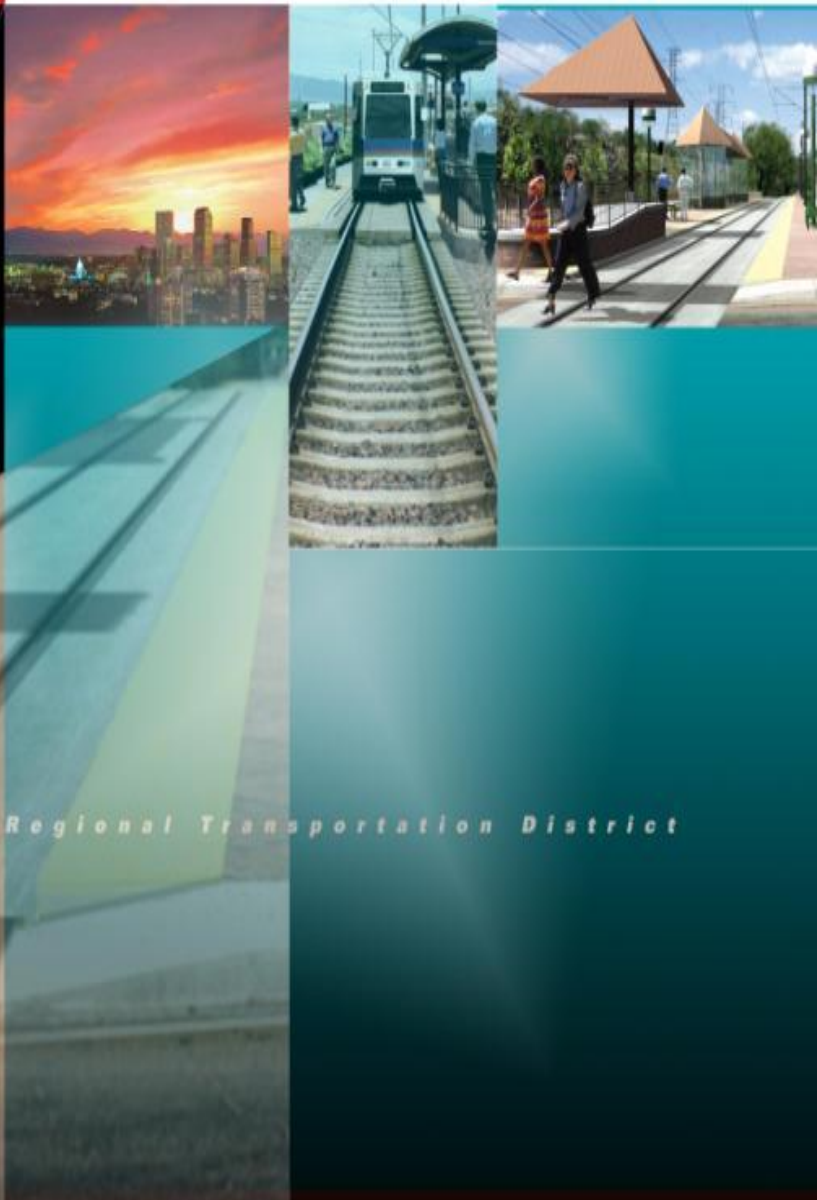




West Corridor LRT Project Progress Report



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
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
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.

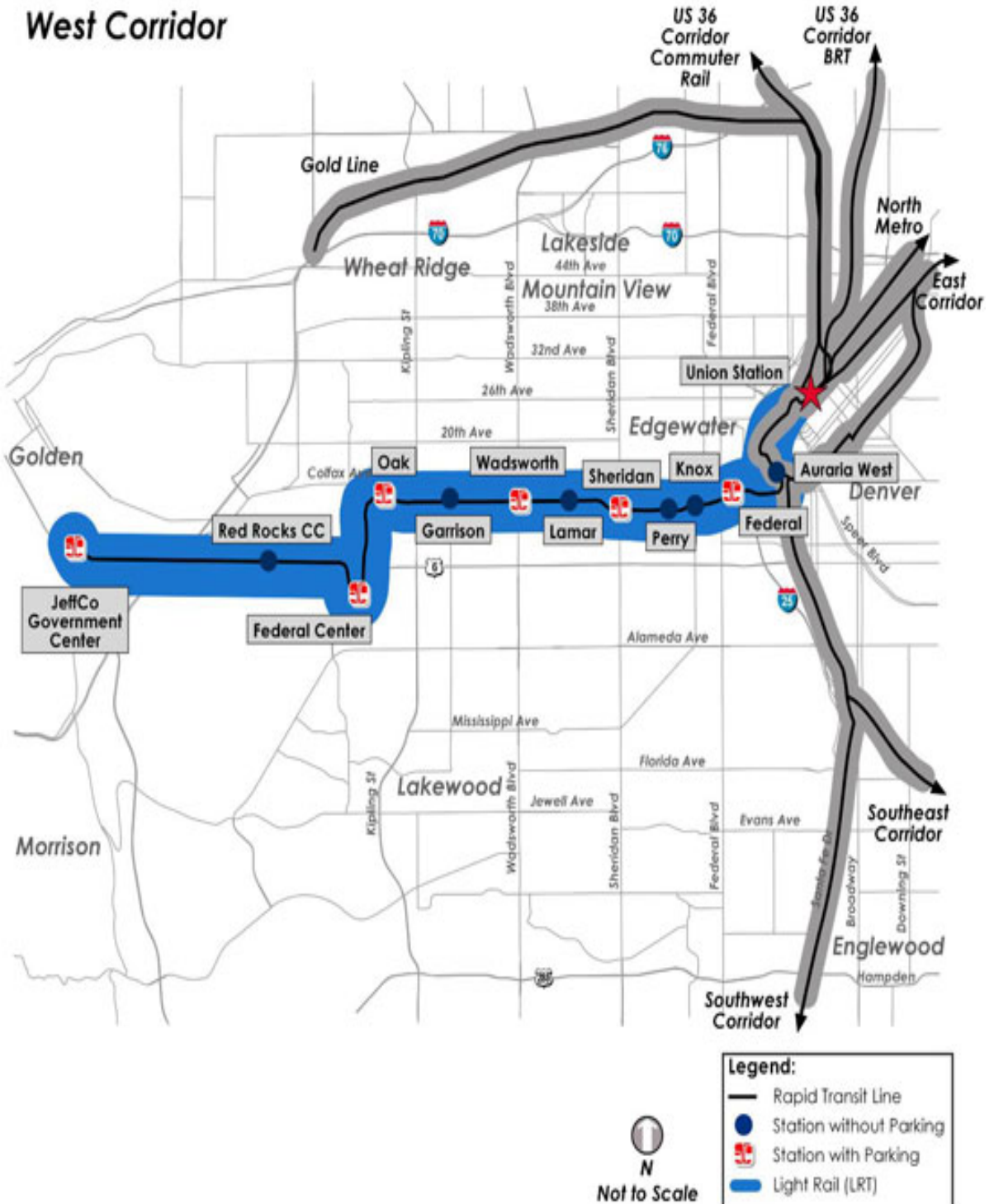
The LRT line will be double tracked except between the Denver Federal Center and Jefferson County Government Center (see proposed baseline modifications below) and grade separated when required, but generally would be at-grade. Grade separations will include existing grade separated crossings at I-25, 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

Value Engineering was conducted for the West Corridor in December 2006, and concluded in August 2007 with approval of the remaining single tracking VE proposal. The updated second 65% design submittal was received on July 26 and reflects all approved and anticipated VE design proposals. The baseline modifications have been addressed in the Environmental Assessment and RTD; a public hearing was held on September 19, 2007. RTD has addressed comments on the EA and prepared a final decision document for review and approval by FTA. Sign off on the final decision document and FONSI by FTA was 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.

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

- Cost Containment on West Corridor Project: An updated 65% design submission and cost estimate was received at the end of July that incorporates the VE proposals. Cost containment continues to be a challenge on the project as RTD and the design team proceed to the 90% submittal on February 4, 2008.
- Stakeholder Participation: Stakeholder expectations need to be cognizant of the numerous budget challenges facing RTD on the FasTracks program and the need to move forward with Value Engineering and Cost Containment measures. Enhancements and any change that affect the project schedule and budget need to be minimized. IGAs with CCD, COL, Golden and Jefferson County need a strong stakeholder focus. IGAs are largely completed in final draft form. Completion - Changed to January 2008.
- Federal/Decatur Station: CCD has requested RTD to shift the station to the east side of Decatur Street; This has been preliminarily evaluated by RTD; a design workshop was held on July 16. Shifting the station at this stage will create additional cost impacts that CCD will be required to fund and would impact EA and 404 permit process. RTD and CCD reached agreement this period to defer any action on shifting the station location.
- Guideway fencing/barrier design through Denver parks and along 13th Avenue that is acceptable to community without compromising RTD system safety requirements. Alternatives have been developed and are included in second 65% July design submittal. Final alternatives have been discussed with stakeholders and will be incorporated into the 90% submittal on February 4, 2008.
- Noise Barriers: Final noise report was completed that addresses current FTA guidelines and reflects RTD's moderate noise impact policy. Sound wall locations were finalized and reviewed with affected local agencies and property owners. RTD with support from the City of Lakewood is discussing the opt out policy with property owners; resolution is anticipated by early 2008.
- LRT alignment along Myrtle Place, between Umatilla and Zuni: In conjunction with a freight spur track and placement of two Light Rail tracks through the existing I-25 bridge structure, RTD needs to get written approval of its design from FRA and FWA/CDOT. A letter requesting approval was sent to FRA on December 31, 2007. RTD did receive written concurrence this period from the Railroad on the substandard vertical clearance over The Siegel Oil spur.
- Oak Street Station area has not been completely resolved between RTD and COL: proclivity of bicyclists to take short cut between Quail and Oak through pnR and bus access drive is a concern; city requests that boundary barriers and thematic features reflecting potential redevelopment be considered and coordinated; and a two-way street immediately abutting the station and pnR per the TMU district planning concept be evaluated. Tentative agreement has been reached on an updated concept plan; there is funding consideration requested by other parties for a sidewalk on the south side between Quail and the pnR facility.
- Reconfiguration of Auraria West Station and CPV connection: Coordination/input with AHEC, and student housing developer team is continuing to interface with RTD on station future planned development plans. RTD is preparing a baseline design.

Key Project Challenges (Cont.)

- Resolution of Wadsworth bridge/station enhancement proposal with City of Lakewood: RTD is continuing with the 65% baseline design for the elevated guideway and station over Wadsworth Boulevard; City has introduced a design alternative for the station where the City is responsible for design and funding of all incremental costs. Execution of a IGA was completed this period by RTD and the City. The enhanced station design will be included as a bid option as part of the CM/GC's Guaranteed Maximum Price in early 2008. RTD is continuing with baseline design.
- CDOT acceptance of structures crossing its ROW subject to traffic maintenance requirements and assurance that future highway facility expansion is not precluded, in particular, US 6 intersections at Union, east of Indiana, Colfax, and I-70. CDOT has provided written acceptance of TEM with certain conditions. RTD has formally responded to clarify conditions of acceptance that were accepted by CDOT. A TEM supplement is still to be completed for the proposed VE changes at Indiana. ROWPR process is largely completed with CDOT with RTD awaiting formal signoff by CDOT.
- Specific GSA issues at Federal Center include: coordination with site master planning, developable land and street network, area of property conveyance, grade crossings of North Avenue, and security/fencing. Remaining issues are primarily resolved.
- I-70 tunnel construction method: With single track construction, the current proposal is to bore or push a shield in lieu of "top-down" construction method developed for the second 65% submittal. Completion of design is being considered as a design-build proposal. Another Option under review at I-70 is to reconstruct the highway bridge in that area allowing enough room to put in single track without the need of a tunnel. RTD would request cost sharing by CDOT/RTD/FHWA. A whitepaper listing the pros and cons has been developed and a meeting will be convened with CDOT to determine the viability of the bridge alternative.
- Extended public involvement and requests for information by the public may disrupt the final design process if not resolved promptly. The design team continues to support RTD management and PI in engaging and informing the public without compromising design development efforts and the production of contract deliverables. Continued public involvement post-65% second submittal has been minimized allowing the design team to focus advancement of final design to the interim 90% submittal.
- Establishing agreed work completion schedules for utility relocations, especially among major owners such as Xcel, Qwest, Denver Water Department, Metro Wastewater Reclamation District, the irrigation ditches, and the various municipal sewer lines - work orders for Xcel, Qwest, Comcast, Consolidated Mutual Water and others have been issued for design and construction work. XCEL, Qwest and Comcast are now working in the field on relocations. Utility relocation work is being integrated into the CM/GC's construction schedule.
- Denver Federal Center Station RTD prepared a competitive RFQ for a developer to build and lease back the parking and bus facilities. Four proposals were received on November 8, 2007. A staff recommendation has been made and board action is planned for February 2008.

Key Project Challenges (Cont.)

- Establish ROW acquisition schedule - Appraisals continue on 16 full property acquisitions - Certification of ROW property acquisitions is continuing on new agreed schedule with the design team. All parcels will be certified by February 4, 2008. ROW acquisition dates are being imputed into the CM/GC's construction schedule.
- Prepare and submit FFGA application - Schedule agreed to by RTD and FTA was based on an initial risk assessment process completed in early October 2007. Mitigation workshop originally set for mid November has been postponed to Winter of 2008. A draft FFGA application was submitted to FTA on December 18, 2007; discussion continues with FTA on expediting the remaining work to execute a FFGA at the earliest time possible in 2008.
- Burnham Yard has been removed as possible LRT maintenance facility site since RTD and UPRR could reach agreement on cost and terms of purchase; thus Burnham Yard lead track (omitted from baseline contract scope) must remain operational and its relocation will likely affect current civil and structural design in the vicinity. The Burnham Yard lead track relocation needs to be confirmed with UPRR and an approved alignment adopted. - Design is in progress by UPRR's design consultant with design submittal expected in January 2008.
- Submittal Date for 90% Interim Design set for December 21, 2007. RTD and the design team are working to resolve remaining issues to achieve a full 90% design submittal on February 4, 2008.
- GMP and 90% Bottoms up Cost Estimate: The 90% design submittal sets the basis for the GMP and 90% Bottoms-up Cost Estimate. Preparation by RTD and DTCCG has started - Due date early March 2008.
- Jeffco Resolution for RTD to provide infrastructure to allow for 10-minute headway in the future as ridership demand warrants involves implementing second siding east of Colfax along single track alignment, extending Red Rocks siding to improve train operations at Red Rocks Station, and adding a third level to the proposed parking structure at Jefferson County Government Center. Design of these features will not be incorporated until funding through DRCOG and SB 1 requests are established and committed.



Summary of Month's Activities

General Progress

In the month of November 2007, the following progress was achieved:

- Continued design oversight on civil and systems engineering consultants
- Continued coordination with DEA/PMC on ROW Plan and property acquisition requirements, including progress submittals to confirm acquisition criteria and formatting preferences.
- Conducted internal team interdisciplinary design review workshops, including DEA/FRSC designers, on November 1 and again on November 28-29.
- Conducted a field review on November 6 of all grade crossings with the DEA, PUC and stakeholder agencies.
- Arranged a progress update meeting with RTD, DEA and Beth Jacobs High School on November 7.
- Conducted the monthly agency stakeholders coordination meeting on November 8.
- Conducted meeting on November 8 to discuss fencing and barriers with DEA and safety.
- Attended meeting with The Lakewood Collaborative residents and City of Lakewood on November 12.
- Discussed disposition of Division 01 specifications with DEA and FRSC on November 13.
- Held a meeting on Zuni grade crossing improvements relative to special events at Invesco Field with RTD, CCD and DEA on November 13.
- Hosted 18th SSWG meeting on November 14.
- Hosted quarterly FLSC meeting on November 14.
- Attended project briefing for Golden Planning Commission on November 14.
- Attended presentation by sound wall vendor on November 15.
- Conducted progress update meeting with GSA on November 15.
- Supported Jeffco staff presentation in briefing to Board of County Commissioners on November 20.

Summary of Month's Activities (Cont.)

- Received work-in-progress plan and specification submittal from the civil and systems engineering consultants on November 20.
- Attended agency stakeholder focus group coordination meeting at CCD on November 27.
- Draft white paper prepared for RTD by the design team on November 30 for alternative LRT crossing of I-70 via bridge replacement.
- Attended all scheduled systems integration meetings in November with RTD and FRSC.

Activities Planned for Next Month:

- Continued review by project surveying team (DEA, RTD and PMC) of progress related to project impacts on ROW and property acquisition, and submittal of incremental ROW Plan packages
- Meeting on December 3 with RTD, DTCG and the design team to finalize elements required for early construction of Kipling Bridge
- Meetings on December 5 and 11 with RTD, GSA and COL regarding Routt St ROW alignment, fence line and construction easement
- Stakeholder focus group coordination meeting on December 11
- Fencing and barrier meeting with RTD and design team on December 13
- Elected Officials briefing scheduled for December 14
- Meeting with RTD and FRSC to confirm OCS design at Myrtle PI
- Corridor tour for PMC cost estimators scheduled for December 18
- FTA Quarterly Progress Review meeting on December 18
- Presentation to Golden Planning Commission on December 18 to initiate rezoning process for Jeffco Government Center EOL Station
- 19th SSWG meeting on December 19
- Delivery of plans and specifications comprising Interim Submittal #2 on December 21
- Continuing project coordination meetings with RTD, FRSC, DTCG, DEA, and third parties as appropriate, to review and resolve technical issues.



Summary of 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, 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.

- The Systems Engineering Consultant continued work in all design disciplines on the upcoming 90% interim design submittal.
- A final traction electrification system simulation was run to ascertain the effects of the removal of TPSS 57 and the insertion of TPSS 62.5
- Meetings were held with Xcel Energy to refine the AC feeder configuration for all substations.
- Xcel Energy has requested several variances from RTD's Design Criteria with respect to overhead electric distribution line crossings. These requests are currently under review.
- Revisions were made to the vehicle dynamic clearance envelope within the proposed I-70 tunnel.
- The pole allocation table for all segments outside the Auraria West tie-in area was developed.
- Agreement was reached with the Colorado Public Utilities Commission regarding the final configuration of all grade crossings on the corridor.
- The fiber optic communications system topology drawings were finalized, as were the requirements for uninterruptible power supplies to be located in the communications houses.

System Activities Planned for Next Month:

- The interim 90% submittal will be delivered on December 21.
- The full report on the traction electrification simulation will be completed.
- Additional details regarding the fencing of overhead structures and traction power substations will be finalized.



Summary of Month's Activities (Cont.)

Transit Oriented Development (TOD)

- RTD and City of Lakewood staff in November interviewed representatives from all four responders to the October Request for Proposals (RFP) for a 16-bay bus transfer facility and 1,000-space park-n-Ride on the 15.5-acre site acquired for Federal Center station from the federal government via Lakewood. The composition of the responding teams was:
 1. Cherokee Investment Partners LLC/ Trammell Crow Co./ Vir2 LLC/ EDAW Inc./ ShearsAdkins
 2. Aardex LLC/ RNL Design/ Walker Parking Consultants/ Municipal Capital Markets Group Inc./ Zions Bank
 3. Lincoln Property Co./ ASB Capital Management LLC/ David Owen Tryba Architects/ Kiewit Building Group Inc./ studioINSITE
 4. Sunshine Development/ Zimmer Gunsul Frasca Architects LLP/ GE Johnson Construction Co.

- All of the proposals included a program of ancillary transit-supportive uses for the site.

- The City and County of Denver held another round of public meetings on the City's station area plans for Auraria West, Federal-Decatur and Sheridan.

TOD Activities Planned for Next Month

- The Federal Center RFP selection committee will recommend a proposer with whom to begin negotiations.

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:

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 November, 2007

Task 1- The primary efforts under this task were the integration of Balfour-Beatty, our Systems subcontractor into the systems 90% design effort. An introductory meeting was held on November 14th to introduce BBRI's major subcontractors and suppliers to FRSC and RTD's systems design team. Additionally, DTCG participated in grading & drainage design review, noise wall design and construction options, meetings with retaining wall subcontractors, designers and geotechs and meetings with systems cable suppliers.

DTCG has spent significant effort during the past month creating a new baseline schedule document in collaboration with Balfour Beatty. It is planned that an "Early Start, Total Float" schedule submittal with accompanying narrative will be submitted to RTD on December 7, 2007, for review and discussion relative to utility relocations, property acquisition and other third-party activities that may impact work commencement dates and unrestricted access to work areas.

Construction Management /General Contractor (CM/GC) Progress

- Task 2 The CM/GC Project Manager participated in numerous meetings with stakeholders, design groups, utility owners and RTD staff supporting ongoing project progress. Meetings continue to be held with RTD's DBE team, potential DBE contractors and minority-oriented organizations to discuss work opportunities, mentor support and RTD support. Additional ongoing meetings have addressed RTD's property acquisition for the West Corridor, bridge and wall designs, drainage and utility issues, the Rolling Owner Controlled Insurance Program, architectural treatments to walls, stations and structures, and coordination of work at the Denver Federal Center.
- Task 3 - This task has been closed. The CM/GC continues to work closely together with RTD and the design groups to refine the cost reduction concepts.
- Task 4 - Meetings have been held with each major jurisdiction in the corridor and DTCG continues to refine its work plan to incorporate the comments we have compiled in preparation for this Task. Municipal regulations, local constraints, traffic impacts/coordination and other jurisdictional issues will be incorporated into the Conduct of Construction Plan. It is intended that this Plan will be submitted in sufficient time to allow for comments and plan refinement prior to the planned early work.
- 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 address this task will follow in early 2008.
- Task 6 – The work that was added to this task through Change Order #1 for track take-up and track bed stabilization has been completed. The recycling report will be completed in the fall of 2007.
- Task 7 - The QA review and comments for the refined 65% have been completed and review of the 90% plans is pending document development to that level. DTCG continues to actively participate in meetings related to the development of the 90% plans and specifications.
- Task 8 – RTD's comments on the draft DBE Plan have been incorporated into the revised Draft Plan that was submitted in November. Interviews with DBE subcontractors and the assembly of subcontractor information continues. Early construction items have been analyzed for DBE opportunities. It is currently forecast that DTCG will exceed the original preconstruction DBE subcontracting goals.
- Task 9 - This task has been completed and closed. Cooperation and coordination with RTD and its design team continues with response to specific requests. DTCG initially solicited prices for rail, ties and structural steel as part of the early procurement and has worked with RTD in the preparation of the its solicitation for rail and ties. Once proposals are received for these materials, DTCG will work with RTD to address how the storage and delivery of these materials will be incorporated into our 90% estimate. It is possible that copper wire may be added to the list of early procurement items.

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

- Task 10 - Task Order #10 was issued to DTCG in May and work has commenced on refinement of the Contracting Plan that was originally included in DTCG's proposal. As the 90% plans are developed, the quantities and types of work relative to each potential subcontracting area will be established and incorporated into the Plan. The subcontractor and supplier solicitation process that will be utilized for the 90% estimate will be much broader than that utilized for the prior estimates.
- Task 11 - Work on this task progressed significantly during November with the goal of submitting an "Early Start, Total Float" schedule and narrative describing DTCG's approach to the schedule on December 7, 2007. It is expected that during mid-December a number of meetings will be held to discuss potential impacts to the schedule, particularly in the areas of property acquisition, utility relocations, other third party impacts and potential design changes.
- Task 12 - The CM/GC continues to participate in public meetings scheduled by RTD, stakeholders and the design team. The monthly Stakeholder Meeting and the monthly Elected Officials Meeting are examples of events DTCG regularly attends. During the month of November, DTCG sponsored and made a presentation to the monthly COMTO meeting.
- Task 13 - Three cost estimates have now been submitted. The CM/GC team continues to participate in numerous meetings with RTD and its design team to address design refinements for the 90% estimate that is due in March 2008.
- Task 14 - The task order for the Safety Plan was released in May. Comments to the draft are now being addressed and it is planned that the final submittal will be made in December, 2007.
- Task 15 - Similar to task order #14, work has already commenced on the draft Quality Management Plan. A meeting is scheduled in early December among our quality team and RTD to discuss specific expectations for this submittal which is planned to proceed the early work.
- Task 16 - The task order for the HazMat Plan was released in May and work will commence in fall of 2007 to allow sufficient time for a draft this plan to be in place prior to commencement of early work.
- Task 17 - It is planned that a draft text for the Mentoring Plan will be completed and submitted in the winter of 2007/2008
- Task 18 - Preliminary work on a Storm water Management Plan has already commenced in coordination with a local consultant. It is DTCG's objective to have this plan developed prior to release of early work activities on the Dry Gulch bridges in Lakewood.
- Task 20 - The task order for development of a Risk Management Plan was released in May and work on the draft document commenced in the summer of 2007.

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

.Task 21 - DTCG team member Xcelente attended RTD Board and Stakeholder meetings as a representative of DTCG. Kathy Berumen, the West Corridor PI Manager is co-located in the FasTracks office and works regularly with RTD's PI team.

Task 22 - GMP Preparation/Negotiation is scheduled to commence with completion of the 90% plans that are due in December and be completed after the 90% plan refinements are released in February 2008.

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 most of them with the goal of having all required plans completed in advance of the deadlines established in the Contract.

CM/GC Activities Planned for Next Period:

Activities planned for December.

- DTCG will continue to work with the design team to assist with development of the 90% design submittal, specifications, Terms and Conditions, potential site conflicts and other design-related issues. It has become evident that certain design refinements may still have to be made after the 90% documents to address consultant or third party directions that result in more expensive design options. to fit within RTD's budgetary constraints.
- DTCG will continue to support Balfour-Beatty Rail, Inc. (BBRI), its systems subcontractor, in the preconstruction design and procurement activities as an integral part of the West Corridor team. BBRI and its suppliers have worked with RTD and FRSC to review the design, offer constructability ideas and issue guidance on availability and cost of materials.
- DTCG continues to work with RTD, DEA, CDOT and the City and County of Denver to develop the most cost effective design for the Federal Boulevard Bridge structure relative to constructability, phasing, utilities, drainage, traffic control and responsiveness to comments gathered during the Environmental Assessment. The preferred "2 1/2 span" alternative was selected in November and collaboration on this option will continue in December.
- DTCG will continue to solicit input from additional tunneling contractors to determine if there is a way to reduce the cost of the I-70 tunnel. Because of the significant difference between the bids received by DTCG for this work and the engineer's estimate an alternative to the tunnel has been explored and the Engineer is in the process of drafting a white paper relative to this option. DTCG is working with its bridge contractors and DEA to explore the cost, constructability and benefits of this option.
- Dry utility relocations within the corridor have begun and DTCG will participate in regular meetings with RTD, the utility owners and contractors to coordinate the relocation of the lines in an attempt to avoid conflict with the planned improvements for the West Corridor. As part of the early work, it is possible that DTCG may perform some relocation of 'wet' utilities concurrent with the 'dry' utility contractors to minimize the disruption to local traffic and the need to patch the streets multiple times.

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

Activities Planned for Next Period (Cont.):

- DTCG will continue to work with DBE team member Meza Construction in the preparation and refinement of the proposal to construct the pedestrian bridges over Lakewood Gulch as early work items. Architectural enhancements to the 65% designs are being incorporated into the 90% plan submittal and DTCG and Meza will participate in the review of these changes. Early construction of these structures will reduce pedestrian impact during future corridor construction.
- DBE interviews will continue to be conducted and files will be developed to identify interests and capabilities for subcontracting opportunities.
- DTCG will continue to participate in Stakeholder Meetings, Elected Officials Meetings, local neighborhood meetings and other public meetings where our involvement is requested or helpful.
- The revised Draft DBE Plan is currently reviewed by RTD and DTCG will work in concert with RTD's Small Business Opportunity Office to incorporate suggested changes into the final Plan.
- DTCG's Public Information team has begun to assume responsibility for the ongoing preconstruction activities, monthly updates and information related to the early work activities.
- With the receipt of the Letter of no Prejudice from FTA and the November RTD Board Action approving the purchase of materials and performance of early work, DTCG continues to work with RTD with respect to early procurement. DTCG is soliciting steel bridge component pricing concurrent with RTD's requests for prices for the direct purchase of concrete ties and steel rail materials. Specifications and quantities relative to the early procurement of wire and cable has been provided by RTD and a proposal for the purchase of these materials will be submitted to RTD in December..
- During November, RTD finalized the selection of its ROCIP underwriter and DTCG will participate in planning meetings with the new underwriter on December 12.
- Discussions continue in regard to fencing alternatives, art enhancements, concrete form liners and other aesthetic treatments on the West Corridor. Alternative form liners, patterned concrete, sound walls and other means of achieving the desired architectural treatments have been the topic of many meetings and it is expected that these will be finalized in December with the release of the interim 90% design documents.



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

Activities Planned for Next Period (Cont.):

- DTCG continues to work with RTD to secure purchase information and to develop procurement documents with respect to major materials that can be purchased in advance of the Notice to Proceed. DTCG is soliciting steel bridge component pricing concurrent with RTD's release of a RFP for its direct purchase of concrete ties and steel rail materials. As the systems design advances, the advisability of purchasing copper wire through an early procurement will be assessed.
- During November, RTD plans to select its ROCIP underwriter and DTCG will participate in meetings with the new underwriter to make them aware of our current schedule and to initiate a relationship with DTCG's safety and risk management personnel.
- Discussions continue in regard to fencing alternatives, art enhancements, concrete form liners and other aesthetic treatments on the West Corridor. Alternative form liners, patterned concrete, sound walls and other means of achieving the desired architectural treatments are being reviewed.

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.

The cost below reflects the recent New Starts re-submittal.

SCC	Standard Cost Category Definition	Amount 2007 Dollars	
		Current 65% Working Estimate	Year of Expenditure (x000)
10	Guideway & Track Elements	150,580	162,521
10.01	Guideway: At-grade exclusive right-of-way		
10.02	Guideway: At-grade semi-exclusive (allows cross traffic)	11,083	11,962
10.03	Guideway: At-grade in mixed traffic		
10.04	Guideway: Aerial structure	39,486	42,617
10.05	Guideway: Built-up fill	2,591	2,796
10.06	Guideway: Underground cut & cover	4,366	4,712
10.07	Guideway: Underground tunnel	7,657	8,264
10.08	Guideway: Retained cut or fill	42,086	45,423
10.09	Track: Direct fixation	2,289	2,471
10.10	Track: Embedded	354	382
10.11	Track: Ballasted	35,792	38,629
10.12	Track: Special (switches, turnouts)	4,767	5,145
10.13	Track: Vibration and noise dampening	109	120
20	Stations, Stops, Terminals, Intermodal	34,094	37,762
20.01	At-grade station, stop, shelter, mall, terminal, platform	20,320	22,506
20.02	Aerial station, stop, shelter, mall, terminal, platform	1,380	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	7,774	8,610
20.07	Elevators, escalators	4,620	5,118
30	Support Facilities: Yards, Shops, Admin. Bldgs	2,000	2,000
30.01	Administration Building: Office, sales, storage, revenue counting		
30.02	Light Maintenance Facility	2,000	2,000
30.03	Heavy Maintenance Facility		
30.04	Storage or Maintenance of Way Building		
30.05	Yard and Yard Track		

WEST CORRIDOR - CURRENT WORKING ESTIMATE

SCC	Standard Cost Category Definition	Amount 2007 Dollars	
		Current	Year of
40	Sitework & Special Conditions	77,397	84,035
40.01	Demolition, Clearing, Earthwork	6,730	7,307
40.02	Site Utilities, Utility Relocation	10,402	11,294
40.03	Haz mat'l, contam'd soil removal/mitigation, ground water treatments	3,943	4,281
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic, parks	1,127	1,224
40.05	Site structures including retaining walls, sound walls	4,920	5,342
40.06	Pedestrian/bike access and accomodation, landscaping	3,999	4,342
40.07	Automobile, bus, van, accessways including roads, parking lots	15,566	16,901
40.08	Temporary facilities and other indirect costs during construction	30,710	33,344
VE	Less VE Recommendations		
50	Systems	70,273	77,968
50.01	Train control and signals	28,692	31,834
50.02	Traffic signals and crossing protection	0	0
50.03	Traction power supply: substations	14,541	16,133
50.04	Traction power distribution: catenary and third rail	13,414	14,883
50.05	Communications	5,898	6,544
50.06	Fare collection system and equipment	2,942	3,264
50.07	Central Control	4,786	5,310
50.08	Testing & Compliance		
VE	Less VE Recommendations		
	TOTAL COST	334,344	364,286
60	ROW, LAND, EXISTING IMPROVMENTS	47,885	49,747
60.01	Purchase or lease of real estate	40,863	42,452
60.02	Relocatio of existing household and businesses	7,022	7,295
70	VEHICLES (NUMBER)	109,758	76,933
70.01	Light Rail	109,758	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	75,486	79,076
80.01	Preliminary Engineering	10,735	11,246
80.02	Final Design	30,154	31,588
80.03	Project Management for Design and construction	4,744	4,970
80.04	Construction Administration and Management	18,974	19,877
80.05	Insurance	6,776	7,098
80.06	Legal; Permits, Review Fees by other agencies, cities, etc		
80.07	Surveys, Testing, Investigation, Inspection	2,603	2,727
80.08	Startup	1,500	1,571
	SUBTOTAL (10 - 80)	567,473	570,042
90	UNALLOCATED CONTINGENCY	33,614	36,467
	SUBTOTAL (10 -90)	601,087	606,509
100	FINANCE CHARGES	0	0
	Total Project Cost	601,087	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 November30, 2007.

Major Contract #	Contractor	Scope	Approved Amount	Award Date
15DH007	David Evans and Associates	Final Design	\$20,745,178	11/9/05
15DH006	Front Range Sys.Consultant	System Consultant	\$7,698,667	10/21/05
15DO007	LT Environmental Inc.	Environmental Service	\$37,704	9/13/05
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$85,031	1/9/06
16FFW01	Denver Transit Const. Group	Pre-Construction Service	\$1,684,769	6/30/06
572031CR	Urban Engineers Inc.	Risk Assessment	\$49,547	3/15/05
35FR015	Queen City Railroad Construction	Elati Yard Improvements	\$1,699,509	4/7/06
16DR003	Mass Electric Construction Co.	Elati Yard Improvements	\$201,154	6/15/06
04-015	H.C. Peck & Associates	Title Insurance	\$100,000	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
47DH008	GSA - Federal Center Station	ROW Acquisition	\$5,363,836	9/1/07
56DU001	Denver City & County	FasTracks Liason	\$50,000	10/31/05
15DH001	Carter::Burgess	Program Management	\$2,906,403	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
13FR019	Booz, Allen & Hamilton	Vehicle Inspection	\$643,434	11/25/03
23FR015	GE Transportation	Automatic Train Stops	\$775,608	7/7/03
PO5083	CDOT	Utilities - Kevin Kusty	\$29,200	6/1/07
PR 91345	Qwest Communications	Utility Relocation	\$17,635	10/01/07
57DH016	Xcel Energy	Utility Relocation	\$7,574	10/01/07
672122SR	A.J. Ventures, Inc.	Potholing	\$2,400	9/18/06
672047CR	Burlington Northern and Santa Fe	Flagging	\$3,000	4/18/05
Contracts Total			\$68,600,249	

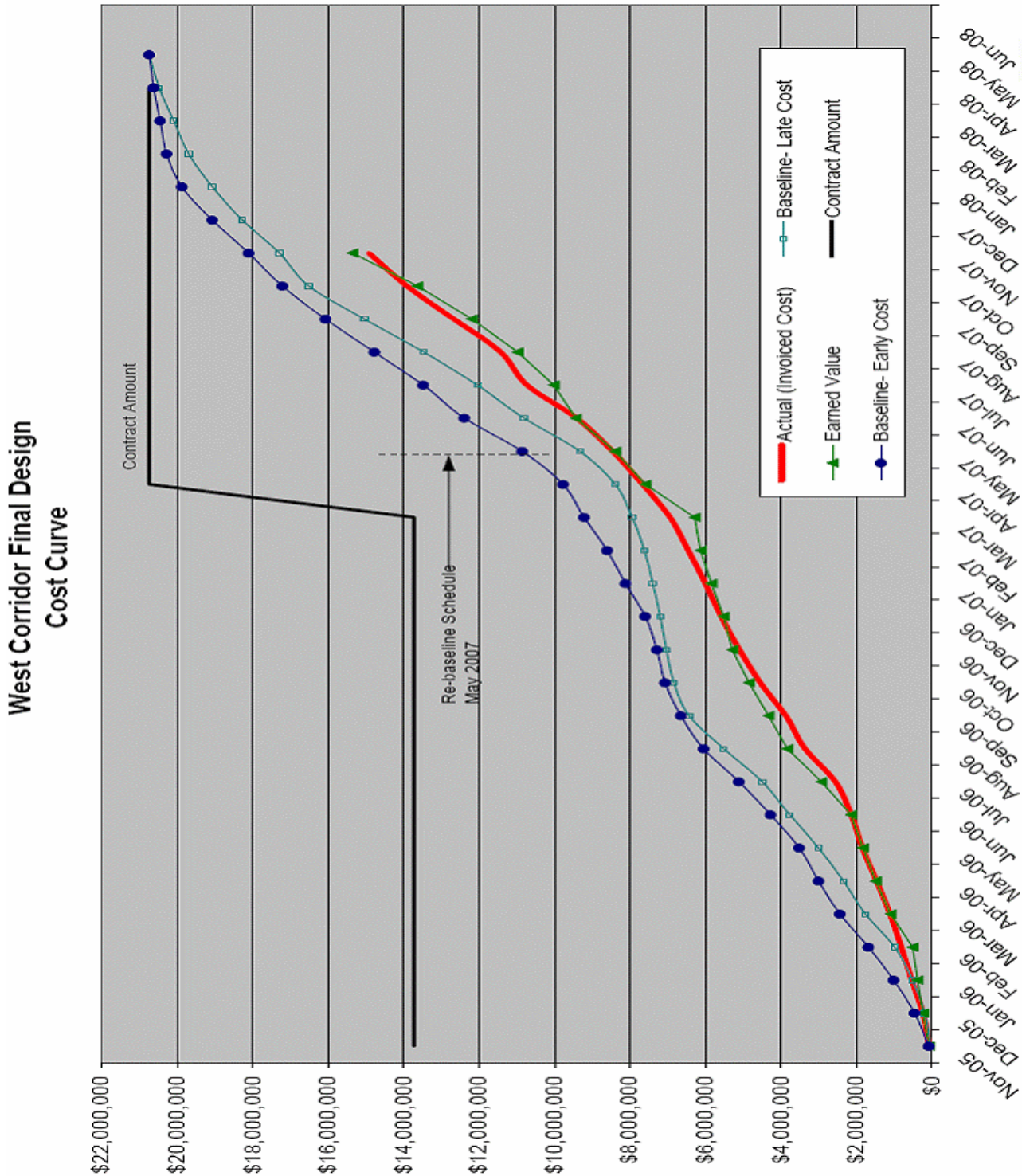
Project Schedule

The schedule has been update to show the final 90% Submittal date of February 4, 2008. The project continues to reflect the acceleration of the project by two years for design and construction and one year for revenue service.

West Corridor		West Corridor Corridor Milestones Project												
Activity	Start	End	01	02	03	04	05	06	07	08	09	10	11	12
West Corridor Railroad Milestones	09-May-05	31-Dec-12												
Burnham Yard Lead Relocation Complete	05-May-09	05-May-09												
NEPA	17-Mar-08	17-Mar-08												
Section 404 Permit Received	17-Mar-08	17-Mar-08												
Engineering Design	21-Dec-07	05-May-08												
Interim 90% Civil & Systems Design Submittal	21-Dec-07*	21-Dec-07*												
Final Civil & Systems Design 90% Submittal	04-Feb-08*	04-Feb-08*												
ROW Design Drawings	04-Feb-08*	04-Feb-08*												
Final Design Complete	05-May-08*	05-May-08*												
FFGA	01-Mar-06	16-Sep-08												
FFGA Preparation/Application/Executed	01-Mar-06	16-Sep-08												
Draft FFGA Application Submitted	18-Dec-07	18-Dec-07												
FFGA Final Application Submitted	10-Jun-08	10-Jun-08												
FFGA Executed	16-Sep-08	16-Sep-08												
ROW / Materials / Vehicles	09-May-05	21-Dec-11												
Vehicle Procurement / Testing (First 29 Vehicle	09-May-05	29-Oct-08												
ROW Acquisition	01-Aug-07	14-Apr-09												
ROW Acquisition/Relocates Complete	14-Apr-09	14-Apr-09												
Vehicle Procurement / Testing (Last 3 Vehicles)	04-Jan-10	21-Dec-11												
Contract	21-Dec-07	16-Sep-08												
CM/GC GMP / NTP	21-Dec-07	16-Sep-08												
Early NTP Constr/Procurement	14-Feb-08	14-Feb-08												
CM/GC GMP Submitted	05-Mar-08	05-Mar-08												
LONP Jeffco to 6th Avenue	29-Apr-08	29-Apr-08												
CM/GC GMP Board Approval	05-Aug-08	05-Aug-08												
CM/GC NTP	16-Sep-08	16-Sep-08												
Utilities	30-Jul-07	31-Dec-09												
Utility Relocations	30-Jul-07	31-Dec-09												
Complete Utility Relocations	31-Dec-09*	31-Dec-09*												
Construction	16-Sep-08	30-Dec-11												
Mobilize for Civil Construction	16-Sep-08	16-Sep-08												
Civil & Systems Construction	17-Sep-08	30-Dec-11												
Construction Complete	30-Dec-11*	30-Dec-11*												
Startup/Testing	03-Jan-12	31-Dec-12												
Testing	03-Jan-12	31-Dec-12												
Testing Complete / Revenue Service Ready	31-Dec-12	31-Dec-12												

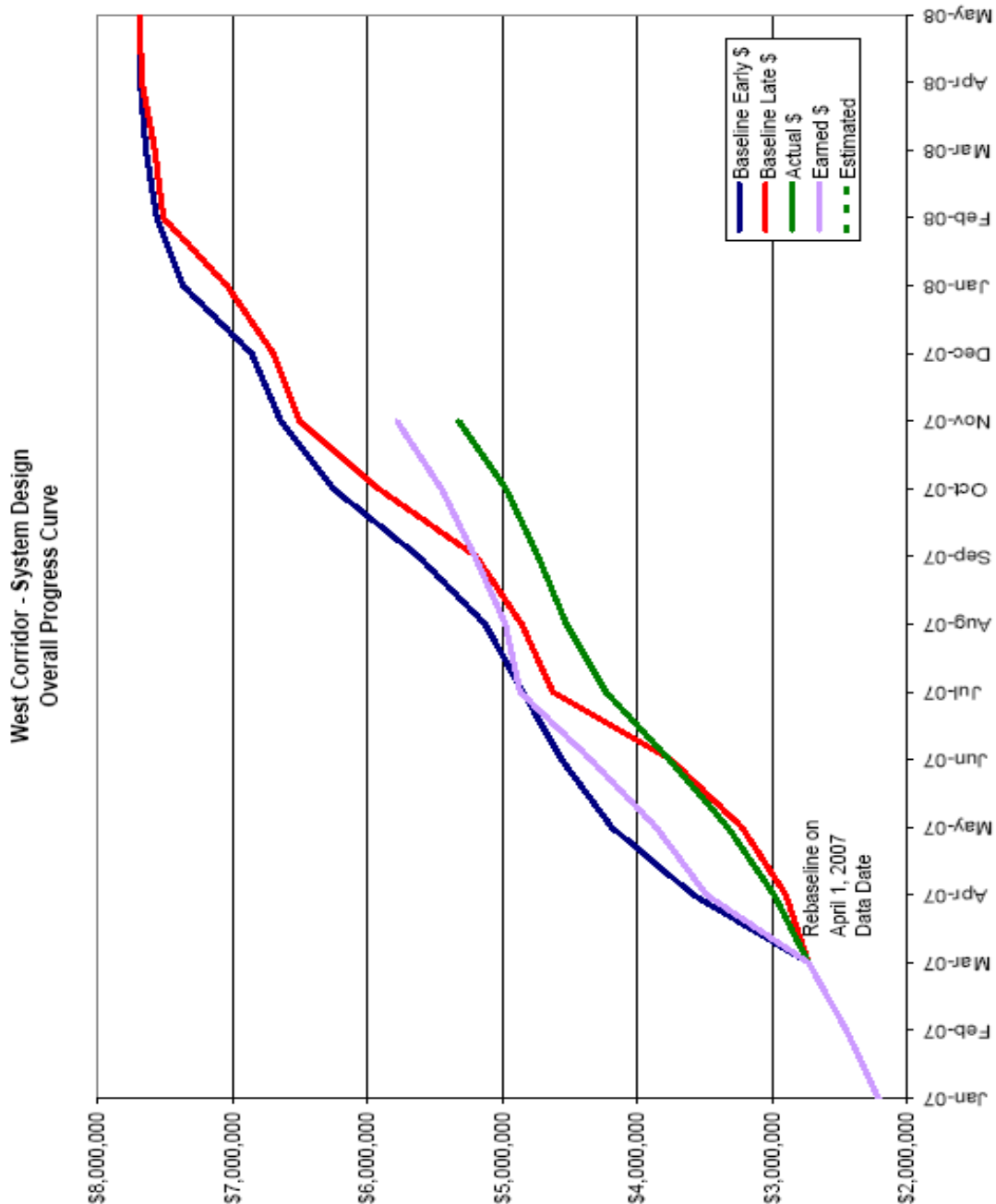
Cost Curve - Civil Design

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 for this period are running slightly ahead of actual costs expended.



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 ahead of actual costs expended but progress needs to be reviewed to meet the 90% submittal date.



Overall Schedule Status

RTD's efforts this month focused primarily on advancing the design to 90% completion. The team delivered an Interim Submittal #1 package on November 20; Interim Submittal #2, comprising unchecked plans and specifications, will be delivered on December 21 as advance design documentation for the CM/GC to begin preparation of their GMP. DEA will submit the checked 90% design documents on February 4, 2008.

RTD continued to negotiate a requested proposal with the City and County of Denver to provide a design study for an alternative LRT station east of Decatur Street. The conceptual design and associated cost estimates are expected by the end of February 2008 in order for CCD to make a decision regarding the feasibility of relocating the current Federal/Decatur Station.

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 the preparation and delivery of Interim Submittal #1 as requested by RTD management and conducting the second pre-90% Interdisciplinary Design Reviews (IDR) as a part of the team's internal quality management plan. The safety and security certification program gained momentum with the distribution of the Certifiable Items List (CIL) and the start of required design verification in concert with the 90% submittal.
- Utilities – RTD continued to coordinate with DEA and the private utilities to initiate early utility relocation, beginning with Xcel and Qwest facilities along 13th Avenue. Other design discussions continued regarding utilities along 13th Ave and in the Federal Blvd area.
- Drainage – The 404 Permit application was submitted to the Corps of Engineers, and the pre-CLOMR package was submitted for review. Drainage details were further developed, including the final location of the Richey Park outfall under the east-bound track of the LRT guideway along 13th Ave.
- Civil, Track Design, and Roadway – The modeling of guideway and station area grading was completed and track and roadway design details were further developed. Coordination with the systems consultant regarding TPSS locations and other systems elements continued. A package of associated construction elements in the vicinity of the Kipling Street crossing was compiled for agency review and approval in preparation for early construction of the LRT and bike bridge.
- Track Alignment – The design team prepared a draft white paper to investigate the feasibility of an alternative LRT crossing of I-70 by replacing the interstate highway bridges in lieu of the tunnel; the north end spans would accommodate two tracks.
- Structures – Bridges and Tunnels: The final design for the Federal Blvd bridge replacement was started; although the Interim Submittal #2 drawings in December will be a little bit short of 90%, the design is expected to be back on schedule by the 90% submittal in February 2008.

Retaining Walls: Additional work was done to confirm wall types and location for design, including coordination of supporting geotechnical data and reviews with DTCG. Discussions with the systems consultant were held to resolve locations of OCS pole foundations along walls.

Overall Schedule Status (Cont.)

- **Noise Walls:** Structural and aesthetic design details development continued for the noise walls along the 13th Ave corridor, irrespective of the possibility of any property owners electing to "opt-out" of this noise mitigation measure along their property front-ages by year's end.
- **Stations** – Development of station details continued. Increased coordination activity at Auraria West in coordination with DEA was expected, but did not occur. The proposal for an alternate station location east of Decatur Street was provided as requested to CCD.
- **Parking Structures** – The design for a two-story parking garage at Jeffco Government Center is being advanced for the 90% submittal.
- **Park-n-Rides** – Design activities for the pnR and bus facility are still on hold for Federal Center; next month RTD will make a selection pursuant to the responses to the request for developer teams to engage in a PPP for the site. Site work design for the Oak St Station pnR and access road is progressing.
- **System Safety and Security** – IEI and the design team started finalizing the design elements for meeting NFPA 130 requirements for emergency evacuation at the stations as well as confirming emergency egress points along the guideway and structures. IEI was also involved in coordinating discussions regarding corridor fencing and barriers, and refinement of the use of special trackwork (guard rail and restraining rail).
- **Surveying** – Pre-ROWPR plans have been submitted for all of CDOT's affected roadways. The final plans will be submitted when all of the intersections are finalized. ROW plans for the remainder of the corridor were being refined as the guideway and station design limits were finalized. Legal descriptions of acquisition parcels for a segment along 13th Avenue were prepared for the submittal of the first ROW Plan package to RTD.
- **Geotechnical** – Borings were taken in the areas of the final TPSS locations. Technical memoranda for roadways and the last of the stations continued to be submitted as findings and recommendations were completed. A white paper was drafted on the subject of artificial fill along the corridor from Wadsworth Blvd to Auraria.
- **Noise and Vibration** – Noise wall details were being developed as described above (Structures).

Key remaining milestone dates in final design development during 2007 will be:

- An initial notice to proceed (NTP) for the CM/GC on early construction and procurement items, pursuant to RTD Board approval in August of the estimated costs in the LONP by FTA for early construction and procurement.
- An early work-n-progress submittal was made on November 20. The interim 90% progress submittal for advanced design is scheduled for December 21, 2007, to be followed by the full 90% design package on February 4, 2008.



Overall Schedule Status (Cont.)

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. The 90% construction documents will be used by the CM/GC to prepare their guaranteed maximum price (GMP) for constructing the project.
- Externally, RTD and agency stakeholders and other third parties must resolve any outstanding 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.
- City of Lakewood - Master IGA updated and re-issued to reflect incorporation of the VE proposals; A final draft was issued to the City this period. RTD and the City have reached basic agreement. A city council study session is planned for January 7, 2008.
- 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; amendment to IGA has been issued to the City for construction.
- 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 submitted to City - minor comments received from the City; a final draft has been prepared and is awaiting the completion of local elections.
- City of Lakewood - Completed negotiations on Wadsworth Station IGA covering the proposed station enhancements to be funded separately by the City; IGA has been executed by the City and RTD.
- 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; a final draft is ready for approval following establishing a budget for the tree replacement.
- Jefferson County - Master IGA has been updated and re-issued to reflect incorporation of the single tracking VE proposal; comments and resolution of the impasse on single tracking, conveyance of property and parking is pending.
- City of Golden - Master IGA updated and re-issued to reflect incorporation of the VE proposals; RTD and the City have reached basic agreement. Minor changes completed; RTD waiting to see if City will proceed forward to seek council approval.
- 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 is taking the lead to finish the IGA and expects the City to seek council approval in January/February 2008.
- 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.

Seventeen 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 -	Signed	IGG Communications (Level 3) -	Signed
Lakewood Water - Not signed		Lakewood Waste Water - Not Signed	
Comcast Cable -	Signed	College Park Sewer District -	Signed
Metro Waste Water -	Signed	GSA -	Signed
McLeod USA -	Signed	Pleasant View Water/Sanitation -	Signed
Agric. Ditch - License	Signed		

- 17 of the 20 URA's have been signed. Remaining to be signed are City and County of Denver, City of Lakewood both waiting on IGA and Qwest who will not sign but is cooperating with RTD and signing work orders.
- Work orders have been written for the majority of the Dry utilities on the entire corridor with all of them written for the Dry utilities from Quail to Harlan.
- All of the Consolidated Mutual Water company work orders have been written and are waiting for signature from the Owner.
- All other wet utilities, water and sewer are in the DEA design and will be part of the contractor work and will not require as detailed of a work order with the exception of the Denver water conduits, work orders for the conduits will be written when 90% design is complete
- Design is complete for relocations of utilities from Quail to Kipling.
- Xcel relocation design is complete from Kipling to Garrison, and is under way for design from Garrison to Upham.
- Qwest design is complete and approved for relocations from Quail to Kipling.
- Qwest relocation design from Independence to Wadsworth is under way and expected to be completed January 31, 2008, construction is expected to take 12 to 18 months



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

- Qwest is working on the design to lower the telephone lines at McIntyre.
- Design has begun for relocations from Wadsworth to Harlan for Xcel electric and gas, Qwest, and Comcast.
- Design has begun on some relocations from the Jefferson County Building station to Quail.
- Dry utility design completed from Quail to Garrison has been incorporated into the DEA design documents.
- Lakewood has completed final design for Lakewood sewer relocation from Balsam to Harlan, construction to begin in April, contingent on Xcel gas and Consolidated Mutual Water design and construction completion. A meeting is scheduled for December 13, 2007 to plan the construction coordination.
- Consolidated Mutual Water line relocation design has begun from Zephyr to Harlan.
- Gas line relocation design has begun from Zephyr to Harlan.
- Design has begun on the Xcel network relocation at Myrtle Place. CDOT permits have been applied for to begin this work. Xcel easement negotiations ongoing.
- Xcel Transmission design from Federal east to the Platte river will not proceed without an evaluation on impacts associated with the potential Decatur station relocation. All other corridor transmission work orders have been written and are under design.
- Preliminary design alternatives for the utilities at Federal Bridge have begun. Water line to stay on bridge, phasing must be worked out, Qwest to find an alternative route, Gas line to stay on bridge, Metro wastewater will not be impacted. Transmission impacts from construction under design.
- Wet utility 90% design by DEA will be fully complete in February 2008 with the exception of Consolidated Mutual Water lines and Denver Conduit relocation design and construction coordination.
- RTD safety committee has approved two variances for utility relocations that will save RTD money and the utility companies money. One for an overhead electric line at Ulysses and one for not requiring casings on natural gas lines. The RTD design requirements for the variance of overhead electric lines may preclude allowing them to stay overhead. We are still working on this matter.
- 5 new variances submitted by Xcel for overhead distribution instead of underground will be submitted to safety committee January 4, 2008.

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

- Construction approval given for Qwest, Comcast and Xcel for relocations in Lakewood Heights for Kipling bridge bike path.
- Construction has begun on Utility relocations from Quail to Kipling by Xcel with completion date scheduled for December 31, 2007.
- Comcast to relocate facilities from Quail to Kipling by December 31, 07
- Xcel awarded contract to Sturgeon Electric for utility relocations from Independence to Garrison. Construction is underway.
- Qwest ductbank lowering from Kipling to Pikeview is waiting for Xcel to remove pole line scheduled for January 2008.
- Bi weekly coordination meetings are held with the Utility companies for design and construction coordination.

Progress Photo





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

Progress Photos



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:

- Prepared a new mitigation table for the Full Funding Grant Agreement (FFGA)
- Prepared revised EA
- Responded to comments on revised EA
- Updated Revised EA
- Prepared draft FONSI language
- Provided environmental mapping to put on final design plans
- Revised Section 404 Permit applications; submitted to Corps
- Prepared mailing list to use for public notice for 404 Permit application
- Met with David Evans and Associates (DEA) to begin process of final design for wetland mitigation
- Provided an updated and more detailed traffic analysis of the Jefferson County Station and the PNR access at that station based on comments and requests from Jefferson County
- Provided electronic spatial data to DEA of avoidance areas for prairie dog colonies, historic properties, and parks to include in 90% design. Also began drafting design notes to accompany the plan sheet information

Activities Planned for Next Period:

- Finalize mitigation chart
- Revise design plans and specs as appropriate
- Begin preparation of wetland mitigation design
- Finalize Jefferson County station traffic analysis and possibly meet with representatives from Jefferson County



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.
- During the month of November, the RTD FasTracks team completed an Internal Audit of the FasTracks Quality Oversight Program. An audit report is being generated as of this writing. Improvement Actions identified during these audits are formerly documented, and corrective actions are completed before the Improvement Action is closed.
- Also during the month of November, a purchase requisition was issued to begin the procurement process for Owner's Verification Testing services. RTD will select an independent consultant to perform sampling of soils, concrete, asphalt, and ballast materials; as well as other specialized testing and inspections as requested by RTD. This program will be used to validate the Contractors' quality management program and processes. RTD intends to develop a materials testing database through its Quality Management Consultant, which will be used to input test results from both the contractors and RTD's independent verification testing consultant. These results will be compared and analyzed through the database features.

Activities Planned for Next Month:

- Quarterly Quality Management review



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 cancelled for the month of November 2007.

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.

Community

During November 2007, Community Involvement Program (CIP) services by the DEA team included the following activities:

- Arranged venue and logistics and assisted RTD with presentation to The Lakewood Collaborative community group and COL at the Clement Community Center on November 12.
- Prepared and distributed November 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.
- With the upcoming completion of design, responsibilities are shifting to the CM/GC public involvement team.

Right-of-Way Status

Approximately 130 parcels were identified in Preliminary Engineering as being impacted by corridor construction. These parcels have been re-evaluated as part of the updated second 65% 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 updated RAMP was submitted August 20, 2007. Approval of RAMP is pending submittal of a final set of ROW plans set for February 2008.

Progress this Period:

- Continued meetings with DEA for the development of right of way plans for the West Corridor.
- Provided information regarding the acquisition and relocation processes to various property owners, and project personnel, including PI for news media.
- Met with affected property owners to provide information, answer questions, and address concerns.
- Continue to prepare estimates and schedules for various design alternatives.
- Met with affected property owners.
- Provided information to appraisers working on the project, both for RTD and for the property owners.

Anticipated Progress for Next Period:

- Continue to meet with DEA to direct and monitor progress on ROW plans.
- Continue to provide information to affected owners and occupants.
- Prepare correspondence, estimates, scopes of work, etc as necessary to procure right of way necessary for the West Corridor project.
- Continue to provide direction to H C Peck and Associates for the development of the acquisition stage relocation plan.
- Continue to Provide Right Of Way acquisition and relocation support to FasTracks program



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 may 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 November 2007
David Evans & Associates	21%	19%
FRSC	10%	12.2%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	31%