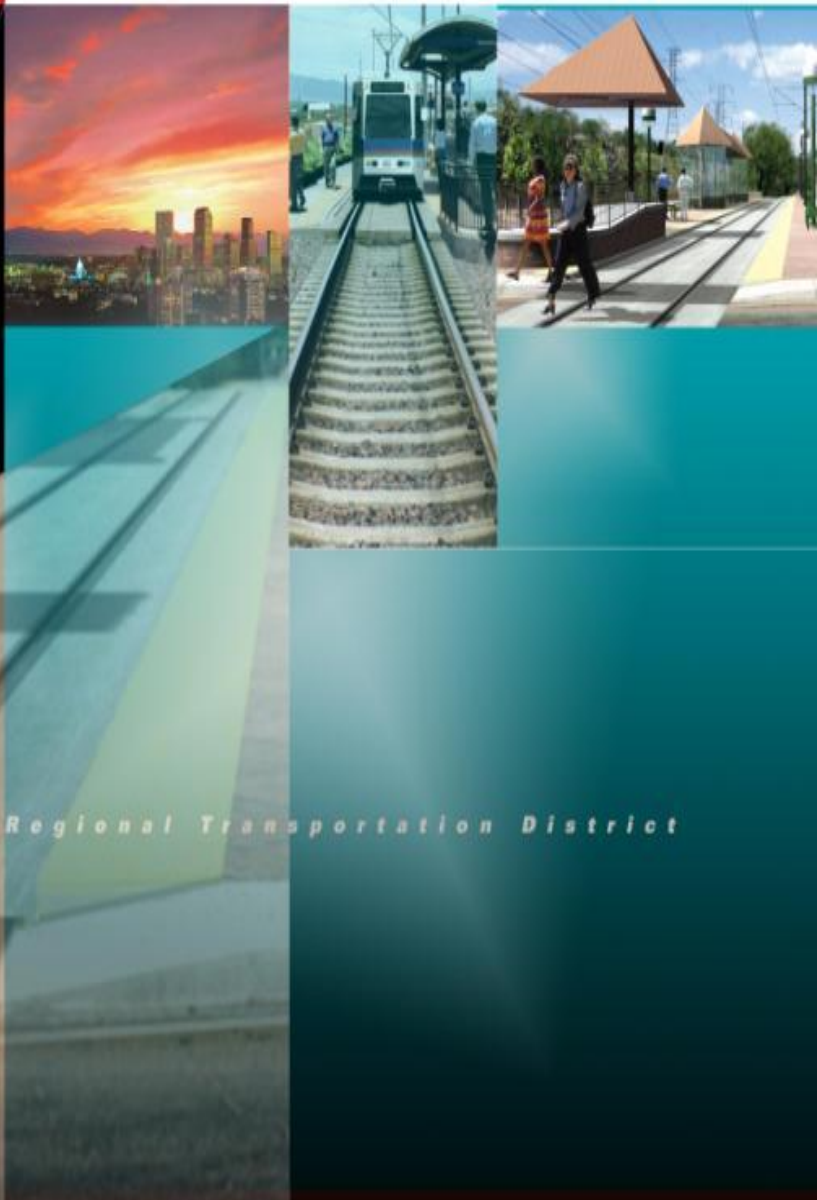




West Corridor LRT Project Progress Report



Regional Transportation District



TABLE OF CONTENTS

LIST OF ACRONYMS ii

PROJECT SUMMARY - BASELINE 1

PROJECT MAP 2

ALIGNMENT SEGMENTS 3

KEY PROJECT CHALLENGES 4

SUMMARY OF MONTH'S ACTIVITIES 7

 GENERAL PROGRESS 7

 SYSTEMS PROGRESS 10

 TRANSIT ORIENTED DEVELOPMENT 11

 CM/GC PROGRESS 12

PROJECT COST SUMMARY 18

 CONTRACT AWARDS 20

 COST SUMMARY 21

 PROJECT SCHEDULE 22

 COST CURVE - CIVIL DESIGN 23

 COST CURVE - SYSTEMS DESIGNS 24

OVERALL SCHEDULE SUMMARY 25

THIRD PARTY AGREEMENTS 28

ENVIRONMENTAL COMPLIANCE 31

QUALITY MANAGEMENT 32

PUBLIC INVOLVEMENT 33

RIGHT-OF-WAY STATUS 35

DBE PARTICIPATION 36



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.

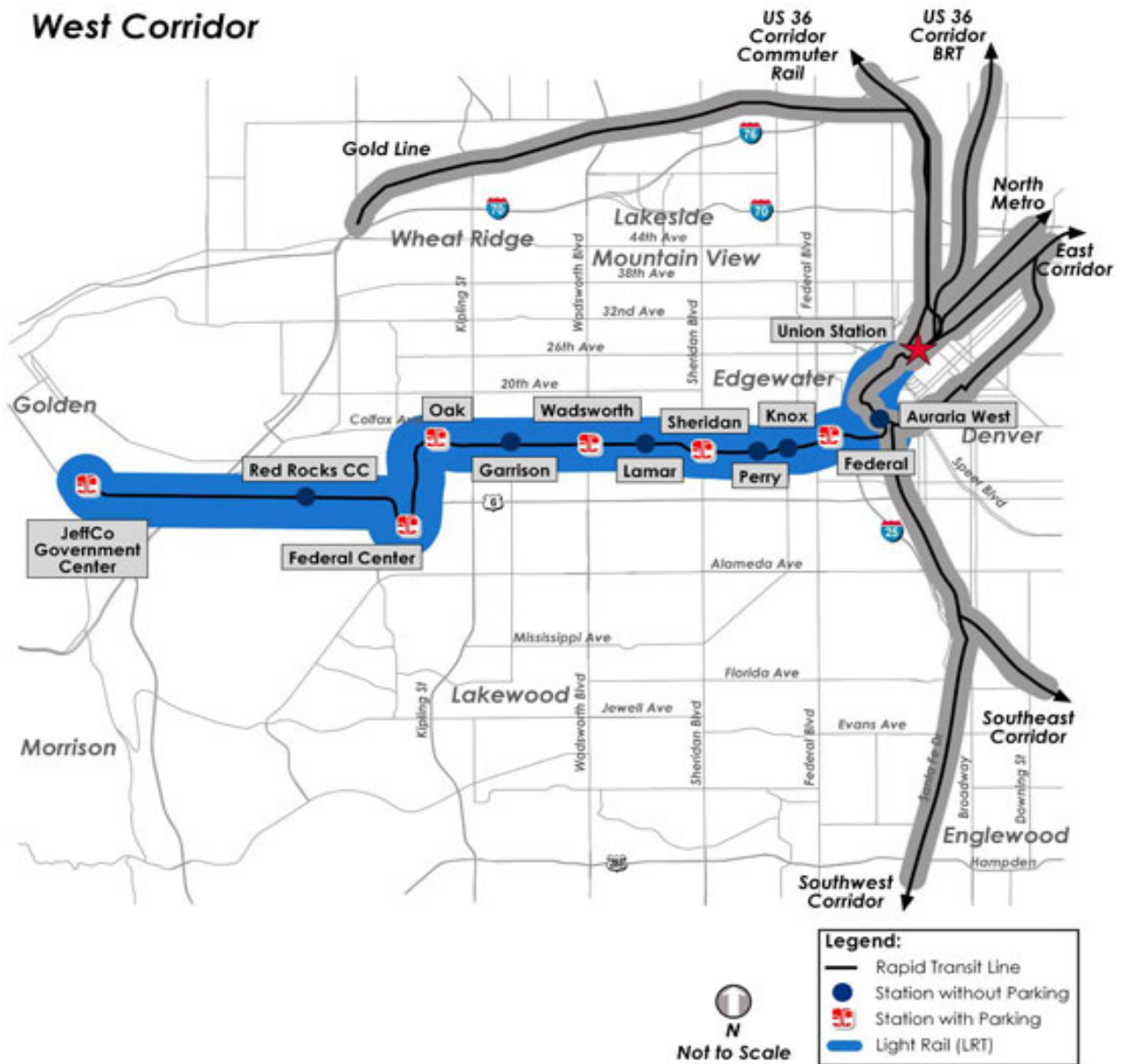
Potential Baseline Modifications

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 addressed in the Environmental Assessment and RTD is expecting FTA to sign off on the final decision document. A formal public hearing was held on September 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

West Corridor



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: 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: 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.
- 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 - Changed to September/October 2007.
- EA process involves defining VE proposals with sufficient technical detail that an informed assessment can be made as to any additional environmental impacts. The 2nd draft EA document was transmitted to lead agencies on August 10, 2007 with public review period starting in September, a public hearing date on September 19, 2007 and formal approval by FTA by November 12, 2007.
- 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. Further discussion is pending.
- 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.
- 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. This will follow receipt of written concurrence from the Railroad who has verbally approved design.
- 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 updated concept plan; there is funding consideration requested by other parties for a sidewalk on the south side between Quail and the pnR facility.

Key Project Challenges (Cont.)

- Reconfiguration of Auraria West Station and CPV connection: Coordination/input with AHEC, and student housing developer team continuing - modified VE proposal developed by RTD that minimizes impacts to AHEC's master plan; maintains track alignment and station location similar to 65% design submittal. No cost ROW swap and no replacement of lost parking proposed to AHEC. Time Frame: Approved at June RTD Board meeting. A final track configuration for the station and the Auraria Wye has been established.
- 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 continued with CDOT with RTD awaiting 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. Good progress is being made on resolution of outstanding issues.
- 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. Geotechnical information was finalized and a detailed constructability review will be conducted by the CM/GC and CDOT. Completion of design is being considered as a design-build proposal 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% second submittal is being minimized to avoid 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 - date for completion of utility relocation continues to be reviewed; work orders for Xcel, Qwest and others are being issued for design work with XCEL now starting construction in September 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 Full land conveyance with congressional approval was obtained on September 19, 2007. RTD has prepared a competitive RFQ for a developer to build and lease back the parking and bus facilities. RTD will release the RFQ the week of September 24, 2007 with a pre-proposal meeting set for October 9, 2007.
- Establish ROW acquisition schedule, begin appraisal process - Earlier property acquisitions have been identified by RTD to start appraisal process. Approximately 15 full takes have been reached for appraisals. The Final RAMP was submitted to FTA/PMOC on August 20, 2007 with incorporation of VE recommendations into updated second 65% design.
- Prepare and submit FFGA application - Schedule agreed to by RTD and FTA is based on a risk assessment process starting in mid August 2007 with a workshop the first week of October and mitigation workshop in November; the FFGA application is scheduled to be submitted on December 12, 2007 and execution of a FFGA in early April 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 the fall of 2007.
- Approach for design for local drainage systems with respect to RTD Criteria, which dictates that track ballast must not be inundated in 100-year event while minor storm is classified as 5-year. The July 65% second design submittal reflects current negotiated understanding between RTD and agency stakeholders. The DEA team is moving forward towards the 90 percent design submittal. One pending issue is agreement on the Oxbow channel realignment.
- 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 August 31, 2007, the following activities were completed on the project:

- Continued oversight on civil design and systems engineering consultants.
- Held regular meetings with RTD/PMC staff, CM/GC and DEA 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 EA and 404 permit processing, ROW surveying and property acquisition, and public involvement.
- Continued coordination with RTD/PMC on ROW Plan and property acquisition requirements, including submittals of "pre-ROWPR" packages to CDOT for Kipling and US6/I-70.
- Set up internal RTD review group to review 65% deliverable plans and specifications.
- Met with Denver Parks to discuss Rude, Sanchez, and Lakewood Gulch open space.
- Developed preliminary acquisition/relocation schedule.
- Attend weekly internal RTD/FRSC systems coordination meetings.
- Attend weekly internal RTD Project Management meetings.
- Hold internal bi-weekly staff meetings with WC RTD/PMC team.
- Coordinating the drainage design with early utility relocations and develop schedules to show the proposed work.
- Coordinate with drainage design consultant on early utility relocation work and refinements of the drainage designs in those areas.
- Met with representatives of Lakewood Brick to coordinate the drainage design on their property.
- Continue to meet with the West Corridor stakeholders to work through concerns with the drainage design.
- Held weekly coordination meetings with dry utility owners to relocate from 13th Avenue to 14th Avenue outside the corridor.
- Drafted a utility scope of work for discussion with the CM/GC to perform oversight and coordination.
- Discussed Indiana Flyover structure type alternatives on July 9 with RTD and CDOT.
- Prepared 404 permit application. Submitted permit application to USACE. Received early comments to application which will be revised for re-submittal.
- Prepared notice of availability for EA.



Summary of Month's Activities (Cont.)

- Conducted a design quality management audit on August 6 -7
- Attended focused stakeholder group coordination on August 14
- Discussed Routt St extension with COL, GSA, St Anthony Hospital and DEA on August 14;
- Attended 15th SSWG meeting on August 15;
- Attended Elected Officials briefing on August 17
- Reviewed 65% cost estimate construction items with CM/GC and DEA on August 17
- Reviewed project status with Red Rocks Community College representatives on August 20
- Reviewed 65% cost estimate on August 22 with PMOC in preparation for upcoming risk assessment.
- Attended focused Agency Stakeholders group coordination meeting on August 28
- Attended meeting on August 31 with COL and DEA to review design solution alternatives for Routt St and Oak St Station access.

Activities Planned for Next Period :

- Hold public meeting for Eiber Community to discuss utility relocations.
- Meet with City of Lakewood to discuss sanitary sewer project
- Continue to write utility work orders for relocations and license agreements
- Meet with CDOT, CMGC, utility companies and DEA to discuss utility relocations at Federal Bridge.
- Continue field construction coordination.
- Coordinate the wet utility design with DEA and utility owners.
- Start full take appraisals.
- Continue to direct and monitor DEA progress on ROW plans
- Continue to provide information to affected owners and occupants of ROW parcels full takes and partial takes.
- Continue to coordinate with representatives of the Agricultural Ditch and Reservoir Company and the West Corridor Drainage to refine irrigation ditch designs.

Summary of Month's Activities (Cont.)*Activities Planned for Next Period (Cont.):*

- Coordinate the possible construction erosion control requirements and permitting for early construction work.
- Continue to work with stakeholder to work through concerns with the local drainage design.
- Continue to process IGA's and submit updated drafts to Jefferson County, Golden and Lakewood,
- Complete West Corridor monthly progress report for September.
- Continue 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.
- Continue oversight of final design consultants.
- Submit pre-ROWPR packages for Sheridan, I-25, and US 6/I-70
- RTD-FasTracks audit of document control on September 5
- PMOC audit of document control on September 12
- Focused Stakeholder group meetings on September 11 (and bi-weekly)
- FTA/PMOC Quarterly Progress Review Meeting on September 11
- Elected Officials briefing scheduled for September 14
- Meetings with agencies on September 14 and utility companies on September 20 to seek concurrence of design solutions for Federal Blvd replacement bridge



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:
- The systems engineering consultants completed their review of the revised 65% civil submittal package and forwarded comments to the civil design contractor.
- The possibility of relocating Traction Power Substation (TPSS) 57 to a location between TPSS 62 and TPSS 63 was discussed. This move would have the effect of improving the overhead contact system voltage profile in the event of a loss of TPSS 63, without producing a significant negative effect near the former TPSS 57 location. The systems engineering consultant has been asked to review the input data to the traction power simulation to ensure that the indicated results are accurate.
- The CMGC contractor had provided a list of questions based on a preliminary copy of the revised 65% systems submittal; the systems engineering consultants provided a comprehensive response to this list.
- The subcontractor responsible for communications systems design continued work on the SCADA input and output points list. This list will define software and hardware requirements for the SCADA field equipment and the head end SCADA software.
- The systems engineering consultant performed a review of the trackwork specifications relating to the electrical isolation between the running rails and the earth to clarify the test requirements and ensure the minimization of stray currents produced by the electrification system.
- Locations for closed-circuit television cameras and emergency telephones were determined.

Activities Planned for Next Period:

- RTD personnel and the program management consultant will complete their review of the revised 65% systems design submittal and will forward comments to the systems engineering consultants.
- Preparations for the upcoming FTA risk assessment .
- The systems engineering consultant will incorporate comments generated by the 65% submittal into the design for presentation at the 90% design level.



Summary of Month's Activities (Cont.)

Transit Oriented Development (TOD)

- RTD staff continue to collaborate with the City and County of Denver on their station area plans for the Auraria West, Federal-Decatur and Sheridan stations.
- The Lakewood City Council on August 27 voted in favor of ordinances to annex, zone, and vest property rights for the 700-acre Denver Federal Center. This action allows the development of Federal Center Station, St. Anthony West Hospital south of the station, and the future redevelopment of the remainder of the Federal Center, including transit-supportive uses.
- RTD staff continue to participate in Lakewood's TOD implementation plan for the Wadsworth station area.

TOD Activities Planned for Next Period:

- Pending closing on the 15.5-acre Federal Center site with Lakewood, RTD plans to release an RFP for the 16-bay bus transfer facility and 1,000-space park-n-Ride. In addition to these transit facilities, proposers will be encouraged to offer a program of transit-supportive uses at the site.

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 August, 2007

- Task 1- The primary activities relative to task 1 were the preparation of the RFP for systems-related work, systems interface and coordination with the engineers and RTD consultants on the 65% design plans and specifications. The RFP for Systems was released to the short-listed systems contractors in early August and revised by addenda following one-on-one meetings with each of the proposing teams. Questions or comments to the RFP and the current plans and specifications for the systems were solicited from the bidders and were forwarded to RTD for response. Additionally, a number of commercial issues with respect to the RFP and potential contractual arrangement between DTCG and the successful proposer were raised and DTCG responded directly to the bidders no these issues.

Although the refined 65% plans and specifications were released to DTCG in late July, meetings continued to be held with the engineers as they work toward the 90% level of plan development and release of plans for early work. Additionally, meetings continued to be held with RTD internal staff on utility relocation and on the scope and timing of the work that will be included as part of an early NTP for the West Corridor.

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

- Task 2 - The CM/GC Project Manager continued to participate in numerous meetings with stakeholders, design groups, utility owners and RTD staff supporting ongoing project progress and the incorporation of constructability oversight. Meetings continue to be held with potential DBE contractors and discussions as to work opportunities, mentor support and RTD support were conducted. As part of preparing DTCG's refined 65% estimate, potential DBE contractors were solicited to assess their interest and to begin to develop scopes of work that can be subcontracted. Meetings have been continued to be held to discuss RTD's property acquisition for the West Corridor, the Rolling Owner Controlled Insurance Program, art enhancements and coordination of work at the Denver Federal Center. DTCG has provided information as requested to support these ongoing efforts.
- 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 revision of 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 have been submitted by the CM/GC for RTD comments and inclusion with the information being assembled for the FTA risk assessment. Further refinement of the sequencing plan was put on hold as the 65% plans and specifications were reviewed and comments compiled for quantity and resource demands. As the schedule for acquisition of property is determined and as information about the required relocation of existing utilities is summarized, the schedule and work plan will be refined. It has become evident that the work sequence within and among the six work segments will need to be revised to accommodate site availability and coordination with other work that is being done by the jurisdictions in advance of West Corridor construction. DTCG's original work plan to proceed generally from east to west has been revised to reflect a plan to work in multiple locations concurrently, with the first track anticipated to be placed in the western half of the corridor.
- 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 West Corridor. The DBE contractor for the track take-up contract has now completed his work. Change Order No. 1 revised Task Order #6 to include the cost of the Track Take-up and soil stabilization on the old alignment.

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

- .Task 7 - The initial 65% QA review has been completed and questions are being compiled with respect to the refined 65% documents. Review of the 90% plans is pending development to that level. DTCG continues to make suggestions and to participate in meetings related to the development of the estimate format and the project specifications.
- Task 8 – RTD’s comments on the draft DBE Plan have been reviewed and discussed with the intent of submitting a revised Plan in the fall of 2007. Interviews with DBE subcontractors and the assembly of subcontractor information continues. Early construction items have been analyzed for DBE opportunities and DTCG plans to exceed the original preconstruction DBE subcontracting goals.
- Task 9 - This task has been completed and closed. Cooperation and coordination with RTD and the design team continues with respect to information requests. DTCG has solicited prices for rail, ties and structural steel as part of the early procurement and will work with RTD to determine how these materials are purchased and how risk is assessed in regard to the condition of these materials when they are delivered to the jobsite.
- Task 10 - Task Order #10 was issued to DTCG in May and work will commence on the refinement of the Contracting Plan. As the 65% plans are evaluated, the quantities of work relative to each potential subcontracting area will be established and incorporated into the Plan.
- Task 11 - Work on this task continued as design refinements, stakeholder participation, early work potential, property acquisition, utility relocations and RTD input have been noted. Schedule logic has been adjusted to acknowledge these potential impacts. Evaluation of the quantities developed from the 65% plan submittal will be vital to developing a list of resources and production rates required for completion of this task.
- Task 12 - The CM/GC has continued to participate in public meetings as 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 August, DTCG also participated in a meeting with the President of Red Rocks Community College.
- Task 13 - Two cost estimates were previously completed. The CM/GC team has participated in numerous meetings with RTD and the design team to address design refinements and the bid template for the refined 65% plans that were released in late July. At this level in the design refinement, many of the value engineering concepts have been incorporated, most of the plans were completed to the 65% level, quantities were established by RTD and specifications were provided. The DTCG team continued in the preparation of the refined 65% estimate due on September 14th.

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

- .Task 14 - The task order for the Safety Plan was released in May, a rough draft has already been completed and it is being reviewed by the safety officers of the DTCCG JV partners. Development of the plan has been conducted in cooperation and collaboration with Brian Rome, RTD's safety representative for the FasTracks
- Task 15 - Similar to task order #14, work has already commenced on the draft QA Plan and it is DTCCG's goal to submit this draft in September for comments and completion of the final plan by October 2007.
- Task 16 – The task order for the HazMat Plan was released in May and work will commence in late summer of 2007 to allow sufficient time for a draft this plan to be in place prior to commencement of early work.
- Task 17 – Although the task order for Workforce Training/Mentoring was just released in May, much work has already been completed on this task. It is planned that a draft text for this task order will be completed and submitted in the fall of 2007.
- Task 18 – Preliminary work on a Stormwater Management Plan has already commenced and it is DTCCG's objective to have this plan developed prior to release of early work activities on the bridges in Lakewood Gulch.
- 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.
- Task 21 - DTCCG team member Xcelente attended RTD Board and Stakeholder meetings as a representative of DTCCG and has named Kathy Berumen as the PI Liaison for the West Corridor. During August, Kathy and the Xcelente team worked closely with the FasTracks PI team for the planned transition of PI responsibility from PRACO to DTCCG in the fall of 2007.
- 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 100% plan refinements are released in early 2008. DTCCG participated in preliminary in-house risk assessment meetings that were conducted in May and will also participate in the FTA risk assessment process that will commence in October, 2007.

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 .



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

Activities Planned for Next Period:

- DTCG will continue to work with the design team to discuss the refined 65% design submittal, specifications, potential site conflicts and other design-related issues. The CMGC's comments will be critical to developing a 90% set of design documents that is of sufficient detail and completeness to allow for an estimate that can be used as the basis for the GMP negotiations. To that end DTCG has committed to spend at least one day per week in the engineer's office assisting with constructability analysis and additional design refinements.
- DTCG will announce the successful systems subcontractor in September and see that they become an integral part of the West Corridor team. It is expected that they will be available to work with FRSC to offer constructability ideas and guidance on availability and cost of materials.
- It is expected that the Systems contractor will begin to work with DTCG's team to develop the West Corridor project schedule. Work will continue for several months on the development and refinement of this document and to work in collaboration with the PMC team to provide the detailed data they require.
- DTCG is continuing to work with RTD, DEA, CDOT and the City and County of Denver to develop the most cost effective design for the Federal Boulevard structure relative to constructability, phasing, utilities, drainage, traffic control and responsiveness to comments gathered during the Environmental Assessment. The ultimate design for this bridge is dependent upon each of these considerations and all of the agencies are working toward a mutually acceptable solution.
- Dry utility relocations within the corridor have begun and DTCG will continue to participate in regular meetings with 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. Additionally, as part of the early work, it is possible that DTCG may perform the 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.
- 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. The design of these structures have not advanced to the 65% level and it will be necessary as part of the 65% estimate to develop a list of bid assumptions and options relative to the cost of this work. Early construction of these structures will reduce pedestrian impact during future corridor construction operations.
- A partnering meeting with executive level management from RTD, DEA and DTCG is scheduled for September 19th.



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

Activities Planned for Next Period:

- 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 Draft DBE Plan will be revised with the comments received by RTD and will be resubmitted for review.
- DTCG's Public Information role will continue its participation in public meetings and refinement of the proposal for DTCG's PI role during the early work activities and the pre-construction phase of the project.
- DTCG 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. Information was provided for RTD to prepare a Letter of No Prejudice and further action on these procurements will proceed once the FTA has approved this agreement. Current pricing has been sought in regard to rail and ties and has been given to RTD as it is received.
- In recognition of the fact that RTD's ROCIP will need to be in place prior to the commencement of early work. DTCG participated in meetings with potential underwriters and continues to respond to questions from RTD's ROCIP team.
- Informal discussions continue in regard to 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 considered.

Project Cost Summary

The current project federal baseline budget is \$579,308,000 million in Year of Expenditure (YOE) Dollars as shown in the table below. The numbers below are shown as both base year 2007 dollars and YOE dollars. RTD has provided an updated YOE budget including 42 cars for Year 2030 projections w/o financing costs to the PMOC that will be used for the upcoming Risk Assessment This cost does not include concurrent non project activities (CNPAs) which make up the total project cost of \$635 million but are to be financed separately outside the federal project. Finance costs are being developed separately and reflected in RTD’s financial plan.

The table below will be adjusted following receipt of FTA comments on the New Starts submittal, Risk Assessment and a final determination on the number and value of CNPAs.

WEST CORRIDOR - CURRENT WORKING ESTIMATE

SCC	Standard Cost Category Definition	Amount 2007 Dollars	
		Current 65% Working Estimate	Year of Expenditure (x000)
10	Guideway & Track Elements	140,436	151,183
10.01	Guideway: At-grade exclusive right-of-way		
10.02	Guideway: At-grade semi-exclusive (allows cross traffic)	11,083	11,931
10.03	Guideway: At-grade in mixed traffic		
10.04	Guideway: Aerial structure	34,135	36,747
10.05	Guideway: Built-up fill	2,591	2,789
10.06	Guideway: Underground cut & cover	1,275	1,373
10.07	Guideway: Underground tunnel	7,657	8,243
10.08	Guideway: Retained cut or fill	40,384	43,475
10.09	Track: Direct fixation	2,289	2,464
10.10	Track: Embedded	354	381
10.11	Track: Ballasted	35,792	38,531
10.12	Track: Special (switches, turnouts)	4,767	5,132
10.13	Track: Vibration and noise dampening	109	117
20	Stations, Stops, Terminals, Intermodal	34,094	37,720
20.01	At-grade station, stop, shelter, mall, terminal, platform	21,700	24,008
20.02	Aerial station, stop, shelter, mall, terminal, platform		
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	8,601
20.07	Elevators, escalators	4,620	5,111
30	Support Facilities: Yards, Shops, Admin. Bldgs	2,000	2,015
30.01	Administration Building: Office, sales, storage, revenue counting		
30.02	Light Maintenance Facility	2,000	2,015
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 65% Working Estimate	Year of Expenditure (x000)
40	Sitework & Special Conditions	74,335	80,523
40.01	Demolition, Clearing, Earthwork	6,427	6,962
40.02	Site Utilities, Utility Relocation	10,775	11,672
40.03	Haz mat'l, contam'd soil removal/mitigation, ground water treat	3,943	4,271
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic,	1,127	1,221
40.05	Site structures including retaining walls, sound walls	3,720	4,030
40.06	Pedestrian/bike access and accomodation, landscaping	594	643
40.07	Automobile, bus, van, accessways including roads, parking lo	14,794	16,026
40.08	Temporary facilities and other indirect costs during constructi	32,955	35,698
50	Systems	69,698	77,329
50.01	Train control and signals	22,898	25,405
50.02	Traffic signals and crossing protection	2,732	3,031
50.03	Traction power supply: substations	23,224	25,767
50.04	Traction power distribution: catenary and third rail	17,902	19,862
50.05	Communications		
50.06	Fare collection system and equipment	2,942	3,264
50.07	Central Control		
50.08	Testing & Compliance		
	TOTAL COST	320,563	348,770
60	ROW, LAND, EXISTING IMPROVMENTS	42,135	43,058
60.01	Purchase or lease of real estate	35,113	35,882
60.02	Relocatio of existing household and businesses	7,022	7,176
70	VEHICLES (NUMBER)	109,758	78,185
70.01	Light Rail	109,758	78,185
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	71,319	74,798
80.01	Preliminary Engineering	10,735	11,259
80.02	Final Design	28,224	29,601
80.03	Project Management for Design and construction	4,301	4,511
80.04	Construction Administration and Management	17,585	18,443
80.05	Insurance	6,371	6,682
80.06	Legal; Permits, Review Fees by other agencies, cities, etc		
80.07	Surveys, Testing, Investigation, Inspection	2,603	2,730
80.08	Startup	1,500	1,573
	SUBTOTAL (10 - 80)	543,775	544,811
90	UNALLOCATED CONTINGENCY	31,856	34,497
	SUBTOTAL (10 -90)	575,631	579,308
100	FINANCE CHARGES	0	0
	Total Project Cost	575,631	579,308



Project Cost Summary (cont.)

Estimate at Completion (EAC) Variance

The Current EAC is equal to the Baseline Budget of **\$579,308,000**

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 July 30, 2007.

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	\$7,583,033	10/21/05
15DO007	LT Environmental Inc.	Environmental Service	\$67,704	9/13/05
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$82,023	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	\$1,693,311	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	\$2,906,403	7/5/05
15DO028	Kaplan Kirsh Rocksell, LLP	Legal Services	\$100,000	8/30/05
12FR201	Siemens Transportations Sys	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
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			\$63,091,364	



Project Cost Summary (cont.)

The Table below covers the period through July 30 2007.

Corridor Element	(YOE\$)				Actual To Date	Estimate at Complete EAC	Budget Variance e BUD-EAC
	Baseline Budget	Approved Changes	Approved Budget (BUD)	Committed to Date			
10 Guideway & Track Elements	\$151,183,000	\$0	\$151,183,000	\$0	\$0	\$151,183,000	\$0
20 Stations, Stops, Terminals	\$37,720,000	\$0	\$37,720,000	\$0	\$0	\$37,720,000	\$0
30 Support Facilities: Yards, Shops, Admin Bldgs	\$2,015,000	\$0	\$2,015,000	\$1,997,619	\$1,861,964	\$2,015,000	\$0
40 Sitework & Special Conditions	\$80,523,000	\$0	\$80,523,000	\$0	\$0	\$80,523,000	\$0
50 Systems	\$77,330,000	\$0	\$77,330,000	\$0	\$0	\$77,330,000	\$0
60 ROW, Land, Existing Improvements	\$43,057,000	\$0	\$43,057,000	\$703,722	\$239,805	\$43,057,000	\$0
70 Vehicles	\$78,185,000	\$0	\$78,185,000	\$27,538,288	\$5,506,231	\$78,185,000	\$0
80 Professional Services	\$74,797,000	\$12,320,783	\$74,797,000	\$33,530,046	\$14,531,293	\$74,797,000	\$0
90 Unallocated Contingency	\$34,497,000	\$ (12,320,783)	\$34,497,000	\$0	\$0	\$34,497,000	\$0
Capital Total	\$579,308,000	\$0	\$579,308,000	\$63,769,675	\$22,139,293	\$579,308,000	\$0

Thru 7/31/07

Notes:

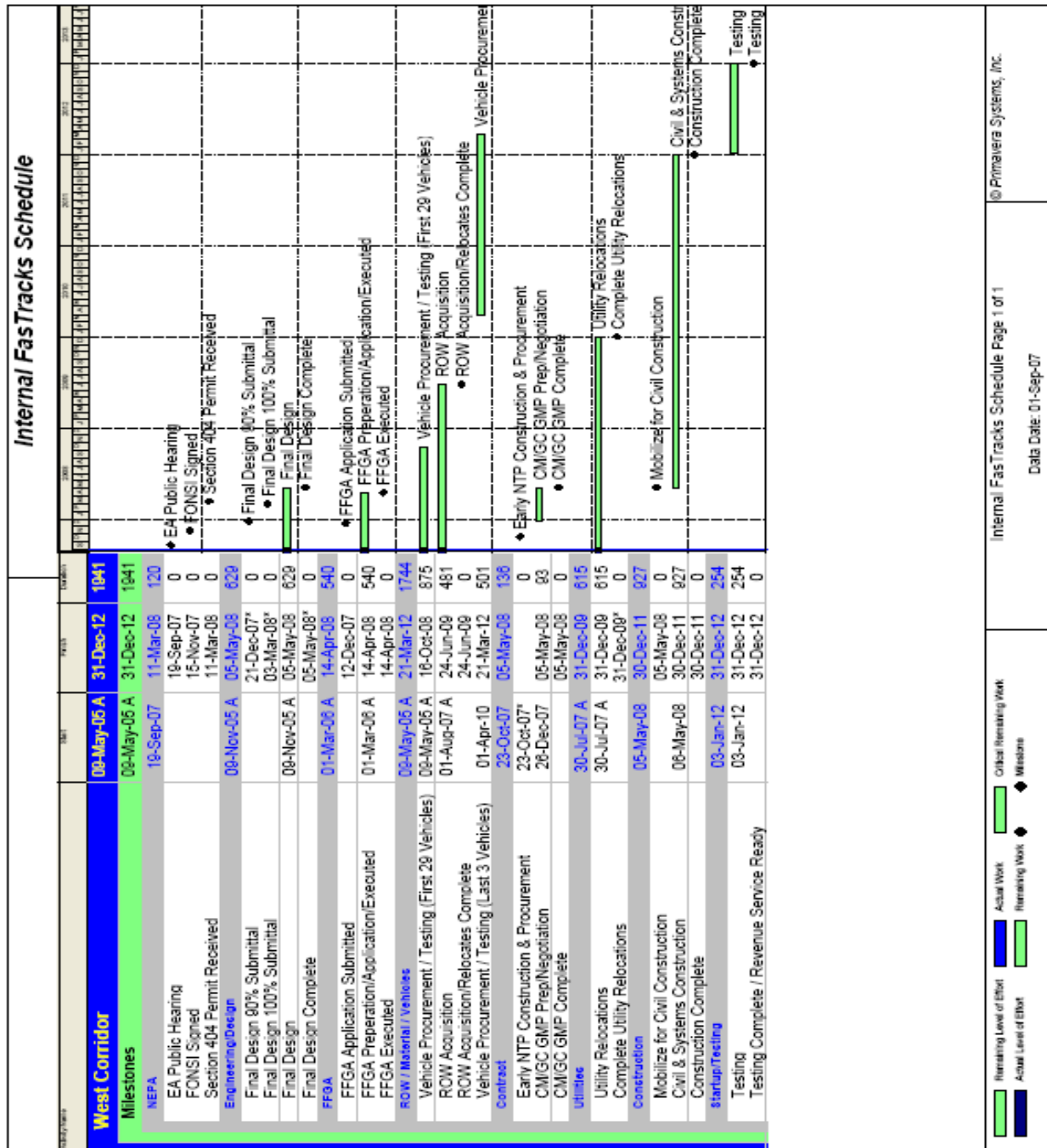
The above figures do not include finance charges.

The above figures do not include CNPA's

The actual cost for EIS/PE is not included in the actual cost to date.

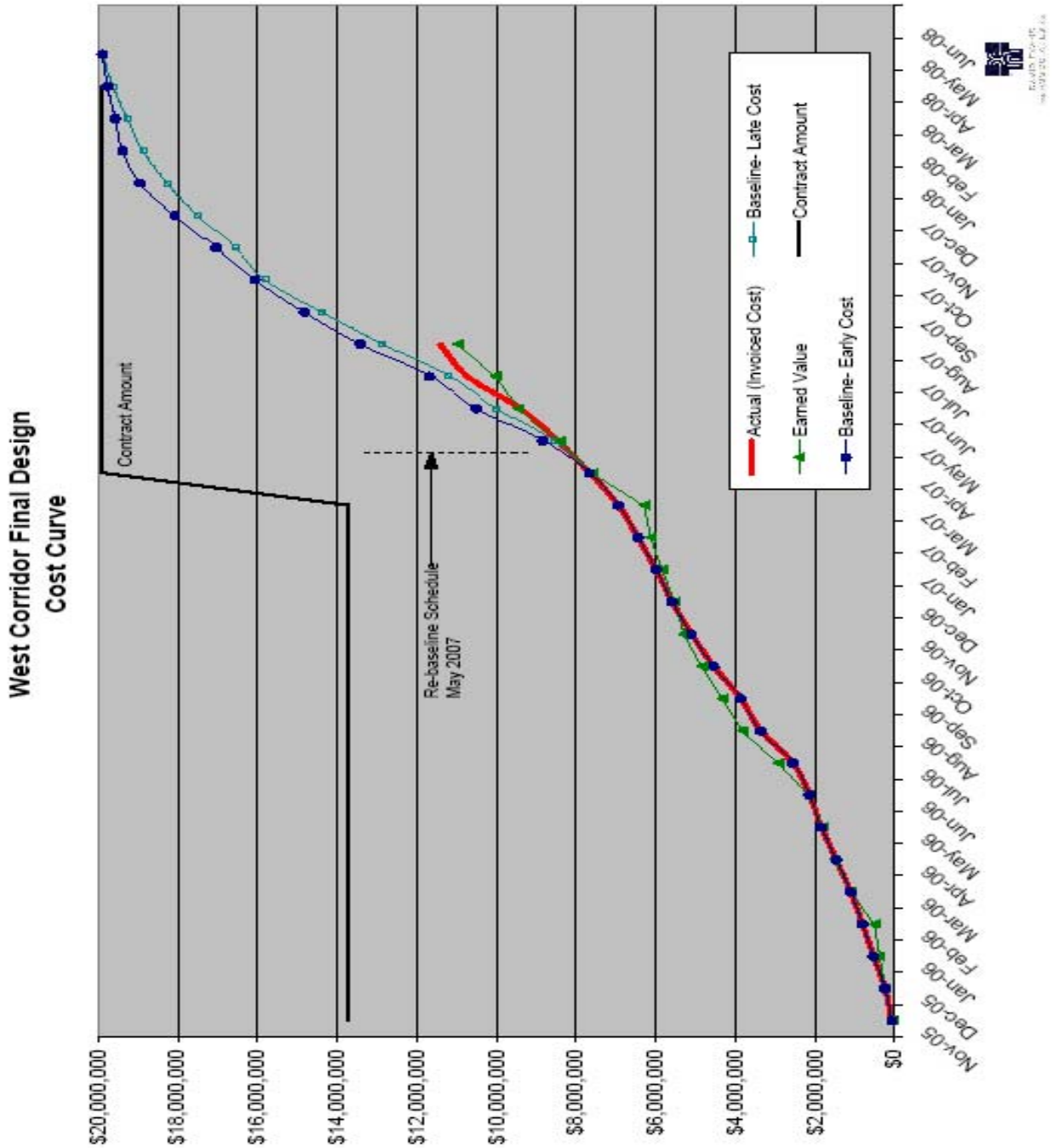
Project Schedule

The project schedule has been updated this period to show the revised submittal date for an FFGA application from December 3, 2007 to December 12, 2007 and execution of an FFGA on April 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.



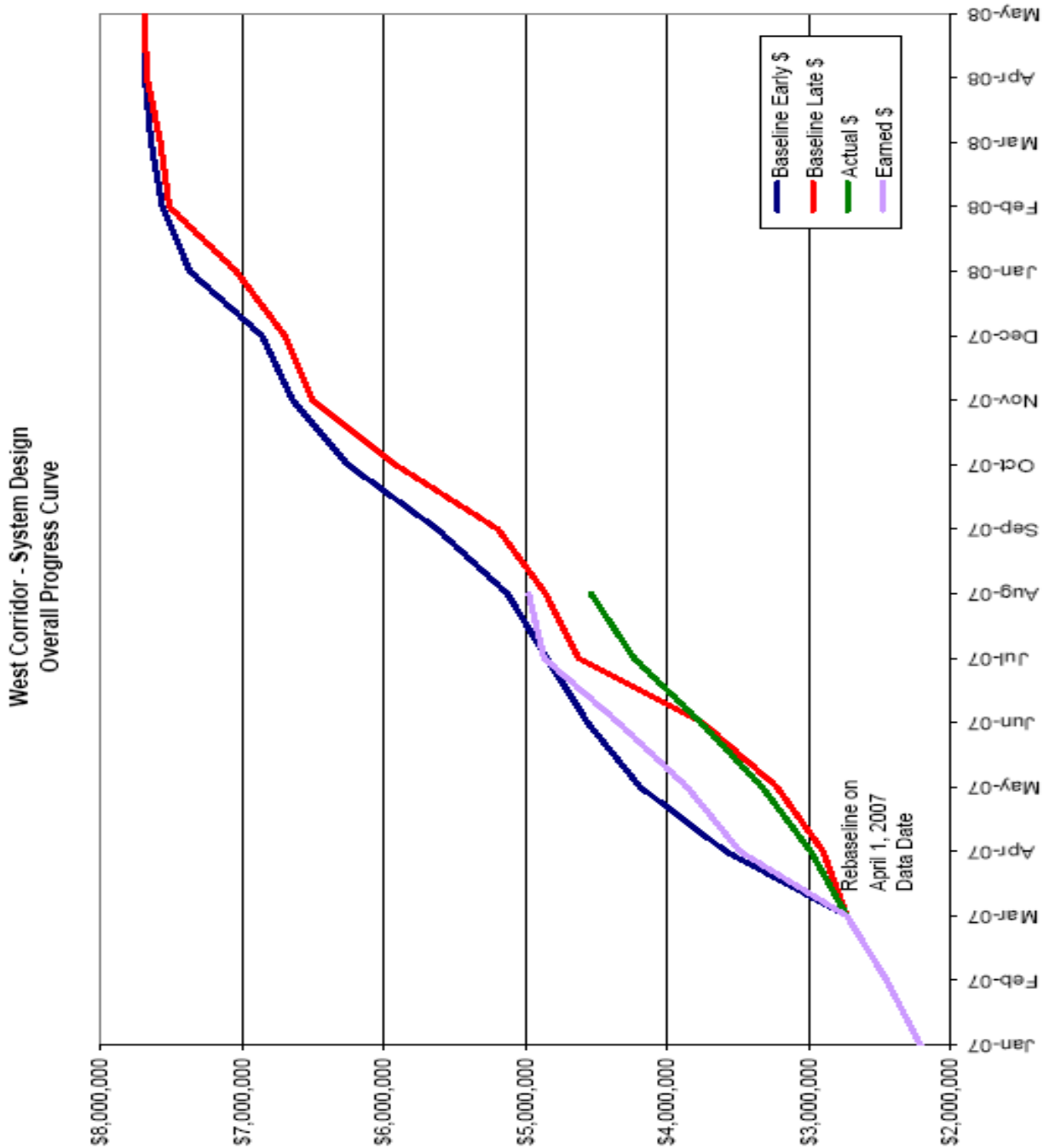
Cost Curve - Civil Design

The earned value reported this period incorporates the re-baselining of the project hat includes all recommended Value Engineering/Cost Containment design proposals. The consultant's design budget and schedule has been incorporated into the re-baseline.



Cost Curve - Systems Design

The earned value reported has incorporated the re-baselining of the project that includes all recommended Value Engineering/Cost Containment design proposals. The consultant's design budget and schedule has been incorporated into the re-baseline.



Overall Schedule Status

With the approval by the RTD Board of the single tracking VE proposal the DEA team is now able to advance all baseline and changed project elements to the 90% final design completion level. The design team continued to finalize the Kipling LRT and bike bridge design for anticipated early construction by the CM/GC as well as the superstructure designs of four major steel bridges for early procurement and fabrication. RTD is waiting for FTA to issue a Letter of No Prejudice (LONP), anticipated in September, in order to proceed with these advance activities. A brief summary of the major schedule elements is presented below:

- Final Design Project Management – Project Management tasks continue, including Project Progress meetings with the design team, 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. Stakeholder comments from review of the Second 65% submittal were distributed to the design team for response.
- Utilities – The DEA team continued to coordinate with RTD and the private utilities to initiate early utility relocation, beginning with Xcel and Qwest facilities along 13th Avenue. Other design discussions continue regarding utilities in the Denver gulch areas and Federal Blvd.
- Drainage – Since the Second 65% design submittal, work has been focused on scour analysis to support bridge design, reviewing wetlands impacts for the 404 Permit, preparing a supplement to the draft Drainage Report, and initiating work on the CLOMR.
- Civil, Track Design, and Roadway – Since the Second 65% submittal package, the design team continues to develop track and roadway design details and perform alternative designs and cost estimates to resolve design issues between RTD and the agency stakeholders.
- Track Alignment – The single track alignment from DFC to Jeffco was refined to support the final design concept for the Indiana Flyover as a single track structure as well as the potential future siding between Colfax and I-70.
- Structures – Bridges and Tunnels: Work continued to complete the Kipling Bridge as an early construction package for Board approval and NTP in October or November 2007. The superstructure designs of four bridges – US 6, Wadsworth (LRT and pedestrian), South Platte and CML – are also being expedited for bidding of early steel procurement with the same NTP. The NTP is dependent on FTA issuing an LONP for early project work.
- Retaining Walls: More work was done to confirm wall types and location for design, including coordination of supporting geotechnical data.
- Noise Walls: Design details were being developed for the noise walls along the 13th Ave corridor, irrespective of the possibility of any property owners electing to "opt-out" of such barrier installations along their property frontages by year's end as scheduled by RTD.

Overall Schedule Status (Cont.)

- **Stations** – The Federal Center station design was updated somewhat as a result of associated discussion of the Routt St extension with COL, GSA, and developers of St Anthony Hospital. However, discussions continued between RTD and the developers regarding RTD's property for pnR and bus transfer. Discussions also continued between RTD and the development team at the Auraria West Station, and design coordination is expected to increase in the near future. The station design group devoted a large amount of time and effort to preparing the design exhibits for the two UDC meetings this month as well as responding to requests for additional materials to present to elected officials and stakeholder agencies.
- **Parking Structures** – Details for the Jeffco EOL parking structure design were being advanced since submittal of the Second 65% package.
- **Park-n-Rides** – Design activities are still on hold for Auraria West and Federal Center. During the period, an alternative for the Oak St Station access road and pnR layout were reviewed and is being resolved with COL.
- **System Safety and Security** – IEI and the design team continued coordination of design elements to meet NFPA 130 requirements for emergency evacuation at the stations; a technical memorandum summarizing the analysis and findings was being prepared by IEI.
- **Surveying** – Based on review comments received, the ROW plan at Kipling was finalized for the ROWPR by CDOT. Additionally a pre-ROWPR package for review was submitted for US 6 and I-70.
- **Geotechnical** – The geotechnical team has completed the borings for all major bridge sites and most walls and station locations during the month; borings for the pedestrian bridges were being performed. Technical memoranda were submitted in increments by site as testing and analyses were completed.
- **Noise and Vibration** – KM Chng provided clarifications to the discussion of noise and vibration in the Draft EA that was submitted for public comment at the end of August.
- **Systems Design** -The systems design team worked to integrate the designs and is moving towards the 90 percent submittal package scheduled for late December.
- **Systems Integration**: Focused work sessions will commence again in September to ensure a proper integration of civil and systems designs as the design teams head to the 90% submittal.

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

- FTA action on the Draft EA, which was issued for the 30-day public comment period on August 31, with a public hearing scheduled for September 19.
- Receipt by RTD, expected on September 14, of the CM/GC's cost estimate based on the Second 65% Design plans and specifications.
- A project risk assessment by the FTA/PMOC, scheduled for the first week in October, as a prerequisite for the application by RTD for the FFGA in December.
- 90% Design Submittal scheduled for submittal to RTD on December 21, 2007.

Overall Schedule Status (Cont.)

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

- Internally, the team must: complete geotechnical investigations for bridge, tunnel, wall, and station designs; 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 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.
- On June 21, 2007, RTD Issued Change Order No. 14, revising the Contract SOW to incorporate the approved VE proposals into the West Corridor project, including an additional updated 65% submittal and accompanying cost estimate. The price of the change order was \$6,900,000 and increased the current total contract price to \$20,745,178.

Indiana LRT Flyover



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.
- 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.
- 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 is still required 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 is being prepared.
- 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 has been submitted to City for approval.
- 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 is pending.
- City of Golden - 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.
- 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 next period.
- UDFCD - MOU signed and executed by both parties.
- GSA - No IGA is required.

West Corridor Field Activity Summary
Saturday, July 28st through Friday, August 3rd

Rail Take-up Project



Tie processing/bundling operations in vicinity of 1521+00 (west of Quitman St.)



Ties staged for processing immediately west of Knox Ct. (1566+50)

Third Party Agreements - IGAs: (Cont.)

Activities Planned for Next Period:

- Continue to address changes in the draft IGAs with City of Lakewood, Jefferson County and City of Golden; issue final drafts
- Receive updated IGA from City/County of Denver; review and provide comments, and schedule meeting to negotiate IGA.

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 August included:

- Continuing to write work orders for relocations per schedule priority. Writing license agreements for the work orders.
- Held coordination meetings with Xcel, Qwest and Comcast every other week to redesign their relocations away from 13th street and over to 14th street from Independence to Wadsworth. This will help provide a clean envelope to the CM/GC in this construction segment of the project.
- Working out an agreement with Qwest for a Utility relocation agreement. Despite the lack of an agreement, Qwest is cooperating with RTD on the utility relocation designs.
- Drafted a utility scope of work for the CM/GC.
- Working with RTD ROW to identify right-of-way needs.

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

Activities Planned for Next Period:

- Reviewed 2nd 65% VE design drawings and provided comments.
- Continue to write work orders for relocations and license agreements.
- Begin field construction coordination for first segment of utility relocation.
- Work with DEA and utility companies to incorporate the relocation design into the project design.
- Continue to work with RTD ROW to identify ROW needs.
- Weekly construction progress meeting will begin in August
- Coordinate wet utility design with DEA and Utility companies.

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:

- Coordination with USACE regarding project impacts and permitting requirements.
- Responded to DCOT comments on Environmental Assessment.
- Developed wetland mitigation.
- Finalized first draft of EA.
- Prepared traffic and noise and economic analysis of closure of old Colfax.
- Facilitated meeting about alternate Decatur Station location.
- Prepared de minimus 4(f) analysis for Lakewood Gulch Park.
- Collected traffic counts for closure of old Colfax.
- Met with FHWA to discuss their review responsibilities.
- Prepared HABS/HAER documents of RR ROW.
- Reviewed and prepared write up documenting traffic impacts based on additional train crossings at 13th Street.



Environmental Compliance (Cont>)

Activities Planned for Next Period:

- Respond to comments on EA
- Respond to comments on 404 permit application
- Prepare for public hearing
- Attend PMT and Stakeholder meeting
- Further development of wetland mitigation.
- Meet with Corps of Engineers regarding 404 Permit on September 10

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 August, the RTD FasTracks team held 65% milestone reviews of civil and systems design packages. Comments collected in the RTD Quality Management Oversight database will be transmitted to the design consultants for response; and will be verified prior to closure.
- In addition to the design reviews, RTD audited each design consultant (civil and systems) against their approved Quality Assurance and Document Control plans. The final audit reports are being finalized, but it is not anticipated that any Corrective Action Requests will be issued.
- An Internal Quality Audit of the FasTracks Public Information/Public Involvement program was initiated to verify implementation of the FasTracks Public Information Strategic Plan. This report is also being finalized.

Activities Planned for Next Month:

- Participation in West Corridor Quarterly Review
- Consolidation of design review comments
- Issuance of quality audit reports



Public Involvement

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

Elected Officials

RTD conducts a monthly elected officials meeting for elected officials to hear the latest information and status on the project and also provides the opportunity for elected officials and stakeholders to speak with Cal Marsella, Liz Rao and Dennis Cole.

The elected officials briefing was held on August 17 this period.

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 cancelled.

Community

During August 2007, Community Involvement Program (CIP) services by the RTD included the following activities:

- Arranged venue and logistics for Elected Officials briefing of August 17 at Lakewood's Heritage Center.
- Prepared and distributed August Newsletter to UDC, Elected Officials and agency stakeholders regarding project status and public meetings.
- Attended UDC meetings on August 22 at Rude Recreation Center and August 23 at Clements Community Center.
- Scheduled EA Public Hearing for September 19 at Jefferson County Fairgrounds.
- Arranged for meeting on August 20 with Red Rocks Community College representatives for project update and station area design.
- Attended associated public meeting for Wadsworth/US-6 Interchange on August 21.

Community (Cont.)

- Attended meeting on August 29 with neighborhood at Nelson/13th Avenue regarding proposed noise barriers and pedestrian crossing.
- Maintained Web site with updates on project calendar and public comments.
- Prepared and distributed notifications for upcoming EA Public Hearing.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.

CML Flyover



Right-of-Way Status

Approximately 130 parcels were identified in Preliminary Engineering as being impacted by corridor construction. These parcels are being 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 with comments received in early October. Re-submittal of the RAMP has been dependent on final disposition of the Value Engineering proposals and additional design development that incorporates VE proposals; the updated RAMP was submitted August 20, 2007

Progress this Period:

- Continue efforts with David Evans & Associates for the development of ROW plans.
- Met with DEA and CDOT to develop ROW requirements for a CDOT RPW plan review.
- Assist as needed in contracting processes for acquisition/relocation services, and for legal representation.
- Contacted appraisers to initiate appraisals for total acquisitions.
- Continue to provide information as to project status, acquisition, and relocation procedures to affected persons.
- Provide cost estimates and recommendations as necessary.
- Reviewed and commented on 65% submittal from DEA.

Anticipated Progress for Next Period:

- Continue efforts with David Evans & Associates for the development of ROW plans.
- Continue to meet with DEA to direct and monitor progress on ROW plans.
- Continue appraisals of total acquisitions on West corridor.
- Continue to provide information as to project status, acquisition, and relocation procedures to affected persons.
- Provide cost estimates and recommendations as necessary.



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 six consecutive periods due to their Value Engineering redesign efforts, and may not be able to meet the established goal. FRSC continues to meet and exceed its established goal of 12.0 %. DCTG's goal has improved substantially this period with the removal of the existing trackwork on the corridor well underway. This work has been assigned to their DBE subcontractor, Curdco, LLC.

Firm	DBE Goal	Actual for August 2007
David Evans & Associates	21%	20%
FRSC	10%	12%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	22%