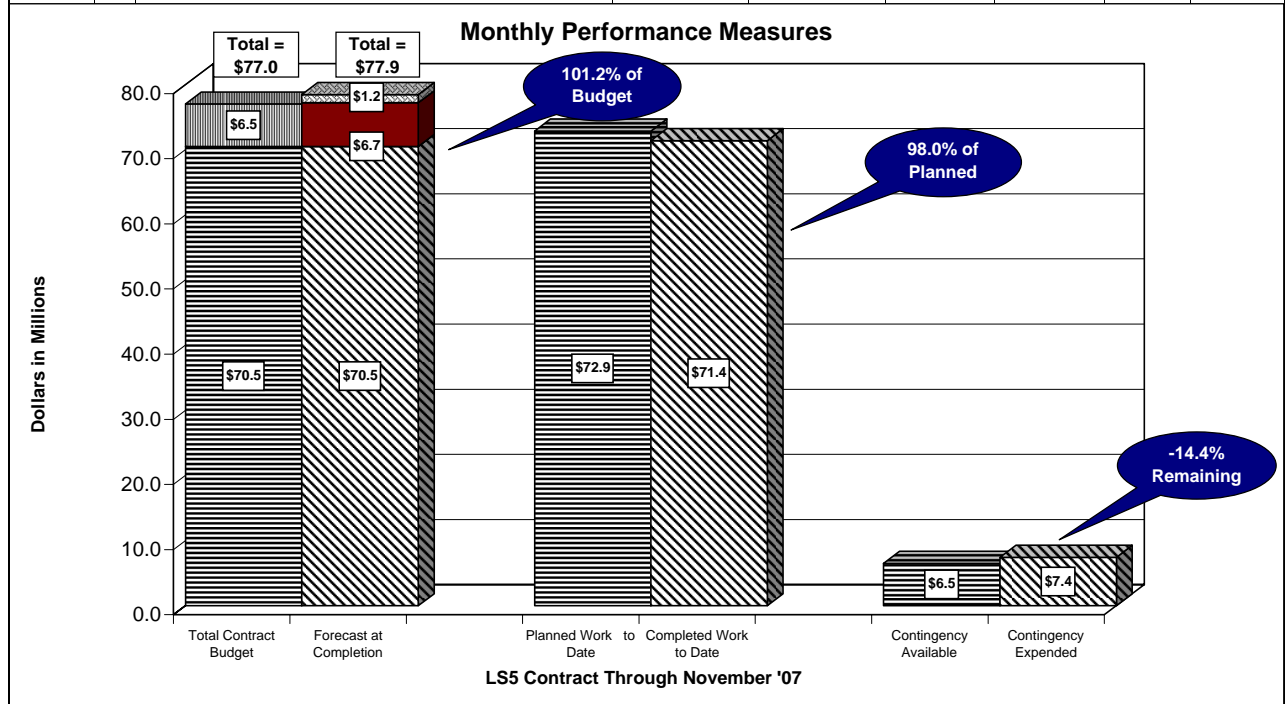
Sycamore Grade Crossing Work, Milestone F



Guideway Work at the End of the Line, Milestone F



	Description:	3.1.5 Line Section 5		
	PE/PA:	Brian Buchanan		
	Contractor:	Sundt/Stacey Witbeck		
	Resident Engineer:	Sam Graham		
	Data Through:	November 15, 2007		
	Cumulative	5309	CNPA	Total
1	Budget	\$68,882,969	\$1,610,897	\$70,493,866
2	Executed Change Orders	\$6,715,505	\$9,651	\$6,725,156
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$75,598,474	\$1,620,548	\$77,219,022
5	Work Scheduled	\$71,149,422	\$1,715,763	\$72,865,185
6	Work Earned	\$70,247,844	\$1,138,838	\$71,386,682
7	Actual Expenditures	\$71,364,641	\$1,121,458	\$72,486,099
8	Forecast to Complete Base (4-7)	\$4,233,833	\$499,090	\$4,732,923
9	Change Orders Pending Execution	\$722,976	\$516,765	\$1,239,741
10	Forecast at Completion (7+8+9)	\$76,321,450	\$2,137,313	\$78,458,763
11	Percent Budget Expended (7/4)	94.4%	69.2%	93.9%
12	Percent Planned (5/4)	94.1%	105.9%	94.4%
13	Earned Percent Complete (6/4)	92.9%	70.3%	92.4%
14	Schedule Performance (6/5) (SPI)	0.99	0.00	0.98
15	Cost Performance (6/7) (CPI)	0.98	0.00	0.98
16	Contingency Budget	\$6,408,135	\$104,416	\$6,512,551
17	Remaining Contingency	-\$1,030,346	\$94,765	-\$935,581
18	Percent Contingency Remaining (17/16)	-16.1%	90.8%	-14.4%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$772,330	\$2,091	\$774,421
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$75,598,474	\$1,620,548	\$77,219,022
5	Work Scheduled (Cumm - Last Period)	\$8,763,172	\$19,480	\$8,782,652
6	Work Earned (Cumm - Last Period)	\$3,724,501	-\$4,300	\$3,720,201
7	Actual Expenditures (Cumm - Last Period)	\$3,922,637	\$200,902	\$4,123,539
8	Forecast to Complete Base (4-7)	\$71,675,837	\$1,419,646	\$73,095,483
9	Change Orders Pending Execution	\$453,494	\$67,269	\$520,763
10	Forecast at Completion (7+8+9)	\$76,051,968	\$1,687,817	\$77,739,785
11	Percent Budget Expended (7/4)	5.2%	12.4%	5.3%
12	Percent Planned (5/4)	11.6%	1.2%	11.4%
13	Earned Percent Complete (6/4)	4.9%	-0.3%	4.8%
14	Schedule Performance (6/5)	0.43	0.00	0.42
15	Cost Performance (6/7)	0.00	0.00	0.00
16	Contingency Budget			
17	Remaining Contingency			
18	Percent Contingency Remaining (17/16)			



48th Street Bridge Replacement



Description

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

Progress

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

Cost and Schedule – Variance Analysis

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

Issues and Solutions

- None.

Town Lake Bridge



Description

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

Progress

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

Cost and Schedule – Variance Analysis

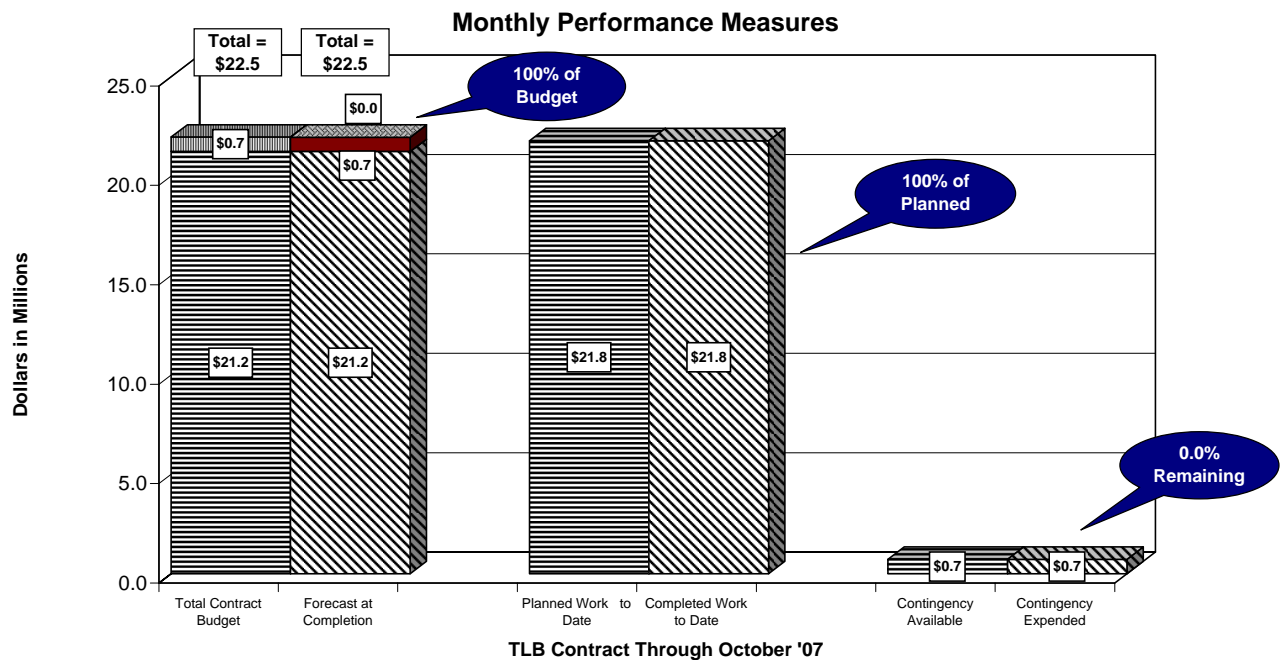
- This Contract has been closed.

Issues and Solutions

- None.



	Description:	3.6.1 Town Lake Bridge		
	PE/PA:	Bill Gustafson		
	Contractor:	PCL Contractors		
	Resident Engineer:	Joel Mona		
	Data Through:	September 30, 2006		
	Cumulative	5309	CNPA	Total
1	Budget	\$21,219,861	\$17,523	\$21,237,384
2	Executed Change Orders	\$722,892	\$0	\$722,892
3	Budget Transfers	-\$183,000	\$0	-\$183,000
4	Current Budget (1+2+3)	\$21,759,753	\$17,523	\$21,777,276
5	Work Scheduled	\$21,759,753	\$17,523	\$21,777,276
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)	\$2	\$1,752	\$1,754
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$21,759,753	\$17,523	\$21,777,276
11	Percent Budget Expended (7/4)	100.0%	90.0%	100.0%
12	Percent Planned (5/4)	100.0%	100.0%	100.0%
13	Earned Percent Complete (6/4)	100.0%	90.0%	100.0%
14	Schedule Performance (6/5)	1.00	0.90	1.00
15	Cost Performance (6/7)	1.00	1.00	1.00
16	Contingency Budget	\$722,892	\$1,402	\$724,294
17	Remaining Contingency	\$0	\$1,402	\$1,402
18	Percent Contingency Remaining (17/16)	0.0%	0.0%	0.2%
	Period			
1	Budget	N/A	N/A	N/A
2	Executed Change Orders	\$0	\$0	\$0
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$21,759,753	\$17,523	\$21,777,276
5	Work Scheduled (Cumm - Last Period)	\$0	\$0	\$0
6	Work Earned (Cumm - Last Period)	\$0	\$0	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0	\$0
8	Forecast to Complete Base (4-7)	\$21,759,753	\$17,523	\$21,777,276
9	Change Orders Pending Execution	\$0	\$0	\$0
10	Forecast at Completion (7+8+9)	\$21,759,753	\$0	\$21,759,753
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 contract is complete.

Cost and Schedule – Variance Analysis

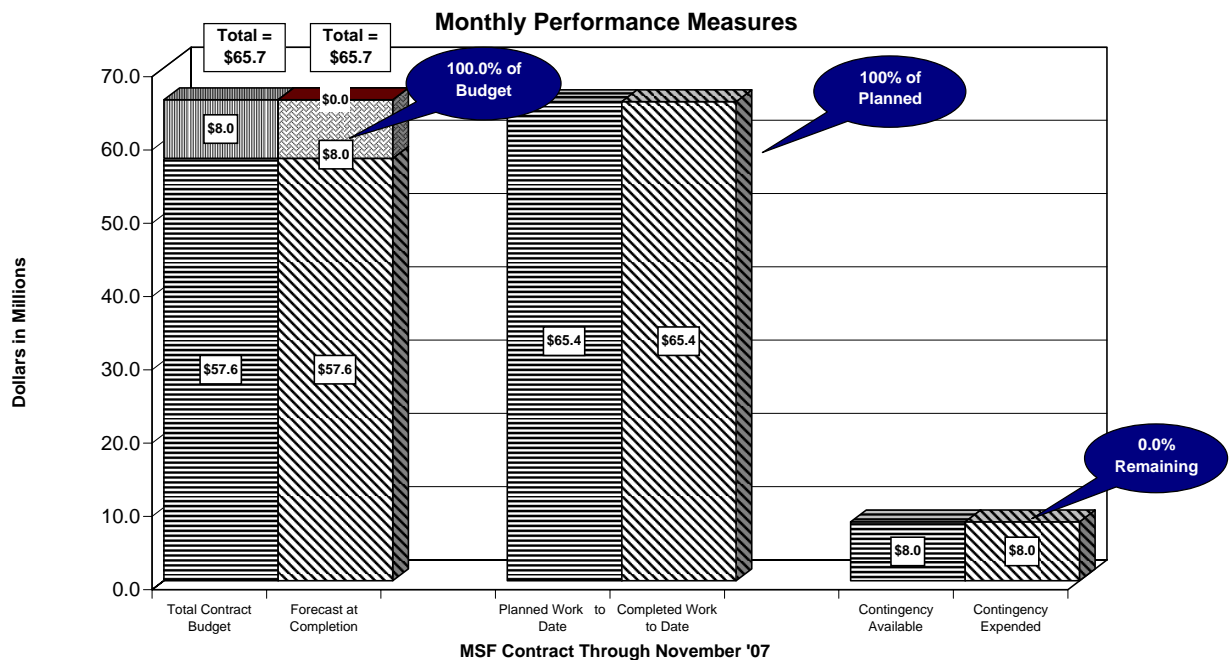
- METRO made Final Payment to the Contractor and released the remaining Escrowed Funds.

Issues and Solutions

- None.

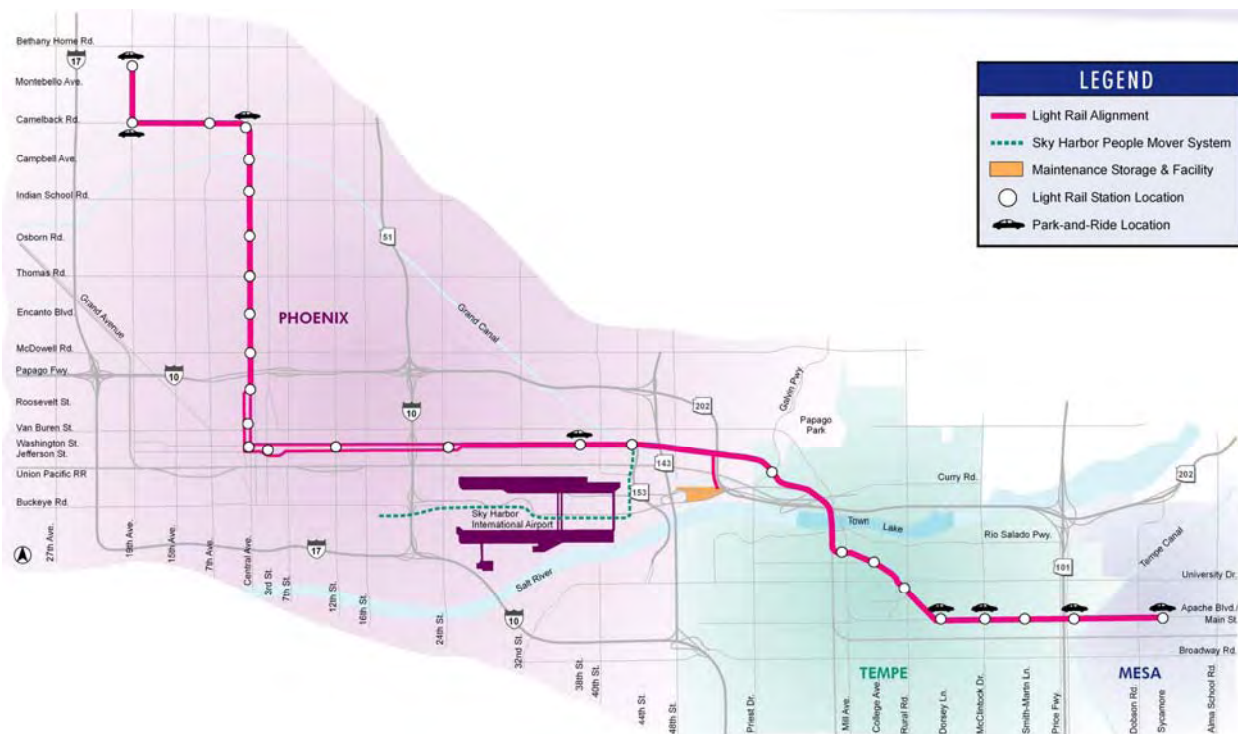


Description:		3.5.1 Maintenance Support Facility/Operations and Maintenance Center	
PE/PA:		Avrum Loewenstein	
Contractor:		Sundt/Stacy Witbeck	
Resident Engineer:		Brian Mason	
Data Through:		August 31, 2007	
		5309	Total
Cumulative			
1	Budget	\$57,637,721	\$57,637,721
2	Executed Change Orders	\$8,020,263	\$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	\$65,400,000	\$65,400,000
6	Work Earned	\$65,400,000	\$65,400,000
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)	100.0%	100.0%
13	Earned Percent Complete (6/4)	100.0%	100.0%
14	Schedule Performance (6/5)	1.00	1.00
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)	\$65,400,000	\$65,400,000
5	Work Scheduled (Cumm - Last Period)	\$1,250,396	\$1,250,396
6	Work Earned (Cumm - Last Period)	\$68,400	\$68,400
7	Actual Expenditures (Cumm - Last Period)	\$0	\$0
8	Forecast to Complete Base (4-7)	\$65,400,000	\$65,400,000
9	Change Orders Pending Execution	-\$925,357	-\$925,357
10	Forecast at Completion (7+8+9)	\$64,474,643	\$64,474,643
11	Percent Budget Expended (7/4)	0.0%	0.0%
12	Percent Planned (5/4)	1.9%	1.9%
13	Earned Percent Complete (6/4)	0.1%	0.1%
14	Schedule Performance (6/5)	0.05	0.05
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 to proceed for contract to Kiewit Construction for the Montebello/19th Avenue and 19th Avenue/Camelback sites. Notice-to-proceed is December 3, 2007.
- METRO issued a notice to proceed for contract to MRM Construction for the Central/Camelback and 38th Street/Washington sites. 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 was November 27, 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.
- Total bids received to date for the six sites to be constructed by METRO are \$20,729,017.

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	TBD	TBD
8	Sycamore/Main	802	TBD	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 MSF and direct fixation fasteners for the MSF, Town Lake Bridge (TLB) and Deck Park Bridge.
- Girder Rail – rail needed for the embedded trackwork.
- Girder Rail Special Trackwork – turnouts needed for the embedded trackwork.
- Concrete Crossties – concrete crossties needed for the OMC.
- T Rail – rail for the MSF, TLB including approaches and Deck Park Bridge.

Progress

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

- Two material deliveries were made during this month. The Contractor delivered curved plug rails for the 11th Street Equilateral and delivered two 50m Turnouts 3-13/3-14 for 11th Street as well.

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 Turnout 3-11, 3-12 to the LS3 Contractor



Issuance of Curved Rail for the 11th Street Interlock to the LS3 Contractor



Issuance of Direct Fixation Fasteners to the LS4 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 have been completed.

- A table showing the status of costs incurred to-date versus budget follows:

Description	Contract/Budget Amount	Total Payments
COP Traffic System Upgrades	\$ 965,112.00	\$ 668,893.30
COT Traffic System Upgrades	\$ 350,347.00	\$ 189,612.00
Traffic Signal Controller/Cabinets	\$ 2,910,916.75	\$ 2,629,229.26
LS 1 Traffic Signal Poles/Mast Arms (Phoenix -PO is completed)	\$ 209,144.33	\$ 209,144.31
LS 2 Traffic Signal Poles/Mast Arms (Phoenix - PO is completed)	\$ 309,685.98	\$ 309,685.97
LS 3 Traffic Signal Poles/Mast Arms (Phoenix -PO is completed)	\$ 1,425,604.91	\$ 1,321,686.32
LS 4 Traffic Signal Poles/Mast Arms (Phoenix - PO is completed)	\$ 369,069.21	\$ 360,469.21
LS 4 Traffic Signal Poles/Mast Arms (Tempe - PO is completed)	\$ 337,883.00	\$ 336,247.85
LS 5 Traffic Signal Poles/Mast Arms (Tempe – PO is completed)	\$ 941,912.82	\$ 859,942.43

Issues and Solutions

- None.

Construction Photographs



Signal Poles being issued to the LS3 Contractor

Underfloor Wheel Profiling Machine



Description

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

Progress

- The contractor is on site to complete the modifications to the truck hold down devices.

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 Preliminary Design Review submittals in-progress.
- Milestone 4 Progress - Formal closeout of Final Design Review submittals in-progress.



- Milestone 5 Progress - Received First Article Configuration Inspection (FACI) Test Procedures. FACI is planned for week of December 3, 2007 in Burlington, MA at SBI's facilities.
- Milestone 6 Progress - Planning to perform Qualifications Tests in February 2008.

Cost and Schedule – Variance Analysis

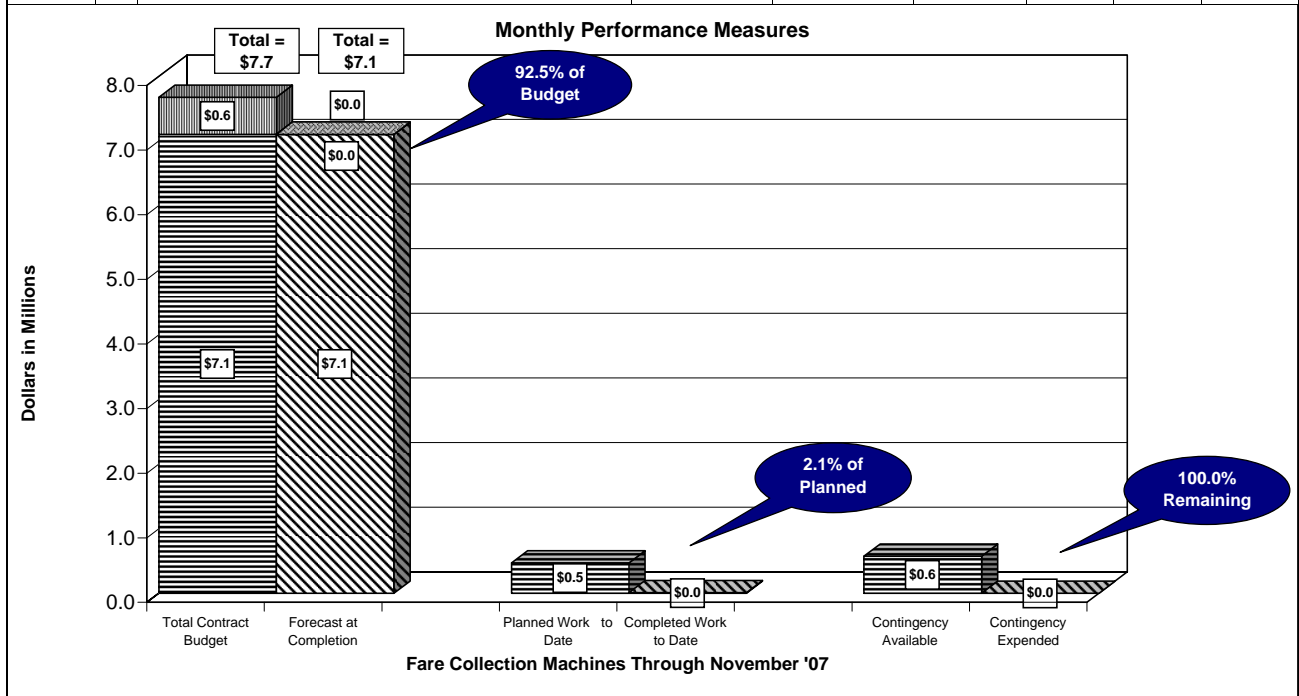
- The first Monthly Progress Update was received several months ago. This submittal was reviewed with a status of non-compliant with the previous month's review comments and the contract specifications and was returned to the contractor for correction and resubmittal. This past month the Contractor submitted a revised baseline schedule that was subsequently accepted.

Issues and Solutions

- Hand Held Verifier Design. SBI is currently experiencing difficulty in providing a hand held verifier unit in conformance with the requirements. SBI continues to investigate industry alternatives.



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	\$469,800
6	Work Earned	\$9,720
7	Actual Expenditures	\$20,740
8	Forecast to Complete Base (4-7)	\$7,079,272
9	Change Orders Pending Execution	\$1,600
10	Forecast at Completion (7+8+9)	\$7,101,612
11	Percent Budget Expended (7/4)	0.3%
12	Percent Planned (5/4)	6.6%
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)	\$18,214
6	Work Earned (Cumm - Last Period)	\$0
7	Actual Expenditures (Cumm - Last Period)	\$6,530
8	Forecast to Complete Base (4-7)	\$7,093,482
9	Change Orders Pending Execution	\$0
10	Forecast at Completion (7+8+9)	\$7,100,012
11	Percent Budget Expended (7/4)	0.1%
12	Percent Planned (5/4)	0.3%
13	Earned Percent Complete (6/4)	0.0%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	
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 December 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 November 2007:
 - All 50 cars are in route from Osaka. No further inspections are ongoing in Osaka Japan.
 - LRV Mass Production – 50 Trains are now in production.
 - Inspections of the interior are being performed and ongoing. No defects noted.
 - Cars 117, 118, and 119 are in static testing and are being prepped for delivery acceptance.
 - Concealment inspections were witnessed in two stages each for cars 139 and 150. 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.
 - Geo Focus radio and MDL claims are being negotiated, negotiations are ongoing.
 - A total of 20 LRVs are in various stages of final assembly at the OMC.
 - Cars 101 thru 150 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 KS-J 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.

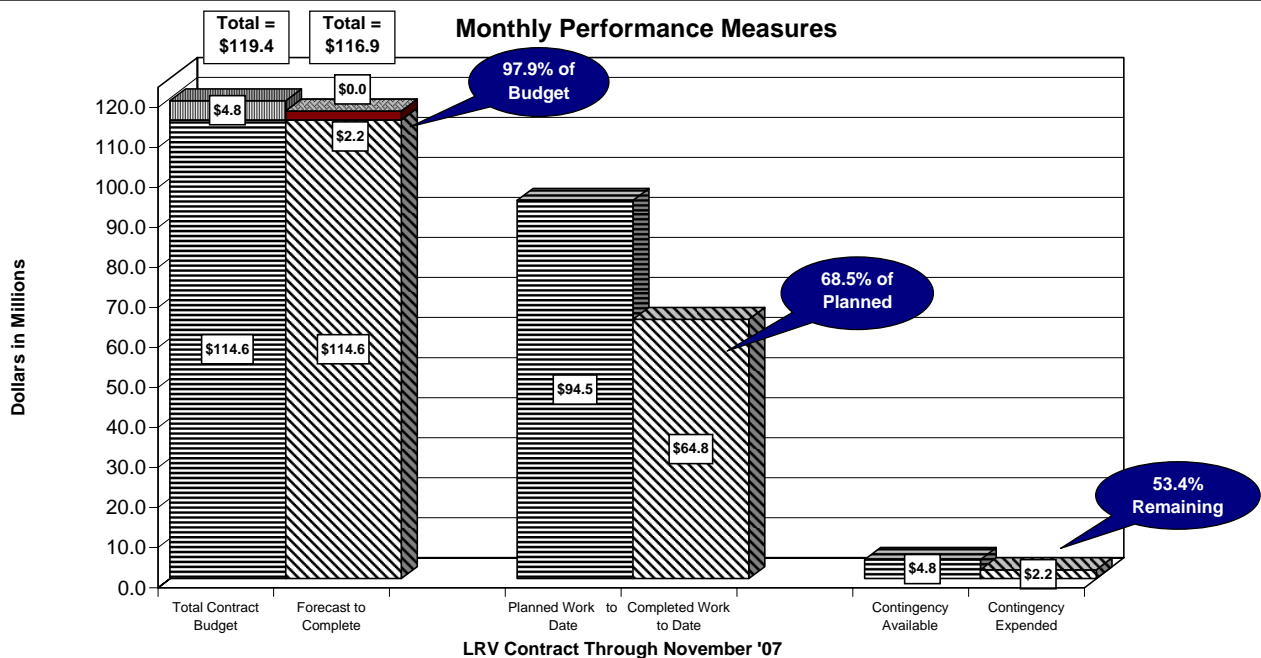


Issues and Solutions

- KI 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.



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	\$2,221,380	\$0	\$2,221,380
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$116,841,160	\$40,050,160	\$156,891,320
5	Work Scheduled	\$94,539,893	N/A	\$94,539,893
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)	\$52,010,537	N/A	\$52,010,537
9	Change Orders Pending Execution	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$116,841,160	\$40,050,160	\$156,891,320
11	Percent Budget Expended (7/4)	55.5%	N/A	N/A
12	Percent Planned (5/4)	80.9%	N/A	N/A
13	Earned Percent Complete (6/4)	55.4%	N/A	N/A
14	Schedule Performance (6/5)	0.69	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	\$2,547,109	\$2,135,840	\$4,682,949
18	Percent Contingency Remaining (17/16)	53.4%	N/A	N/A
Period				
1	Original Budget	\$114,619,780	\$40,050,160	\$154,669,940
2	Executed Change Orders	-\$34,296	\$0	-\$34,296
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$116,841,160	\$40,050,160	\$156,891,320
5	Work Scheduled (Cumm - Last Period)	\$5,254,630	N/A	\$5,254,630
6	Work Earned (Cumm - Last Period)	\$0	N/A	\$0
7	Actual Expenditures (Cumm - Last Period)	\$0	N/A	\$0
8	Forecast to Complete Base (4-7)	\$116,841,160	N/A	\$116,841,160
9	Pending Changes	\$0	N/A	\$0
10	Forecast at Completion (7+8+9)	\$116,841,160	\$40,050,160	\$156,891,320
11	Percent Budget Expended (7/4)	0.0%	N/A	N/A
12	Percent Planned (5/4)	80.9%	N/A	N/A
13	Earned Percent Complete (6/4)	80.9%	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	\$2,547,109	\$2,135,840	\$4,682,949
18	Percent Contingency Remaining (17/16)	53.4%	N/A	N/A



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

Signals and Communications



Description

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

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

Progress

- Signal Buildings and Signal Cases
 - Performing Acceptance Testing of Signal Building No. 4 and 5 and Associated Interlockings.
 - Completed installation of signal cables at Shared Substation No. 7 to 27th Street Interlocking.



- Completed signal cable terminations at Signal Building No. 3.
- Performing rail bonding activities at Dobson/Sycamore and Culver Interlocking Areas
- Communications System
 - Installing communications devices equipment at 38th/Washington, 44th/Washington, and Priest/Washington Stations.
 - South Mountain Radio. METRO is currently investigating options for the antennae installation on South Mountain.
 - Backbone Fiber Optic Cable. Installed communications backbone fiber optic cables and laterals from 24th Street Stations to McClintock/Apache Station.
 - Street Traffic Fiber Optic Cable. Installed street traffic fiber optic cables and gate patch laterals from 27th Street to University/Rural Station.
- OCC Build Out
 - Currently performing punchlist activities for final code inspections. Reconfiguring the electrical panels to meet code and clearance requirements. Coordinating power shutdowns with OCC Building Management.
- 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 numerous 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. Received mitigation schedule and cost proposal. Awaiting negotiation between METRO Executives and MEC.

Construction Photographs



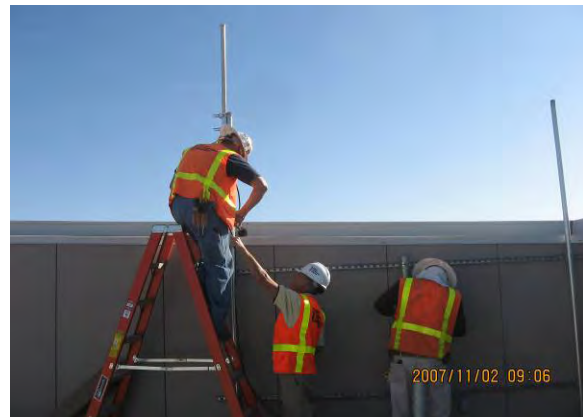
Installing Rail Bonds 27th Street Interlocking



Performing Field Acceptance Testing at Signal Building No. 4



Setting Dobson Signal Case



Installing Antenna Equipment for Wireless Local Area Network Interface to LRV Vehicle



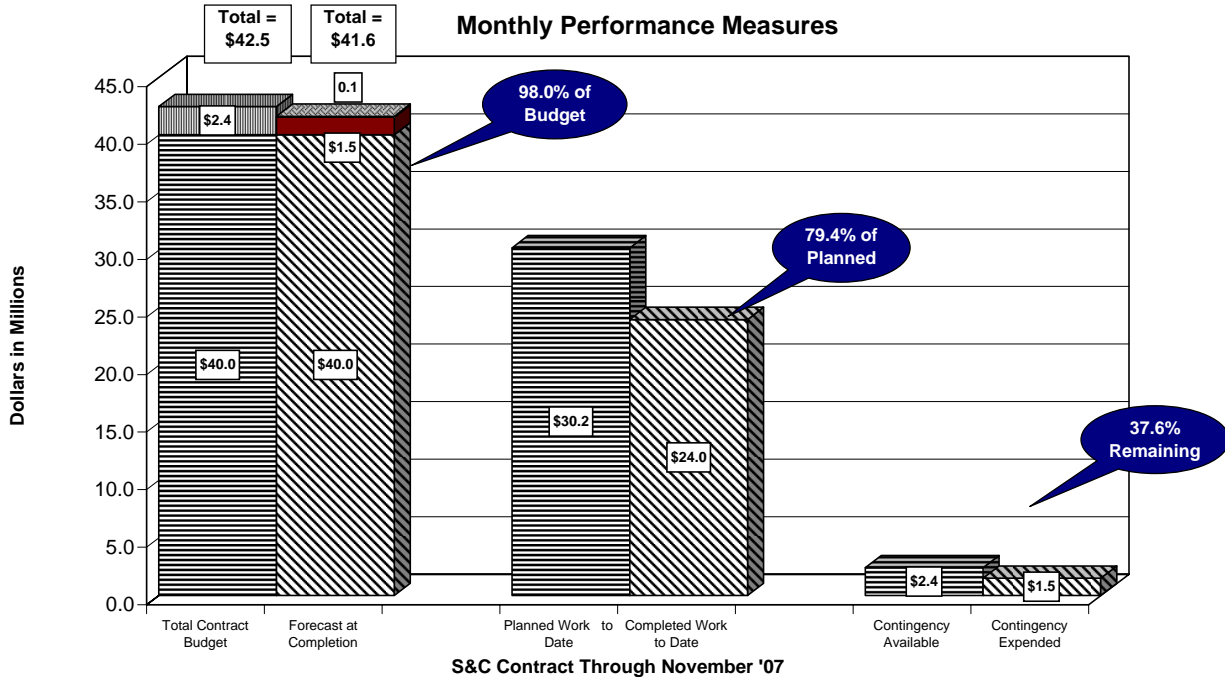
Mounting Cantilever Supports for Variable Message Boards at Priest/Washington Station



Internal Testing of Installed Communication Devices at 1st Avenue/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	\$1,444,920	\$78,561	\$1,523,481
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,921,682	\$2,640,820	\$41,562,502
5	Work Scheduled	\$29,815,820	\$398,289	\$30,214,109
6	Work Earned	\$23,613,723	\$374,855	\$23,988,578
7	Actual Expenditures	\$23,914,262	\$374,835	\$24,289,097
8	Forecast to Complete Base (4-7)	\$15,007,420	\$2,265,985	\$17,273,405
9	Change Orders Pending Execution	\$77,320	\$0	\$77,320
10	Forecast at Completion (7+8+9)	\$38,999,002	\$2,640,820	\$41,639,822
11	Percent Budget Expended (7/4)	61.4%	14.2%	58.4%
12	Percent Planned (5/4)	76.6%	15.1%	72.7%
13	Earned Percent Complete (6/4)	60.7%	14.2%	57.7%
14	Schedule Performance (6/5)	0.79	0.94	0.79
15	Cost Performance (6/7)	0.99	1.00	0.99
16	Contingency Budget	\$2,308,000	\$132,118	\$2,440,118
17	Remaining Contingency	\$863,080	\$53,557	\$916,637
18	Percent Contingency Remaining (17/16)	37.4%	40.5%	37.6%
	Period			
1	Original Budget	N/A	N/A	N/A
2	Executed Change Orders	\$1,560	\$0	\$1,560
3	Budget Transfers	\$0	\$0	\$0
4	Current Budget (1+2+3)	\$38,921,682	\$2,640,820	\$41,562,502
5	Work Scheduled (Cumm - Last Period)	\$1,494,635	\$28,285	\$1,522,920
6	Work Earned (Cumm - Last Period)	\$1,725,468	\$19,286	\$1,744,754
7	Actual Expenditures (Cumm - Last Period)	\$1,954,259	\$19,216	\$1,973,475
8	Forecast to Complete Base (4-7)	\$36,967,423	\$2,621,604	\$39,589,027
9	Change Orders Pending Execution	\$77,320	\$0	\$77,320
10	Forecast at Completion (7+8+9)	\$38,999,002	\$2,640,820	\$41,639,822
11	Percent Budget Expended (7/4)	5.0%	0.7%	4.7%
12	Percent Planned (5/4)	3.8%	1.1%	3.7%
13	Earned Percent Complete (6/4)	4.4%	0.7%	4.2%
14	Schedule Performance (6/5)	1.15	0.68	1.15
15	Cost Performance (6/7)	0.88	N/A	0.88
16	Contingency Budget	\$2,308,000	\$132,118	\$2,440,118
17	Remaining Contingency	\$863,080	\$53,557	\$916,637
18	Percent Contingency Remaining (17/16)	37.4%	40.5%	37.6%



Traction Electrification System



Description

The Traction Electrification System (TES) provides the electric power required to operate the Light Rail Vehicles (LRV). There are two main components to the TES, these are: Traction Power Substations (TPSS) that convert incoming utility power to DC power, which is used by the LRV and the Overhead Contact System (OCS), which distributes the DC power to the trackway. There are 15 Site Built 2,000 kW substations. Twelve of the substations are 22-feet by 44-feet and three are 22-feet by 57-feet. The substation buildings will be constructed of integrally colored concrete block on landscaped sites. The OCS is comprised of 20-route miles of double-track low-profile overhead catenary. The OCS will be installed on over 1,300 round painted poles. The nominal system voltage is 750 VDC. The nominal height of the OCS above the roadway is 18-feet, 6-inches.

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

Progress

- Traction Power Substation No. 1
 - Interconnect wiring, labeling, and grounding installed.
 - Installation of HVAC System progressed.
 - Gates between building and screenwall installed.
 - Building and Sitework Construction – 90 percent Complete.



- Traction Power Substation Equipment Installation and Testing – 60 percent Complete.
- Traction Power Substation No. 2
 - Installing TPSS equipment, conduit, and wiring.
 - Installation of HVAC System progress.
 - Building and Sitework Construction – 80 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 60 percent Complete.
- Traction Power Substation No. 3
 - Building and Sitework Construction – 80 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 30 percent Complete.
- Traction Power Substation No. 4
 - Grading site.
 - Door hardware installations progressed.
 - Building and Sitework Construction – 75 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 25 percent Complete.
- Traction Power Substation No. 5
 - Installation of TPSS equipment, conduit, and wiring progressed.
 - Completed positive feeder ductbank.
 - Louver installations have commenced.
 - Building and Sitework Construction – 80 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 60 percent Complete.
- Traction Power Substation No. 6
 - Installation of dc breakers has commenced.
 - Building and Sitework Construction – 90 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent Complete.



- Traction Power Substation No. 7
 - Site grading and landscaping progressed.
 - AC feeder cables have been terminated inside the AC switchgear cabinet by APS.
 - Building and Sitework Construction – 90 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent Complete.
- Traction Power Substation No. 8
 - Landscaping progressed.
 - AC feeder cables have been terminated inside the AC switchgear cabinet by APS.
 - Gates between building and screenwall installed.
 - Building and Sitework Construction – 85 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 55 percent Complete.
- Traction Power Substation No. 9
 - Building and Sitework Construction – 95 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent Complete.
- Traction Power Substation No. 10
 - AC feeder cables have been terminated inside the AC switchgear cabinet by APS. The incoming feeders are now energized.
 - Building and Sitework Construction – 90 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 65 percent Complete.
- Traction Power Substation No. 11
 - Irrigation system installation has commenced.
 - Building and Sitework Construction – 90 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 60 percent Complete.



- Traction Power Substation No. 12
 - CMU screen wall installations have been completed.
 - Sprayed fireproofing resistive material has been applied. Dielectric floor insulation has been tested.
 - Building and Sitework Construction – 60 percent Complete.
- Traction Power Substation No. 13
 - Installation of conduit and cable tray covers has progressed.
 - Installation of dc switchgear progressed.
 - Building and Sitework Construction – 75 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 60 percent Complete.
- Traction Power Substation No. 14
 - Sprayed fireproofing resistive material has been applied. Dielectric floor insulation has been tested.
 - Building and Sitework Construction – 45 percent Complete.
- Traction Power Substation No. 15
 - Building and Sitework Construction – 95 percent Complete.
 - Traction Power Substation Equipment Installation and Testing – 95 percent Complete.
- MOE Shop and Traction Power Substation No. 16
 - Field tests for the shop power distribution system including dc disconnect switches, monorail limit switches, emergency trip system, and key interlocks have commenced.
- Overhead Contact System
 - OMC Yard and Test Track (Wire Runs 35 through 40).
 - Completed
 - Line Section 1
 - Installation of OCS poles is 50 percent complete.
 - Line Section 2
 - 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 50 percent complete.
- Line Section 4
 - Contact and messenger wire for Wire Runs 29 through 34 has been installed. Currently regulating these wire runs.
 - Installation of OCS poles is 100 percent complete.
 - Installation of cantilever arms is 100 percent complete.
- LS5 1st Street to Martin Lane (Wire Runs 43 to 50)
 - Contact and messenger wire for Wire Runs 43 through 46 has been installed. Currently regulating these wire runs.
 - 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 upper management to negotiate the Contractor's Request for Equitable Adjustment. A force account change order will be issued to the Contractor upon 4C approval to reimburse the Contractor for their acceleration costs until the negotiations are complete.

- TPSS/LRV Compatibility Issue. The Contractor has responded to comments on their TPSS/LRV Compatibility Investigation Report. No comments have been received from the Vehicle Manufacturer.

Construction Photographs



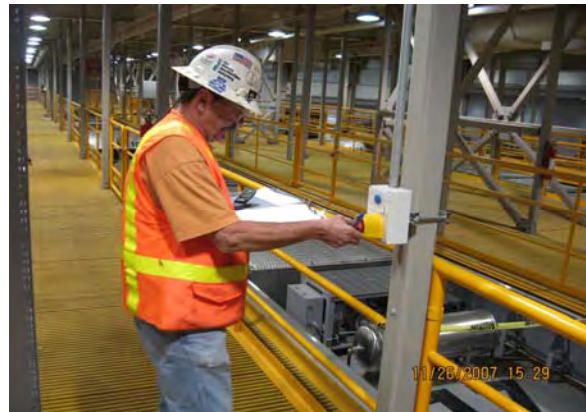
TPSS No. 5 – Setting Louver Posts



Contact Wire Termination for Wire Run 30



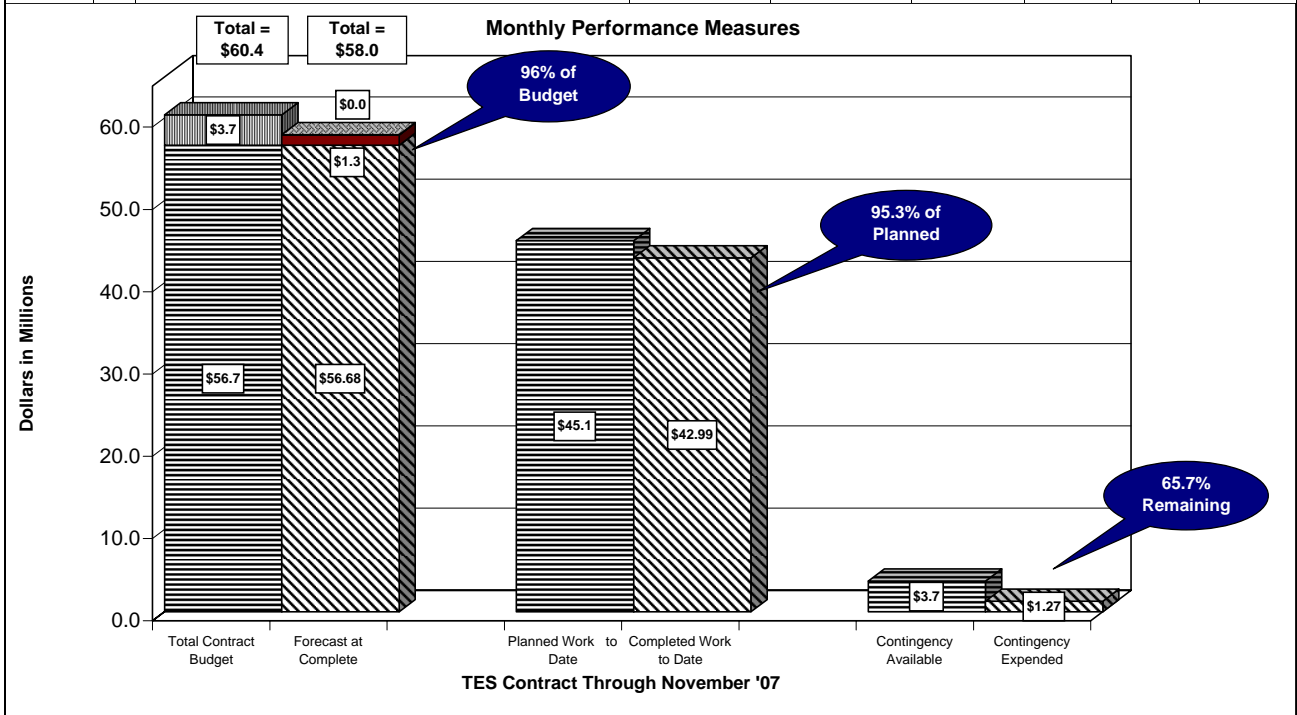
Stringing Contact Wire over Town Lake Bridge



Testing the Emergency Trip System



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	\$1,274,074
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$57,955,077
5	Work Scheduled	\$45,099,312
6	Work Earned	\$42,988,709
7	Actual Expenditures	\$42,944,382
8	Forecast to Complete Base (4-7)	\$15,010,695
9	Change Orders Pending Execution	\$39,281
10	Forecast at Completion (7+8+9)	\$57,994,358
11	Percent Budget Expended (7/4)	74.1%
12	Percent Planned (5/4)	77.8%
13	Earned Percent Complete (6/4)	74.2%
14	Schedule Performance (6/5)	0.95
15	Cost Performance (6/7)	1.00
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$2,446,926
18	Percent Contingency Remaining (17/16)	65.8%
Period		
1	Budget	N/A
2	Executed Change Orders	\$18,794
3	Budget Transfers	\$0
4	Current Budget (1+2+3)	\$57,955,077
5	Work Scheduled (Cumm - Last Period)	\$1,936,882
6	Work Earned (Cumm - Last Period)	\$1,621,013
7	Actual Expenditures (Cumm - Last Period)	\$1,630,666
8	Forecast to Complete Base (4-7)	\$56,324,411
9	Change Orders Pending Execution	\$30,487
10	Forecast at Completion (7+8+9)	\$57,985,564
11	Percent Budget Expended (7/4)	2.8%
12	Percent Planned (5/4)	3.3%
13	Earned Percent Complete (6/4)	2.8%
14	Schedule Performance (6/5)	N/A
15	Cost Performance (6/7)	N/A
16	Contingency Budget	\$3,721,000
17	Remaining Contingency	\$2,446,926
18	Percent Contingency Remaining (17/16)	65.8%





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.

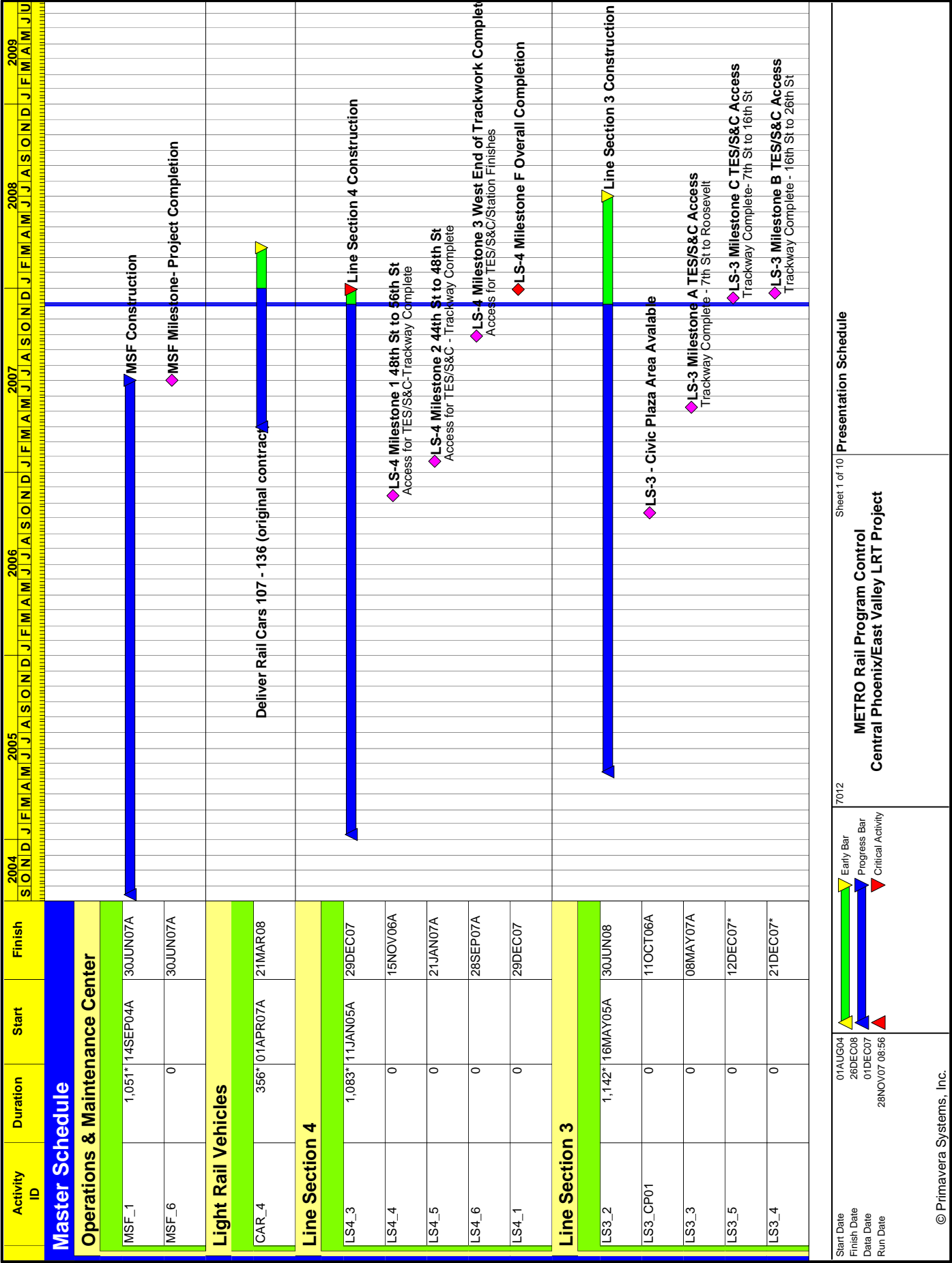
Presently, the primary focus of the Rail Activation Team is the OMC yard and test track area. The test track has been defined as the area just east of Highway 143 to 56th Street.

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 substations 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.
- METRO, CAC and Seimens are continuing work on modifications to the substations, but this work has no impact on LRV testing.
- Interface tests with LRV 101 and the Substations No. 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 LRV/Rail interface problem is corrected.
- Kinkisharyo is making software changes to the LRV and will continue tuning the LRV in the yard.
- The Rail Activation Team has decided to solicit bids for grinding the rail from 24th Street to the Mill Pocket Track. The work will be scheduled in early January, 2008. We are optimistic that the rail grinding will have a positive impact on train operations.
- Track between 56th and Priest Drive was tested and activated.



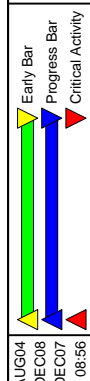
- Test track is extended east to Priest Drive.
- Track Allocation meetings are being held every Wednesday at the OMC conference room.
- Track Access Training is ongoing every Monday at the OMC.
- The CAC delivered the Integrated Test Plan to METRO on October 15, 2007.
- METRO has sent comments on the Integrated Test Plan to the CAC for final revisions.



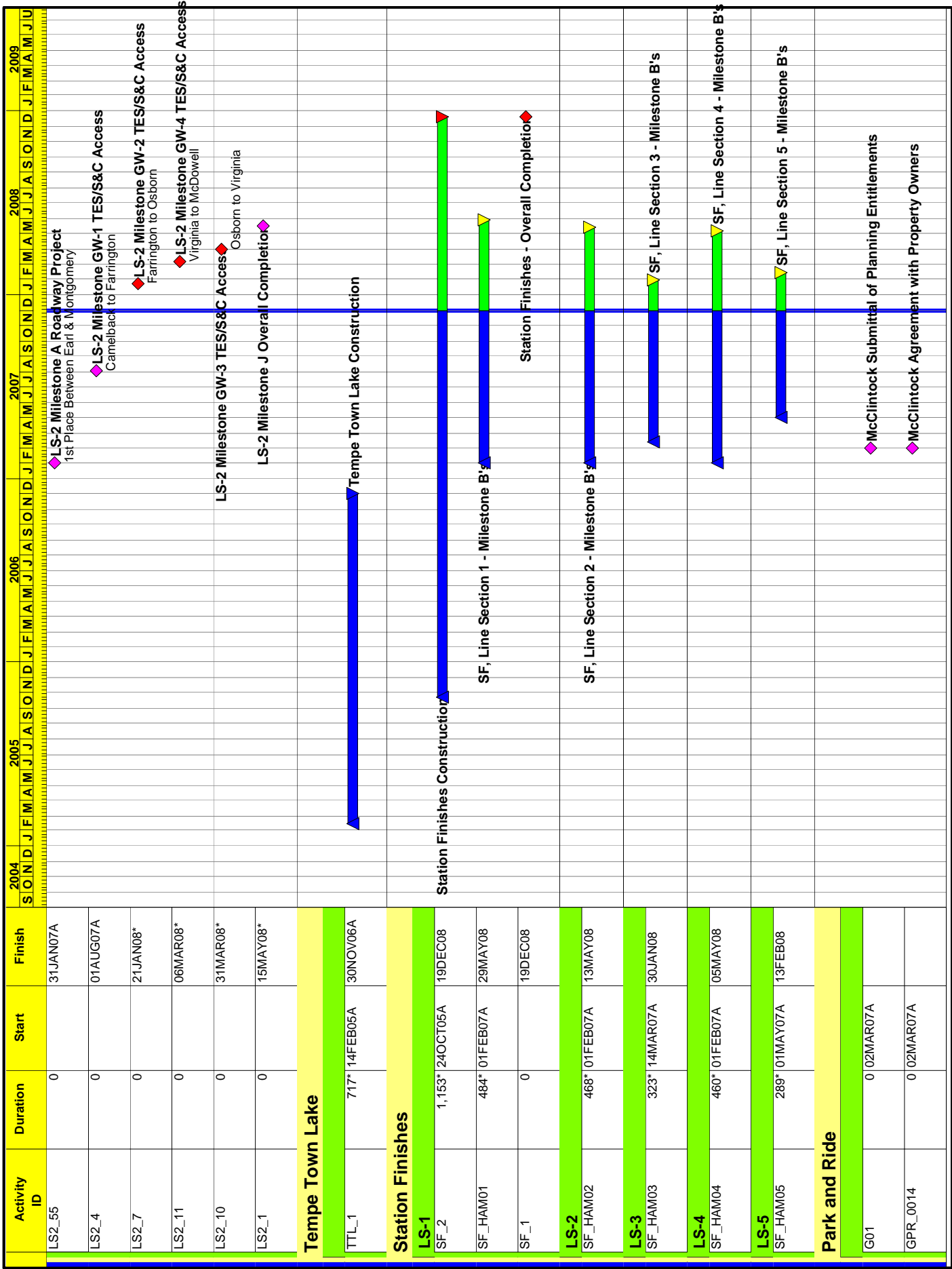
Sheet 1 of 10 Presentation Schedule

METRO Rail Program Control
Central Phoenix/East Valley LRT Project

Start Date: 01AUG04
 Finish Date: 26DEC08
 Data Date: 01DEC07
 Run Date: 28NOV07 08:56



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Activity ID	Duration	Start	Finish
LS2_55	0		31JAN07A
LS2_4	0		01AUG07A
LS2_7	0		21JAN08*
LS2_11	0		06MAR08*
LS2_10	0		31MAR08*
LS2_1	0		15MAY08*
Tempe Town Lake			
TTL_1	717*	14FEB05A	30NOV06A
Station Finishes			
LS-1			
SF_2	1,153*	24OCT05A	19DEC08
SF_HAM01	484*	01FEB07A	29MAY08
SF_1	0		19DEC08
LS-2			
SF_HAM02	468*	01FEB07A	13MAY08
LS-3			
SF_HAM03	323*	14MAR07A	30JAN08
LS-4			
SF_HAM04	460*	01FEB07A	05MAY08
LS-5			
SF_HAM05	289*	01MAY07A	13FEB08
Park and Ride			
G01	0	02MAR07A	
GPR_0014	0	02MAR07A	



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