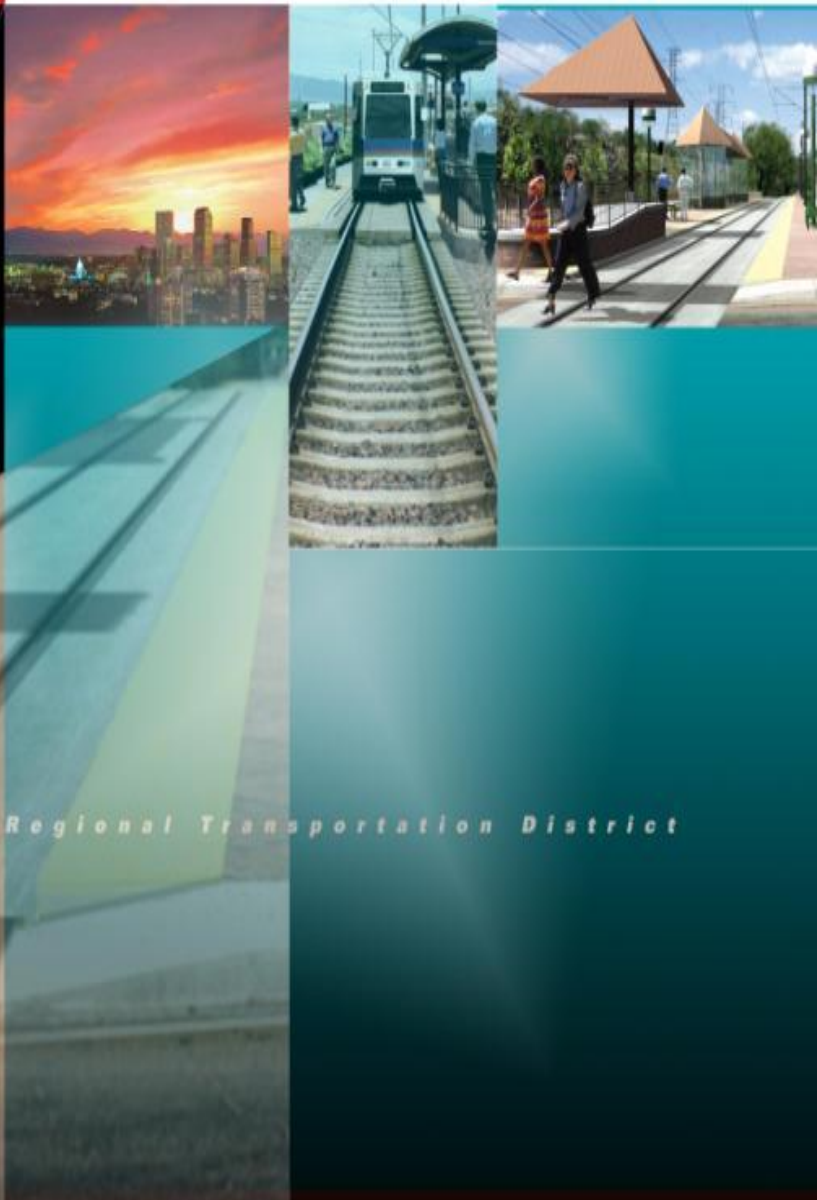




West Corridor LRT Project Progress Report



Regional Transportation District



LIST OF ACRONYMS

CCD	City and County of Denver
CDOT	Colorado Department of Transportation
CEI	Cost Effectiveness Threshold
CM/GC	Construction Manager/General Contractor
COL	City of Lakewood
CPUC	Colorado Public Utilities Commission
CPV	Central Platte Valley
CSP	Construction Safety Program
DEA	David Evans and Associates
DBE/SBE	Disadvantaged Business Enterprise/Small Business Enterprise
DTCG	Denver Transit Construction Group
EA	Environmental Assessment
EIS	Environmental Impact Statement
FD	Final Design
FDC	Final Design Consultant
FFGA	Full-Funding Grant Agreement
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FRSC	Front Range Systems Consultant
FTA	Federal Transit Administration
GSA	Governmental Services Administration
IGA	Inter-governmental Agreement
LONP	Letter of No Prejudice
LRT	Light Rail Transit
LRV	Light Rail Vehicle
NFPA	National Fire Prevention Association
NTP	Notice to Proceed
OCS	Overhead Catenary System
PE	Preliminary Engineering
PIC	Public Information Consultant
PMC	Program Management Consultant
PMOC	Project Management Oversight Contractor
PMP	Project Management Plan
PPI	Public-Private Initiative
QA/QC	Quality Assurance / Quality Control
QMC	Quality Management Consultant
QMO	Quality Management Oversight
QMP	Quality Management Plan
QPRM	Quarterly Progress Review Meeting



LIST OF ACRONYMS (Cont.)

RA	Risk Assessment
RFQ	Request for Qualifications
RFP	Request for Proposals
RFMP	Rail Fleet Management Plan
ROD	Record of Decision
ROW	Right of Way
RTD	Regional Transportation District
SCP	Safety Certification Program
SSOA	State Safety Oversight Agency
SSPP	System Safety Program Plan
SSPS	System Safety Program Standards
SSWG	System Safety Working Group
TOD	Transit Orientated Development
T-REX	Transportation Expansion Project
UDFCD	Urban Drainage Flood Control District
VE	Value Engineering
WBS	Work Breakdown Structure



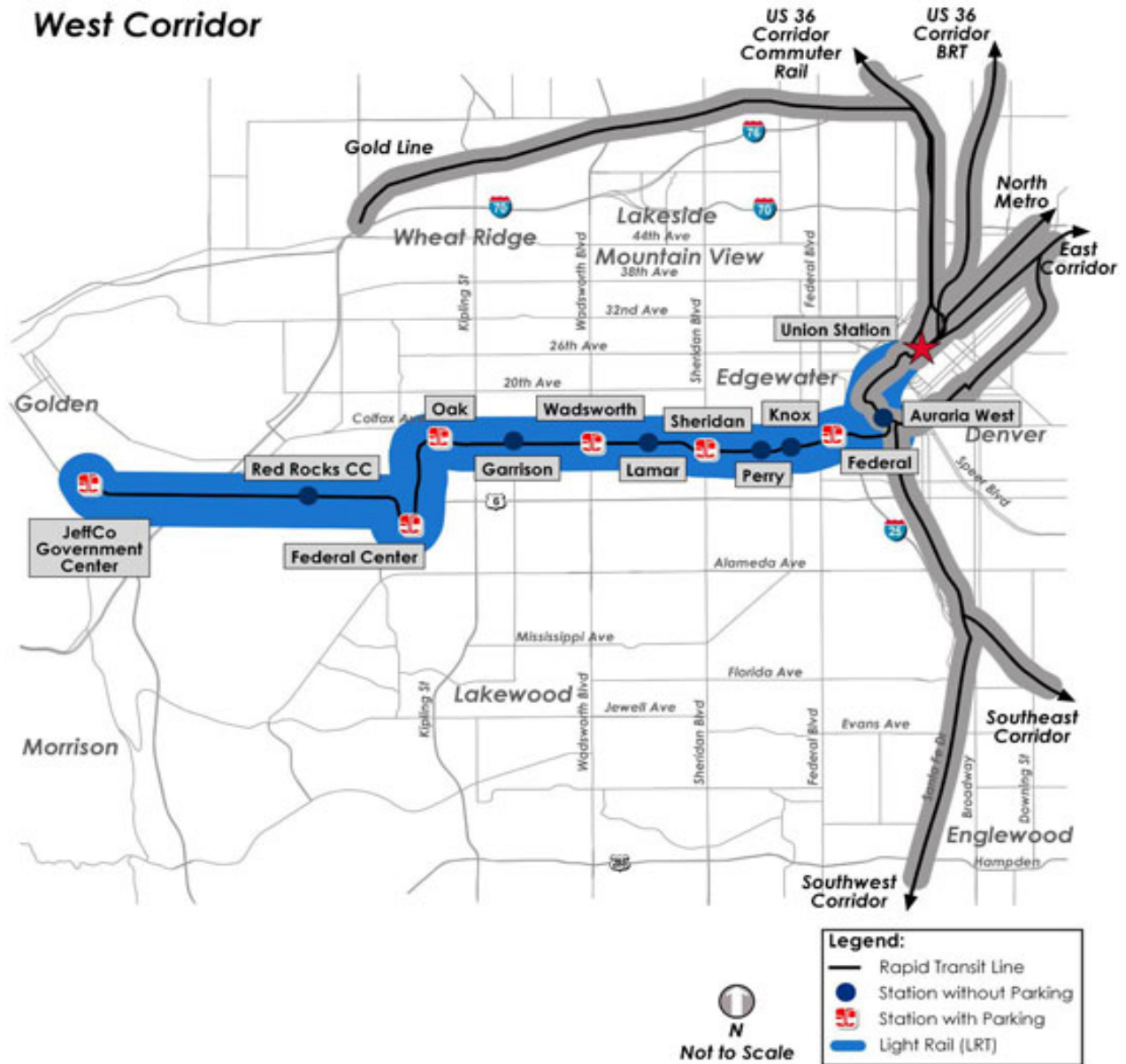
Project Summary - Baseline

The West Corridor project is a component of the FasTracks program and will serve west Denver Metro, the City of Lakewood central area, mid-Jefferson County, and the City of Golden east area by providing light rail service to and from Downtown Denver. The FasTracks program is being managed through a team approach consisting of RTD staff, supported by a Program Management Consultant with expertise in program management, budget and schedule controls; a Quality Management Consultant for documentation and quality oversight; a Public Involvement /Information Consultant; and other expertise required to form an integrated team to manage, oversee design and deliver the FasTracks program on schedule and within budget. Individual corridor consultants have been retained for environmental, preliminary engineering, final civil design and systems design.

The West Corridor project consists of 12.1 miles of Light Rail Transit (LRT) extending from the existing light rail line at Auraria West Station, west across the South Platte River, then west traversing the existing Associated Railroad right-of-way between Decatur Street in Denver and Quail Street in Lakewood as well as through the Lakewood Industrial Park, and crossing West 6th Avenue into the Denver Federal Center. West of the Denver Federal Center, the alignment, which was to run on the north side of West 6th Avenue along US 6 is being shifted to the south side of US 6 up to Indiana street where it will cross back over to the north side and parallel the highway at-grade within the CDOT right-of-way to the Jefferson County Government Center. The shift in alignment is being cleared in an Environmental Assessment now underway. The LRT Alternative includes the development of twelve stations: Auraria West, Federal/Decatur, Knox, Perry, Sheridan, Lamar, Wadsworth, Garrison, Oak, Denver Federal Center, Red Rocks and Jefferson County Government Center. Parking will be provided at six of the 12 stations, providing approximately 5,700 parking spaces.

The LRT line will be double tracked and grade separated when required, but generally would be at-grade. Grade separations will include existing grade separated crossings at I-25, Federal Boulevard, and Colfax Ave; and new grade separations at Sheridan Boulevard, Wadsworth Boulevard, Kipling Street, US 6 from Lakewood Industrial Park to Denver Federal Center, Union at US 6, Eldridge at US 6 east of Indiana (tied to south side alignment shift), Indiana Street, I-70, and US 6/US 40.

Project Map



Alignment Segments



City/County of Denver Segment

Auraria - Sheridan: Starting at a relocated Auraria West Station on the Central Platte Valley Corridor, the line will head southward under the Colfax viaduct and cross at-grade with Old Colfax Avenue. The alignment becomes elevated and turns westward while flying over the Consolidated Main Line freight tracks. The line will then continue westward, crossing under the existing Interstate 25 structure and transitioning to the former Associated Railroad and Denver Interurban Transit line through Denver across the South Platte River through Rude and Paco Sanchez Park to Sheridan Boulevard which is the boundary between Denver and the City of Lakewood. Stations proposed for this segment include: Auraria West, Federal/Decatur, Knox, Perry and Sheridan.

City of Lakewood Segment

Sheridan - Indiana Street Leaving Sheridan, the line continues along the Associated Railroad right-of-way up to Quail Street and continues through the Lakewood Industrial Park, and crossing West 6th Avenue into the Denver Federal Center. From the Denver Federal Center, a change in alignment is under evaluation to maintain the light rail line on the south side of US 6 under Union in a reduced tunnel configuration into the south side frontage road within CDOT right-of way, continuing westward up to just east of Indiana, then cross back over to the north side of US 6. Stations proposed for this segment include: Lamar Street, Wadsworth Boulevard, Garrison Street, Oak Street, Denver Federal Center and Red Rocks.

Jefferson County Government Center (Jefferson County/Golden Segment

Indiana Street - End of Line: Alignment follows the right-of-way to an end of line station and parking facility at the Jefferson County Government Center. Stations proposed for this segment include the Jefferson County Government Center end-of-line station, which is currently proposed to be shifted from the west side of the Government Center building to the front (east) side of the campus.

Key Project Challenges

- **Cost Containment on West Corridor Project:** Based on updated current capital cost estimates and the material escalation that has occurred and is continuing to occur in the market, the FasTracks team including the CM/GC contractor continue to look at cost containment solutions throughout the final design phase. Independent cost estimates will be prepared in Nov./Dec. following the 65% submittal in November 2006.
- Obtain final Federal Blvd. and Sheridan Blvd. Bridge decisions. (CAT EXs commenced in June 2006; complete by November 2006).
- Obtain approval on alignment change from north to south side of US-6 from Denver Federal Center to just east of Indiana Street. (Public involvement outreach and EA process commenced in June; due to FTA for review in late December 2006)
- Jefferson County end of the line station: Alternative station and parking layout developed and agreed to in concept by all parties to minimize impacts to Memorial Garden site; agreement on baseline budget reached with Jefferson County; funding of pedestrian bridge and eligible costs for local agency contribution pending.
- Constraints of narrow corridor along 13th Avenue between Harlan and Oak with respect to ROW, utility relocation, track alignment, and roadway geometry; coordinated design solutions adopted for 65% submittal; reached agreement with City of Lakewood and West Metro Fire on design of a 20 ft. roadway width.
- Guideway fencing/barrier design through Denver parks and along 13th Avenue that is acceptable to community without compromising RTD system safety requirements. Public input will be sought at next set of UDC meetings in September 2006.
- LRT alignment along Myrtle Place, between Umatilla and Zuni, in conjunction with a freight spur track and public road, through the existing I-25 bridge structure. Alternative under consideration that requires purchase of access rights for adjacent property owners. Awaiting comments from City/County of Denver.
- Expand public involvement process on West Corridor project (Implemented last period; urban design process extended to end of 2006 to allow greater opportunity for public input.)
- Negotiate and obtain agreement with the City/County of Denver and UDFCD on a portion of the S. Platte River improvements as eligible cost for 2 ½% local contribution.
- Negotiate/execute IGAs with CCD, COL (including Federal Center), Golden and Jefferson County. In progress (Complete by October 2006)
- Negotiate and execute Utility Agreements with all West Corridor utilities. (Complete by October 2006)
- Complete 65% Design. (Issue for review in November 2006)
- Establish ROW acquisition schedule, begin appraisal process. (Revised to commence May 2007)
- Update Cost Estimate at 65% submittal (Civil and Systems), conduct VE to keep project within budget. (Complete by February 2007)
- Update Risk Assessment. (Complete by April 2007)
- Prepare and submit FFGA application. (Complete by May 2007)

Summary of Month's Activities

In the month of August 2006, the following activities were completed on the project:

- Continued providing coordination and oversight of design progress by DEA design team.
- Bi-weekly design team meetings held with RTD, CM/GC and DEA team to review design challenges and discuss cost effective alternatives.
- Continued to work with the FasTracks Environmental Resource Group to discuss and coordinate scope and alignment changes for the EA and CAT Exs for West Corridor project. Coordinated status on EA process and distributed monthly schedule update on activities.
- Prepared responses to FTA's Jim Barr's technical questions dated August 10th on the Standard Cost Categories submitted to FTA on July 31.
- Arranged meeting on August 1 with adjacent property owner, Kacey Fine Furniture to discuss West Corridor property .
- Design team submitted cost proposal August 1 to RTD for Design of Pedestrian/Bike Bridges at Kipling Street and Wadsworth Boulevard.
- Arranged meeting on August 2 reviewed and confirmed TPSS locations with DEA and Front Range Systems Consultants (FRSC).
- Arranged tour of Gambro Industries sterilization plant on August 3 with RTD.
- Held meeting on August 3 with Urban Ventures/AR7 (private development team), and Auraria Higher Education Center (AHEC) to continue discussions for coordinating planning of second phase of student housing and TOD opportunities at Auraria with WC final design.
- Attended monthly UDFCD working group meeting to review design progress and related challenges and interface between RTD and City related projects.
- Arranged briefing on August 9 to CM/GC team on West Corridor design and design challenges.
- Monthly agency stakeholders meeting with RTD for August 10 was cancelled due to FTA briefing session made to Sandra Bushue.
- Held elected officials briefing on August 11.
- Reviewed West Corridor final design schedule and design team performance to date on August 11.
- RTD' sponsored project management classes held for FasTracks staff on August 22 and August 29.
- Continued discussions with City/County of Denver on eligibility of S. Platte River improvements as local agency match..

Summary of Month's Activities (Cont.)

- Coordinated with CM/GC on preparation of Contractor's Green Sheet estimate
- Met and coordinated with PMOC estimators on their FTA assigned task to review the updated West Corridor PE Cost Estimate and recently submitted Standard Cost Categories
- Held technical coordination meetings with Jefferson County, City of Golden and CDOT related to traffic analysis on Johnson Road /US 6 and new bus access/ parking layout on Govt. Center site.
- Continued geotechnical engineering investigations to obtain data for structural (bridges, tunnels, and walls), guideway, and station design support; including focus on Wadsworth and Jefferson County Government Center.
- Arranged meetings with RTD/PMC staff, CM/GC and DEA design team for project management (semi-monthly progress) and to coordinate and confirm design for track alignment, structures, stations, systems and other LRT facilities, including Myrtle Place alignment, LRT crossing structures affecting CDOT existing and potential future facilities, Environmental Assessment (EA) for project design changes and several value engineered cost containment measures, and expanded Community Involvement Program (CIP).
- Held meeting on August 14 among CDOT, RTD, CM/GC and the design team to review and confirm structure types affecting CDOT and FHWA facilities.
- Held meeting on August 16 to discuss and coordinate ROW surveying requirements for West Corridor project with RTD and design team.
- Arranged for and attended meeting on August 16 with Mountainside Estates mobile home park in support of FERG and EA process.
- Internal quality management audit of design disciplines conducted by design team QA Manager from August 22-24.
- Hosted meeting on August 28 for RTD, CDOT, FHWA, and FERG to confirm LRT crossing impacts to CDOT facilities relative to TEM (Technical Evaluation Memorandum) potential future interchange configurations in concert with updated traffic analysis by PMC
- Conducted executive partnering session on August 30 with RTD, CM/GC and senior design team managers.
- Discussed design solution for Myrtle Place crossing under I-25 on August 28 with CCD traffic engineering and Fire Department.
- Continued biweekly coordination meetings with COL, CCD, and UDFCD and the design team to resolve design issues to meet agency criteria and engineering standards relative to West Corridor.
- Continued coordination with systems engineering consultant, FRSC for design integration, CAD procedures, and grade crossing design.
- Held executive partnering session with RTD and CM/GC management team on August 30.

Summary of Month's Activities (Cont.)

- Continued weekly Team Meetings to communicate information with design and project issues discussion.
- Continued System Safety Working Group (SSWG) meetings on August 16 with discussions regarding safety certification format and CIL, grade crossings, emergency egress, and items to take forward to the next FLSC.
- Participated in RTD/QMC "gap analysis" audit for WC Community Involvement Program.

Design Activities Planned for Next Month:

- Discussion of construction noise impacts in CCD on September 1;
- Review of bike way along 13th Ave corridor with COL on September 5;
- "Unveiling" of preferred bridge type selection for US 6 crossing with COL and GSA on September 6;
- Review of typical grade crossing treatments with RTD departments, and EOL design and traffic issues update with Jeffco, both on September 7;
- Project status follow-up with Beth Jacob High School on September 8;
- Initiating discussion of aesthetics for Wadsworth bridge/station with COL, and discussion of project impacts in pre-404 application meeting with resource agencies, both on Sep 12;
- Agency Stakeholders coordination meeting on September 14;
- Seventh Elected Officials briefing scheduled for September 15;
- Continuation of the aesthetics discussion on Wadsworth bridge/station with COL on September 19;
- System Safety Working Group (SSWG) and Fire Life Safety Committee (FLSC) on September 20;
- Follow-up of Jefferson County EOL station and presentation of South Side alignment to stakeholders on September 21;
- Presentation by Contech of potential cost-containment construction alternatives scheduled for September 22;
- Discussion with COL of utility relocations along 13th Ave on September 26;
- Public meetings on September 27-28 combining the EA update and the UDC;
- Initiation of the internal DEA team QA/QC process in advance of the 65% design submittal with an interdisciplinary design review (IDR) session on September 25; and
- Continue to pursue confirmation of the design definition of the South Side alignment, Jefferson County Government Center station, and other modifications in support of the EA as well as selecting the structure type/construction method for the Federal Blvd bridge and I-70 tunnel with RTD, design team, stakeholders, and other third parties in a series of staff and interagency meetings and through the public outreach effort.

Summary of Prior Month's Activities (Cont.)

Systems Progress

The systems elements are a major component of the project and include the light rail vehicles, train signaling system, communications systems, traction electrification system, systemwide electrical, fare collection equipment and trackwork. The careful integration of these elements into the project is essential to the safe and efficient operation of the LRT system. The following activities were completed this period:

- Design for the rail signal system has continued; the first draft of the single-line drawing set has been produced and the signal block design for the West end of the corridor was begun.
- A comprehensive list of drawings for the Systemwide Electrical work has now been developed. This covers all electric work on the corridor not related to traction power or the signal system. The systems design consultant has begun work on the design and drawings for underground ductbank East of the Federal Center.
- A draft corrosion control study was submitted by the design consultant for RTD review.
- With agreement reached on the final locations for all traction power substations, the design consultant has begun development of the overhead contact system (OCS) sectionalizing scheme for the entire corridor. An initial draft of the specifications for the OCS was also completed.
- Work is continuing on the Design Basis Memoranda for each of the systems disciplines.

System Activities Planned for Next Month:

The Systems Safety Working Group and Fire Life Safety Committees will meet to evaluate the available proposed layouts for grade crossings and to review the initial draft of the Safety Certifiable Items List provided by the civil design consultant.

Development will proceed on a workable corrosion protection policy for the FasTracks program. It is expected that this process will produce modifications to the RTD Light Rail Design Criteria section relating to corrosion control.

Transit Oriented Development (TOD)

- The City and County of Denver (CCD) and RTD staff have interviewed eight consultant teams that responded to a Request for Proposals (RPF) to conduct local land-use planning at eight station areas, including the Sheridan and Decatur stations on the West Corridor. Two or three consultant teams will be selected in September to conduct the plans.
- In a separate RPF, CCD and RTD staff have short-listed 4 consultants to conduct TOD market studies at 5 station areas, including Decatur and possibly Sheridan as well. After conducting interviews in late August, a consultant for this related study will also be selected in September.

TOD Activities Planned for Next Month:

- The West Colfax Plan, which includes Knox and Perry stations in its study area, is being presented to Denver Planning Board for adoption. The plan proposes new zoning districts around both stations to provide more transit supportive densities. CCD staff will initiate the rezoning process after plan adoption.
- The City of Lakewood, with participation from RTD staff, continues to evaluate land-use alternatives in the vicinity of Wadsworth station. Lakewood staff said the city plans to issue an RFP in 2007 for a developer to build about half of the 1,000 parking spaces committed for the station directly across Wadsworth Boulevard from the parcel identified for the parking structure in the EIS.
- Lakewood in August held public meetings regarding zoning changes at the Sheridan, Wadsworth, Oak and Federal Center stations. Staff will present new zoning districts and maps to the Lakewood Planning Commission in September, and plan to bring those recommendations to City Council in October for adoption in November.

Proposed Tied Basket Handle Arch @ US 6 & Union



Construction Management /General Contractor (CM/GC) Progress

The CM/GC contractor received Notice to Proceed on June 30, 2006, and has received the following task orders to-date:

- Task Order No. 1 - Civil/Systems Consultation*
- Task Order No. 2 - Full Time Project Manager*
- Task Order No. 9 - Long Lead Item / Early Procurement Review*
- Task Order No.12 - Public Meetings*
- Task Order No.13 - Construction Cost Estimates*
- Task Order No.21 - Public Involvement Support*

The CM/GC achieved the following progress for this period:

- Kick off Partnering was held with RTD and DTCG and senior design team managers on August 30th.
- Took part in two design status reviews with RTD and the design team.
- Attended design team meeting – met with RTD, CDOT, FHWA and consultants to review 3rd party status on request for construction access and IGA (intergovernmental agreements).
- Structure meeting – RTD, DEA design team with DTCG and Ed Kraemer & Sons to discuss: methods to open cut I70 for full closure, 2) bridge type selection at 6th and Federal.
- Concluded six subcontractor agreements and forwarded to RTD.
- Concluded vendor estimates for inclusion in Estimate #1 below.
- Received and incorporated two Systems estimates for Estimate #1 below.
- Task 13, Part A – Initial Budget Verification (Estimate #1): Submitted formally to RTD on August 31, 2006.
- Met with three tunneling construction companies to investigate options for constructing LRT guideway under I 70 location
- Provided numerous incidental reviews, discussions and design recommendations to RTD and design consultants.

Activities Planned for Next Month:

- Continued to participate with RTD and its design team on value added and constructability recommendations.
- Complete letter of recommendations on early procurement activities.
- Attend vendor presentation on alternative products for bridge options, drainage and geotechnical designs.
- Provide additional assistance as requested by RTD or design team.



Project Cost Summary

The current project baseline budget is \$511.8 million in Year of Expenditure (YOE) Dollars and is shown in the table below. The numbers below are shown as both base year 2005 dollars and YOE dollars (format based on FTA standard cost category sheets). Values are in millions i.e. \$3.312 equals \$3,312,000 dollars.

As part of the annual New Starts submittal, the baseline budget has been evaluated with updated adjusted standard cost category sheets submitted to FTA this period for review. The budget numbers below do not reflect any changes at this time. Any further adjustments in project cost are pending further design progress at the 65% design level.

West Corridor Baseline Budget

	<u>Base Year 2005</u>	<u>Year of Expenditure</u>
1. Guideway & Track Elements	\$77,694,000	\$87,556,000
Guideway and Track	\$46,131,000	
<u>Bridges</u>		
Light rail/Street/Highway (11).....	\$22,046,000	
<i>E of Howard Pl.</i>962	
<i>Decatur</i>669	
<i>Federal Blvd.</i>	2.982	
Flyover@CML.....	2.154	
Platte River.....	1.348	
Sheridan.....	2.551	
Wadsworth	3.312	
Kipling469	
6 th @Fed Center	3.227	
Indiana	1.505	
Colfax @ 6 th	2.381	
Dry Gulch East.....	.266	
Dry Gulch West.....	.220	
Pedestrian (6)Bridges Only.....	\$1,657,436	
Sanchez Park.....	.279	
Tennyson488	
Wolff421	
Near Fed Blvd036	
Red Rocks.....	.504	
Jeffco.....	.594	
<u>Tunnels:</u>		
Light Rail (3)	\$7,670,000	
I-70	1.792	
6 th /Simms	5.274	
4 th /North St.....	.604	
Pedestrian (2).....	\$191,000	
Howard Place.....	.151	
Pikeview040	



Project Cost Summary (Cont.)

	<u>Base Year 2005</u>	<u>Year of Expenditure</u>
2. Stations, Stops	\$ 53,697,000	\$60,291,000
<u>Stations</u>	<u>+ p-n-R/Structure</u>	
Auraria West 1.577		
Federal Decatur 2.227		
Knox 997		
Perry 927		
Sheridan 1.728	+ \$9.600	
Lamar 800		
Wadsworth 1.762	+ \$12.000	
Garrison800		
Oak 1.588	+ \$1.200	
Federal Center 1.259	+ \$6.000	
Red Rocks 1.236		
Jeffco 1.596	+ \$8.400	
3. Support Facilities	\$ 3,605,000	\$ 4,355,000
4. Sitework & Special Conditions	\$ 50,844,000	\$ 56,744,000
5. Systems	<u>\$ 47,126,000</u>	<u>\$ 53,884,000</u>
CONSTRUCTION SUBTOTAL	\$232,966,000	\$262,830,000
6. ROW	\$ 36,870,000	\$ 39,590,000
7. Vehicles	\$112,476,000	\$125,635,000
8. Professional Services	\$ 55,221,000	\$ 60,828,000
9. Unallocated Contingency	<u>\$ 31,804,000</u>	<u>\$ 35,224,000</u>
GRAND TOTAL	\$469,337,000	\$524,107,000
SUBTRACT EIS/PE		<u>(\$ 11,315,000)</u>
SUBTRACT Before and After Study		<u>\$512,792,000</u> <u>(\$ 1,000,000)</u>
WEST CORRIDOR PROJECT BUDGET		\$511,792,000

Note: The above figures do not include finance charges.



Project Cost Summary (cont.)

Estimate at Completion (EAC) Variance

The Current EAC is equal to the Baseline Budget of \$511,792,000.

Contingency Status

The project budget includes one level of contingency:

- Unallocated contingency assigned to current or future contracts to address changes in scope and unknowns during final design and construction.

Contract Awards

Contract #	Contractor	Scope	Original Amount	Award Date
15DH007	David Evans and Associates	Final Design	\$13,000,000	11/9/05
15DH006	Front Range Sys.Consultant	System Consultant	\$5,531,048	10/21/05
15DO007	LT Environmental Inc.	Environmental Service	\$42,704	9/13/05
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$25,000	1/9/06
16FFW01	Denver Transit Const. Group	Pre-Construction Service	\$1,182,411	6/30/06
572031CR	Urban Engineers Inc.	Risk Assessment	\$49,547	3/15/05
35FR015	Queen City Railroad Construction	Elati Yard Improvements	\$1,693,311	4/7/06
16DR003	Mass Electric Construction Co.	Elati Yard Improvements	\$201,154	6/15/06
04-015	H.C. Peck & Associates	Title Insurance	\$75,000	3/1/04
15DO041	Bonnie Roerig & Associates	Property Appraisal	\$66,600	7/1/06
15DO043	Hegarty & Green Inc.	Property Appraisal	\$66,600	7/1/06
15DO044	Civil Technology	Property Appraisal	\$66,600	7/1/06
15DO045	Rothweiler Group Inc	Property Appraisal	\$66,600	7/1/06
15DO046	Joel C. Griffen	Property Appraisal	\$66,600	7/1/06
15DO047	Associated Value Consultants	Property Appraisal	\$66,600	7/1/06
56DU001	Denver City & County	FasTracks Liason	\$50,000	10/31/05
15DH001	Carter::Burgess	Program Management	\$877,726	7/5/05
15DO028	Kaplan Kirsh Rocksell, LLP	Legal Services	\$100,000	8/30/05
12FR201	Siemens Transportations Systems	Light Rail Vehicles	\$26,000,000	12/28/04
672047CR	Burlington Northern and Santa Fe	Flagging	\$3,000	4/18/05
Contracts Total			\$49,230,504	

Project Cost Summary (cont.)

Corridor Element	(YOE\$)		Approved		Commit-		Estimate at		Budget Vari- ance
	Baseline	Ap- proved Budget Changes	Budget	(BUD)	ted	to Date	Actual Completion	(EAC)	
									BUD-EAC
Thru 8/31/06									
10 Guideway & Track Elements	\$87,556,000	\$0	\$87,556,000	\$0	\$0	\$0	\$87,556,000	\$0	\$0
20 Stations, Stops, Terminals	\$60,291,000	\$0	\$60,291,000	\$0	\$0	\$0	\$60,291,000	\$0	\$0
30 Support Facilities: Yards, Shops, Admin Bldgs	\$4,355,000	\$0	\$4,355,000	\$1,894,465	\$668,912	\$4,355,000	\$0	\$0	\$0
40 Sitework & Special Conditions	\$56,744,000	\$0	\$56,744,000	\$0	\$0	\$56,744,000	\$0	\$0	\$0
50 Systems	\$53,884,000	\$0	\$53,884,000	\$0	\$0	\$53,884,000	\$0	\$0	\$0
60 ROW, Land, Existing Improvements	\$39,590,000	\$0	\$39,590,000	\$578,314	\$59,028	\$39,590,000	\$0	\$0	\$0
70 Vehicles	\$125,635,000	\$0	\$125,635,000	\$26,000,000	\$15,600,000	\$125,635,000	\$0	\$0	\$0
80 Professional Services	\$60,828,000	\$785,152	\$61,613,152	\$21,187,249	\$4,665,428	\$61,613,152	\$0	\$0	\$0
90 Unallocated Contingency	\$35,224,000	\$(785,152)	\$34,438,848	\$0	\$0	\$34,438,848	\$0	\$0	\$0
Capital Total	\$524,107,000	\$0	\$524,107,000	\$49,660,028	\$20,993,368	\$524,107,000	\$0	\$0	\$0
Subtract EIS/PE	\$(11,315,000)	\$0	\$(11,315,000)	\$0	\$0	\$(11,315,000)	\$0	\$0	\$0
Subtract After Study	\$(1,000,000)	\$0	\$(1,000,000)	\$0	\$0	\$(1,000,000)	\$0	\$0	\$0
	\$511,792,000		\$511,792,000			\$511,792,000	\$0	\$0	\$0

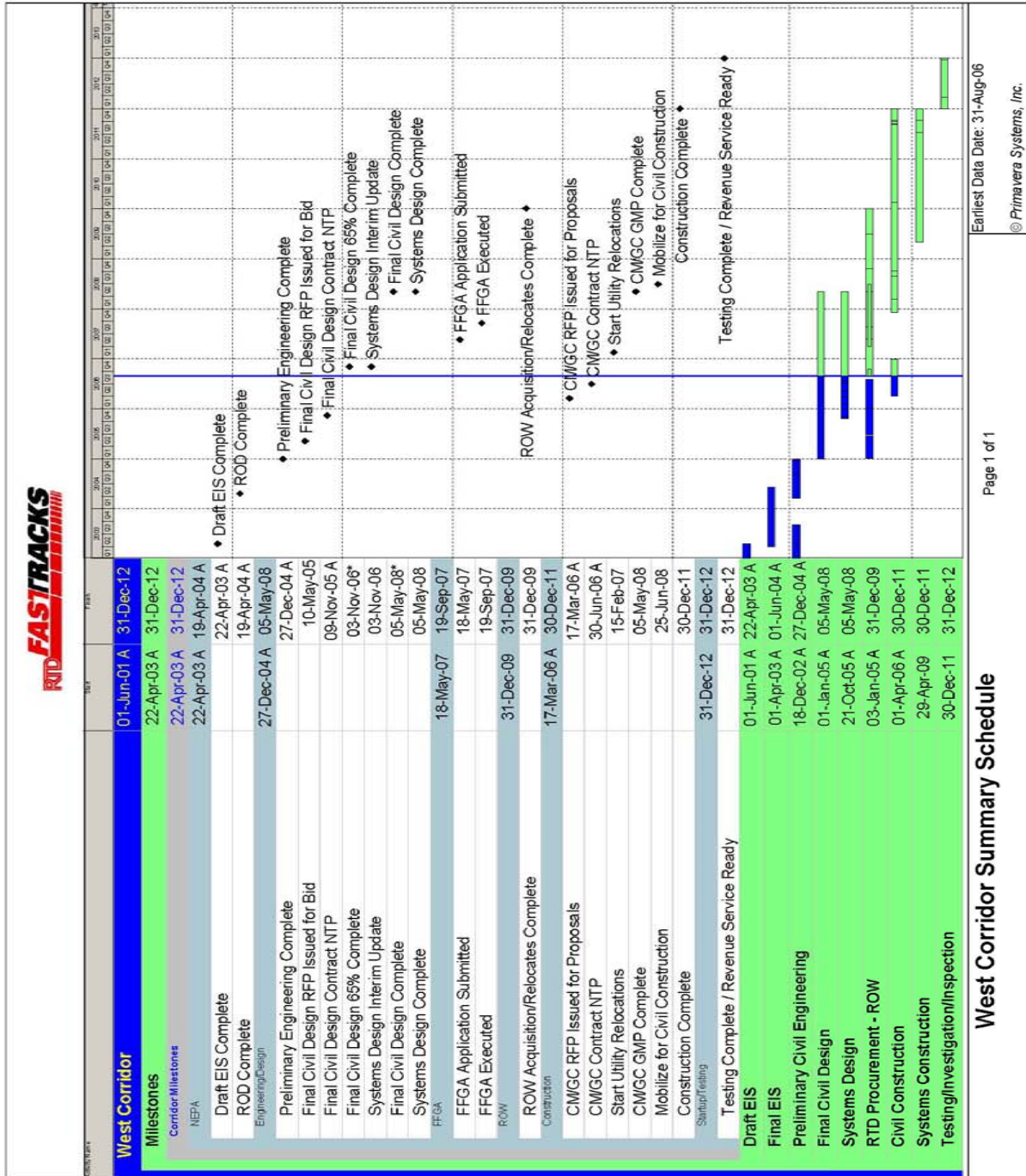
Notes:

The above figures do not include finance charges, EIS and preliminary engineering cost.

The approved changes (\$785,152) is for Potential Change Notices #1, #2, #23, #31, #32, #33, #34, #35, #36 & RCP #1). Potential Change Notices #3 thru #42 (excluding the above approved PCN's) are currently being negotiated.

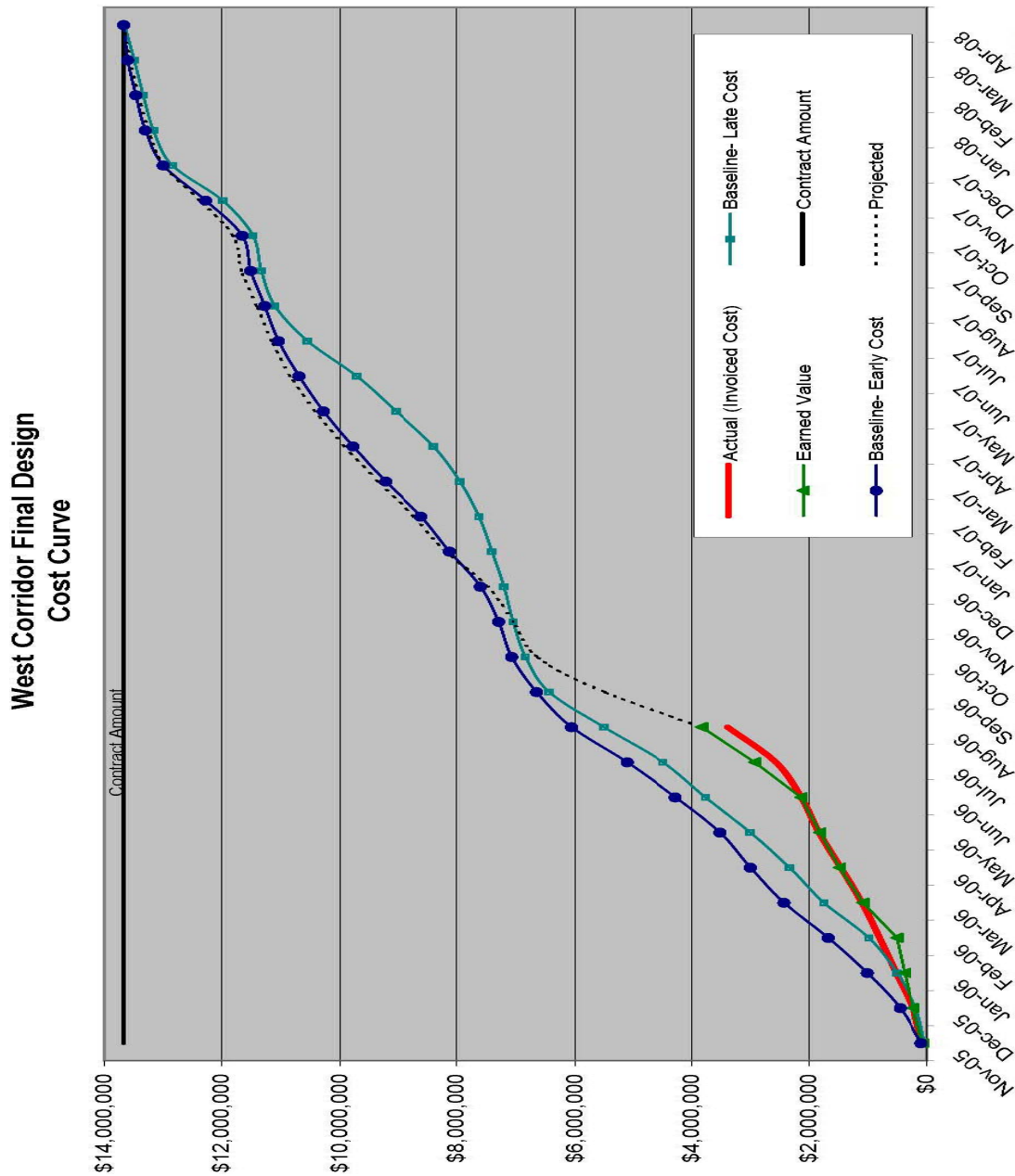
Project Schedule

The project schedule has been updated to reflect the acceleration of the project by two years for construction and one year for revenue service. This has been identified as a cost containment measure.



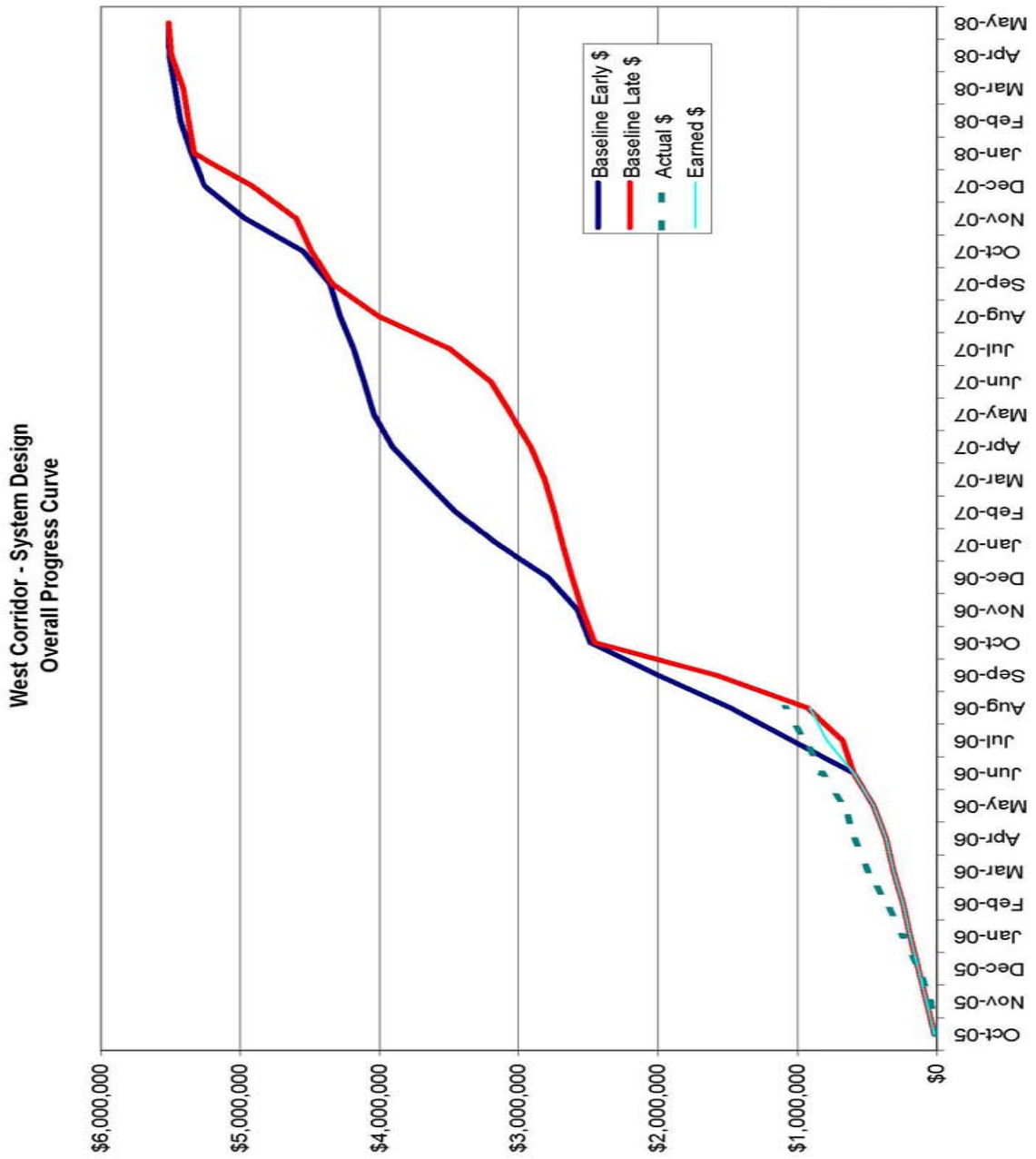
Cost Curve - Civil Design

The earned value reported this period continues to show an improvement with additional FTEs and the design consultant re-evaluating actual progress made to-date. FTEs for this period averaged 46 for the design team in line with baseline projections.



Cost Curve - System Design

The earned value reported this period shows a lag with the system design consultant staffing levels below baseline projections. Concern has been raised with the systems design consultant on the level of design completion for the upcoming submittal on November 3, 2006.



Overall Schedule Status

Key milestone dates in final design development during 2006 remain "freezing" track alignment from Auraria to Denver Federal Center (DFC) by June 1 (Completed), DFC to Jefferson County EOL by August 31 (Completed), and 65% design completion submittal for the civil/architectural and systems designs on November 3, 2006 (In Progress).

Final Design Project Management – Project Management tasks continue, including Design Progress meetings with RTD and the design team, Community Involvement Program meetings, Agency Stakeholder and Elected Officials meetings, Quality Management, partnering and working sessions with the CM/GC, and administrative activities in support of the contract.

Utilities – Substantially complete with identification of potential utility (public and private) conflicts along the corridor. Future activities include ongoing field verification by potholing and finalizing utility relocation agreements. Some potholing was initiated beginning in August; however, the majority of the field verification work is expected to be conducted after the November 3 submittal of the 65% design package. Potential utility conflicts associated with "freezing track" alignment from 8th Avenue to Jefferson County Government Center will be identified as the LRT corridor design advances for this segment.

Drainage – Design activities progressing. Continued coordination with third parties regarding drainage improvements and division of work responsibilities at Decatur St/Lakewood Gulch and Richey Park. Submitted final drainage concepts for Lakewood Gulch at Federal Blvd to UDFCD, awaiting approval to integrate final grading design. Channel improvement designs coordinated with structural engineering to finalize locations of crossing structures, including review of Lakewood Gulch along Sheridan, Knox and Federal/Decatur stations.

Civil, Track Design, and Roadway – The traffic analyses of Wadsworth, Sheridan, and Federal have been removed from the design team's scope of work to be done by others; that work is being coordinated with the design team's added task of performing a Technical Engineering Memorandum (TEM) regarding potential future US 6 interchanges to satisfy CDOT requirements in the IGA with RTD. In particular, TEM configurations and WC Traffic Study update in vicinity of Simms-Union at the Federal Center will require close coordination with concurrent projects for GSA, St. Anthony's Hospital and COL. Other TEM configurations are being developed at Colfax and I-70. A draft TEM for both the west and east end of the project have been submitted to CDOT for review.

Track Alignment – Track alignment design activities continue. With the recent change in rail corridor alignment from the PE (from north side of US 6 to the south side of US 6 between the Federal Center and Indiana), it was necessary to split the "freeze track" alignment milestone into two distinct milestones. The first freeze track milestone from the Auraria Station to 8th Ave. was completed as planned in early June. The second freeze track milestone (8th Avenue to Jefferson County Government Center Station) was completed on August 21. At this time, track alignment is essentially fixed, except for continuing review by CCD for the crossing under I-25 at Myrtle Place.



Overall Schedule Status (Cont.)

Bridges – Structure definitions have been set for LRT and roadway bridges at: CML, South Platte River, Lakewood Gulch, Decatur, Sheridan, Oxbow, Dry Gulch, Wadsworth, Kipling, and Indiana. Type Selection Reports have been submitted by the design team for the US 6 Flyover East of Union, US 6 Flyover East of Indiana, Kipling, and Federal Blvd. Current reports being prepared include Sheridan, Wadsworth, Union Blvd, S. Platte River, and CML Flyover. Bridge layout sheets are currently being developed in support of the Type Selection Report as well as for the 65% design package. A shadow study, traffic accident records analysis, and alternative highway geometric layouts in support of a variance for the median pier of the US 6 Flyover East of Indiana was completed and submitted by the design team to RTD as requested by CDOT.

Stations – Station definition is essentially complete for all stations except the Auraria West and Federal Center stations; Red Rocks and Jefferson County Government Center station concepts have been set but design is being further developed. The design team and RTD continue to work through the coordination of changes and adjacent planning efforts affecting these stations. Influences have included the EA process for the South Side and other project changes and stakeholder buy-offs, including Federal Center land conveyance and LRT and road alignments with GSA, and agreement with Jefferson County and Golden regarding relocation of the EOL station. Future activities include advancing the final design of the stations to the 65% milestone deliverable for the segment from 8th Avenue to Auraria; the Federal Center, Red Rocks, Jefferson County Government Center and Auraria West stations will be included in the upcoming November 3rd submittal at about the 30-45% design level.



Overall Schedule Status (Cont.)

Parking Structures – No progress, in response to RTD's direction to put "hold" on the structures at Sheridan, Wadsworth, and Federal Center; no design for these structures will be shown in the 65% submittal. RTD is considering seeking a master developer to design and build the parking structures, possibly integrated with TOD, and then leasing back requisite number of parking spaces to support LRT line. Currently, the master developer RFP is planned to be issued late next year after purchase of the necessary properties. Pursuant to concurrence by all parties in July 13 meeting at Jefferson Government Center as to EOL station design solution, DEA team moving ahead with development of that parking structure to final design concept.

Park-n-Rides – Progress similar to stations; activities for this element are predicated upon RTD providing final design concepts to the design team per their scope of work. The status of parking concepts supporting the following stations is as follows: on hold for Auraria West; has been provided by RTD for Oak Street; on hold at Federal Center; and made available by RTD for Jefferson County Government Center, but now changed in accordance with refined design solution developed by the design team, in which most of site parking will be provided within a parking structure.

.System Safety and Security – Process and report outlines for the Hazard Identification, Assessment, and Resolution Process, Threat and Vulnerability Analysis Process, and Safety and Security Certification Program have been approved by RTD. Draft Preliminary Hazard Analysis and TVA reports for the corridor have been submitted for review. Civil and Systems CILs for West Corridor are being developed jointly between DEA and FRSC. Coordination meetings are continuing with Fire Life Safety Committee (FLSC) and System Safety Working Group (SSWG) meetings, both scheduled for September 20.

Surveying – Supplemental field topographic surveying has essentially been completed for the project aerial base map. Survey team has been focused on completing topographic surveys to support final design of the South Side alignment as well as the relocated Jefferson County Government Center EOL station. In addition, small pockets of topographic surveys are being completed along 13th Avenue to support final design. The design team has performed preliminary staking of proposed guideway and construction easements at the Denver Federal Center for GSA appraisal purposes; this will be followed up by area calculations and legal descriptions. Property records are being investigated preparatory to boundary surveys in accordance with RTD's priority list for property acquisition, relocation, and ALTA surveys. Pursuant to discussion with RTD to define ROW boundaries for RTD's system as well as its relationship to adjoining properties along the corridor, the design team will identify gaps and propose a program for reconciling.

Overall Schedule Status (Cont.)

Geotechnical – Field investigation continues for stations, bridges, and retaining walls. The design team's geotechnical consultant, Geocal completed a draft report for the Wadsworth bridge and east MSE approach wall and a draft report for the Sheridan Boulevard bridge north and south approach MSE walls. Preparations are underway for geotechnical drilling at the Federal Boulevard and Lakewood Gulch bridges. The design team's geotechnical consultant on the west end of the project, Lyman Henn completed drilling a boring at the Jefferson County Government Center station and laboratory physical testing is currently in progress. Laboratory physical testing has been completed for Wadsworth, Indiana, Kipling, and Oak Street stations. Technical Memorandums are currently being prepared for these stations. Two additional bore holes are scheduled at the I-70 tunnel location this period.

Noise and Vibration – KM Chng conducted field measurements during the weeks of June 19 and June 26 to verify noise levels and confirm mitigation measures required for 14 areas identified in the EIS. The field work included collecting noise measurements at three locations along the South Side alignment in support of the EA process as well as one additional location along the 13th Avenue segment. Resulting noise modeling continued in August. KM Chng anticipates returning in early September to obtain additional measurements to establish background noise levels and refine the modeling and verify noise impacts.

Proposed LRT Flyover at Eldridge East of Indiana





Third Party Agreements

Agreements are defined as intergovernmental (or Agency) agreements between the stakeholders along the FasTracks corridors. The stakeholders for the West Corridor project include:

City and County of Denver	City of Lakewood
City of Golden	Jefferson County
GSA/DFC	CDOT
Utility Companies	BNSF

Status on IGAs:

- CDOT - Signed and executed
- City of Lakewood - Comments on draft master IGA received this period from the city, and are under review by RTD; an updated draft to be re-issued to the City in September.
- City of Lakewood - Separate IGA for city funding of two bike bridges at Wadsworth and Kipling has been fully executed by both parties. Agreement on scope of work and budget for the design team for the initial feasibility study is pending.
- Jefferson County - Draft IGA in legal review by RTD pending release to Jefferson County in September. Discussion on funding of costs over baseline continuing.
- City of Golden - Draft IGA in legal review by RTD pending release to City of Golden in September. Discussions on funding of costs over baseline and decision on pedestrian bridge across US 6 continuing.
- City/County of Denver - IGA in process by CCD - meeting held in July to negotiate eligible costs for local 2 1/2 % contribution. Decision pending agreement on the amount of eligible cost for S. Platte River improvements
- UDFCD - IGA changed to MOU; has been issued to UDFCD this period.
- GSA - Need for IGA identified; draft in progress.

Utilities:

The West Corridor project requires the development, negotiation and execution of corridor agreements with local public agencies and with private utility companies. The West Corridor has identified approximately 48 utilities as having conflicts with the planned LRT facilities. RTD will prepare and negotiate separate utility agreements with each utility. Those utilities with significant impacts on the project must be negotiated and executed by the end of 2006 as a prerequisite to submitting a FFGA application to FTA for the project.

Main work activities for this period and the remainder of 2006 include discussions with utility companions relative to fiscal responsibilities and terms of relocation agreements and definition of envelopes for utility relocation along the corridor.



Third Party Agreements: (Cont.)

Status on Master Utility Relocation Agreements (Cont.)

The following agreements have been issued to-date for review/execution by utilities:

XCEL	Qwest
Consolidated Mutual Water	CDOT ITS
CDOT CTMC	Adesta Communications
City of Golden	Denver Water
Daniels Sanitation & High View Water District	Denver Waste Water
IGG Communications	Lakewood Water
Lakewood Waste Water	Champion Broadband
Comcast Cable	College Park Sewer District
Pleasant View Water and Sanitation	Metro Waste Water
GSA	McLeod USA

The following progress was achieved for this period:

- Continued to make progress with Utility Relocation agreements. Comments have been received from the majority of the utility companies. RTD legal is reviewing the comments and incorporating acceptable changes for each utility agreement.
- Negotiations nearing completion on the following agreements: Xcel, Metro Wastewater, Denver Water, Golden, CDOT and McLeod USA
- First packet of utility agreements will be submitted for RTD board approval in October so agreements can be fully executed.
- Working with the City of Lakewood, Qwest, Xcel and Consolidated Mutual on defining relocation envelopes along the tight 13th Street Corridor.

Activities Planned for Next Month:

- Meet with City of Lakewood on September 26th to present proposed utility relocation design solutions with the City of Lakewood.
- Prepare board report for approval of first packet of utility relocation agreements.

Environmental Compliance

RTD has established a FasTracks Environmental Resource Group (FERG) assisted by the design team that is responsible for performing oversight on the West Corridor project and reviewing project designs for compliance with the mitigation measures identified during the EIS phase. A list of EIS/ROD commitments and environmental compliance obligations has been developed and incorporated into a spreadsheet for tracking compliance through final design in addition to a master list for permits required by regulatory agencies.

The following environmental related work is in process or was accomplished for the period:

- Conducted a field review of impacts to historic properties and then prepared preliminary Determinations of Effect.
- Prepared letter for FTA to send to ACHP RE: revised Memorandum of Understanding.
- Continued to clarify the issue of noise at grade crossings and at stations.
- Prepared first draft of EA Chapter One - sent to FTA for comments.
- Preparing first draft of EA Chapter Two.
- Started write-up for existing conditions.
- Worked with traffic engineers to obtain volumes and Level of Service (LOS) for intersections for 2030.
- Identified preliminary locations for wetland mitigation
- Set up Section 404 pre-application meeting with CDOW, EPA, USFWS
- Coordinated with DEA to address MS4 requirements at Federal and Sheridan Bridges.
- Coordinated with RTD to address concerns about arsenic in the soil.
- Coordinated with RTD to obtain Phase 1 haz mat write-up for new locations.
- Finalized Noise Analysis at Sheridan Bridge, including response to comments from CDOT.
- Prepared Sheridan Bridge Cat Ex.
- Met with CDOT to discuss preliminary findings at the Sheridan and Federal Cat Ex locations.
- Met with the design team to go over design changes.

Activities Planned for Next Month::

- Prepare for and attend September public meetings.
- Prepare for and attend Section 404 pre-application meeting.
- Submit EA Chapter two to FTA for preliminary review.
- Continue with impact analysis.
- Submit preliminary effects determinations to FTA for review.
- Prepare first draft of Section 404 permit application.
- Determine if need to do Air Quality analysis.
- Circulate Sheridan and Federal Cat Exes for internal review and for CDOT review.



Quality Management

RTD continues to implement a systematic quality management oversight (QMO) program on the FasTracks program, with assistance from its Quality Management Consultant (QMC). One element of the quality oversight program includes development of a requirements database that will be used during design reviews and construction to verify that RTD's requirements are being met.

During the month of August the QMC organized requirements from the following sources relevant to the West Corridor:

- o Facility Maintenance Criteria/Equipment Manual (uploaded to database)
- o CDOT Drainage Design Manual (in-process)
- o West Corridor Systems Design Scope of Work (in-process)

RTD also audited the civil designer's Public Information program. This initial gap assessment included involvement of David Evans and Associate's PI Manager and Project Manager. A report has been issued to the consultant.

The QMC conducted training this month for RTD staff in preparation for the upcoming design reviews. RTD staff complete a formal certification program, developed internally, that provides them with the skills needed to participate in the quality oversight program.

In order to promote continuous improvement, RTD conducts internal quality audits of its management processes. In August, the QMC finalized an internal quality audit of its Systems Planning processes.

Activities Next Month:

- o Continue QMO Training for RTD-FasTracks staff.
- o Internal Quality Audit for RTD's West Corridor Management Team.

Public Involvement

The West Corridor Public Involvement program continues with good support and feedback from all participants. There are three specific groups where we have focused outreach; Elected Officials, Jurisdictional staff and other technical persons (Stakeholders), and the community.

Elected Officials

RTD conducts a monthly elected officials meeting for elected officials to hear the latest information and status on the project and also provides the opportunity for elected officials and stakeholders to speak with Cal Marsella, Liz Rao and Dennis Cole. The elected officials briefing for this month was held on August 11 and focused on Wadsworth Bridge Design alternatives and the FasTracks revised financial plan.

In addition, staff continues to make themselves available to present to city councils, council committees or meet one on one with any elected official that wants that type of small group briefing.

Stakeholders

Monthly stakeholder meetings are held where the staff members from RTD and the cities/counties can hear from each other and RTD regarding the West Corridor. Stakeholders are encouraged to submit agenda items ahead of time if there is something they would like to discuss. The stakeholder meeting this month was held on August 10.

Beth Ordonez with Ordonez & Vogelsang, LLC, serves as the team's "stakeholder coordinator" and provides coordination on issues between the West Corridor project team and the local jurisdictions.

Community

In August, the third e-newsletter was distributed to the e-mail list of 1300 people in the West Corridor. It continues to be a success with lots of good updated information.

Coffees with Dennis were held on August 22, 23, 24, 29, 30 and 31. Over 60 people attended these six small group meetings and the feedback was very positive. These meetings give the community the opportunity to speak directly with the RTD West Corridor Project Manager and have their individual questions answered. There was also a positive newspaper article on the coffees in the Rocky Mountain News following attendance by the reporter.

Staff continue to update the Design Overview Timeline, which lists design elements and the status of design during each month for the rest of the year. Design elements continue to be added to this fluid document as they arise. The timeline is also posted on the West Corridor project website.



Project Involvement (Cont.)

Other Community Involvement Program (CIP) services performed by the public involvement team included the following activities:

- Drafted, edited and distributed notification of August sessions of "Coffee with Dennis" meetings; attended three such meetings; and prepared and distributed meeting minutes.
- Handled logistics, prepared and distributed notices for, and attended Elected Officials briefing on August 11.
- Created editorial outline for September e-newsletter and requested articles from West Corridor team members.
- Drafted notification to residents of Mountainside Estates regarding public meetings for the EA process.
- Arranged for and attended meeting with FERG and Mountainside Estates managers.
- Handled logistical arrangements for September's combined EA public and UDC meetings.
- Attended meeting on August 1 with Kacey Fine Furniture, prepared and distributed minutes of meeting.
- Scheduled meeting with Beth Jacobs High School and RTD.
- Updated project web site with information from UDC meetings as well as FAQ section.
- Coordinated web site changes with RTD, PMC and Neighborhood America.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.
- Participated in QMC gap analysis audit of CIP on August 31.

Activities Planned for Next Month:

- Conduct a combination EA public meeting and Urban Design Committee meeting on September 27 and 28. These meetings will be packed full of information including bridge design alternatives for Wadsworth, 6th Avenue, Kipling and Eldridge; barrier alternatives, an update on the noise study, and an overview of the bike path.
- The Environmental Assessment public involvement process will continue.

Right-of-Way Status

Approximately 100 parcels have been identified as being impacted by corridor construction. These parcels were evaluated for: current property use, partial or full take considerations, easements (construction, permanent, drainage, etc.), environmental factors, and relocations. Title commitments were completed for a majority of these parcels and submitted to the design consultant for certification through the final design process. Additional ROW requirements are being reviewed with the environmental assessment and CAT EX processes underway.

This criteria was used to develop and prioritize a parcel acquisition sequence and has been incorporated into the corridor Real Estate Management Plan (RAMP) and the project schedule issued to the PMOC in July for review. Comments have been recently received from the PMOC and are being reviewed by staff.

RTD is still scheduled to start property appraisals in Spring 2007 and acquire right-of-way following execution of the FFGA in Fall 2007 with property to be made available for start of construction in late 2008. Earlier private property acquisitions such as full takes for parking facilities are being considered on a case by case basis.

DBE Participation

RTD has adopted a DBE/SBE policy to ensure nondiscrimination in the award and administration of the District's construction contracts, professional services contracts, and in the procurement of common goods and services. It is RTD's intention to create a level playing field on which DBEs and SBEs can compete fairly for DOT assisted contracts. and ensure that the RTD DBE/SBE program is narrowly tailored in accordance with applicable law.

RTD has implemented a DBE/SBE outreach program that includes: mass mailings, use of electronic and mass media (radio/television advertisements/appearances), technical assistance workshops, newsletters, public service announcements, meet and greet/Q&A sessions and business opportunity workshops.

The DBE goals established for the West Corridor project and the actuals to-date are shown below:

Firm	DBE Goal	Actual to-Date
David Evans % Associates	21%	25.8%
FRSC	10%	14.49%
Denver Transit Construction Group	13% Pre-Construction	0%

Denver Transit Construction Group (DTCG) is a joint venture of Herzog / Stacy Witbeck, the CM/GC contractor selected for the West Corridor project. DBE participation for DTCG will commence in August 2006.