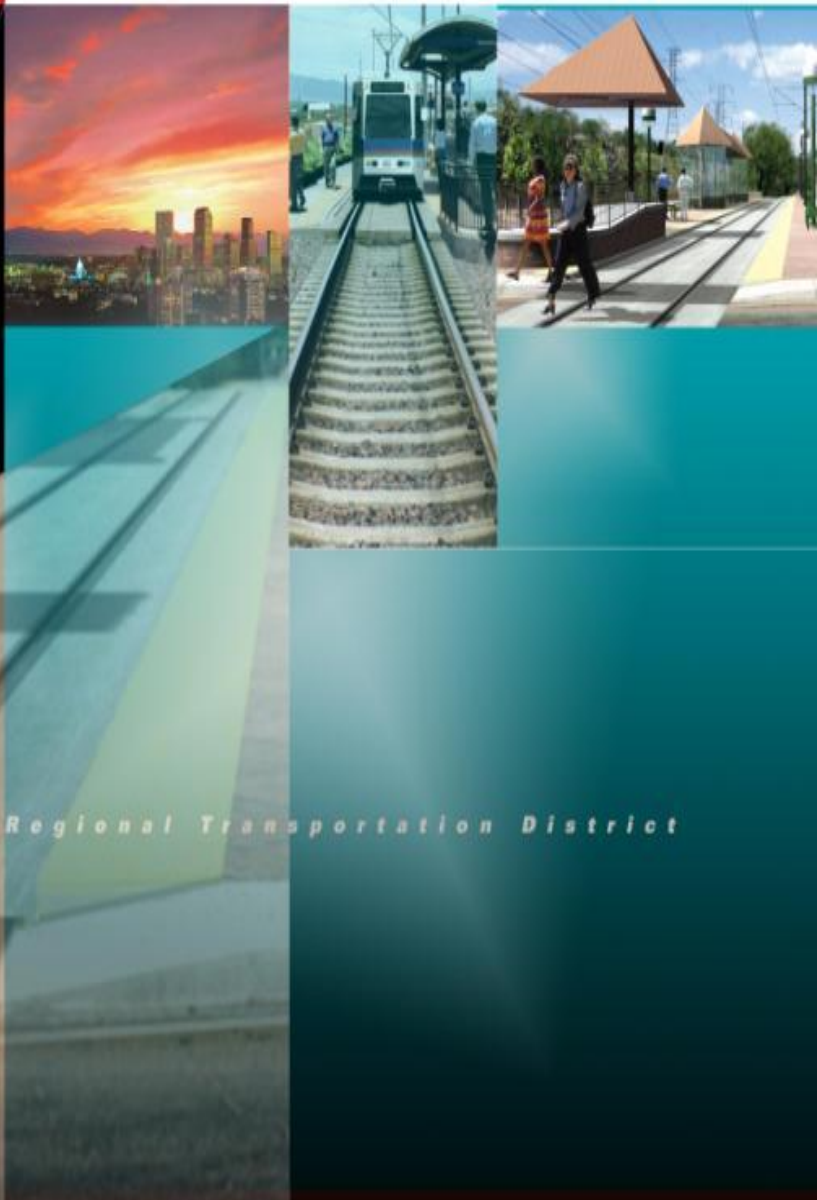




West Corridor LRT Project Progress Report



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
CM/GC	Construction Manager/General Contractor
COL	City of Lakewood
CPUC	Colorado Public Utilities Commission
CPV	Central Platte Valley
CSP	Construction Safety Program
DEA	David Evans and Associates
DBE/SBE	Disadvantaged Business Enterprise/Small Business Enterprise
DTCG	Denver Transit Construction Group
EA	Environmental Assessment
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
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.

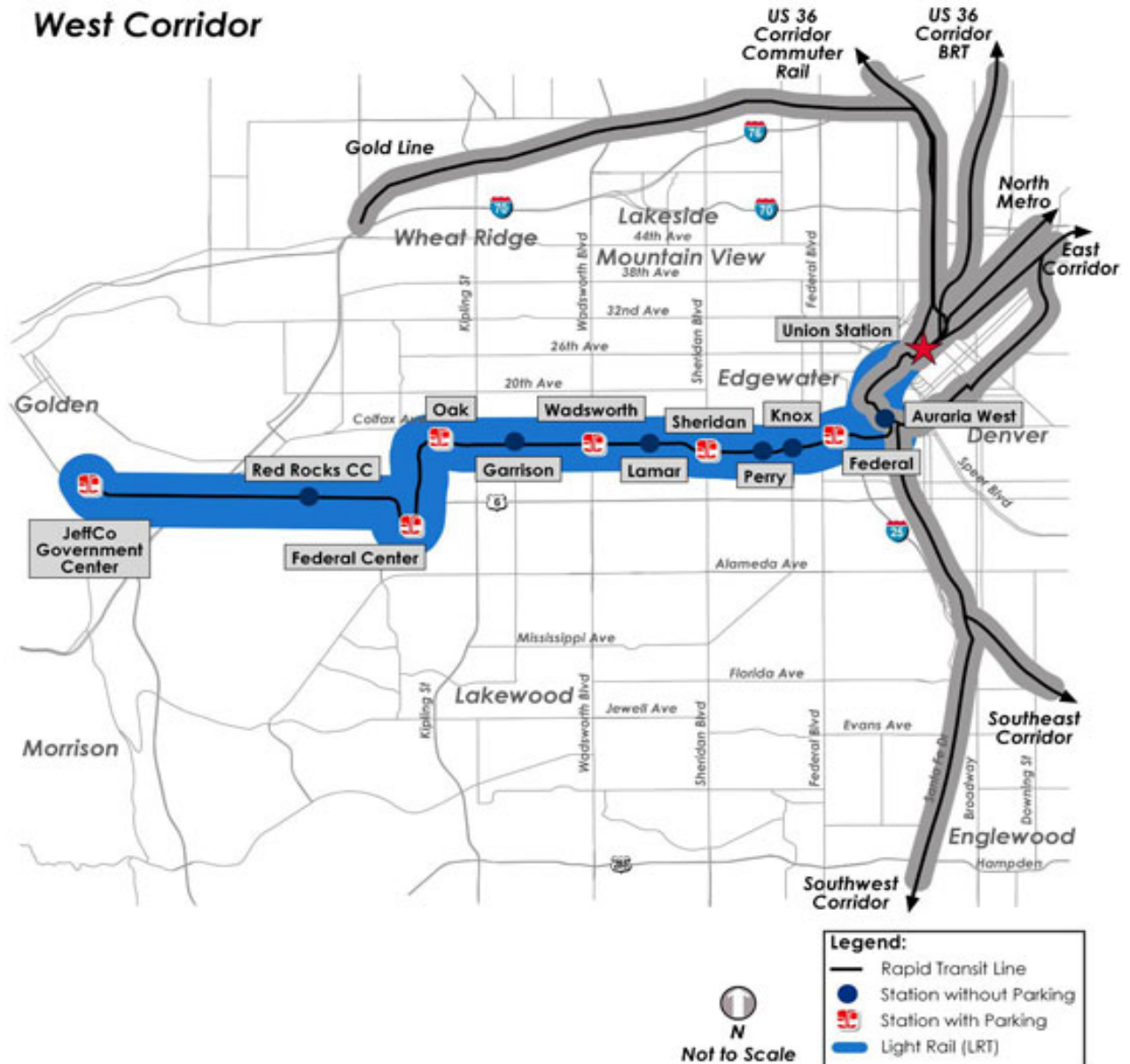
The West Corridor project consists of 12.1 miles of Light Rail Transit (LRT) extending from the existing light rail line at Auraria West Station, west across the South Platte River, then west traversing the existing Associated Railroad right-of-way between Decatur Street in Denver and Quail Street in 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 Country Government Center. The shift in alignment is being cleared in an Environmental Assessment now underway. The LRT Alternative includes the development of twelve stations: Auraria West, Federal/Decatur, Knox, Perry, Sheridan, Lamar, Wadsworth, Garrison, Oak, Denver Federal Center, Red Rocks and Jefferson County Government Center. Parking will be provided at six of the 12 stations, providing approximately 5,700 parking spaces.

The LRT line will be double tracked (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, Eldridge at US 6 east of Indiana (tied to south side alignment shift), Indiana Street, I-70, and US 6/US 40.

Potential Baseline Modifications

Value Engineering was conducted for the West Corridor in December 2006, and certain VE/cost containment proposals will have some impact on the project baseline such as single tracking from the Denver Federal Center to the Jefferson County End-of-Line station, changing to a LRT overpass at Sheridan, changes in drainage design criteria and the proposed re-configuration of the track and station at Auraria. VE proposals and recommendations continue to be discussed with stakeholders. Comments from the public and stakeholders have been added to the project website. RTD Board action originally planned for March 2007 has been postponed until the May board meeting.

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 a proposed LRT overpass over 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 under evaluation 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: A proposed 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:** Based on updated current capital cost estimates and the material escalation that has occurred and is continuing to occur in the market, the FasTracks team including the CM/GC contractor continue look at cost effective design approaches to reflect in the upcoming July progress submittal. The majority of the VE proposals and recommendations have been finalized and are planned to go to the RD Board on May 14 for approval. Five significant items including Single Track, Sheridan, Drainage, Auraria and Federal/Decatur Station have been postponed until the June 19 RTD Board meeting. It is critical to resolve these remaining five items to avoid impacting the upcoming Risk Assessment and November deadline for submitting a FFGA application.
- **Stakeholder Participation:** Stakeholder expectations need to be cognizant of the numerous budget challengers 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 to be negotiated and executed to not impede FFGA process. Completion - Summer 2007.
- **EA process** currently involves defining VE proposals with sufficient technical detail that an informed assessment can be made as to any additional environmental impacts. Due to various potentially viable VE proposals, EA to remain open until VE items have been selected and impacts can be evaluated by the FERG. Prolonged debate between RTD and stakeholders on several VE proposals may jeopardize EA schedule. Current schedule is draft EA document to FTA in late June 2007 with public hearing in mid August 2007 and formal approval by FTA in mid to late October 2007.
- **Federal/Decatur Station:** CCD has requested RTD to shift the station to the east side of Decatur Street; This is being evaluated by RTD; a decision is required by the June 19th RTD Board meeting to avoid impacting the Risk Assessment, EA and 404 permit process. RTD would need to be held cost neutral on any cost impacts.
- **Constraints of narrow corridor along 13th Avenue** affect design of road closures, recently coordinated with City of Lakewood engineering and West Metro Fire. Currently proceeding with VE proposal to place walkway in center between tracks on bridges and corridor-wide at-grade to reduce guideway width.
- **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 will be used for upcoming July progress submittal. *Additional public outreach process is planned.*
- **Noise Barriers:** Final noise report has been completed that addresses current FTA guidelines and reflects RTD's moderate noise impact policy. Sound wall locations are being finalized and will be reviewed with affected local agencies followed by discussion with property owners. Time frame: Start May/June 2007
- **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 FWHA/CDOT.

Key Project Challenges (Cont.)

- Reconfiguration of Auraria West Station and CPV connection: Coordination/input with AHEC, and student housing developer team continuing - updated VE proposal developed by RTD that minimizes impacts to AHEC's master plan; maintains existing Auraria West Station but provides for an additional Auraria Station and simplifies connection to CPV line as well as parking and street re-construction impacts. Review and confirmation by AHEC pending. Time Frame: Resolution by June 19 RTD Board meeting.
- 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 would be responsible for design and funding of all incremental costs. *Agreement on City of Lakewood's alternative station design and execution of a IGA must be completed by Summer 2007 to allow the alternative station design to be completed and included as a bid option as part of the CM/GC's Guaranteed Maximum Price in early 2008. Without agreement, RTD will proceed 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 in process for the proposed VE changes at Indiana and Sheridan. ROWPR process to start in July with Kipling and US 6 initially.
- 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.
- 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 65% submittal. Geotechnical information is being finalized and will allow a more detailed constructability review by the CM/GC.
- 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% submittal needs to be addressed to minimize disruption to focused advancement of final design to 90% completion.
- Establishing agreed work 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 - tentative date for completion of utility relocation established as April 2008; work orders for Xcel are now being issued for design work with construction expected to start in May 2007. The S. Platte River environs, Federal Blvd bridge replacement, and the narrow 13th Avenue corridor are greatest challenges.

Key Project Challenges (Cont.)

- Denver Federal Center Station transition plaza, parking, and bus transfer facility on hold pending outcome of GSA master planning concepts and conveyance process for transferring property to RTD. RTD Board has approved the offer to purchase at the March board meeting. Full land conveyance planned by July 2007.
- Establish ROW acquisition schedule, begin appraisal process - Earlier property acquisitions are being identified by CM/GC in an updated draft construction schedule. Final RAMP to be issued in Summer 2007 with incorporation of VE recommendations.
- Prepare and submit FFGA application - Current schedule agreed to by RTD and FTA is based on a risk assessment starting in mid August 2007 with the FFGA application in November 2007 and execution of a FFGA in March 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. *More recently, continuing negotiations with UPRR have been more positive, and Burnham Yard lead may possibly be eliminated again.*
- LRT over Sheridan Boulevard is currently being considered as a VE proposal; concerns from agency stakeholders regarding traffic circulation and safety, station access, bike-pedestrian trail continuity, neighborhood connectivity, and constraints to future Sheridan roadway improvements.; *final decision on this VE proposal has been delayed until June, 2007.*
- Approach for design for local drainage systems with respect to RTD Criteria, which currently dictates that track ballast must not be inundated in 100-year event while minor storm is classified as 5-year event; major cost implications in decision between RTD and stakeholder jurisdictions on how to handle local stormwater runoff. A VE proposal for major revision to criteria at certain locations along the corridor is the subject of agency stakeholder concerns; Design team has assessed impacts and provided presentations to stakeholders for prudent application of VE proposal that will not degrade train operations while leaving existing conditions unchanged and not increasing flood plain water surfaces. *Final decision on this VE proposal has been delayed until June, 2007.*
- Determination of ROW boundaries along project corridor (not provided by PE documentation) to properly determine LRT system impacts during design and define subsequent property acquisition parcels and easements. RTD has requested the DEA design team provide summary of available ROW information along corridor and proposed scope to: 1) completely define existing conditions, and 2) prepare documentation for property and easement acquisitions. Fulfillment of Step 2 is subject to firm design parameters, which may be affected by several VE proposals still to be further investigated. ROW Plan for entire corridor will be prepared, in concert with ROW plan review (ROWPR) for CDOT facilities; determination of acquisition impacts dependent on final design, currently affected by ongoing VE proposal adjudication process.



Summary of Month's Activities

General Progress

In the period through April 30, 2007, the following activities were completed on the project:

- Continue to support of all significant Value Engineering proposals including Sheridan LRT Overpass, revisions to RTD Drainage Criteria, trackage and station modifications at Auraria, and single tracking from Denver Federal Center to Jefferson County End-of-line.
- Continue to support the Annual FasTracks Program Evaluation with updated based costs and Value Engineering / Cost Containment costs.
- Continue to liaison with local agency stakeholders on Value Engineering and project related activities.
- Update Intergovernmental Agreement on Wadsworth Station with City of Lakewood based on city comments and review with RTD Legal.
- Continue to coordinate Intergovernmental Agreements on Wadsworth Station enhancements Tree Replacements in City of Lakewood along LRT corridor.
- Attend regular meetings with CM/GC and design team for project management (semi-monthly progress) and coordination/confirmation of designs for track alignment, structures, stations, drainage, systems and other LRT facilities as well as for VE proposals, ROW surveying and property acquisition, and public involvement.
- Updating Project Management Plan and Notebook for West Corridor following receipt of the PMOC's preliminary review comments.
- Held bi-weekly meetings to update "Before and After" Study; updated draft is scheduled to be submitted to PMOC in early July 2007.
- Held standing bi-weekly systems meeting and coordinate a system integration discussion with civil and systems designers.
- Continue to provide coordination and oversight of design progress by David Evans & Associates and FRSC; attended standing design management meetings.
- Schedule work session on specifications and cost estimating format for West Corridor.
- Held Value Engineering follow-up session to identify additional cost containment proposals and possible re-evaluation of prior rejected VE items.
- Coordinated with RTD Public Involvement staff on technical questions received from stakeholders and public.
- Held trial noise demonstration in preparation for May 5 field demonstration to stakeholders and public to become familiar with noise parameters, noise study result and proposed mitigation strategies.
- Continued coordination with RTD/PMC on ROW Plan and property acquisition requirements.

Summary of Month's Activities (Cont.)

- Reviewed walls and geotechnical recommendations with DTCG on April 5 to gain better understanding for construction costing.
- Reviewed project schedule with RTD Project Controls and design teams for content and format for remainder of final design.
- Held meetings on April 11 and April 25 with COL and its station consultant to discuss design parameters for alternative Wadsworth Station design.
- Hosted twelfth Safety and Security Working Group meeting on April 18.
- Attended presentation on April 26 by CCD and its consultant on TOD planning for Sheridan Station area.

Activities Planned for Next Period

- Continued review by project surveying team (DEA, RTD and PMC) of progress and issues related to ROW determination and property acquisition.
- On May 2, RTD will review the status of the Sheridan VE proposal with CCD.
- Continued evaluation of VE proposal process with RTD on May 2.
- Discussion of early construction work on May 3.
- Review of specifications and cost estimate formats on May 3.
- Review of emergency egress points with West Metro Fire District for west half of project alignment.
- Review of noise findings with FERG and PI on May 4, followed by public noise demonstration on May 5.
- Discussion of CDOT traffic control and detour requirements as adjunct to Sheridan original EIS and VE proposal designs on May 7.
- DEA team workshops with GSA and with COL, both on May 8.
- Project update and design review with Jefferson County School District on May 10.
- Agency stakeholders coordination meeting on May 10.
- Elected Officials briefing scheduled for May 11.
- Hosting 13th SSWG meeting on May 16.
- Ground breaking ceremonies (demo existing track) at 13th/Quail on May 16.
- FTA/PMOC QPRM on May 30.
- Continued support for RTD final disposition of proposals from VE Study in mid-December as well as additional proposals by RTD staff.
- Continuing a weekly series of project coordination meetings with RTD, FRSC, DTCG, DEA, and third parties as appropriate, with an agenda that rotates among key design disciplines and 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, systemwide electrical, fare collection equipment and trackwork. The careful integration of these elements into the project is essential to the safe and efficient operation of the LRT system.

The following activities were completed this period:

- Systems engineering consultant began design of the ground grids for the traction power substations based on preliminary information from Xcel Energy. Further data from Xcel will be required before the design can be finalized.
- The design of corrosion control measures and grounding systems for poles located on structures is being investigated.
- Structural loads imposed on poles located on bridges have now been calculated.
- As part of the ongoing Value Engineering effort, the systems design contractor is re-evaluating the overhead contact system overlaps and sectioning.
- Signals design has been revised to accommodate the latest single track layout west of the Denver Federal Center.
- Track circuits within the interlockings were laid out.
- Investigating the cost differential between analog and digital fiber optic connectivity for emergency telephones at the station platforms.

System Activities Planned for Next Period:

- The possible advance purchase of OCS commodities and traction power substations will be discussed with the CM/GC.
- Work will continue on a true 65% systems design which accommodates all VE design changes.
- The possibility of a parallel systems design for the area between Federal Boulevard and the Platte River will be pursued to allow for the possible relocation of the Decatur Station to a location east of Decatur Street.



Summary of Month's Activities (Cont.)

Transit Oriented Development (TOD)

The City of Lakewood held meetings with property owners affected by the transit-mixed use (TMU) zoning re-mapping in the Sheridan, Wadsworth, Oak and Federal Center station areas. RTD staff continues to participate in the development of Lakewood's TOD implementation plan for the Wadsworth station area.

The City and County of Denver conducted focus group meetings for station area plans at Auraria West and Sheridan. Denver staff and their consultants continued working on planning options for these two station areas, with participation from RTD staff.

TOD Activities Planned for Next Month

- The Lakewood Planning Commission will hold a public hearing on zoning re-mapping at the four station areas cited above.
- Denver will host a new round of public workshops for the Auraria West and Sheridan station area plans.

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:

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 11 – CPM Schedule

Task Order No. 12 – Public Meetings

Task Order No. 13 – Construction Cost Estimates

Task Order No. 21 – Public Involvement

The CM/GC achieved the following progress through the period of April, 2007.

- Task 1- This task has been closed with respect to the original budgeted hours. The CM/GC has continued to expend hours in support of the 65% plan development, schedule development and systems interface with the anticipated phasing for the project and the anticipated refined 65% plans. A change order to increase the hours for Task 1 is currently being prepared.
- Task 2 - CM/GC Project Manager continued to participate in numerous meetings with stakeholders, design groups and RTD staff supporting ongoing project progress and the ongoing evaluation of the VE proposal and development of added opportunities. Meetings were held with the Hispanic Chamber and potential DBE contractors and discussions as to work opportunities, mentor support and RTD support were conducted.
- Task 3 - This task has been closed. The CM/GC continues to work closely together with RTD and design groups to seek cost reduction opportunities and to refine previously submitted concepts. Special meetings have been held to discuss particular issues, including an April 19th work session to address tunneling options for the Simms/Union tunnel and the I-70 tunnel and a plan to address the respective challenges presented by each of these locations. A special systems coordination meeting was held April 16th to address systems-related issues for the entire west corridor.
- Task 4 - A meeting was held with the City of Lakewood to gather information for incorporation of the comments of the local jurisdictions as well as approved VE concepts and stakeholder impacts that may impact the sequencing of work activities in this Task.

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

- Task 5 - A draft work sequencing plan has been submitted by the CM/GC for RTD comments. As VE selection is determined and design progresses, additional stakeholder input is evaluated and as work proceeds on Task 11, the work sequencing plan will be refined.
- Task 6 - The first activity under this task included the preparation of a Scope of Work and Request for Proposals for take-up and recycling of existing track materials on the corridor. The DBE contractor for the track take-up contract was selected in April and work is planned to commence in May. Task Order #6 is being revised to reflect the exact amount of the Take-up Contract.
- Task 7 - The 65% QA review has been completed and review of the 90% plans is pending development to that level.
- Task 8 - The draft DBE plan was submitted for review and RTD comments were provided to DTCG in early April. A meeting was held with RTD to discuss their observations and the plan is currently being revised to incorporate the comments into a revised draft that will be submitted in May. Interviews with DBE subcontractors and the assembly of subcontractor information have continued. Early construction items have been analyzed for DBE opportunities and solicitation.
- Task 9 - This task has been completed and closed. Cooperation and coordination with RTD and the design team continues with respect to information requests.
- Task 11 - Work on this task continued. Design refinements, stakeholder participation early work potential and RTD input have been noted and schedule logic adjusted as appropriate.
- Task 12 - The CM/GC has continued to participate in public meetings as scheduled by RTD, stakeholders and the design team. During the last month, these included a special noise demonstration held on site to allow residents to hear the replicated sounds of light rail vehicles in several different modes and under different sound mitigation scenarios.
- Task 13 - Two cost estimates were previously completed. The CM/GC team continues to participate in weekly meetings with RTD and the design team to address design refinements that will be incorporated in the 65% plans that are due in July. The 65% estimate is due 6 weeks after release of the plans.
- Task 21 - DTCG team member Xcelente attended RTD Board and Stakeholder meetings as a representative of DTCG. During the last month, Xcelente has worked closely with the FasTracks PI team on planning for the May 16th Rail Pulling activity that serves as the Ground Breaking event for the West Line.
- Remaining Task Orders - Task orders numbered 10 and 14-20 have been drafted by RTD and are currently being reviewed by Staff for comments.



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

Activities Planned for Next Period:

- DTTCG will continue to participate in regularly scheduled design review meetings to discuss VE items, the 65% design submittal and other design-related issues.
- Work will continue for several months on the development and refinement of a CPM project schedule to reflect information that is gathered through the preconstruction process. Support to the overall FasTracks schedule has been provided as part of this activity.
- Alternative design concepts were prepared by the DTTCG team for the Federal Boulevard Bridge and were presented to RTD for review. It was mutually acknowledged that a precast bulb-tee girder alternative is preferable to the Consplan and precast arch bridge types that were previously considered. A comprehensive Bridge Type Selection report is currently being prepared for the precast bulb tee option by DTTCG for this structure.
- Drafting and issuance of a purchase order to Curdco, LLC, a DBE contractor, for the initial phase of track take-up that is required to allow utility relocation to proceed. Work on this activity will commence in May, 2007 and is expected to be complete by early August. DTTCG will manage and document Curdco's construction activities during this period.
- DTTCG will continue to work with DBE team member Meza Construction in the preparation and refinement of a design-build proposal to construct three pedestrian bridges and related improvements over the corridor as an early work item. Early construction of these structures will reduce pedestrian impact during future corridor construction operations.
- DBE interviews will continue to be conducted and files will be developed to identify interests and capabilities for subcontracting opportunities.
- DTTCG will continue to participate in Stakeholder Meetings, Elected Officials Meetings and other public meetings as requested.
- Draft DBE Plan will be revised and resubmitted for review.
- DTTCG's Public Information role will continue through participation in public meetings and refinement of DTTCG's PI role during the next year's pre-construction phase.
- DTTCG continues to work with RTD to secure purchase information with respect to long-lead items and major materials that can be purchased in advance of the Notice to proceed to reduce the impact of volatile construction material price increases. Steel plate for bridge girders, concrete ties and rail materials are the most notable of these materials. A meeting with one of the potential rail suppliers is scheduled for May 15th.
- DTTCG's team has begun drafting of the additional work plans required by the remaining Task Orders. These plans address the following issues:

- | | |
|---------------------------------|--------------------|
| Contracting | Safety |
| Construction Quality Management | Hazardous Material |
| Affirmative Action | Stormwater Runoff |
| Safety Certification | Risk Management |



Project Cost Summary

The current project baseline budget is \$511.8 million in Year of Expenditure (YOE) Dollars and is shown in the table below. The numbers below are shown as both base year 2005 dollars and YOE dollars.

Adjustments in project cost are pending a review of the VE proposals and further refinement of the 65% cost estimates between RTD and the CM/GC, which will continue with an updated 65% design level completion with VE proposals incorporated by mid July 2007, at which time updated project costs will be prepared and reported for the annual New Starts submission.

West Corridor Baseline Budget

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



Project Cost Summary (Cont.)

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

Note: The above figures do not include finance charges.



Project Cost Summary (cont.)

Estimate at Completion (EAC) Variance

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

Contingency Status

The project budget includes one level of contingency:

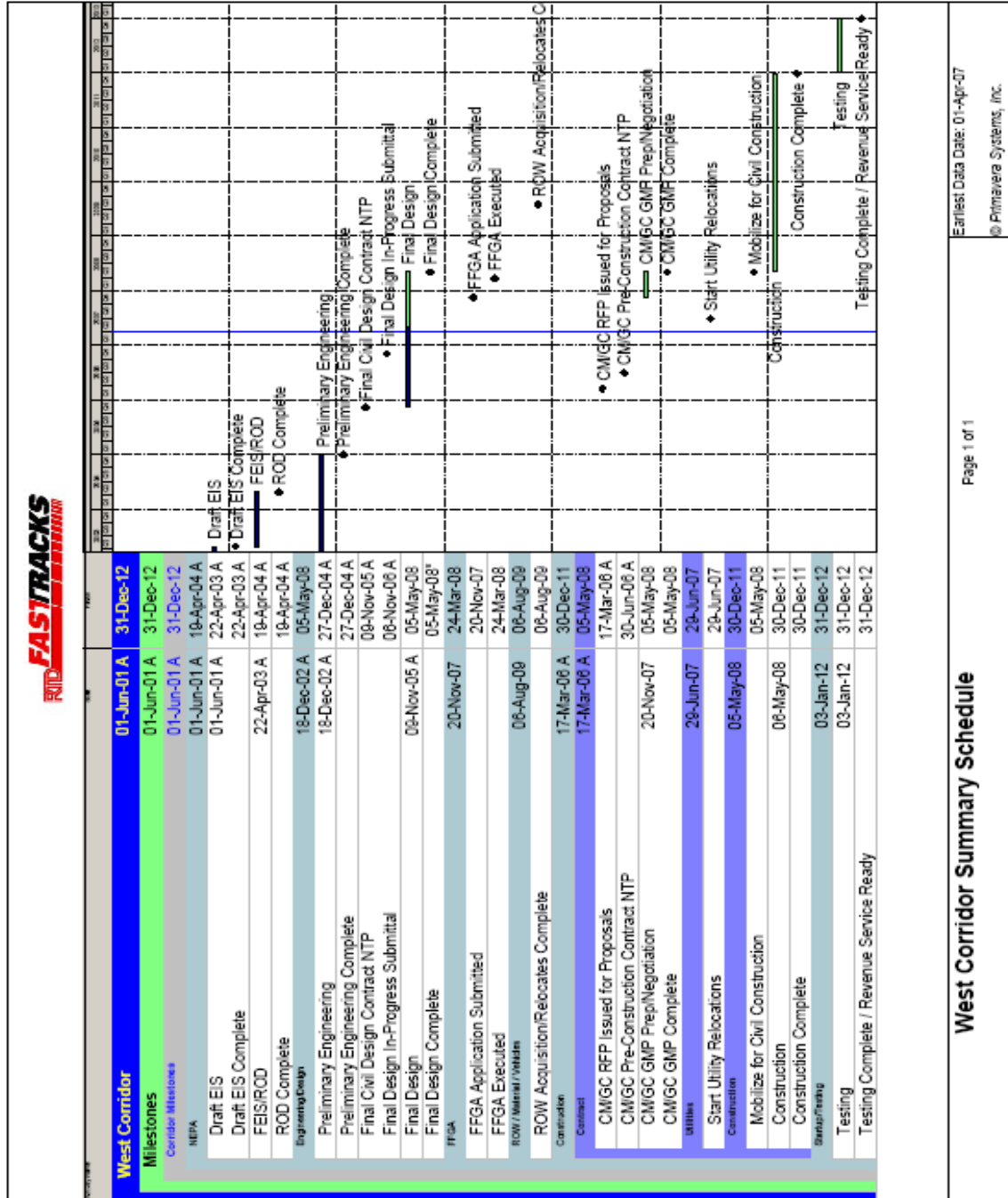
- Unallocated contingency assigned to current or future contracts to address changes in scope and unknowns during final design and construction.

Contract Awards: The Table below covers the period through March 31, 2007.

Contract #	Contractor	Scope	Approved Amount	Award Date
15DH007	David Evans and Associates	Final Design	\$13,130,478	11/9/05
15DH006	Front Range Sys.Consultant	System Consultant	\$5,531,048	10/21/05
15DO007	LT Environmental Inc.	Environmental Service	\$42,704	9/13/05
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$30,000	1/9/06
16FFW01	Denver Transit Const. Group	Pre-Construction Service	\$1,182,411	6/30/06
572031CR	Urban Engineers Inc.	Risk Assessment	\$49,547	3/15/05
35FR015	Queen City Railroad Construction	Elati Yard Improvements	\$1,693,311	4/7/06
16DR003	Mass Electric Construction Co.	Elati Yard Improvements	\$201,154	6/15/06
04-015	H.C. Peck & Associates	Title Insurance	\$75,000	3/1/04
15DO041	Bonnie Roerig & Associates	Property Appraisal	\$66,600	7/1/06
15DO043	Hegarty & Green Inc.	Property Appraisal	\$66,600	7/1/06
15DO044	Civil Technology	Property Appraisal	\$66,600	7/1/06
15DO045	Rothweiler Group Inc	Property Appraisal	\$66,600	7/1/06
15DO046	Joel C. Griffen	Property Appraisal	\$66,600	7/1/06
15DO047	Associated Value Consultants	Property Appraisal	\$66,600	7/1/06
56DU001	Denver City & County	FasTracks Liason	\$50,000	10/31/05
15DH001	Carter::Burgess	Program Management	\$3,023,796	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
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			\$52,933,491	

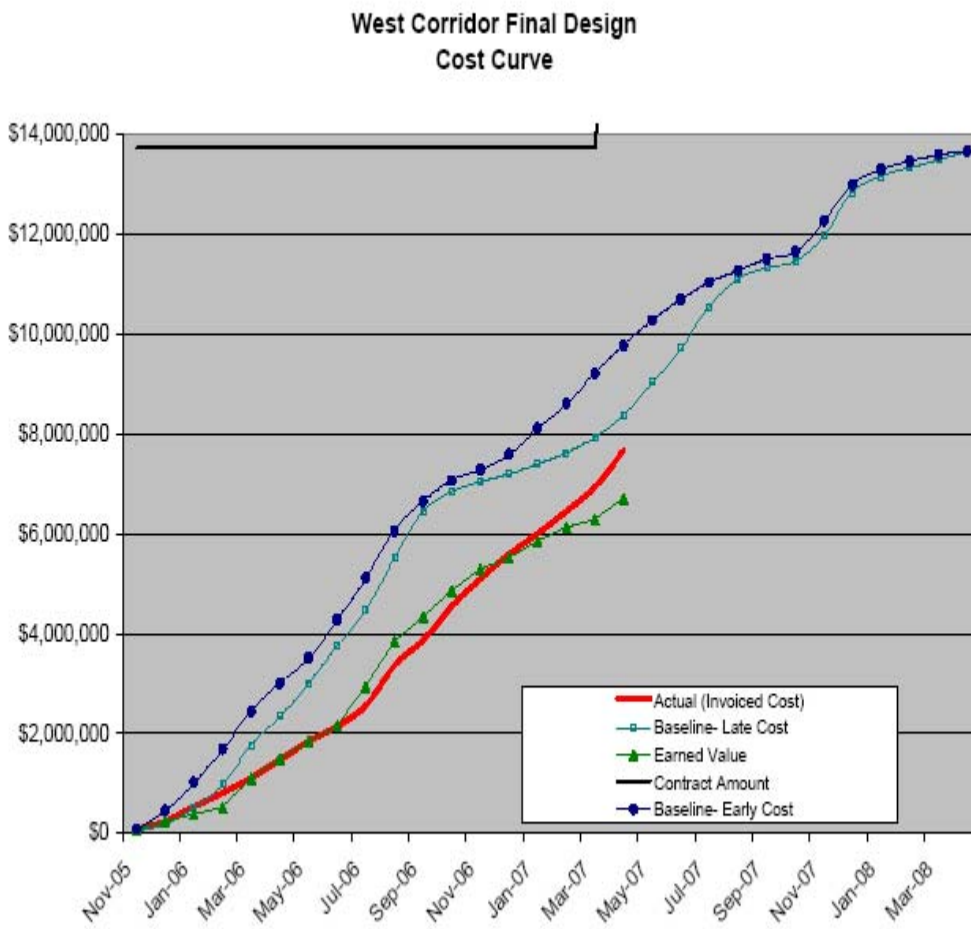
Project Schedule

No changes in the project schedule this period. The project continues to reflect the acceleration of the project by two years for design and construction and one year for revenue service as well as the new dates for execution of FFGA from September 2007 to March 2008.



Cost Curve - Civil Design

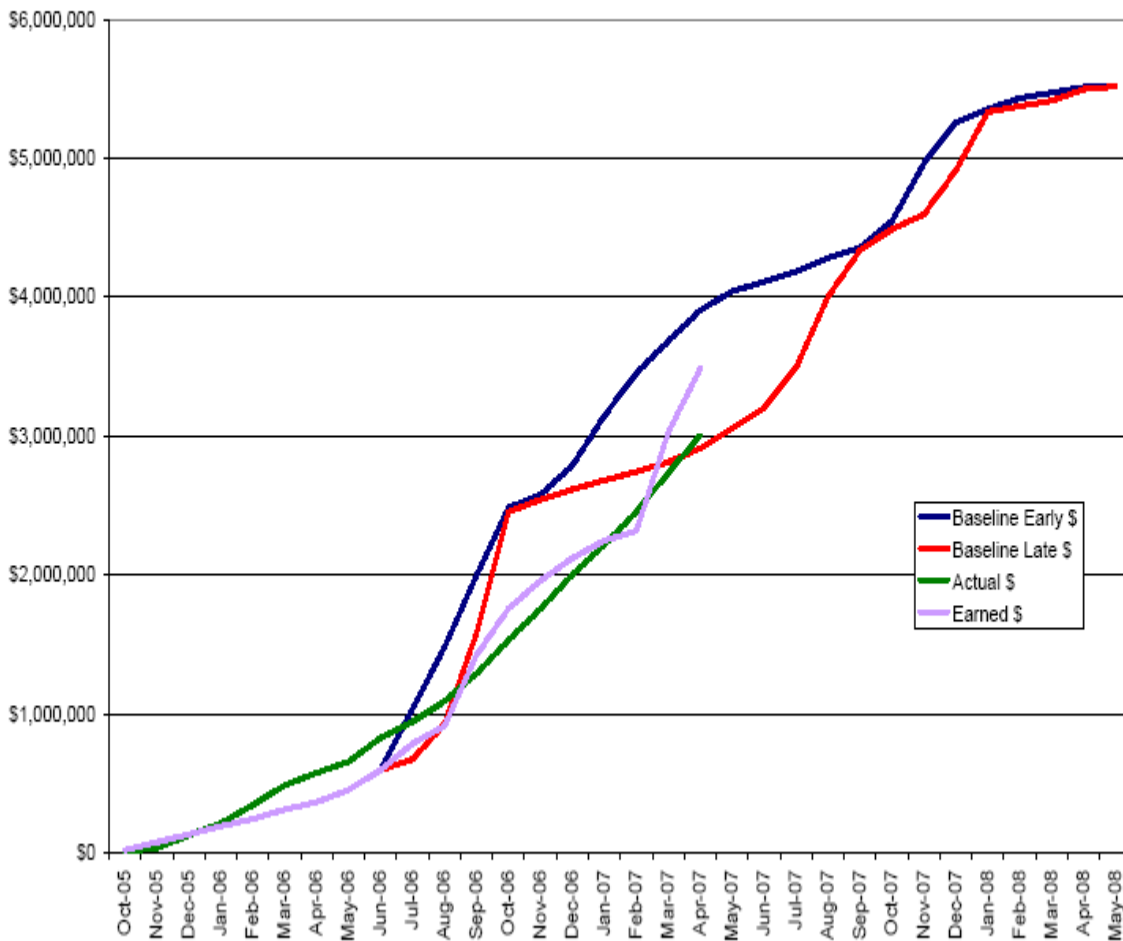
The earned value reported this period does not reflect recent project design impacts and schedule delay resulting from the value engineering process. The consultant's design budget and schedule along with the baseline are currently being updated to incorporate the recommended value engineering recommendations on the May RTD Board meeting for approval.



Cost Curve - Systems Design

The earned value reported this period does not reflect recent project design impacts and schedule delay resulting from the value engineering process. The consultant's design budget and schedule along with the baseline are currently being updated to incorporate the recommended value engineering recommendations on the May RTD Board meeting for approval.

West Corridor - System Design
Overall Progress Curve



Overall Schedule Status

The current schedule update with progress through April 30, 2007, shows a critical path calculation of zero (0) total float. However, the project baseline schedule will need to be revised to incorporate the conclusion of the VE proposal process and a new intermediate milestone of an internal updated 65% design submittal. Key decisions are required regarding the VE proposals in order to confirm project scope and budget in a timely manner that allows continuing design to support the FFGA application. A brief summary of the major schedule elements is presented below:

Final Design Project Management – Project Management tasks continue, including Project Progress meetings with RTD, Community Involvement Program meetings, Agency Stakeholder and Elected Officials meetings, Quality Management, partnering and coordination with DTCG and FRSC, and administrative activities in support of the contract. In late February 2007, both DEA and FRSC provided estimated costs to complete final design, including incorporating VE proposals into the project. However, due to difficulties in bringing the VE process to the RTD Board for action, design consultant contract increases (DEA and FRSC) are not likely to be approved until the May 2007 Board meeting

Utilities – Field verification of potential conflicts was completed in March by potholing. Design team continued to support RTD coordination with private utilities to initiate early utility relocation, beginning with Xcel and Qwest facilities.

Drainage – The design team continued to refine the technical analysis for recommended drainage improvements pursuant to the VE proposal to reduce the design criteria where feasible, without causing adverse impacts to adjacent properties. Cost savings were updated and discussions to gain consensus continued with UDFCD, Denver, and Lakewood.

Civil, Track Design, and Roadway – The track alignment was refined and revised pursuant to VE proposal and cost reduction influences, and, once again, "frozen" on April 9. CDOT requested consideration by RTD for accommodating future profile improvements for Sheridan Blvd with the VE proposal to send LRT over the roadway; the design responded with a revised design for a higher LRT profile and estimates reflecting greater structure costs were prepared that reduced the VE savings from \$10.5 to \$7.7 million.

Track Alignment – Work during the month included support of clarifying the VE proposals for more detailed cost estimates and discussions with agency stakeholders; the design team also coordinated with FRSC and DTCG for systems clearance requirements and optimizing guideway sections.

Structures – Bridges and Tunnels: Work continued according to the anticipated schedule to deliver 100% superstructure design plans for the steel bridges on the project to DTCG this summer for advance procurement of steel and fabrication. To date, design of the 6th Avenue, S. Platte River, and new US 6/Indiana Flyover bridges is proceeding. The CML Flyover and Wadsworth are on hold, due to continuing discussion of VE proposals, uncertain disposition of the Burnham Yard lead and the protracted process by COL for bringing their architect consultant on board to design an alternative station at Wadsworth. RTD has advised the design team to continue with the baseline design at Wadsworth to meet schedule. COL and RTD agreed on the feasibility of bike bridges at Wadsworth and Kipling, and a change order to initiate design is in progress. At this time, RTD is proposing to advance the Federal Blvd bridge and three pedestrian bridges along the CCD gulch area via design-build with DTCG.

Overall Schedule Status (Cont.)

Retaining Walls: Design team completed a re-modeling of the entire LRT corridor and succeeded in reducing wall quantities throughout by grading out the open ballasted guideway. The resulting wall sections will be verified with respect to soils conditions and ROW constraints and the wall type and location matrix will be updated for use by DTCG for construction pricing.

Noise Walls: Noise wall work this month continued with confirming concepts in tandem with ballast wall design, particularly along 13th Avenue; advancing design will be dependent on VE proposals and proposed RTD policy on moderate noise impacts and acceptance of the public on an opt-out policy as well as confirmation of the extent of mitigation measures.

Stations – It is anticipated that some design modification will be required as a result of agency review comments as well as VE Study proposals, including the RTD decision to build three-car platforms for opening day at all stations except for Wadsworth.

Parking Structures – No progress, in response to RTD's direction to put "hold" on the structures at Sheridan, Wadsworth, and Federal Center that are considered candidate for development or leaseback parking arrangement. Parking structure at Jefferson County End-of-Line continued with coordination of design requirements of LRT tunnel to accommodate stub end tracks and systems elements.

Park-n-Rides – Revised Oak St park-n-Ride layout was received from RTD and incorporated into station area design; design activities continued on hold for Auraria West as well as a surface parking configuration at the Federal Center.

System Safety and Security – The master civil CIL was approved for implementation at the SSWG meeting on April 18. The initial Means of Egress and Station Emergency Evacuation reports prepared by the design consultant, IEI are being revised to account for changes to alignment and station configuration resulting from accepted VE proposals. IEI performing emergency egress calculations for CML bridge at the request of Denver Fire Prevention.

Surveying – Bi-weekly coordination meetings continue with RTD/PMC and project surveyors for ROW issues and resolution, ROW Plan preparation, and property acquisition requirements. The field location of found monuments is being completed to verify existing property boundaries and ownership and public rights of way. Upon completing the modeling of the "frozen" track alignment by early next month to determine the limits of guideway grading, the impacts on adjacent properties can be assessed for acquisition purposes.

Geotechnical – Borings for the Union Blvd underpass as well as the US6/Indiana and CML flyovers, both affected by VE proposals, were being completed during this period. Investigation for tall retaining wall foundations were coordinated with the optimizing of alignment grading. A draft technical memorandum for completed geotechnical work to support design was prepared for the bridge site at the S. Platte River, and a tech memo for the I-70 tunnel is expected next period.

Overall Schedule Status (Cont.)

Noise and Vibration – The noise consultant, KM Chng has been analyzing additional noise impacts due to the sounding of on-board bells and gongs upon approach to stations as well as the proposed increase in bus operations at three stations. KM Chng will submit a draft final report very early in May for RTD review. At that time, RTD and its FasTracks Environmental Resources Group and the DEA design team will discuss the ramifications from applying RTD's policy for mitigating moderate impacts on affected properties and noise barrier limits. The public noise demonstration scheduled for April 14 was cancelled by RTD due to weather concerns and re-scheduled to May 5.

System Integration – Meetings continue between civil design and system design teams to coordinate and integrate design interfaces for the upcoming progress submittal in July. This is based largely on incorporating the VE proposals into the design to a approximate 65% level of completion.

Key milestone dates in final design development during 2007 include the following:

- Final RTD Board approval of VE proposals from December 2006 study session as well as additional proposals generated by RTD staff, majority of VE proposals expected to be approved in May 2007.
- Establishing a firm revised project budget, accepted VE proposals, and a modified design scope of work with cost-to-complete for the remainder of final design for RTD Board approval no later than May 2007.
- Draft EA to agencies for review in May/June, followed by the 30-day public comment period and a public hearing in mid August with formal signoff by FTA in late October.
- Advancement and delivery to RTD of updated civil designs to a uniform level by July 16 and systems designs by July 26, incorporating VE proposals and valid 65% review comments, followed by more complete construction cost estimates for the project on July 27.
- Advancement of designs and cost estimates to a more uniform 65% level is necessary to complete the New Starts process in August 2007 and commence the Risk Assessment.
- Proposed 90% Final Design Submittal on November 19.

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

- Internally, the design team must: complete geotechnical investigations for bridge, tunnel, wall, and station designs; perform field surveying to confirm ROW and property acquisition parameters, followed by legal descriptions and ROW Plans; and develop design elements, including VE elements, to a level sufficient for a consistent project definition along the entire corridor. The sufficiency and accuracy of the design are dependent on the activity described immediately below.
- Externally, RTD and its agency stakeholders and other third parties must resolve policy and administrative issues, particularly with respect to outstanding VE proposals, to finalize the program for the LRT stations, track alignment alternatives, bridge designs, 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; work to start on IGA for construction phase.
- City of Lakewood - Master IGA on hold pending review of S. Platte River funding requirements in IGA with City/County of Denver that applies to all local jurisdictions along West Corridor and changes resulting from incorporation of the VE proposals.
- City of Lakewood - Separate IGA for City funding of two bike bridges at Wadsworth and Kipling signed and executed. Final feasibility submitted and approved by City along with consultant cost proposals for final design. Design will be included as part of updated 65% submittal in July.
- 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 - comments still pending from the City.
- City of Lakewood - Wadsworth Station IGA covering the proposed station enhancements to be funded separately by the City revised and re-submitted to the City for comment. Basic agreement reached on terms and conditions subject to City establishing a fund source and covering RTD's design and construction costs.
- City of Lakewood - Tree replacement IGA to establish a program proposed to be administered by the City to provide impacted property owners along the 13th Avenue corridor an opportunity to obtain and plant new trees impacted by the project; draft submitted to City for comment.
- Jefferson County - Draft IGA on hold pending any changes resulting from incorporation of the VE proposals.
- City of Golden - Draft IGA on hold pending any changes resulting from incorporation of the VE proposals.
- City/County of Denver - Negotiations on eligible costs for S. Platte River improvements completed. RTD and CCD have agreed to \$4.4 million to be taken off the total 2.5 percent local agency contribution amount for the corridor of \$12.8 million. CCD and RTD have reviewed and discussed a 2nd draft IGA; further progress pending the resolution and approval of VE proposals.
- UDFCD - MOU signed and executed by both parties.
- GSA - No IGA is required.

Third Party Agreements - IGAs: (Cont.)

Activities Planned for Next Period:

- Continue to look at any changes in the draft IGAs with City/County of Denver, City of Lakewood, Jefferson County and Golden relative to the VE process.
- Continue to finalize supplemental IGAs with City of Lakewood on Wadsworth Station and tree replacements along the corridor.

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

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

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 - Not signed	Lakewood Waste Water - Not Signed
Champion Broadband - Signed	Comcast Cable - Signed
College Park Sewer District - Signed	Metro Waste Water - Signed
GSA - Signed	McLeod USA - Signed
Pleasant View Water and Sanitation - Signed	Agric. Ditch - License signed

Progress during the month of April included:

- Work orders issued for Xcel for relocation from Qual to Harlan.
- Qwest work orders issued from Quail to Kipling and Kipling to Pikeview. Comcast from Quail to Kipling.
- Xcel gas work order issued at Holland.
- Completed License and exhibit drawings for Xcel from Quail to Kipling legal and Property have reviewed and approved (This was used as a model).
- Conducted meetings with scheduling to refine utility schedules.
- Working with Xcel on Transmission work orders and proper estimate form that will meet Federal requirements.
- Coordinating Utility designs with DEA to correct the project drawings as well as coordinating utility designs with the CMGC.



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

Activities Planned for Next Period:

- Continue to work on Relocation Work Orders, Licenses, schedule and design coordination for the remainder of the corridor through May and June as corridor design progress allows. Coordinate wet utility design with DEA.
- Xcel to start construction on relocating utilities from Quail to Kipling, beginning in May, Qwest and Comcast to follow.

Environmental Compliance

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

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

- Continued with EA modifications
- Reviewed Noise Report
- Attended PMT and other project meetings

Activities Planned for Next Period:

- Continued with EA modifications
- Reviewed latest revisions to Noise Report on sound wall locations
- Attended PMT and other project meetings
- Assess changes in Section 404 permit application with design revisions.

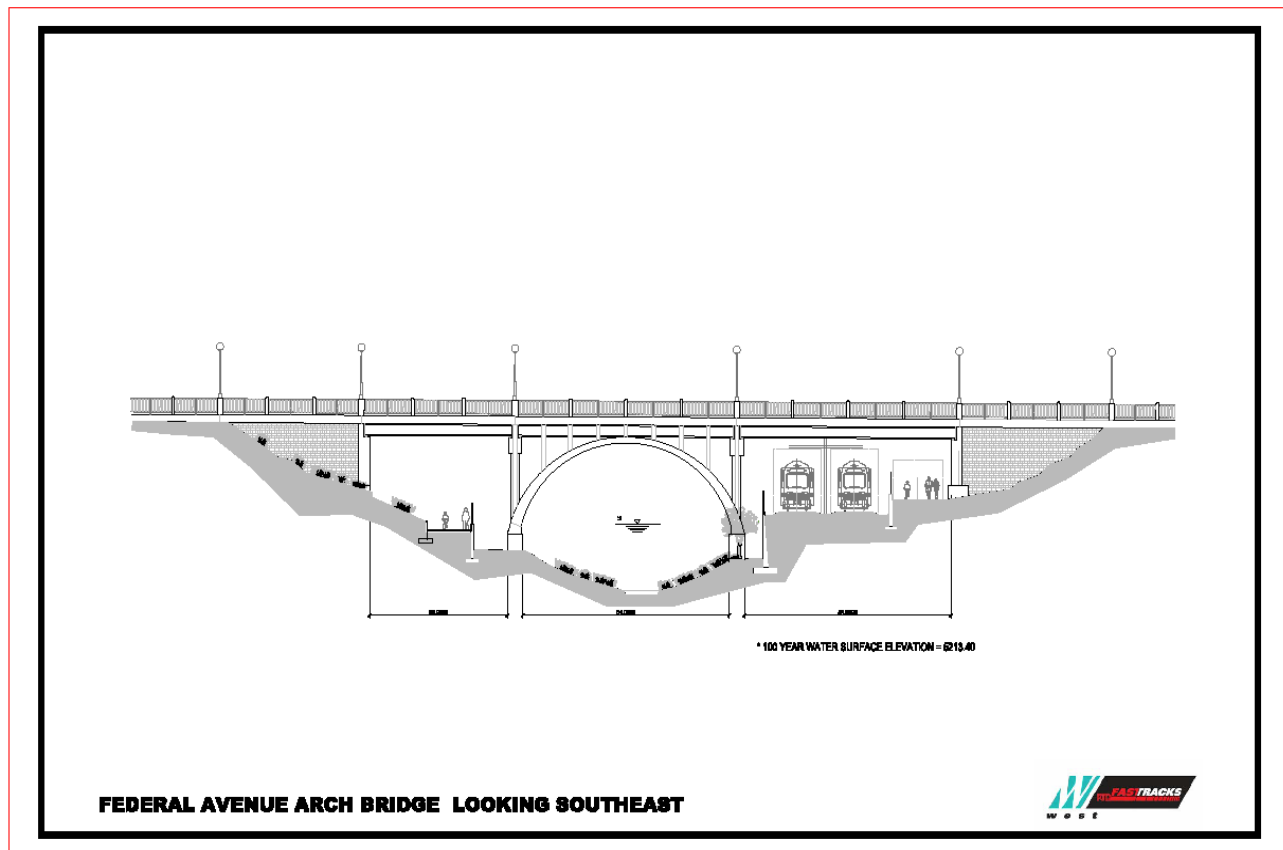
Quality Management

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 April, RTD conducted its Quarterly Quality Management Review with senior management. This review is a forum for reviewing various forms of input and data relative to RTD's quality program goals. Information specific to the West Corridor included an analysis of the results from the 65% design review, in terms of progress and quality. This information will be used for priority planning of RTD oversight resources during the 90% design review.

Activities Planned For Next Month:

- Internal Quality Audit of RTD's Document Control processes
- Brown Bag presentation on Project Acceptance dashboard
- Project Management Training – Quality Management module





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 scheduled for April 13 was canceled due to weather concerns.

Stakeholders

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

The stakeholder meeting for the current period was held on April 12 and focused primarily on the VE process and VE recommendations for the West Corridor project.

Community

During April 2007, Community Involvement Program (CIP) services by the public involvement team included the following activities:

- Developed outreach plan with RTD to address Denver concerns regarding adequate input to Sheridan alignment and Federal Blvd bridge VE proposals; elements included assisting RTD with developing Sheridan VE proposal fact sheet, contacting council member offices and distributing flyers to community center and businesses.
- Participated in Coffees with Dennis for Sheridan Blvd neighbors on April 11, 18 and 19; rescheduling meetings that were cancelled due to weather and notifying public.
- Supported cancellation by RTD of April 13 Elected Officials briefing and arranged for next briefing.
- Assisted with cancellation of April 14 LRT noise demonstration to community and handled logistics and notifications for rescheduling to May 5.
- Booked locations in coordination with FERG for upcoming public meeting and public hearing in support of EA process.
- Prepared and distributed April Newsletter to UDC, Elected Officials and agency stakeholders regarding project status and public meetings.
- Publicizing and preparing for project Ground Breaking event in May.



Community (Cont.)

- .Attended meeting on April 9 with RTD and Jefferson County School District for project update.
- Maintained Web site with updates on Coffees with Dennis, project calendar, and public comments regarding VE proposals.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.
-

PI Activities Planned for Next Period:

- Start preparation for public dialogue on sound wall locations and review of RTD's moderate noise impact and opt-out polices.
- Prepare for Noise demonstration to the stakeholders and public on May 5.
- Prepare for elected officials briefing on May 11.

Right-of-Way Status

Approximately 100 parcels have been identified as being impacted by corridor construction. These parcels were recently re-evaluated as part of Value Engineering 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 with comments received in early October;. PMOC comments are being addressed but re-submittal of the RAMP is dependent on final disposition of the Value Engineering proposals and additional design development that incorporates VE proposals.

Progress this Period:

- Obtained and provided DEA with current vesting deeds for West corridor ROW base map.
- Continued coordination with DEA for the development of Right of Way plans for the West Corridor
- Initiated action to resolve a dispute regarding ownership of a portion on West Corridor alignment.
- Provided information to property owners by phone, correspondence, and meeting.
- Continue to provide information as requested by FasTracks corridor managers.

Activities Planned for Next Period:

- Continue effort to resolve right of way disputes on West Corridor project.
- Continue to meet with property owners to explain status, process of acquisition and relocation program.
- Continue efforts with DEA to develop and finalize right of way plans for West Corridor project.
- Continue to develop a schedule for acquisition and relocation functions in conjunction with CM/GC.
- Continue to develop update of Real Estate Acquisition Plan, and Property Management section of Project Management Plan.
- Develop and review Scopes of Work for acquisition relocation, legal functions.



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 % for three consecutive periods but are still expected to recover in subsequent periods. DCTG's goal continues to improve and is expected to show a significant increase with the removal of the existing trackwork on the corridor that has been assigned to their DBE subcontractor.

Firm	DBE Goal	Actual for April 2007
David Evans & Associates	21%	18.0%
FRSC	10%	12.1%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	8.4%