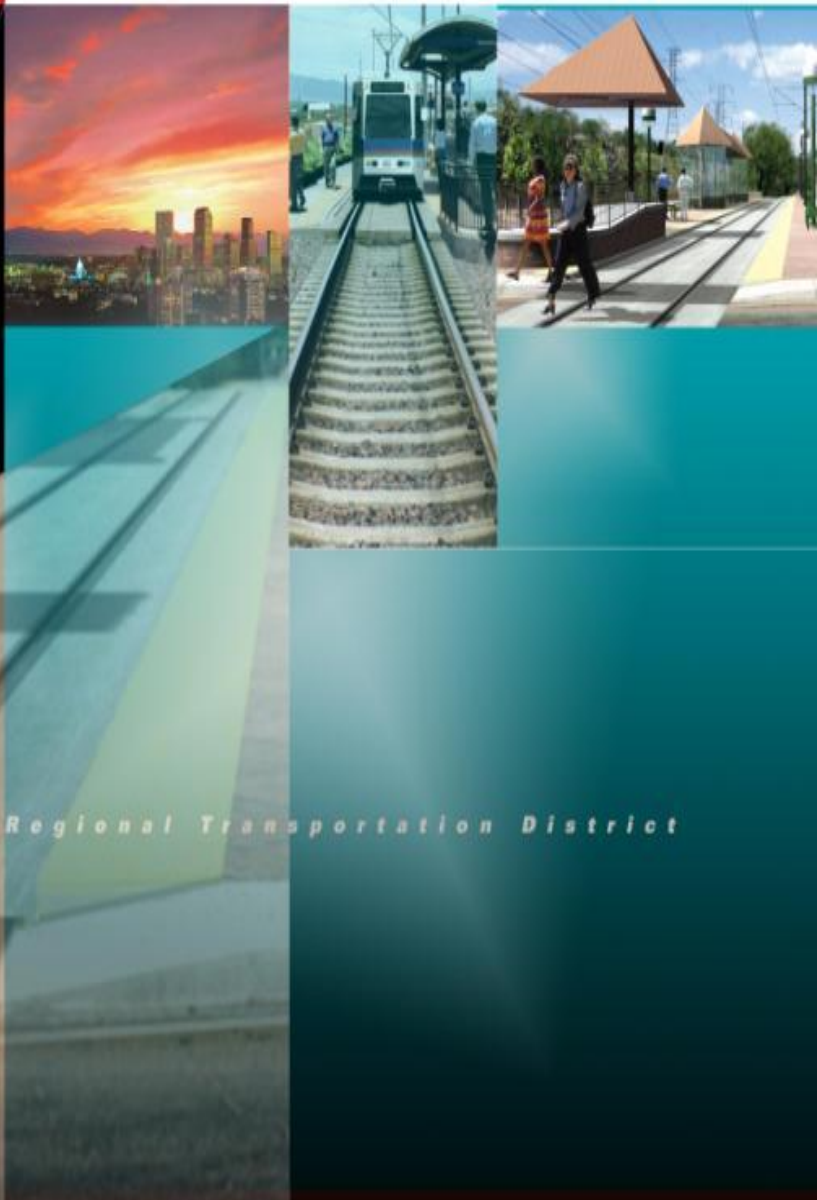




West Corridor LRT Project Progress Report



Regional Transportation District



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LIST OF ACRONYMS

CCD	City and County of Denver
CDOT	Colorado Department of Transportation
CEI	Cost Effectiveness Threshold
CMGC	Construction Manager/General Contractor
CNPA	Concurrent Non Project Activity
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
EOL	End of Line
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
GMP	Guaranteed Maximum Price
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
PI	Public Involvement
PIC	Public Information Consultant
PSC	Program Support 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
RAMP	Real Estate Acquisition and Management Plan
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
SCC	Standard Cost Categories
SCP	Safety Certification Program
SSOA	State Safety Oversight Agency
SSMP	System Safety Management Plan
SSPP	System Safety Program Plan
SSPS	System Safety Program Standards
SSWG	System Safety Working Group
TEM	Technical Evaluation Memorandum
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 5,614 parking spaces.

The LRT line will be double tracked except between the Denver Federal Center and Jefferson County Government Center (see proposed baseline modifications below) 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, Indiana Street at US 6, I-70, and US 6/US 40.

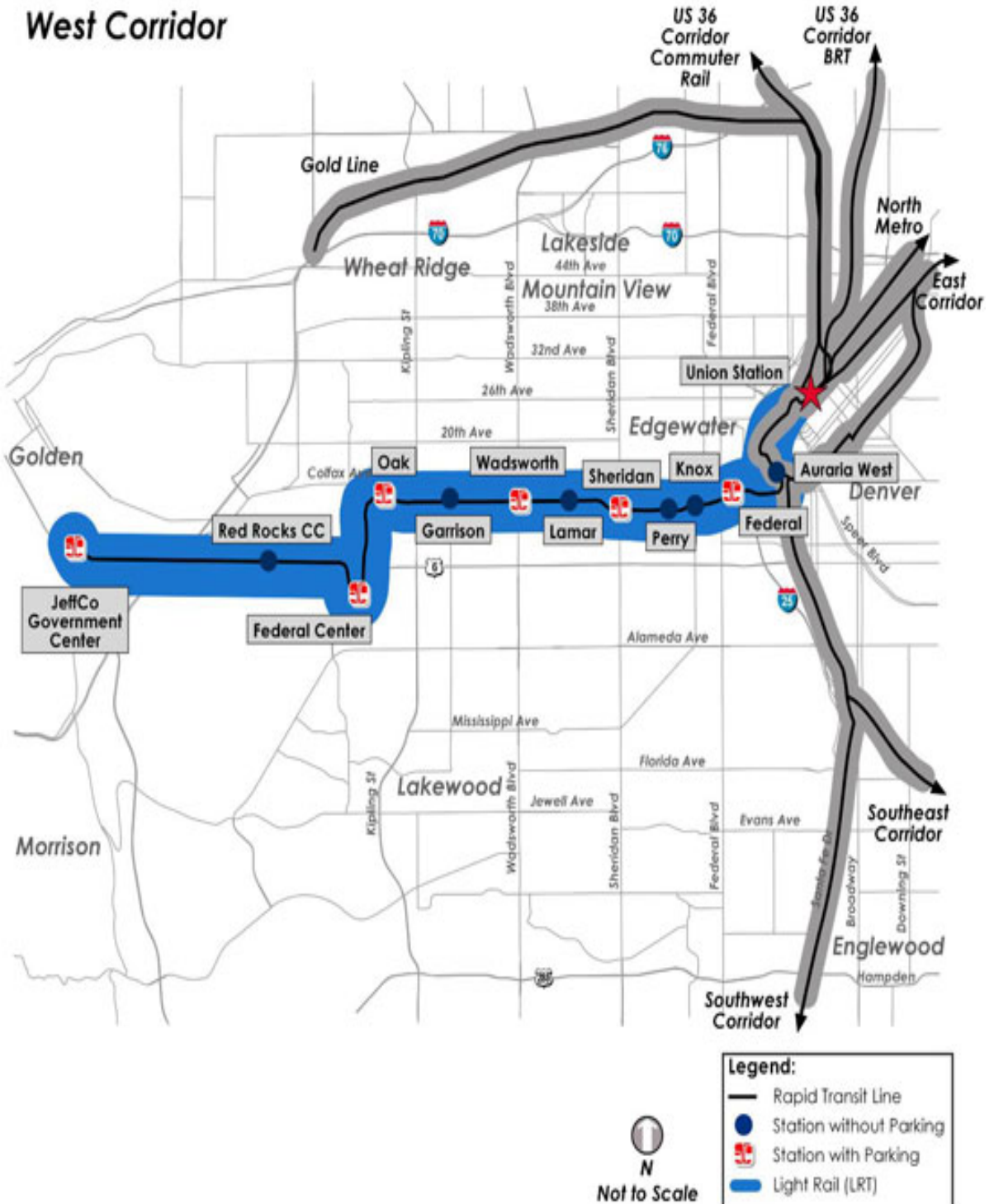
Baseline Modifications

A formal Value Engineering was concluded in August 2007 with approval of the remaining single tracking VE proposal and was addressed in an updated second 65% design submittal received in July 2007. The baseline modifications were addressed in the Environmental Assessment and RTD; a public hearing was held on September 19, 2007 and a FONSI was approved by FTA and completed the week of November 19, 2007.

The RTD Board adopted the new budget of \$635 million in YOE dollars for total project cost excluding finance costs. This includes opening day vehicles and Concurrent Non Project Activities.

Any further baseline modifications are dependent on negotiation of a Guaranteed Maximum Price with the CM/GC contractor.

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 single track alignment is being implemented as part of Value Engineering with 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 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: An adopted single track 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 has been shifted from the west side of the Government Center building to the front (east) side of the campus.

Key Project Challenges

- Federal Blvd bridge replacement design parameters have been agreed to by all agencies; utility relocation continues to be coordinated.
- Constraints of narrow corridor along 13th Avenue driving design solutions for side-by-side elements of roadway, LRT guideway, and bike path, which, in turn, collectively affect right-of-way, drainage, utilities, walls, intersections, and grade crossings; *reduction of bike path width is being adopted as cost saving measure.*
- Guideway fencing/barrier design types and locations for entire corridor have been determined among RTD Safety and Security, Operations, and MOW; *in certain areas (e.g., post-and-cable along bridge approaches) documentation from RTD will be required for the application of certain fence types.*
- Wadsworth bridge/station issues to be resolved with COL: Designs for both original bridge/station and COL alternative have been advanced to 90% submittal for CM/GC pricing as baseline and alternative bids in the GMP.
- LRT alignment along Myrtle Place coordinated with OCS requirements at meeting in December; written approval was received from BNSF for "substandard" clearance of Siegel Oil Spur under I-25. *The need for a barrier wall between Siegel Oil spur and LRT west of I-25 remains to be determined.*
- CDOT acceptance of structures crossing its ROW generally provided; permits for each individual bridge will be needed at time of construction. White paper, revised per RTD review, has been submitted for crossing alternative (see 7.k below).
- Mitigating impacts to Beth Jacob High School, including visual screening and noise barrier along east side of Sheridan Blvd bridge, minimizing project grading limits along south side of school property, and preserving Eruv boundary. *Privacy wall and Eruv are concerns of BJHS.*
- Utility relocations include coordinating requirements of relocating or maintaining utilities; the acceptability of split pipe (either CSP or HDPE) as casing for carrier pipe being discussed

Key Project Challenges (Cont.)

- Noise barrier design has been developed to a post-and-panel system that could work in tandem with ballast or retaining wall, especially along 13th Ave; *based on KM Chng analysis eight-foot high concrete wall may be used for sound mitigation in lieu of six-foot walls with sound absorptive material (cost saving measure for CM/GC).*
- Involvement in WC project by CM/GC (DTCG) with its "pre-construction" services as contractor for RTD will require additional coordination and likely potential out of scope/sequence activities by the DEA design team (ref. Section 3.A in SOW). Since 65% design submittal DEA has sought more engagement from DTCG to discuss and develop cost-effective design solutions for construction. *CM/GC has been more involved since 90% GMP in order to reconcile quantities and unit pricing as well as vetting "hit list" items toward developing final GMP.*
- I-70 tunnel construction documents were included in 90% Design; however, alternative to LRT crossing of interstate per white paper prepared by DEA is being considered by CDOT/FHWA. *DTCG has yet to submit its own alternative accelerated bridge construction (ABC) concept, necessary for coordination with other design disciplines.*
- Determination of ROW boundaries along project corridor (not provided by PE documentation) to properly determine LRT project impacts during design and define subsequent property acquisition parcels and easements. Design impacts being reviewed to minimize ROW acquisition; *DEA surveyors will need title commitments from RTD to confirm validity of legal descriptions that need to be prepared for each acquisition parcel.*
- Burnham Yard lead track clearances associated with proposed CML Flyover still required by railroads; *submit 100% plans for review.*
- Alternative Decatur Station study contract issued to DEA team by CCD; *conceptual design and cost comparison still to be confirmed by RTD for basis of agreement to implement with CCD.*
- Oak Street Station area included both DEA original design and plans developed by COL consultant in 90% submittal for pricing by CM/GC as baseline and alternative bids in the GMP.
- Routt Street Extension alignment, geometry, connection to North Ave, and placement of security fence all must be considered with respect to property dispositions and construction logistics and mutually agreed to by RTD, COL, and GSA. *Design to 100% in WC documents; however, RTD developer at DFC will construct.*



Key Project Challenges (Cont.)

- Final locations of TPSS sites include *RTD direction for final siting of TPSS 54 in vicinity of Lamar St Station and TPSS 53 at Sheridan Blvd Station, needing confirmation by systems designers and ROW.*
- Auraria West Station area coordination with AHEC and its planners and developers is urgently required to determine the proper integration of projects, finalize WC design, and allow CM/GC to understand and price the elements associated with RTD's station. *Brief preliminary concept sketches recently provided by developer indicate considerable design work still to be done.*

Summary of Previous Month's Activities

This report covers the work in the combined months of April 2008.

General Progress

- Clarification of 90% design at cost estimating workshop on April 8-10 with RTD, its estimating consultants, and DTCCG.
- Attended Elected Officials Briefing on April 11.
- Attended meeting on April 11 with GSA, COL and RTD regarding Denver Federal Center improvements.
- Attended meeting on April 14 with RTD to resolve fencing design issues.
- Attended meeting with RTD and Beth Jacob High School on April 16.
- Hosted monthly Safety and Security Working Group meeting on April 16.
- Hosted quarterly Fire Life Safety Group meeting on April 16.
- Attended meeting on April 17 with RTD and CDOT regarding insurance requirements for construction.
- Hosted weekly progress meetings, beginning April 18, with RTD and DTCCG to review "Hit List" of cost reduction changes to design.
- Conducted 90 % review comment resolution meetings with stakeholder agencies: Jeffco and CCD on April 21, CDOT on April 22 and 25, and COL on April 24.
- Attended Stakeholder Focus Group meeting on April 9 at CDOT.
- Attended meeting on April 23 to resolve water quality issues with FHWA.
- Attended GMP Quantity and Unit Cost Reconciliation workshop on April 28-30 with RTD, its estimating consultant, and DTCCG.



For The Month of May 2008 continued:

- Meeting on May 1 with RTD to review ROW documentation progress.
- Meeting on May 6 with COL to resolve design issues at Wadsworth and Union.
- Meeting on May 7 with GSA, RTD and its developer team for transit improvements supporting the Denver Federal Center station.
- Continued progress meetings on May 2 and May 9 to confirm design changes to reconcile GMP.
- Meeting with Jeffco on May 12 to resolve outstanding design issues.
- Next SSWG and FLSC meetings regarding safety and security on May 14.
- Defining and preparing next early construction package for submittal to RTD.
- Preparing cost estimate for final cost to complete design services.
- Negotiating scope and cost for Design Services During Construction.



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, system wide 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.

System Progress this Period:

- Work continued on the electromagnetic interference study for the Federal Blvd. to Sheridan Blvd. segment.
- Continued coordination of corrosion control elements with local governments and utilities.
- The draft of the stray current baseline study was finalized.
- Revisions to the traction power substation AC conduits were completed.
- Confirmed the inclusion of all 90% submittal comments into the 100% design.
- Work continued on the identification of cost-cutting alternatives for SCADA and communications.

Design details for the support of the OCS from bridges were coordinated with the civil design team.

System Activities Planned for Next Month:

- Delivery of the 100% is on hold pending decisions on the systems cost reduction items list.
- Issues surrounding the lighting of emergency egress gates will be resolved.
- Details regarding the separation of the civil and systems contracts will be incorporated into the contract language.



Transit Oriented Development (TOD)

- Negotiations on the Federal Center joint development are ongoing with the Aardex team.

TOD Activities Planned for Next Month

- RTD staff plan to provide an informational update to the Board of Directors in May.

Construction Management/General Contractor (CM/GC) General Progress

The CM/GC 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. 3 – Value Engineering Support*
- Task Order No. 4 – Conduct of Construction Plan*
- Task Order No. 5 – Work Schedule and Work Plan*
- Task Order No. 6 – Recycling Report*
- Task Order No. 7 – QA Reviews at 65% and 90%*
- Task Order No. 8 – DBE Plan*
- Task Order No. 9 – Long Lead Item / Early Procurement Review*
- Task Order No. 10 – Contracting Plan*
- Task Order No. 11 – CPM Schedule*
- Task Order No. 12 – Public Meetings*
- Task Order No. 13 – Construction Cost Estimates*
- Task Order No. 14 – Safety Plan*
- Task Order No. 15 – QA Plan*
- Task Order No. 16 – HazMat Plan*
- Task Order No. 17 – Workforce Training/Mentoring*
- Task Order No. 18 – Stormwater Management*
- Task Order No. 20 – Risk Management*
- Task Order No. 21 – Public Involvement*
- Task Order No. 22 – GMP Preparation/Negotiation*

The CM/GC achieved the following progress through the period of **April, 2008**

Task 1- DTCG's preconstruction role in systems and civil consultation was substantially completed with the submittal of the 90% estimate. Its primary staff has been reassigned to the performance of work activities required by the early work change orders. This work is related to assistance to RTD's staff in coordinating private utility work, permitting investigation/assistance and in establishing a corridor-wide baseline survey.

DTCG worked with Balfour Beatty and its major subcontractors and suppliers to finalize its consultation role with RTD's systems design team to optimize the design in accordance with RTD's West Corridor systems budget.

Task 2 - The CM/GC Project Manager's effort during April has been primarily focused on the GMP negotiations. In addition to meeting with potential subcontractors and suppliers, the Project Manager and Deputy Project Manager have coordinated with RTD's civil and systems engineers and the DTCG estimating team to achieve the most cost effective design and cost proposal that can be achieved within RTD's budget. The Project Manager continued to participate in meetings with stakeholders and RTD staff to support ongoing project functions. Meetings continue to be held with RTD's Small Business Opportunity Office and with DBE/SBE contractors and suppliers to discuss work opportunities. Other meetings have addressed RTD's property acquisition, terms and conditions of the Contract, project specifications and the Rolling Owner Controlled

Construction Management /General Contractor (CM/GC) Progress (Cont.)

- Task 3 - This task has been closed but as part of the GMP negotiations, the CM/GC continues to work closely with RTD and its engineers to seek and refine other potential cost reduction concepts.
- Task 4 - DTCG has gathered comments on the Draft Conduct of Construction Plan and will release its final Plan in conjunction with the GMP negotiations.
- Task 5 – A draft work sequencing plan and schedule for major activities has been prepared by the CM/GC for RTD comments and inclusion into the FTA risk assessment submittal. A final submittal to close out this task will be completed in conjunction with the GMP negotiations.
- Task 6 – A draft recycling report has been prepared and will be modified to incorporate determinations made as part of the GMP negotiations.
- Task 7 - The QA review and comments for the 90% estimate were submitted and the data base for these questions and comments continues to be monitored and managed. Meetings continued to be held relative to negotiation of the division 1 specifications and the contract terms and conditions that will be incorporated into the GMP agreement.
- Task 8 – RTD’s initial written comments on the draft DBE Plan have been incorporated into the revised Draft Plan. DTCG is finalizing this plan concurrent with the GMP negotiations.
- Task 9 - Though this task has been completed and closed, DTCG continues to coordinate with RTD and its design team to respond to specific requests. The change orders for the early purchase of cable materials and steel for bridges have been issued and work continues in the fulfillment of these agreements.
- Task 10 - Work has commenced on refinement of the Contracting Plan that was included in DTCG’s original proposal. As part of the GMP negotiations, the quantities and types of work relative to each potential subcontracting area will be refined and incorporated into the Plan.
- Task 11 - DTCG submitted its “Early Start, Total Float” schedule and narrative on December 7, 2007. Many meetings have been held to discuss potential third party impacts to the schedule, particularly in the areas of property acquisition, utility relocations and potential design changes. Work on this task continues on a daily basis with the goal of refining the schedule to reflect the work scope determined through the GMP negotiations. In accordance with the Contract, the detailed, cost-loaded schedule is planned to be submitted within 60 days of the Notice to Proceed.
- Task 12 - The CM/GC continues to participate in public meetings scheduled by RTD, stakeholders and the design team. The Stakeholder Meetings, the monthly Elected Officials Meeting and neighborhood homeowners’ meetings are examples of events in which DTCG regularly participates
- Task 13 - With completion of the 90% submittal, four cost estimates have now been completed.



Construction Management /General Contractor (CM/GC) Progress (Cont.)

- Task 14 - The revised Safety Plan was submitted by DTCG in December and has been accepted by RTD.
- Task 15 - The Quality Management Plan has been approved by RTD with minor comments. Refinement of specific attachments will continue throughout the construction process.
- Task 16 – Drafting of the HazMat Notification Plan has been completed and will be submitted to RTD in May, prior to the performance of any work that has a likelihood of exposing any contaminated or hazardous materials.
- Task 17 – It is planned that a draft text for the Mentoring Plan will be completed and submitted in May, 2008.
- Task 18 – A site-specific stormwater plan has been submitted and approved for the Kipling Street Bridge worksite and preliminary work on a West Corridor Stormwater Management Plan is proceeding. Meetings continue to be held with the Colorado Department of Public Health, major stakeholders and RTD to discuss development and management of a plan that can be used by all contractors working in the Corridor with the intent of submitting the next phase of the corridor-wide plan in June, 2008.
- Task 20 – Work on the task order for development of a Risk Management Plan is planned to be completed concurrent with the GMP negotiations.
- Task 21 - In addition to taking over responsibility for the coordination of the monthly Elected Officials meetings, DTCG team member Xcelente creates the monthly newsletter, actively participates in project meetings and in the day-to-day preconstruction activities. Kathy Berumen, the West Corridor PI Manager is co-located in the FasTracks office and works side by side with RTD's PI team.
- Task 22 – GMP Preparation/Negotiation is ongoing with the intent of achieving an agreement in mid-May that will allow RTD to proceed with the submittal of its Full Funding Grant Agreement application. Changes to the plans and specifications, during the 100% design that affect cost, scope or time, will be considered a change order to the GMP.
- Remaining Task Orders – Task order number 19 is the only one remaining to be released. All others have been released and work has begun on them with the goal of having all required plans completed in advance of the deadlines established in the Contract.



Construction Management /General Contractor (CM/GC) Progress (Cont.)

Activities planned for May.

- The primary emphasis during the month of May is the negotiation of a mutually acceptable GMP. Meetings will be held to discuss project scope, quantity takeoffs and unit cost analysis relative to RTD's West Corridor budget.
- DTTCG will continue to work together with RTD and Balfour-Beatty Rail, Inc. (BBRI), in the review of their 90% estimate to develop an acceptable scope and contracting plan for the GMP.
- DTTCG will submit a white paper for the accelerated bridge construction alternate to the I-70 tunnel. Because of the significant difference between the bids previously received by DTTCG for the tunnel as compared to the original engineer's estimate for this work, it was mutually agreed that an alternate plan needed to be developed. DEA prepared a white paper relative to an I-70 over 6th Avenue bridge option.
- Weekly meetings with RTD, the dry utility owners and contractors are held to coordinate the ongoing relocation of the lines and to attempt to avoid conflict with the planned improvements for the West Corridor. As part of the early work Change Order, DTTCG has taken an active role in the coordination of the dry utility relocations.
- DTTCG is preparing an estimate of early utility work that can be performed concurrent with the 'dry' utility relocation to minimize disruption to local traffic and the need to repeatedly patch areas disturbed by multiple utility relocations. A change order request will be submitted by DTTCG to formalize the scope and cost of this work.
- DTTCG will continue to work with DBE team member Meza Construction in the preparation and refinement of its VE proposal to construct the pedestrian bridges over Lakewood Gulch as part of the early work change order. Early construction of these structures will reduce pedestrian impact during future construction along Lakewood and Dry Gulch.
- Review of opportunities for Small and Disadvantaged Business Enterprises will continue as part of the GMP scope and contract negotiations.
- DTTCG will continue to participate in Stakeholder Meetings, Elected Officials Meetings, local neighborhood meetings and other public meetings where our involvement is requested or helpful.
- DTTCG's Public Information team will continue to gather and disseminate information about the ongoing preconstruction activities. They will continue to prepare monthly newsletters and respond to questions from stakeholders and the public with information related to the early work activities or other project-related issues.
- Preparation of shop drawings will continue to the level necessary for approval of a purchase order for steel for bridge structures.



Construction Management /General Contractor (CM/GC) Progress (Cont.)

- Permit applications required for early work will be finalized and the need for other potential permits required for construction will be documented.
- The baseline survey and installation of survey monuments throughout the Corridor will be completed
- Coordination will continue with RTD's ROCIP team in the development of project procedures and enrollment of subcontractors.

Project Cost Summary

The current project federal baseline budget is \$606.5 million in Year of Expenditure (YOE) Dollars with 32 opening day LRVs as shown in the table below. The numbers below are shown as both base year 2007 dollars and YOE dollars, and was the basis of the New Starts re-submittal in November. This cost excludes concurrent non project activities (CNPAs). With FTA's policy decision on CNPAs., the federal project was adjusted for the New Starts re-submittal. The project budget remains unchanged at \$635 million (YOE) that was approved by the RTD Board. Finance costs have been developed separately for the federal project, 2030 LRV fleet requirements, CNPAs and are reflected in RTD's financial plan.

WEST CORRIDOR - CURRENT WORKING ESTIMATE

SCC	Standard Cost Category Definition	Amount 2007 Dollars
		Year of Expenditure (x000)
10	Guideway & Track Elements	162,521
10.01	Guideway: At-grade exclusive right-of-way	
10.02	Guideway: At-grade semi-exclusive (allows cross traffic)	11,962
10.03	Guideway: At-grade in mixed traffic	
10.04	Guideway: Aerial structure	42,617
10.05	Guideway: Built-up fill	2,796
10.06	Guideway: Underground cut & cover	4,712
10.07	Guideway: Underground tunnel	8,264
10.08	Guideway: Retained cut or fill	45,423
10.09	Track: Direct fixation	2,471
10.10	Track: Embedded	382
10.11	Track: Ballasted	38,629
10.12	Track: Special (switches, turnouts)	5,145
10.13	Track: Vibration and noise dampening	120
VE	Less VE Recommendations	
20	Stations, Stops, Terminals, Intermodal	37,762
20.01	At-grade station, stop, shelter, mall, terminal, platform	22,506
20.02	Aerial station, stop, shelter, mall, terminal, platform	1,528
20.03	Underground station, stop, shelter, mall, terminal, platform	
20.04	Other stations, landings, terminals: Intermodal, ferry, trolley, etc.	
20.05	Joint development	
20.06	Automobile parking multi-story structure @ Jeffco	8,610
20.07	Elevators, escalators	5,118
VE	Less VE Recommendations	
30	Support Facilities: Yards, Shops, Admin. Bldgs	2,000
30.01	Administration Building: Office, sales, storage, revenue counting	
30.02	Light Maintenance Facility	2,000
30.03	Heavy Maintenance Facility	
30.04	Storage or Maintenance of Way Building	
30.05	Yard and Yard Track	
VE	Less VE Recommendations	

WEST CORRIDOR - CURRENT WORKING ESTIMATE

SCC	Standard Cost Category Definition	Amount Year of
40	Sitework & Special Conditions	84,035
40.01	Demolition, Clearing, Earthwork	7,307
40.02	Site Utilities, Utility Relocation	11,294
40.03	Haz mat'l, contam'd soil removal/mitigation, ground water treatments	4,281
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic, parks	1,224
40.05	Site structures including retaining walls, sound walls	5,342
40.06	Pedestrian/bike access and accomodation, landscaping	4,342
40.07	Automobile, bus, van, accessways including roads, parking lots	16,901
40.08	Temporary facilities and other indirect costs during construction	33,344
VE	Less VE Recommendations	
50	Systems	77,968
50.01	Train control and signals	31,834
50.02	Traffic signals and crossing protection	0
50.03	Traction power supply: substations	16,133
50.04	Traction power distribution: catenary and third rail	14,883
50.05	Communications	6,544
50.06	Fare collection system and equipment	3,264
50.07	Central Control	5,310
50.08	Testing & Compliance	
VE	Less VE Recommendations	
	TOTAL COST	364,286
60	ROW, LAND, EXISTING IMPROVMENTS	49,747
60.01	Purchase or lease of real estate	42,452
60.02	Relocatio of existing household and businesses	7,295
70	VEHICLES (NUMBER)	76,933
70.01	Light Rail	76,933
70.02	Heavy Rail	
70.03	Commuter Rail	
70.04	Bus	
70.05	Other	
70.06	Non-revenue vehicles	
70.07	Spare parts	
80	PROFESSIONAL SERVICES	79,076
80.01	Preliminary Engineering	11,246
80.02	Final Design	31,588
80.03	Project Management for Design and construction	4,970
80.04	Construction Administration and Management	19,877
80.05	Insurance	7,098
80.06	Legal; Permits, Review Fees by other agencies, cities, etc	
80.07	Surveys, Testing, Investigation, Inspection	2,727
80.08	Startup	1,571
	SUBTOTAL (10 - 80)	570,042
90	UNALLOCATED CONTINGENCY	36,467
	SUBTOTAL (10 -90)	606,509
100	FINANCE CHARGES	0
	Total Project Cost	606,509



Project Cost Summary (cont.)

Estimate at Completion (EAC) Variance

The Current EAC is equal to the Baseline Budget of **\$606,509,000**

Contingency Status

The project budget includes an allocated design contingency and unallocated contingency:

- The unallocated contingency is primarily assigned to current or future contracts to address changes in scope and unknowns during construction.

Contract Awards: The Table below covers the period through March 28, 2008.

Major Contract #	Contractor	Scope	Approved Amount	Award Date
12FR201	Siemens Transportations Systems	Light Rail Vehicles	\$76,815,235	12/28/04
13FR019	Booz, Allen & Hamilton	Vehicle Inspection	\$643,434	11/25/03
15DH001	Carter::Burgess	Program Management	\$2,906,403	7/5/05
15DH006	Front Range Sys.Consultant	System Consultant	\$7,698,667	10/21/05
15DH007	David Evans and Associates	Final Design	\$20,745,178	11/9/05
15DO007	LT Environmental Inc.	Environmental Service	\$67,704	9/13/05
15DO028	Kaplan Kirsh Rocksell, LLP	Legal Services	\$100,000	8/30/05
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$85,031	1/9/06
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
16DR003	Mass Electric Construction Co.	Elati Yard Improvements	\$201,154	6/15/06
16FFW01	Denver Transit Const. Group	Pre-Construction Service	\$1,684,769	6/30/06
17DH001	Briggs Field Services, Inc.	Property Acquisition	\$400,000	9/7/07
17DH001	H.C. Peck & Associates	Property Acquisition	\$800,000	9/10/07
17DH014	Universal Field Services, Inc.	Property Acquisition	\$800,000	9/14/07
17FO034A	Duncan, Ostrander & Dingess, P.C.	Legal Services	\$900,000	1/15/08
17FO034B	Icenogle, Norton, Smith, Bllieszner, & Gilida	Legal Services	\$700,000	1/15/08
17FO034C	May & Associates, P.C.	Legal Services	\$900,000	1/24/07
23FR015	GE Transportation	Automatic Train Stops	\$775,608	7/7/03
27FH024	Progressive Rail Services Corp.	Running Rail	\$4,357,000	1/8/08
27FH025	Rocla Concrete Ties Inc.	Concrete Ties	\$3,170,000	1/8/08
35FR015	Queen City Railroad Construction	Elati Yard Improvements	\$1,699,509	4/7/06
47DH008	GSA - Federal Center Station	ROW Acquisition	\$5,363,836	9/1/07
56DU001	Denver City & County	FasTracks Liason	\$123,693	10/31/05
572031CR	Urban Engineers Inc.	Risk Assessment	\$49,547	3/15/05
57DH016	Xcel Energy	Utility Relocation	\$7,574	10/010/7
672047CR	Burlington Northern and Santa Fe	Flagging	\$3,000	4/18/05
672122SR	A.J. Ventures, Inc.	Potholing	\$2,400	9/18/06
PO5083	CDOT	Utilities - Kevin Kusty	\$29,200	6/1/07
PO9901	Comcast WO #64	Utility Relocation	\$11,243	12/15/07
PR 91345	Qwest Communications	Utility Relocation	\$17,635	10/10/07
Contracts Total			\$131,457,420	



Project Cost Summary (cont.)

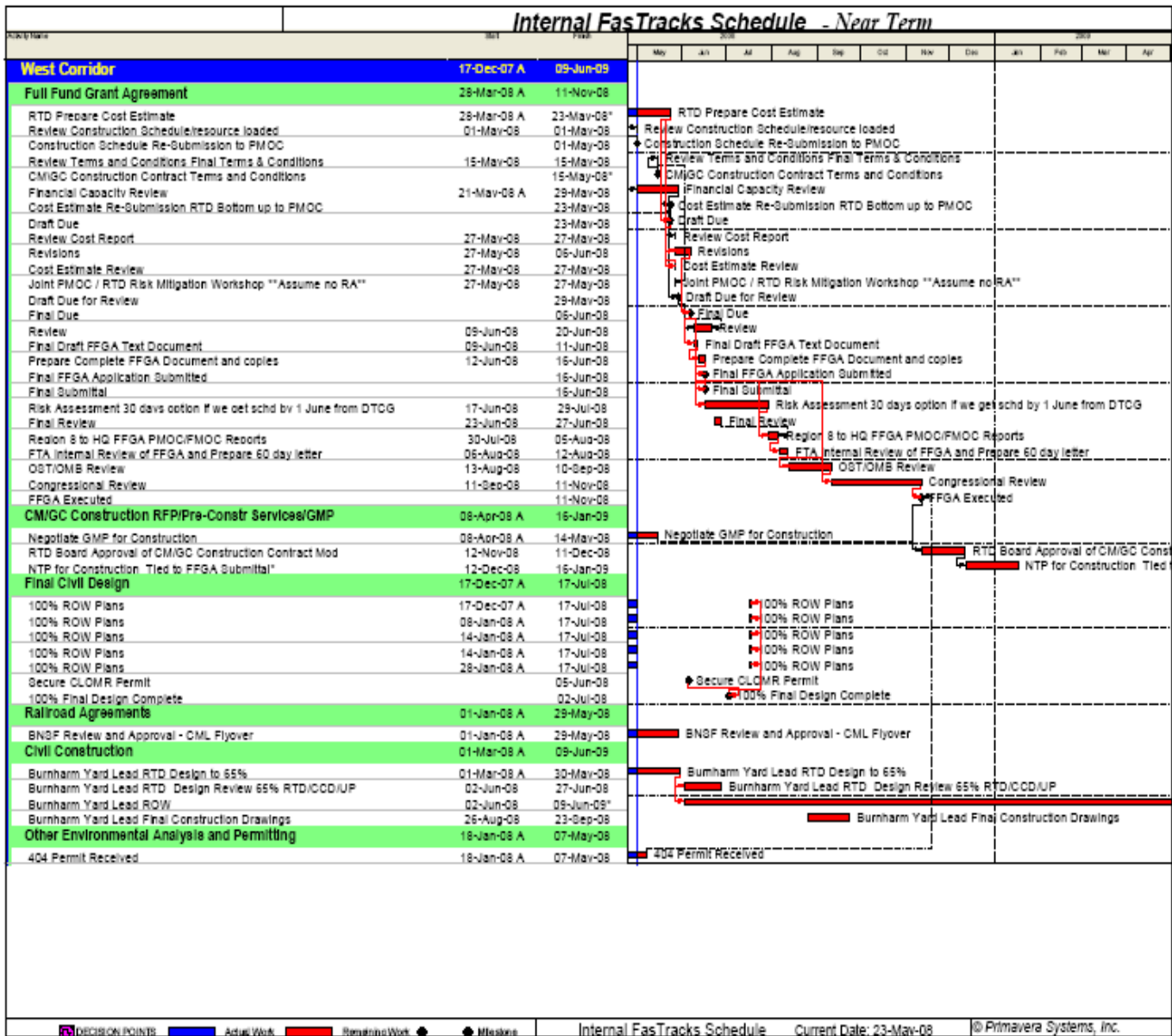
Corridor Element	(YOE\$)		Apprvd Budget (BUD)	Committed to Date	Actual to Date	Estimate at	Budget
	Baseline Budget	Aprv'd Changes				Complete (EAC)	
10 Guideway & Track Elements	\$162,521,000	\$0	\$162,521,000	\$7,527,000	\$0	\$162,521,000	\$0
20 Stations, Stops, Terminals	\$37,762,000	\$0	\$37,762,000	\$0	\$0	\$37,762,000	\$0
30 Support Facilities: Yards, Shops, Admin Bldgs	\$2,000,000	\$0	\$2,000,000	\$2,024,318	\$1,900,664	\$2,000,000	\$0
40 Sitework & Special Conditions	\$84,035,000	\$502,358	\$84,537,358	\$568,810	\$307,221	\$84,537,358	\$0
50 Systems	\$77,968,000	\$0	\$77,968,000	\$0	\$0	\$77,968,000	\$0
60 ROW, Land, Existing Improvements	\$49,747,000	\$0	\$49,747,000	\$7,946,276	\$5,866,767	\$49,747,000	\$0
70 Vehicles	\$76,932,000	\$0	\$76,932,000	\$76,938,060	\$53,508,284	\$76,932,000	\$0
80 Professional Services	\$79,077,000	\$8,086,214	\$87,163,214	\$38,912,016	\$28,507,825	\$87,163,214	\$0
90 Unallocated Contingency	\$36,467,000	\$ 8,588,572	\$27,878,428	\$0	\$0	\$27,878,428	\$0
Capital Total	\$606,509,000	\$0	\$606,509,000	\$133,916,480	\$90,090,761	\$606,509,000	\$0

Notes:

The above figures do not include finance charges.
 The actual cost for EIS/PE is not included in the actual cost to date.

Project Schedule

The schedule has been updated to show the Final Design Submittal date of July 2, 2008. The project continues to reflect the acceleration of the project by two years for design and construction and one year for revenue service.

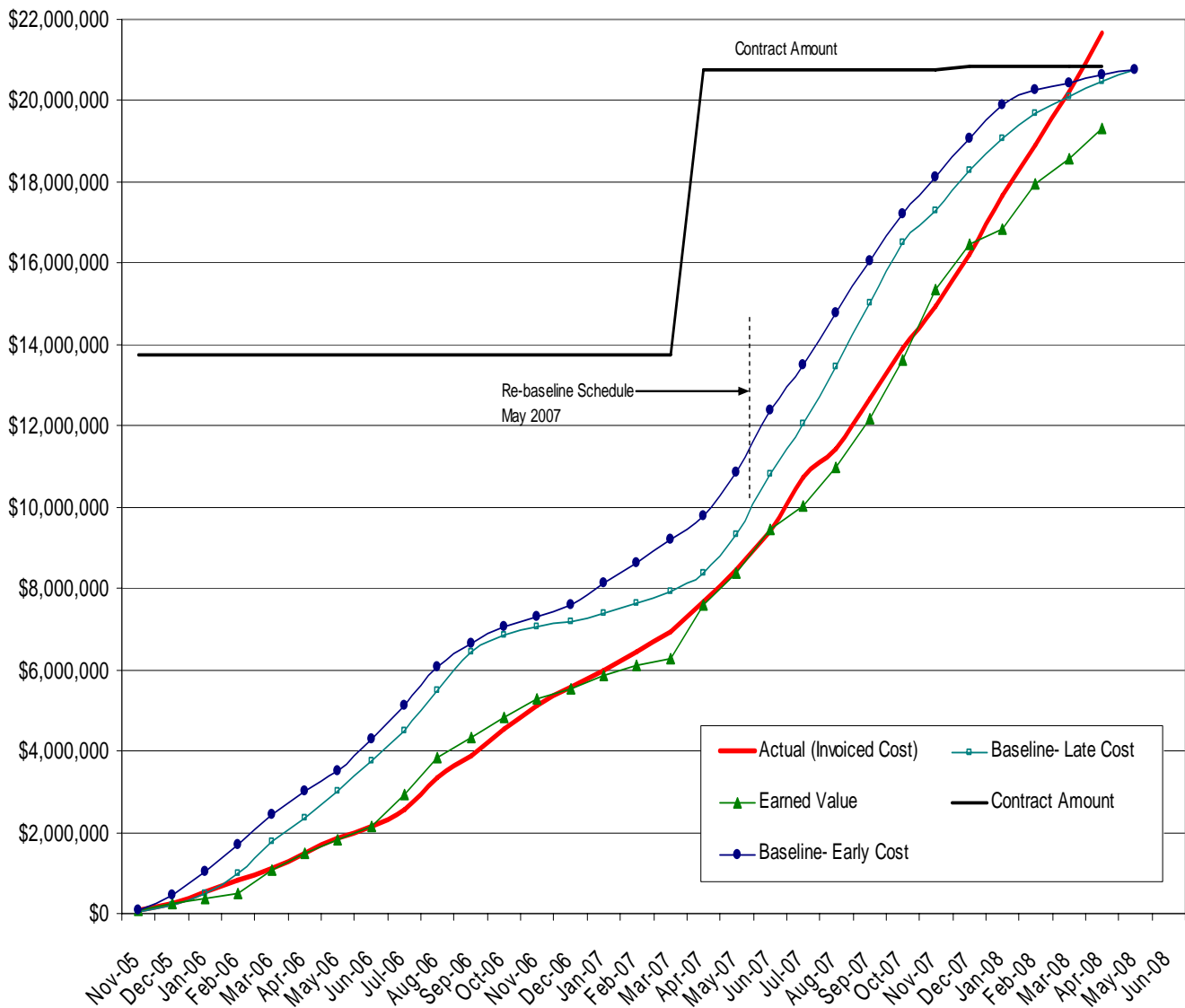




Cost Curve - Civil Design

The earned value reported this period incorporates the re-baselining of the project. The consultant's design budget and schedule has been incorporated into the re-baseline. Earned costs are running fairly consistent with actual costs expended.

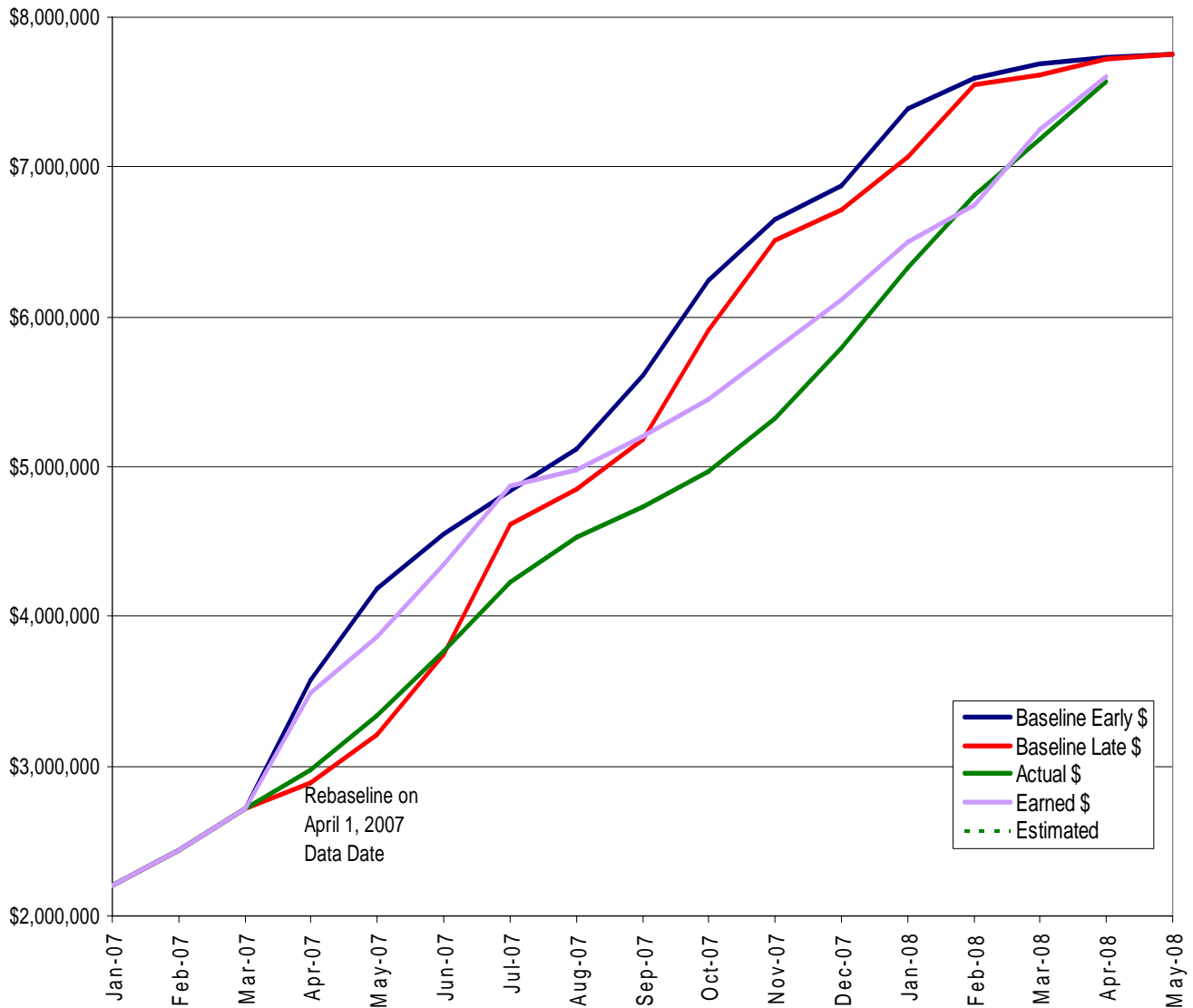
**West Corridor Final Design
Cost Curve**



Cost Curve - Systems Design

The earned value reported this period incorporates the re-baselining of the project. The consultant's design budget and schedule has been incorporated into the re-baseline. Earned costs continue to run slightly ahead of actual costs.

**West Corridor - System Design
Overall Progress Curve**



Overall Schedule Status

DEA prepared and submitted the 90% Contract Drawings and Technical Specifications on February 4, 2008, for the CM/GC to finalize their GMP. The package included alternate designs for the Wadsworth and Oak Street Stations as bid options (design by others) and Matrix's design of CCD's Lower Lakewood Gulch Improvements for the CM/GC's information.

Under a separate contract with the City and County of Denver, DEA has been developing various potential concepts for an alternative LRT station east of Decatur Street. Preliminary design of a preferred concept and associated cost estimates were provided on March 27, 2008. RTD will next confirm whether all essential elements have been included in the conceptual design and the differences in cost between the baseline and alternative station sites.

A brief summary of the major schedule design elements is presented below:

- Final Design Project Management – Project Management tasks continue, including Project Progress meetings with RTD, Agency Stakeholder and Elected Officials meetings, Quality Management, coordination with DTCG and FRSC, and administrative activities in support of the contract. Key activities during the past month included meetings with stakeholders to resolve 90% review comments and quantity and cost workshops with RTD and DTCG to reconcile the GMP.
- Utilities – DEA continued to coordinate with RTD and the private utilities to facilitate early relocation as well as confirm locations of Xcel equipment and service points for power and lighting requirements at stations, bridges, and emergency egress locations.
- Drainage – The CLOMR application was submitted in March; 90% review comments indicate that stakeholder agencies are looking for updated Drainage Report sections; and RTD anticipates receiving the 404 Permit next month.
- Civil, Track Design, and Roadway – Coordination continued with the systems consultant regarding TPSS locations and other systems elements. Current designs were reviewed in conjunction with resolving outstanding stakeholder review comments of the 90% design.
- Track Alignment – Track alignment relative to walls and grading was reviewed for consideration of cost and ROW impacts
- Structures – Bridges and Tunnels: Clarifications were provided for the Kipling Street Bridge drawings and specifications in support of the initiation of early construction.
- Stations – Pursuant to the “hit list” the DEA team investigated various design adjustments in order to simplify stations to reduce costs.



Overall Schedule Status (Cont.)

- Parking Structures – The team is investigating the incorporation of a ventilation opening in the Jeffco cut-and-cover tunnel per initial recommendations emanating from the NFPA 130 assessment.
-
- Park-n-Rides – With RTD’s selection of a developer team to engage in a PPP for the site at Denver Federal Center, DEA will begin coordinating the development of this location.
-
- System Safety and Security – Security and Safety Group meetings continue. IEI has been conducting safety certification of design elements from the Certifiable Items List (CIL) and finalizing the PHA and station egress analyses. The DEA team has also submitted final design variances for review and approval by RTD and local jurisdictions.
-
- Surveying – During the month, surveyors coordinated with civil designers on final impacts to configuration of ROW parcels to minimize acquisition, including a “hit list” proposal to reduce the width of the bike path along 13th Ave. The team continued to submit legal descriptions and associated ROW Plan sheets as title commitments were confirmed.
-
- Geotechnical – Details and specifications for earthwork treatment were being developed to handle artificial fill along the corridor from Wadsworth Blvd to Auraria. Final geotechnical reports supporting structure and pavement designs continued to be finalized and delivered.

- Key remaining milestone dates for completing final design during 2008 will be:
- Through an LONP by FTA for early construction and procurement, 100% design for the Kipling St LRT and bike bridges was accelerated and submitted to RTD in March and construction was initiated in April by the CM/GC.
- The GMP was submitted March 14 and is currently undergoing unit prices review and reconciliation of quantities; it is expected that a firm GMP will be agreed to between DTCG and RTD by the May 20 RTD Board of Directors meeting.
- Based on discussions with RTD and FRSC, May 23 was set for submitting the 100% design package, with a Conformed Documents due June 27. As a result of activities surrounding the cost reduction “hit list” to bring the GMP cost into alignment with the project budget, it is anticipated that the dates for 100% and Conformed milestones will be reestablished.



Overall Schedule Status (Cont.)

Key remaining milestone dates for completing final design during 2008 will be:

- Through an LONP approved by FTA for early construction and procurement, the 100% design for the Kipling St LRT and bike bridges was accelerated and submitted to RTD in February for contracting with DTCG and CDOT permit. It is expected that the DTCG will receive NTP shortly and begin construction in April.
- The checked 90% design package of February 4, 2008, was used by DTCG to verify quantities and pricing initiated with the interim design submittal of December 2007; the GMP was submitted March 14 and is currently being reviewed by RTD.
- Based on discussions with RTD and FRSC, May 23 was set for submitting the 100% design package. Any significant design changes made subsequent to the 90% submittal (as well as the GMP) would be reflected by clouding to assist in adjustments to the final contract price. A conformed, "Issued for Construction" package is to be delivered on June 27.

Activity groups within the schedule that are critical for meeting these milestones are:

- Internally, the team must: complete geotechnical investigations; prepare ROW Plans and legal descriptions to support property acquisition; and develop design elements, with appropriate quality control checks, to a level sufficient for a consistent project definition along the entire corridor.
- Externally, RTD and agency stakeholders and other third parties must resolve policy and administrative issues to finalize the program for the LRT stations, bridge, wall and pedestrian facilities design, and drainage improvements to allow civil, structural, architectural and urban design to proceed in an integrated, effective, and time-efficient manner.

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 - Master IGA signed and executed; draft completed on IGA for construction phase; awaiting review comments from CDOT. A special use permit has been approved and will be used for early construction work.
- City of Lakewood - Master IGA signed and executed.
- City of Lakewood - Separate IGA for City funding of two bike bridges at Wadsworth and Kipling signed and executed. Final design was included as part of updated second 65% submittal in July; a construction amendment to IGA was executed by RTD and the City.
- City of Lakewood - ROW IGA covering the disposition of excess RTD ROW, and establishing a joint RTD/City petitioner process for acquiring private ROW for necessary public improvements along the corridor executed.
- City of Lakewood - Wadsworth Station IGA covering the proposed station enhancements to be funded separately by the city has been executed. A decision is required from the City in May 2008 on whether funding for construction has been secured.
- City of Lakewood - Tree replacement IGA to establish a program to be administered by the City to plant new trees on properties impacted along the 13th Avenue corridor; City is supportive of this program is executed.
- Jefferson County - Master IGA was completed to reflect incorporation of the single tracking VE proposal; comments and resolution of the impasse on single tracking, conveyance of property and parking were addressed in the IGA. An amendment to the IGA is pending but the master agreement has been executed.
- City of Golden - Master IGA updated and re-issued to reflect incorporation of the VE proposals and other changes. City of Golden approved the IGA in February; and is executed.
- City/County of Denver - CCD and RTD have reviewed and discussed an updated draft IGA provided by the City. RTD and the City have reached a tentative agreement on the outstanding deal points. RTD completed a final draft and is executed.
- UDFCD - MOU signed and executed by both parties.
- GSA - No IGA is required.

Third Party Agreements—Utility Relocation Agreements

Status on Master Utility Relocation Agreements:

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 459 utilities as having conflicts with the planned LRT facilities. RTD has negotiated and signed separate utility agreements with the majority of the utilities.

Eighteen of the 20 URA’s have been signed and are as follows:

XCEL -	Signed	Qwest - Not signed	
Consolidated Mutual Water -	Signed	CDOT ITS -	Signed
CDOT CTMC-	Signed	Adesta Communications -	Signed
City of Golden -	Signed	Denver Water -	Signed
Daniels Sanitation -	Signed	High View Water District -	Signed
Denver Waste Water -	Not Signed	IGG Communications (Level 3) -	Signed
Lakewood Water -	Signed	Lakewood Waste Water -	Signed
Comcast Cable -	Signed	College Park Sewer District -	Signed
Metro Waste Water -	Signed	GSA -	Signed
McLeod USA -	Signed	Pleasant View Water/Sanitation -	Signed

General Overview

- The utility relocation work for the West corridor is progressing well. RTD has signed all but two of the Utility Relocation Agreements (URA's) with the Utility owners, one of the remaining two is expected to be signed in May by the City and County of Denver, and Qwest will not sign the URA but is cooperating with their relocations and signing work orders on all their work.
- RTD has received the 90% design drawings and specifications from David Evans & Associates for an in-house review to be completed by March 7, 2008. Utility locations are shown on these drawings based on field survey locates and potholing. Proposed relocations are shown on these drawings based on utility owner design and one on one meetings with the utility owners. RTD has a developed a utility tracking spreadsheet that tracks each utility conflict with cost, cost responsibility, and status. This was issued to FTA/PMOC at their request.
- The drawings have been reviewed for utility right of way needs so those longer term needs can be started ahead of time.
- RTD staff has prepared 144 work orders for utility relocations to be completed by the utility owners. The estimated total number of utility owner work orders for this project is 200. The work orders have been prioritized by completing the most complicated relocation work and those most critical to the contractor schedule as the highest priority.

Utility Status Continued

- RTD has met with Denver Transit Construction Group to identify early work utility work that they can begin and coordinate with other utility owner relocations.
- RTD has been meeting weekly with the utility owners to coordinated construction issues. The staff of the City of Lakewood will attend to address permitting and construction related issues.
- **Construction**
- .Xcel Energy-Electric has completed relocation construction along 13th Avenue from Oak to Garrison. Xcel continues to progress through the most congested portion of the project Garrison to Harlan. Xcel has completed the removal of all overhead facilities along 13th Avenue from Oak to Independence.
- Xcel Energy-Gas Operations has completed relocation construction along 13th Avenue from Harlan to Marshall in preparation of the City of Lakewood's Sanitary Sewer Relocation project which is due to start Construction June 2, 2008.
- Qwest has completed relocation of their overhead communication facilities along 13th Avenue from Oak to Kipling. Qwest has started phase one of their underground relocation along 14th Avenue from Independence to Wadsworth. Phase one relocation construction is for constructing the infrastructure for the duct bank communication facilities which consists of 30, 4-inch conduits and manhole vaults. Phase two of the construction will be the splicing of all copper and fiber optic facilities.
- Comcast has completed relocation of their overhead facilities along 13th Avenue from Oak to Independence. Comcast continues to relocate their overhead facilities along 13th Avenue from Independence to Harlan. All of the work orders for relocating Comcast facilities has been written and are in design or construction.
- The City of Lakewood will begin a major sewer relocation project in 13th street in June with construction to be completed by December 2008.
- Consolidated Mutual Water Company will relocate their water lines in conjunction with the City of Lakewood's Sanitary Sewer Relocation Project.

Concerns

- The schedule that Qwest has provided for the relocation of their duct bank in 13th street is not acceptable for the overall project schedule.



Third Party Agreements—Utility Relocation Agreements: (Cont.)

TOTAL Work Orders	TOTAL # WOs WRITTEN	TOTAL # NEGOTIATED	DSN WOs STARTED*	DSN WOs COMPL	CONST WOs START	CONST WOs COMPL	% DSN STARTED	% CONST STARTED
200	144	75	120	60	20	16	72%	10%

* UTILITY OWNERS WILL START DESIGN PRIOR TO NEGOTIATION IF THEY ARE FUNDING THE WORK

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, reviewing project designs for compliance with the mitigation measures identified during the EIS phase, and preparation of an EA to address scope changes on the project.

The following environmental related work on West Corridor was in process this period:

- Worked with Corps of Engineers to address comments in RTD’s 404 permit application.
- Supported discussion on MS4 requirements in CDOT ROW.

Activities Planned for Next Period:

- Complete discussions with Corps of Engineers on RTD’s 404 permit application. Should be complete by the first week of May 2008.
- Continue to support discussions on MS4 requirements in CDOT ROW.





Quality Management

- The RTD FasTracks team has implemented a systematic quality management oversight (QMO) program based on the FTA Quality Assurance/Quality Control Guidelines, and the international standard for quality systems, ISO 9001. RTD's Quality Management system is described in the RTD FasTracks *Quality Assurance Program Plan*. Specific processes are further described in the *Quality Oversight Program Manual*, and accompanying procedures.
- In preparation for major construction, RTD reviewed six proposals for Owner's Material Verification Testing Services. Oral interviews and selection are scheduled for May.
- Denver Transit Construction Group's Construction Quality Management plan was approved April 29, 2008.
- RTD has deployed its Construction Verification Inspection program for use on West Corridor early construction. The RTD oversight team and the CM/GC have been trained on the program, and RTD inspectors are using the program to report their inspection findings to the contractor.

Activities Next Month:

- Oral interview and selection of Owner's Material Verification Testing Services consultant
- Quality Records database rollout. This system will be used by the contractor to submit quality records to RTD, such as materials tests, inspections, Certificates of Compliance, etc.
- Shop Drawing review rollout. This system will be used to collect and track RTD comments on contractor technical submittals.
- Internal Quality Audit of RTD IGA process :



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 was held

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 monthly meeting is being changed to a quarterly basis in 2008..

Community

.During the reporting period, Community Involvement Program (CIP) services by the DEA team included the following activities:

- Prepared and distributed March Newsletter to UDC, Elected Officials and agency stakeholders regarding project status and public meetings.
- Maintained Web site with updates on project calendar and public comments.
- Responded to questions from public regarding project and requests from media for public hearing images.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.



Right-of-Way Status

Approximately 260 parcels were identified in Preliminary Engineering as being impacted by corridor construction. These parcels have been re-evaluated as part of the updated second 90% design submittal for: current property use, partial or full take considerations, easements (construction, permanent, drainage, etc.), environmental factors, and relocations.

A corridor Real Estate Acquisition and Management Plan (RAMP) was developed and submitted to the PMOC on September 7, 2006. Re-submittal of the RAMP was dependent on final disposition of the Value Engineering proposals and additional design development that incorporated VE proposals; the final RAMP was submitted the end the end of March, 2008. Approval of RAMP is expected by May 2008.

Progress this Period:

- Provide information regarding project status and activities to property owners, legal representatives, internal staff and media, as required.
- Continuing issues with the quality and schedule for ROW plans on West Corridor
- Continue to provide direction to appraisal, acquisition and relocation personnel
- Continue to provide information regarding project status and activities to property owners, legal representatives, internal staff and media, as necessary.
- Continued review of the final ROW plans for West Corridor

Progress for May:

- Obtain certification for all parcels required for West Corridor
- Initiate the appraisal process for west corridor
- Meet with local entities to identify specific requirements for use of required ROW
- Meet and discuss with CMGC personnel to coordinate acquisition of required ROW with construction schedule

# OF PARCELS IMPACTED	# OF PARCELS CERTIFIED	# OF APPRAISALS IN PROCESS	# OF APPRAISALS COMPLETE	FMV DETERMINATIONS	ACCEPTANCE	READY FOR CONSTR
237	19	0	19	17	1	0

Anticipated Progress for Next Period:

- Continued review of the final ROW plans for West Corridor.
- Obtain certification for all parcels required for West Corridor.
- Initiate the appraisal process for West Corridor.
- Coordinate the survey layout and audit process for the CMGC as construction begins on the project.
- Review the staffing requirements for ROW coordination.
- Continue to provide direction to appraisal, acquisition and relocation personnel.
- Continue to provide information regarding project status and activities.
- Provide direction to contract acquisition firms for acquisition/relocation services.





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. David Evans & Associates have dropped below their goal of 21.0%, and will not be able to meet the established goal. FRSC continues to meet and exceed its established goal of 10.0%. DTCG's is significantly above the 13% preconstruction goal.

Firm	DBE Goal	Actual for April 2008
David Evans & Associates	21%	18%
FRSC	10%	13.10%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	31.0%