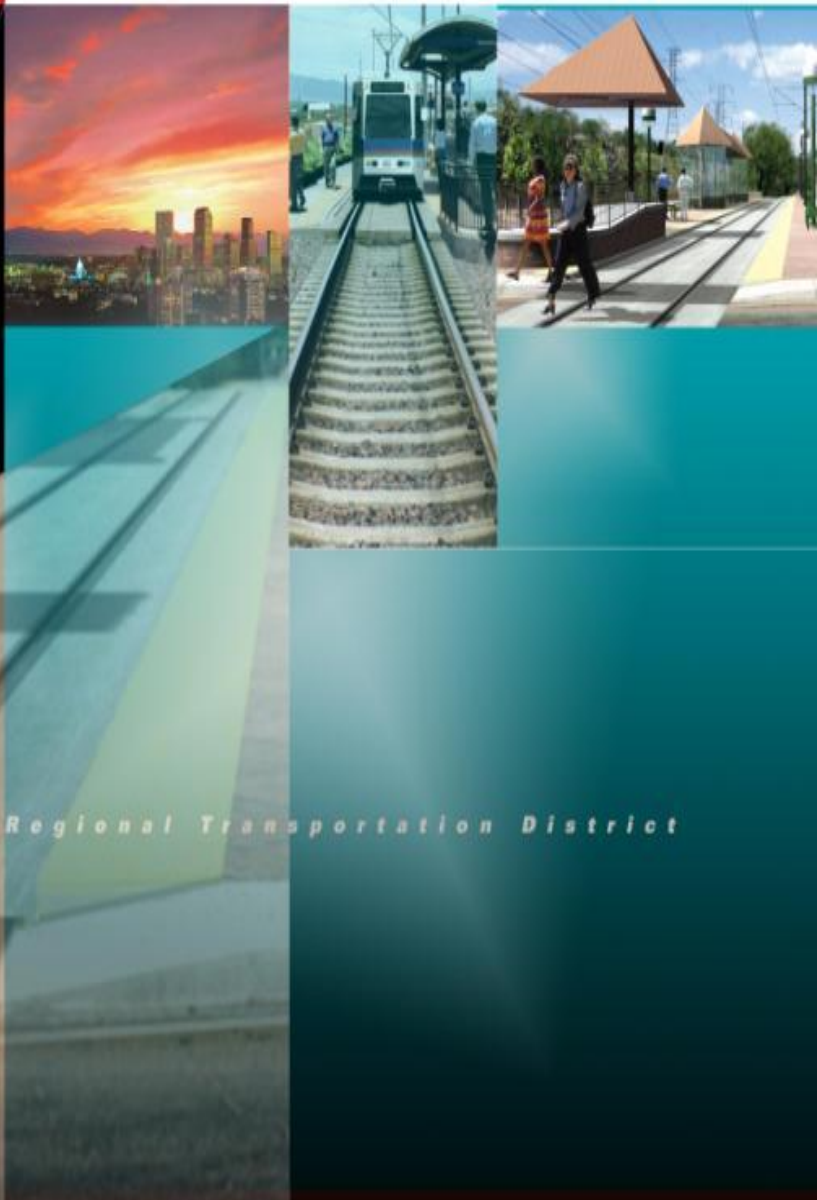




West Corridor LRT Project Progress Report



Regional Transportation District



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LIST OF ACRONYMS

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



LIST OF ACRONYMS (Cont.)

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



Project Summary - Baseline

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

The West Corridor project consists of 12.1 miles of Light Rail Transit (LRT) extending from the existing light rail line at Auraria West Station, west across the South Platte River, then west traversing the existing Associated Railroad right-of-way between Decatur Street in Denver and Quail Street in Lakewood as well as through the Lakewood Industrial Park, and crossing West 6th Avenue into the Denver Federal Center. West of the Denver Federal Center, the alignment, which was to run on the north side of West 6th Avenue along US 6 is being shifted to the south side of US 6 up to Indiana street where it will cross back over to the north side and parallel the highway at-grade within the CDOT right-of-way to the Jefferson County Government Center. The shift in alignment is being cleared in an Environmental Assessment now underway. The LRT Alternative includes the development of twelve stations: Auraria West, Federal/Decatur, Knox, Perry, Sheridan, Lamar, Wadsworth, Garrison, Oak, Denver Federal Center, Red Rocks and Jefferson County Government Center. Parking will be provided at six of the 12 stations, providing approximately 5,614 parking spaces.

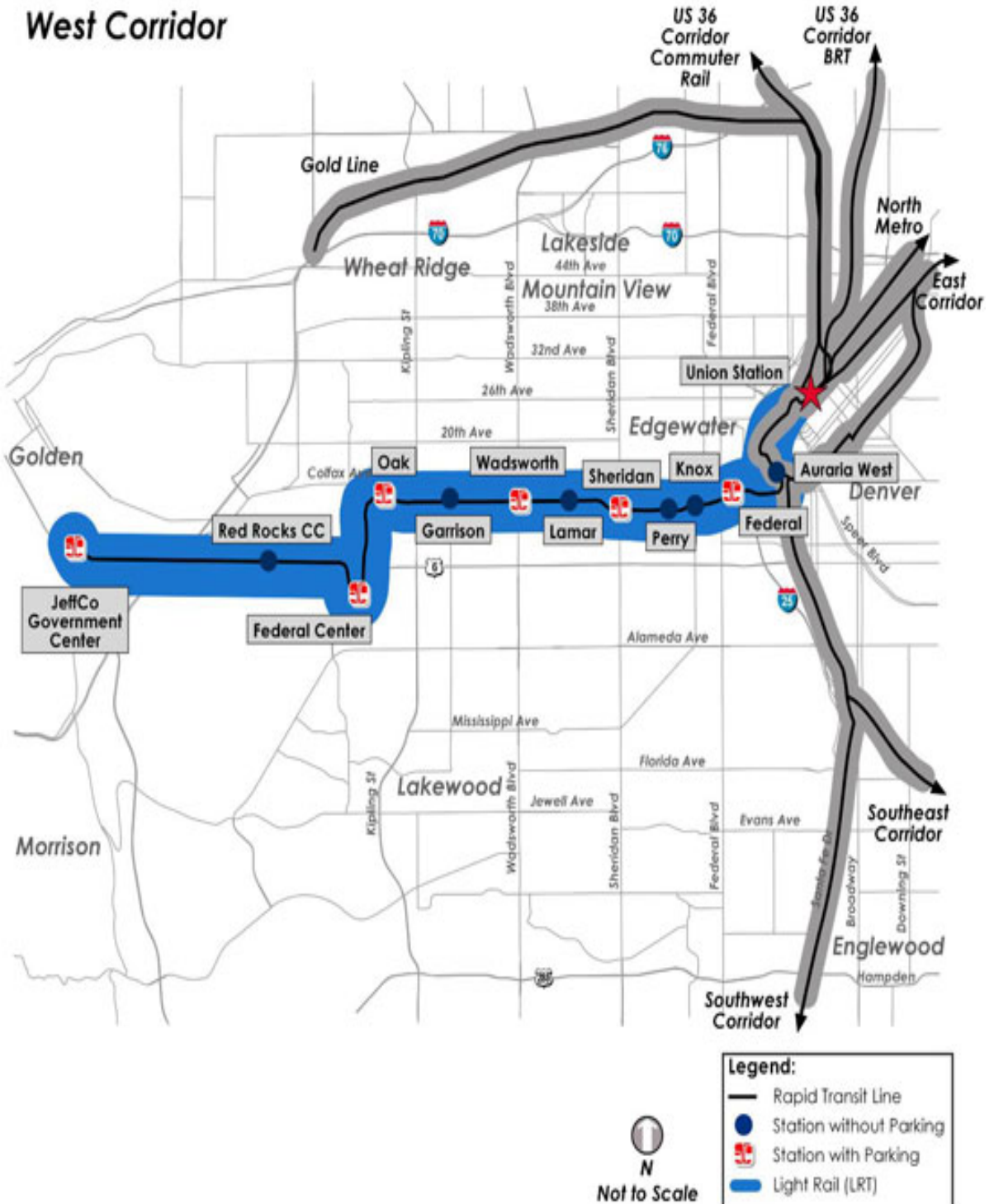
The LRT line will be double tracked except between the Denver Federal Center and Jefferson County Government Center (see proposed baseline modifications below) and grade separated when required, but generally would be at-grade. Grade separations will include existing grade separated crossings at I-25, Federal Boulevard, and Colfax Ave; and new grade separations at Sheridan Boulevard, Wadsworth Boulevard, Kipling Street, US 6 from Lakewood Industrial Park to Denver Federal Center, Union at US 6, Indiana Street at US 6, I-70, and US 6/US 40.

Baseline Modifications

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

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

Project Map



Alignment Segments



City/County of Denver Segment

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

City of Lakewood Segment

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

Jefferson County Government Center (Jefferson County/Golden Segment)

Indiana Street - End of Line: An adopted single track alignment follows the right-of-way to an end of line station and parking facility at the Jefferson County Government Center. Stations proposed for this segment include the Jefferson County Government Center end-of-line station, which has been shifted from the west side of the Government Center building to the front (east) side of the campus.

Key Project Challenges

- **Cost Containment on West Corridor Project:** An updated 65% design submission and cost estimate was received at the end of July that incorporates the VE proposals. Cost containment continues to be a challenge on the project as RTD and the design team proceed to the full 90% submittal on February 4, 2008.
- **Stakeholder Participation:** Stakeholder expectations need to be cognizant of the numerous budget challenges facing RTD on the FasTracks program and the need to move forward with Value Engineering and Cost Containment measures. Enhancements and any change that affect the project schedule and budget need to be minimized. IGAs with CCD, COL, Golden and Jefferson County are all largely completed. The IGA with COL has been executed. All others have RTD Board approval to execute. Golden's IGA was approved at the February city council meeting. CCD's IGA is set to be reviewed by the FasTracks monitoring meeting on February 25, 2008. Completion - Changed to March 2008.
- **Federal/Decatur Station:** CCD has requested RTD to shift the station to the east side of Decatur Street. Shifting the station at this stage will create additional cost impacts that CCD will be required to fund and would impact FFGA process. RTD and CCD reached agreement to defer any action on shifting the station location; further evaluation is in progress by the City/County of Denver.
- **Guideway fencing/barrier design** through Denver parks and along 13th Avenue that is acceptable to community without compromising RTD system safety requirements. Alternatives have been developed and are included in second 65% July design submittal. Final alternatives have been discussed with stakeholders and have been incorporated into the full 90% submittal on February 4, 2008.
- **Noise Barriers:** Final noise report was completed that addresses current FTA guidelines and reflects RTD's moderate noise impact policy. Sound wall locations were finalized and reviewed with affected local agencies and property owners. RTD with support from the City of Lakewood is discussing the opt out policy with property owners; resolution is anticipated by early 2008.
- **LRT alignment along Myrtle Place, between Umatilla and Zuni:** In conjunction with a freight spur track and placement of two Light Rail tracks through the existing I-25 bridge structure, RTD needs to get written approval of its design from FRA and FWHA/CDOT. A letter requesting approval was sent to FRA on December 31, 2007. RTD did receive verbal concurrence this period from FRA. Final RR approval is pending the submission of final construction documents.
- **Reconfiguration of Auraria West Station and CPV connection:** Coordination/input with AHEC, and student housing developer team is continuing to interface with RTD on station future planned development plans. RTD is preparing a baseline design.
- **Resolution of Wadsworth bridge/station enhancement proposal with City of Lakewood:** RTD continued with the 90% 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 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.

Key Project Challenges (Cont.)

- Specific GSA issues at Federal Center include: coordination with site master planning, developable land and street network, area of property conveyance, grade crossings of North Avenue, and security/fencing. Remaining issues are primarily resolved.
- Bridge Alternative to I-70 tunnel: An alternative under review at I-70 is to reconstruct the highway bridge in that area allowing enough room to put in single track without the need of a tunnel. RTD would request cost sharing by CDOT/RTD/FHWA. A whitepaper listing the pros and cons has been developed and was provided to CDOT and FHWA for review. A final decision on this alternative is pending.
- Establishing agreed work completion schedules for utility relocations, especially among major owners such as Xcel, Qwest, Denver Water Department, Metro Wastewater Reclamation District, the irrigation ditches, and the various municipal sewer lines - work orders for Xcel, Qwest, Comcast, Consolidated Mutual Water and others have been issued for design and construction work. XCEL, Qwest and Comcast are now working in the field on relocations. Utility relocation work continues to be integrated into the CM/GC's construction schedule.
- Denver Federal Center Station RTD prepared a competitive RFQ for a developer to build and lease back the parking and bus facilities. Four proposals were received on November 8, 2007. A staff recommendation has been made and staff is negotiating with Aardex, the preferred developer. Final board action is set for May 2008.
- Establish ROW acquisition schedule - Appraisals continue on 16 full property acquisitions - Certification of ROW property acquisitions is continuing on new agreed schedule with the design team. All parcels were submitted to RTD certified by February 4, 2008. ROW acquisition dates are being imputed into the CM/GC's construction schedule.
- Prepare and submit FFGA application - Schedule agreed to by RTD and FTA was based on an initial risk assessment process completed in early October 2007. Mitigation workshop originally set for mid November has been postponed to Spring of 2008. A draft FFGA application was submitted to FTA on December 18, 2007; discussion continues with FTA on expediting the remaining work to execute a FFGA at the earliest time possible in 2008.
- Burnham Yard has been removed as possible LRT maintenance facility site since RTD and UPRR could reach agreement on cost and terms of purchase; thus Burnham Yard lead track (omitted from baseline contract scope) must remain operational and its relocation will likely affect current civil and structural design in the vicinity. The Burnham Yard lead track relocation needs to be confirmed with UPRR and an approved alignment adopted. - Design has been completed by UPRR's design consultant; this submittal has not yet been provided to RTD.
- GMP and 90% Bottoms up Cost Estimate: The 90% design submittal sets the basis for the GMP and 90% Bottoms-up Cost Estimate. Preparation by RTD and DTCG has started - Due date mid March 2008.
- Jeffco Resolution for RTD to provide infrastructure to allow for 10-minute headway in the future as ridership demand warrants involves implementing second siding east of Colfax along single track alignment, extending Red Rocks siding to improve train operations at Red Rocks Station, and adding a third level to the proposed parking structure at Jefferson County Government Center. Design of these features will not be incorporated until funding through DRCOG and SB 1 requests are established and committed.

Summary of Previous Month's Activities

This report covers the work in the combined months of December 2007 and January 2008.

General Progress

- Continued coordination with DEA, PSC on ROW Plan and property acquisition requirements, including incremental submittals of plans and legal descriptions for review.
- Held meeting with DEA and DTCCG on December 3 to finalize design elements required for early construction of Kipling St LRT and Bike Bridges.
- Held meetings with DEA, COL and GSA on December 5 and 11 and January 16 to discuss the extension of Routt St in the Federal Center.
- Attended Agency Stakeholders focus group coordination meetings on December 11, January 8, and January 29.
- Held the Elected Officials briefing on December 14.
- Coordinated with DEA and FRSC on December 14 to resolve OCS issues along Myrtle Place under I-25.
- Attended the FTA/PMOC Quarterly Progress Review Meeting on December 18.
- Provided a field tour of the project corridor to RTD's cost estimators on December 18.
- Presented the rezoning application for the Jeffco Government Center Station to the City of Golden Planning Commission on December 18.
- Hosted the 19th SSWG meeting on December 19.
- Received Interim Submittal #2 package on December 21, a pre-90% design progress submittal to allow the CM/GC to initiate cost estimating for their GMP.
- Attended discussion on January 3 including DEA and COL regarding alternative designs for the Oak St Station.
- Attended meeting on January 7 with DWD and DEA to establish plan approval requirements for Denver Water.
- Attended meeting on January 7 with DEA, CCD, and UDFCD regarding status of Lower Lakewood Gulch design and relocation of CCD's maintenance facility at Decatur St.
- Attended meeting with Lakewood Heritage Society on January 15 to discuss disposition of historic fence corner near proposed Garrison St Station.

Summary of Previous Month's Activities (cont.)

- Completed and issued the commodity escalation relief technical report and submitted to FTA on February 5.
- Continued to update the Project Management Plan.
- 90% Bottoms-up Cost Estimate kicked off this period.

Activities Planned for Next Month (February 2008):

- Submittal on February 4 of final incremental ROW Plan package (#8) for review .
- Submittal of full 90% Design plans and specifications on February 4.
- Sessions to preview 90% design with agency stakeholders: COL, GSA, Jeffco and Golden on February 5, and CDOT, CCD and UDFCD on February 6
- Meetings scheduled with DEA and DTCG on February 5 and 12 to establish 100% Design submittal requirements and logistics
- Rezoning application for Jeffco Government Center Station to Golden City Council on February 6
- -Coordination meeting with COL on 13th Avenue sanitary sewer project on February 12
- -Agency Stakeholders focus group on February 12 and full group coordination on February 14
- Aesthetics workshop with DEA on February 12.
- Review of Division 01 specifications with DEA on February 18.
- Cost estimating workshops with DEA on February 19-20.
- 20th SSWG meeting on February 20.
- -Next quarterly FLSC meeting on February 20.
- Meeting with DCTG on February 27 to finalize Division 1 and Terms & Conditions.
- Meeting on February 29 with DEA and CDOT to resolve MS4 issues.



Systems Progress

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

System Progress this Period:

- The Systems Engineering Consultant received full information from Xcel Energy regarding the AC feeds for the traction power substations.
- Progress continued on drawings and specifications for the 90% submittal.
- Consensus was reached on the required overhead contact system clearances under bridges and within tunnels.
- Several signal houses were relocated in response to stakeholder requests.
- The design of the signal system was verified per the latest civil documents.
- Communications device layout drawings were completed.
- The systems specifications portion of the 90% submittal was finished.
- Corrosion control drawings were completed based on updated utility plans.
- Work continued on the overhead contact system design drawings for the 90% submittal set.
- The design of the grade crossing signal systems was modified to reflect changes in the location of insulated track joints.
- Drawings were updated to show the revised number of station CCTV cameras and the field of view of those cameras.
- Specifications and drawings for ductbank and conduit systems were completed to the 90% level.

System Activities Planned for Next Month:

- The full 90% systems submittal will be distributed to internal RTD stakeholders for review.
- Design details of the traction power substation control systems will be finalized.

Transit Oriented Development (TOD)

- RTD selected the Aardex team and have entered negotiations for the Federal Center Parking Structure.

TOD Activities Planned for Next Month

- Board Approval of the Aardex Team for the design and construction of the Federal Center Parking Structure.

Construction Progress Photo—Ongoing Private Utility Relocation



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. 19 – Safety Certification*
- 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 **December, 2007 and January, 2008**

- Task 1- DTCG has spent significant time to refine work scope that can be completed as part of an early procurement/early work schedule, in advance of the full project Notice to Proceed. Proposals have been requested for the early purchase of cable for the systems-related work and for steel for 5 bridge superstructures. These proposals will be submitted to RTD in early February.

In addition to the Kipling Street Bridge, DTCG has defined work that must be done in conjunction with or as predecessors to the East and West Dry Gulch LRT Bridges and the Wolff, Tennyson and Hazel Court Pedestrian Bridges. Solicitations for pricing of these activities have been developed and distributed to DTCG's bridge subcontractors. Ongoing discussions are aimed at the development of scope and schedule for permitting, coordination of dry utility relocations, stormwater management, utility work, survey control and other work that will benefit the project through early completion.

A primary effort under this task is the integration and continuing involvement of Balfour-Beatty, our Systems subcontractor into the systems 90% design effort. Since the introductory meeting in November, DTCG, BBRI and its major subcontractors and suppliers have actively participated in many meetings and telephone conferences with

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

DTCG has spent significant effort during the past couple of months creating a new baseline schedule document in collaboration with Balfour Beatty and with RTD's utility and right of way staff. The "Early Start, Total Float" schedule and narrative that were submitted to RTD on December 7, 2007, have created the baseline document for review and discussion relative to utility relocations, property acquisition and other third-party activities that may impact planned start dates and unrestricted access to work areas.

- Task 2 - The CM/GC Project Manager continues to participate in daily meetings with stakeholders, designs, utility owners and RTD staff supporting ongoing project progress. Meetings continue to be held with RTD's Small Business Opportunity Office regarding potential DBE contractors and suppliers and discussions of work opportunities, mentor support and RTD support. Other meetings have addressed RTD's property acquisition for the West Corridor, bridge designs, the Rolling Owner Controlled Insurance Program, the Subcontractor Performance Self-Insured Program and RTD's Project Management Plan and Procedures.
- Task 3 - This task has been closed. The CM/GC continues to work closely with RTD and the design groups to seek and refine other potential cost reduction concepts.
- Task 4 - DTCG submitted its draft Conduct of Construction Plan in January. Meetings are currently being scheduled with the major jurisdictions and other stakeholders to discuss the Plan in regard to federally-mandated issues, local and municipal regulations, local constraints or concerns, traffic impacts/coordination and other jurisdictional issues that were required by the Task Order to be incorporated into the Conduct of Construction Plan.
- Task 5 – A draft work sequencing plan and schedule for major activities has been prepared by the CM/GC for RTD comments and inclusion into the FTA risk assessment submittal. A final submittal to close out this task will be completed in conjunction with the GMP negotiations.
- Task 6 – The work that was added to this task through Change Order #1 for track take-up and track bed stabilization has been completed. The recycling report will be completed in the spring of 2008.
- Task 7 - The QA review and comments for the refined 65% estimate have been completed. Questions developed from DTCG's review of the preliminary 90% plans have been submitted and this process is ongoing with the final 90% plans review. Multiple-day meetings have been conducted relative to the Division 1 specifications and the Contract Terms and Conditions and the 90% documents reflect many of the issues raised in those meetings.
- Task 8 – RTD's initial written comments on the draft DBE Plan have been incorporated into the revised Draft Plan that was submitted in November. Interviews with DBE subcontractors and the assembly of subcontractor information continue as early construction items have been analyzed for DBE opportunities. RTD is currently preparing additional comments in response to the November, 2007 submittal.

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

- Task 9 - This task has been completed and closed. Coordination with RTD and its design team continues with response to specific requests. DTCG initially solicited prices for rail, ties and structural steel as part of the early procurement and has worked with RTD in the preparation of its contracts for rail and ties purchase. DTCG continues to work with RTD to address how the storage and delivery of the rail and tie materials will be incorporated into the 90% estimate. As mentioned in Task 1, cable purchase proposals have been requested and it is planned that these materials will also be added to the list of early procurement items. Early purchase of each of these materials will reduce RTD's risk from inflation during the period of the contract.
- Task 10 - Work has commenced on refinement of the Contracting Plan that was originally included in DTCG's proposal. As the 90% plans are developed, the quantities and types of work relative to each potential subcontracting area will be established and incorporated into the Plan. The subcontractor and supplier solicitation process that is being utilized for the 90% estimate is much more comprehensive than utilized for the prior estimates.
- Task 11 - An important objective required by this task was DTCG's submittal of the "Early Start, Total Float" schedule and narrative on December 7, 2007. Many meetings have been held to discuss potential third party impacts to the schedule, particularly in the areas of property acquisition, utility relocations and potential design changes. Work on this task continues on a daily basis with the goal of submitting the schedule in conjunction with the GMP negotiations.
- Task 12 - The CM/GC continues to participate in public meetings scheduled by RTD, stakeholders and the design team. The monthly Stakeholder Meeting and the monthly Elected Officials Meeting are examples of events in which DTCG regularly participates. During the months of December and January, DTCG sponsored a meeting with the RMMCA and made presentations to the Elected Officials and Hispanic Contractors meetings. A subcontractor/supplier outreach meeting in January that was put on by DTCG drew nearly 300 participants.
- Task 13 - Three cost estimates have now been submitted. Preliminary 90% plans were released in December and refined 90% plans and specifications are scheduled to be released in early February. Teams of DTCG estimators have been working since the initial release on quantity takeoffs, estimate preparation and subcontractor/supplier solicitations. Submittal of the 90% estimate in March will complete the requirements of this task.
- Task 14 - The revised Safety Plan was submitted by DTCG in December. RTD is currently reviewing that document and preparing a list of comments. It is anticipated that a Safety Plan will be in place in advance of early construction work.
- Task 15 - Work continues on preparation of the Quality Management Plan with the goal of submitting a draft plan in mid-February. It is expected that a Quality Management Plan will be in place prior to commencement of early work. Minor refinement of specific attachments and integration of the Plan into RTD's Program Management Plan will continue for a couple of months after the initial submittal.



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

Task 16 – Drafting of the HazMat Notification Plan continues and will be submitted to RTD well in advance of any work that has a likelihood of exposing any contaminated or hazardous materials.

Task 17 –It is planned that a draft text for the Mentoring Plan will be completed and submitted in the spring of 2008.

Task 18 – Preliminary work on a Stormwater Management Plan has already commenced in coordination with a local consultant. An individual site stormwater plan will be submitted for approval prior to the start of the Kipling Street Bridge and it is DTCG's objective to have a corridor-wide plan developed prior to release of any self-performed early work activities that will cause any soil disturbance.

Task 20 – Work on the task order for development of a Risk Management Plan commenced in the summer of 2007 and is planned to be submitted prior to the GMP negotiations.

Task 21 - DTCG team member Xcelente regularly attends Stakeholder Meetings and other public meetings as a representative of DTCG. During the period of this report, Xcelente took over responsibility for the coordination of the Elected Officials Meetings. Kathy Berumen, the West Corridor PI Manager is co-located in the FasTracks office and works side by side with RTD's PI team.

Task 22 – GMP Preparation/Negotiation is scheduled to commence with completion of the 90% proposal that is due in March. Changes to the plans and specifications, during development of the 100% design that affect cost, scope or time, will be considered a change order to the GMP.

Remaining Task Orders – Task order number 19 is the only one remaining to be released. All others have been released and work has begun on most of them with the goal of having all required plans completed in advance of the deadlines established in the Contract.

Activities Planned for Next Month:

The primary emphasis during the month of February is related to the 90% proposal that is due in March. In addition to takeoff and estimating functions, a major subcontractor and supplier outreach continues. DTCG has distributed preliminary 90% plans to twelve plans rooms located throughout the Denver area and will replace those documents when the final 90% plans are released. A plans room has been established near RTD's Blake Street Office where subs and suppliers can go to ask questions, get copies of CD's that contain the plans and specifications, get copies of the ROCIP Manual and get information on submittal of quotes.

DTCG will continue to support Balfour-Beatty Rail, Inc. (BBRI), its systems subcontractor, in the preparation of their 90% estimate. BBRI and its suppliers have worked closely with RTD and FRSC to refine the design, offer constructability ideas and issue guidance on availability and cost of materials.

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

- DTCG will continue to solicit input and proposals from additional tunneling contractors to determine if there is a way to reduce the cost of the I-70 tunnel. Because of the significant difference between the bids previously received by DTCG for this work and the engineer's estimate, an alternative to the tunnel has been explored. DEA has prepared a white paper relative to this option and DTCG is working with its bridge contractors and the Engineer to explore the cost, constructability and benefits of this option.
- Regular meetings with RTD, the dry utility owners and contractors will be held to coordinate the ongoing relocation of the lines and to attempt to avoid conflict with the planned improvements for the West Corridor. As part of the early work, it is planned that DTCG will take on a more active role in the coordination of the dry utility relocations. It is also planned that DTCG will perform some relocation of 'wet' utilities concurrent with the 'dry' utility contractors to minimize disruption to local traffic and the need to repeatedly patch areas disturbed by multiple utility relocations.
- DTCG will continue to work with DBE team member Meza Construction in the preparation and refinement of its proposal to construct the pedestrian bridges over Lakewood Gulch as early work items. Early construction of these structures will reduce pedestrian impact during future construction along Lakewood and Dry Gulch.
- Interviews will continue to be conducted with Small and Disadvantaged Business Enterprises and data files will be developed to identify interests and capabilities of r subcontracting, supply and support 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.
- Comments that will be received from RTD's Small Business Opportunity Office in regard to the DBE Plan will be reviewed and incorporated into the Plan as appropriate.
- DTCG's Public Information team will continue to manage the ongoing preconstruction activities, monthly updates and information related to the early work activities.
- Material and subcontract solicitations for early work will be finalized and DTCG will present proposals to RTD for their approval and consent to proceed with materials procurement and the commencement of construction activities.
- Coordination with RTD's ROCIP team will continue with the planned ROCIP kickoff meeting, risk management plan and enrollment process.

Project Cost Summary

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

WEST CORRIDOR - CURRENT WORKING ESTIMATE

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

WEST CORRIDOR - CURRENT WORKING ESTIMATE

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



Project Cost Summary (cont.)

Estimate at Completion (EAC) Variance

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

Contingency Status

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

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

Contract Awards: The Table below covers the period through December 30, 2007.

Major Contract #	Contractor	Scope	Approved Amount	Award Date
12FR201	Siemens Transportations Systems	Light Rail Vehicles	\$78,815,235	12/28/04
13FR019	Booz, Allen & Hamilton	Vehicle Inspection	\$643,434	11/25/03
15DH001	Carter::Burgess	Program Management	\$2,908,403	7/5/05
15DH006	Front Range Sys.Consultant	System Consultant	\$7,898,867	10/21/05
15DH007	David Evans and Associates	Final Design	\$20,745,178	11/9/05
15DO007	LT Environmental Inc.	Environmental Service	\$87,704	9/13/05
15DO028	Kaplan Kirsh Rocksell, LLP	Legal Services	\$100,000	8/30/05
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$85,031	1/9/06
15DO041	Bonnie Roerig & Associates	Property Appraisal	\$88,800	7/1/06
15DO043	Hegarty & Green Inc.	Property Appraisal	\$88,800	7/1/06
15DO044	Civil Technology	Property Appraisal	\$88,800	7/1/06
15DO045	Rothweiler Group Inc	Property Appraisal	\$88,800	7/1/06
15DO046	Joel C. Griffen	Property Appraisal	\$88,800	7/1/06
15DO047	Associated Value Consultants	Property Appraisal	\$88,800	7/1/06
16DR003	Mass Electric Construction Co.	Elati Yard Improvmnts	\$201,154	6/15/06
16FFW01	Denver Transit Const. Group	Pre-Construction Serv	\$1,684,789	6/30/06
17DH001	Briggs Field Services, Inc.	Property Acquisition	\$400,000	9/7/07
17DH001	H.C. Peck & Associates	Property Acquisition	\$800,000	9/10/07
17DH014	Universal Field Services, Inc.	Property Acquisition	\$800,000	9/14/07
17FO034A	Duncan, Ostrander & Dingess, P.C.	Legal Services	\$900,000	1/15/08
17FO034B	Icenogle, Norton, Smith, Blieszner, & Gilida	Legal Services	\$700,000	1/15/08
17FO034C	May & Associates, P.C.	Legal Services	\$900,000	1/24/07
23FR015	GE Transportation	Automatic Train Stops	\$775,808	7/7/03
27FH024	Progressive Rail Services Corp.	Running Rail	\$4,357,000	1/8/08
27FH025	Rocla Concrete Ties Inc.	Concrete Ties	\$3,170,000	1/8/08
35FR015	Queen City Railroad Construction	Elati Yard Improvmnts	\$1,899,509	4/7/06
47DH008	GSA - Federal Center Station	ROW Acquisition	\$5,363,836	9/1/07
56DU001	Denver City & County	FasTracks Liason	\$123,893	10/31/05
572031CR	Urban Engineers Inc.	Risk Assessment	\$49,547	3/15/05
57DH016	Xcel Energy	Utility Relocation	\$7,574	10/01/07
672047CR	Burlington Northern and Santa Fe	Flagging	\$3,000	4/18/05
672122SR	A.J. Ventures, Inc.	Potholing	\$2,400	9/18/06
PO5083	CDOT	Utilities - Kevin Kusty	\$29,200	8/1/07
PO9901	Comcast WO #84	Utility Relocation	\$11,243	12/15/07
PR 91345	Qwest Communications	Utility Relocation	\$17,835	10/10/07
Contracts Total			\$131,457,420	

Project Cost Summary (cont.)

The Table below covers the period through December 30, 2007.

Corridor Element	(YOE\$)		Approved		Actual to Date	Estimate at Completion (EAC)	Budget Variance BUD-EAC
	Baseline Budget	Approved Changes	Budget (BUD)	Committed to Date			

Thru 12/31/07

10 Guideway & Track Elements	\$162,521,000	\$0	\$162,521,000	\$7,527,000	\$0	\$162,521,000	\$0
20 Stations, Stops, Terminals	\$37,762,000	\$0	\$37,762,000	\$0	\$0	\$37,762,000	\$0
30 Support Facilities: Yards, Shops, Admin Bldgs	\$2,000,000	\$0	\$2,000,000	\$2,024,318	\$1,900,664	\$2,000,000	\$0
40 Sitework & Special Conditions	\$84,035,000	\$502,358	\$84,537,358	\$568,810	\$308,460	\$84,537,358	\$0
50 Systems	\$77,968,000	\$0	\$77,968,000	\$0	\$0	\$77,968,000	\$0
60 ROW, Land, Existing Improvements	\$49,747,000	\$0	\$49,747,000	\$7,946,276	\$5,773,758	\$49,747,000	\$0
70 Vehicles	\$76,932,000	\$0	\$76,932,000	\$76,938,060	\$47,738,490	\$76,932,000	\$0
80 Professional Services	\$79,077,000	\$8,086,214	\$87,163,214	\$38,912,016	\$23,689,487	\$87,163,214	\$0
90 Unallocated Contingency	\$36,467,000	\$ 8,588,572	\$27,878,428	\$0	\$0	\$27,878,428	\$0
Capital Total	\$606,509,000	\$0	\$606,509,000	\$133,916,480	\$79,410,859	\$606,509,000	\$0

Notes:

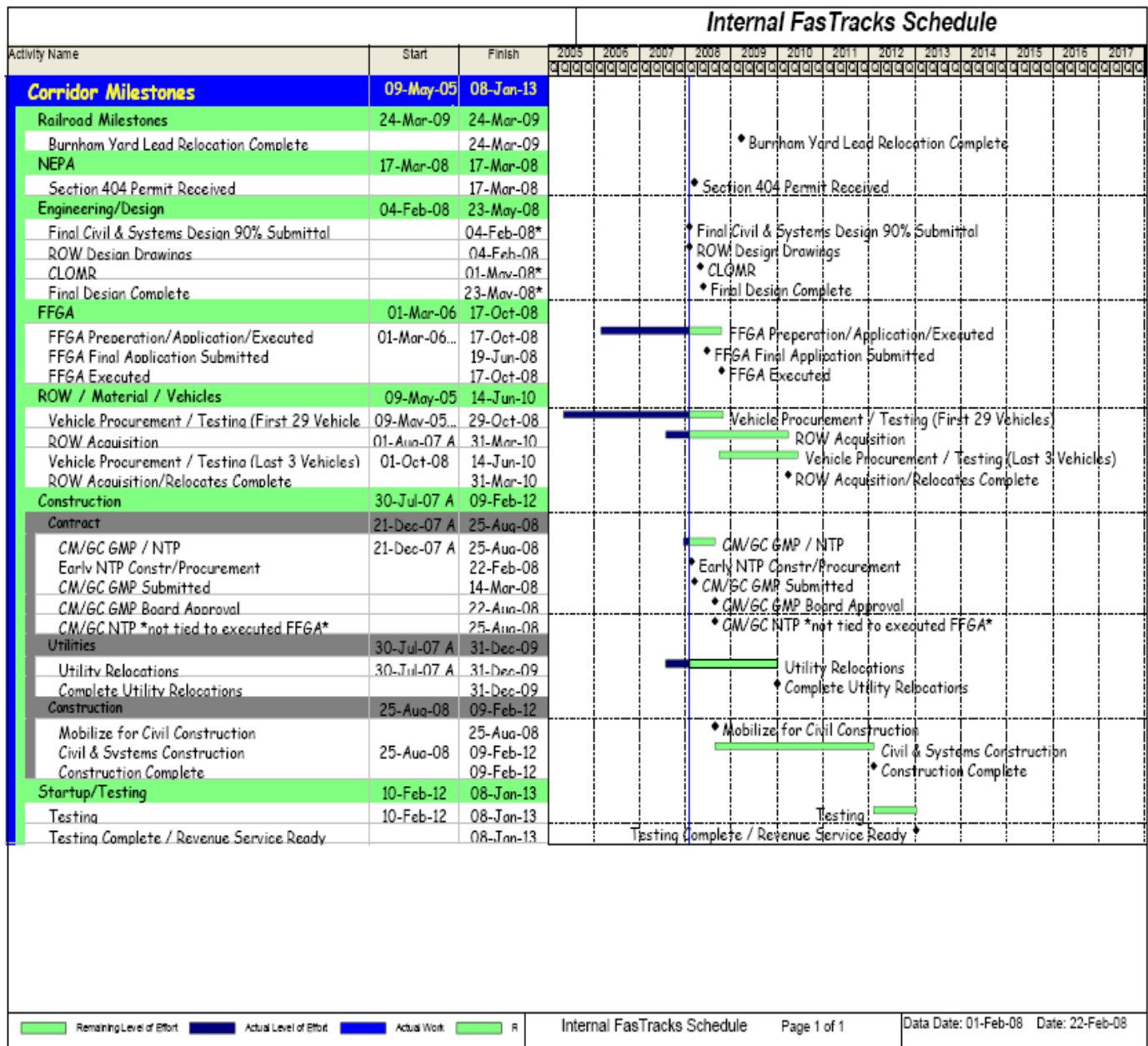
The above figures do not include finance charges.

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



Project Schedule

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

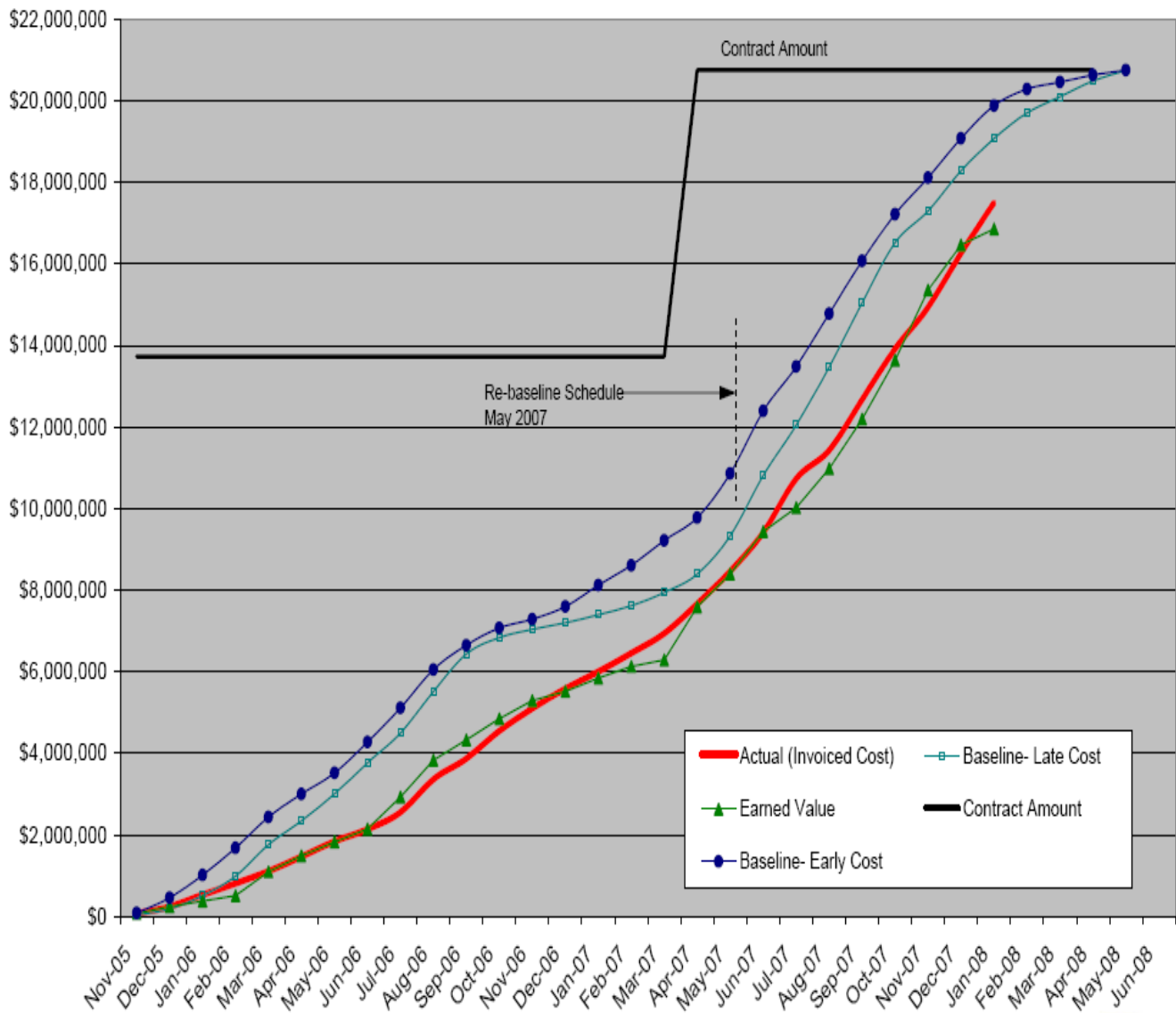




Cost Curve - Civil Design

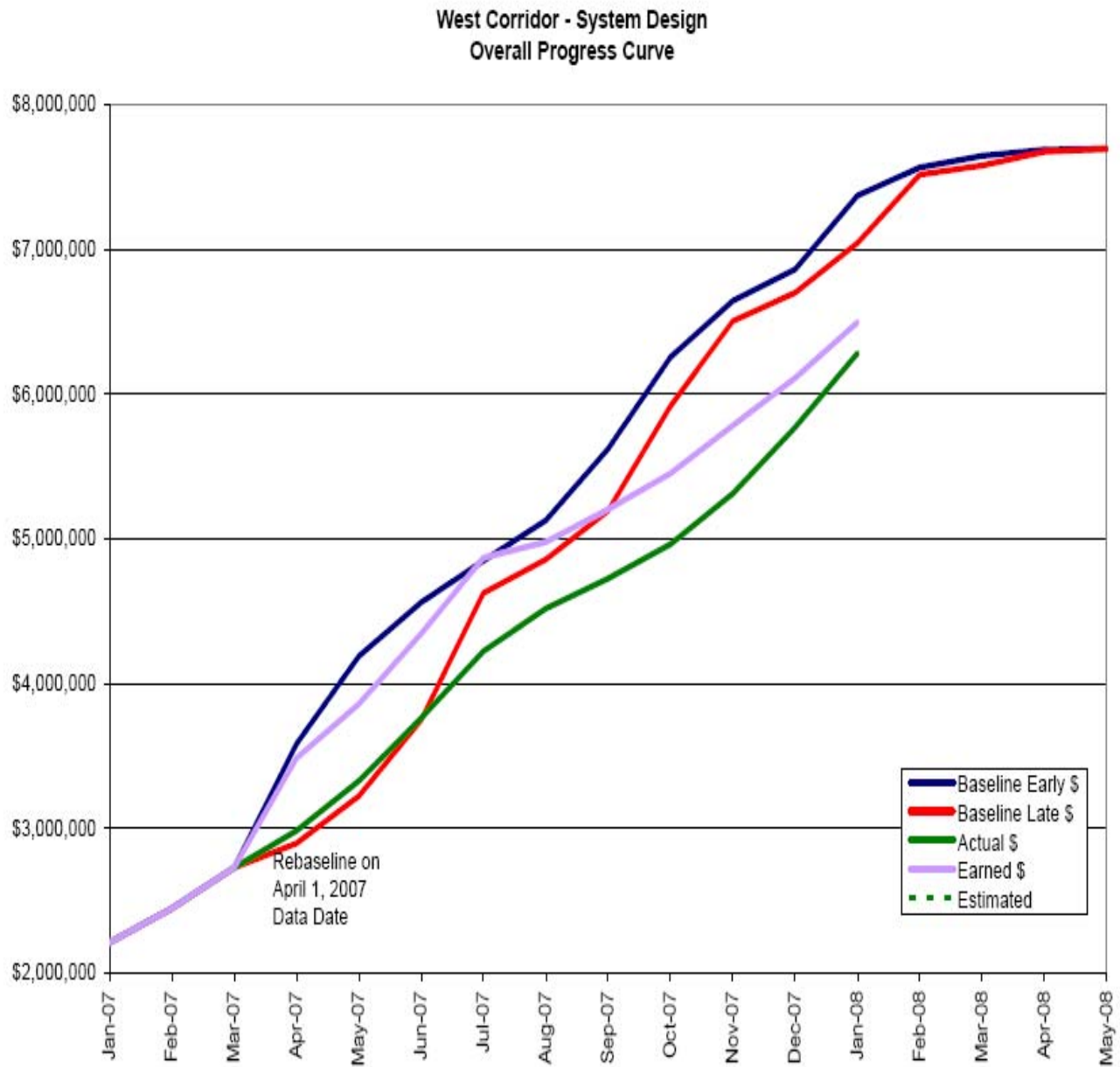
The earned value reported this period incorporates the re-baselining of the project. The consultant's design budget and schedule has been incorporated into the re-baseline. Earned costs are running fairly consistent with actual costs expended.

West Corridor Final Design Cost Curve



Cost Curve - Systems Design

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



Overall Schedule Status

DEA and FRSC prepared and submitted the Interim Submittal #2 on December 21, which was comprised of unchecked plans and specifications, as advance design documentation for the CM/GC to begin preparation of their GMP. DEA and FRSC will submit the final checked 90% design documents on February 4, 2008.

City and County of Denver selected DEA to provide a design study for an alternative LRT station east of Decatur Street. The study was initiated and early concepts were reviewed at a workshop with CCD and its planning consultant on January 11. Preliminary design of a preferred concept and associated cost estimates are expected to be completed by the end of March 2008 in order for CCD to make a decision regarding the feasibility of relocating the current Federal/Decatur Station. RTD is continuing with its baseline design.

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

- Final Design Project Management – Project Management tasks continue, including Project Progress meetings with RTD, Agency Stakeholder and Elected Officials meetings, Quality Management, coordination with DTCCG and FRSC, and administrative activities in support of the contract. Key activities during the past two months included the preparation and delivery of Interim Submittal #2 and coordination with GSA and City of Lakewood regarding the work at the Denver Federal Center.
- Utilities – DEA continued to coordinate with RTD and the private utilities to initiate early utility relocation, beginning with Xcel and Qwest facilities along 13th Avenue. Other continuing design discussions involved utilities along 13th Ave and in the Federal Blvd area, including existing sewer easement requirements in the vicinity of the proposed replacement bridge foundations.
- Drainage – The 404 Permit application remained under review, as did the pre-CLOMR. Drainage details were further developed.
- Civil, Track Design, and Roadway – A thorough quality check of the track drawings was initiated. Coordination with the systems consultant regarding TPSS locations and other systems elements continued.
- Track Alignment – The white paper investigating the feasibility of an alternative LRT crossing of I-70 by replacing the interstate highway bridges in lieu of the tunnel was refined. RTD requested DTCCG to provide a price for the bridges to incorporate into the report so that both the tunnel and bridge structure costs would reflect the CM/GC's risk perception.
- Structures – Bridges and Tunnels: Most bridges were prepared to the 90% level for the Interim Submittal #2, although the Federal and Indiana bridges are lagging somewhat, due to late decisions by the collective agencies and complex design calculations accompanying the change to a single track structure, respectively.

Retaining Walls: As a result of the regrading of large portions of the guideway to reduce structure costs, the locations, lengths and heights of many walls changed. These changes will be reflected in the 90% submittal in February. Additional work was done to confirm wall types and locations for design, including coordination of supporting geotechnical data and reviews with DTCCG.

Noise Walls: Development of structural and aesthetic design details continued for the noise walls along the 13th Ave corridor. There has been very little response from property owners electing to "opt-out" of this noise mitigation measure along their property frontages.

Overall Schedule Status (Cont.)

- Stations – Development of station details continued. Increased coordination activity at Auraria West under RTD direction was expected, but did not occur. The concepts for an alternate station location east of Decatur Street are under development, as requested by CCD under a separate contract.
- Parking Structures – The design for a two-story parking garage at Jeffco Government Center is being advanced for the 90% submittal.
- Park-n-Rides – With the exception of the Denver Federal Center, park-n-ride locations are at 90%. DEA awaits the outcome of RTD's selection of a developer team to engage in a PPP for the site.
- System Safety and Security – Security and Safety Group meetings continue. Safety certification of design elements from the Certifiable Items List (CIL) has been initiated by IEI. The DEA team has also been compiling a list of design variances for review and approval by RTD and local jurisdictions.
- Surveying – Seven incremental packages of final ROW plans were submitted to RTD for review, covering the corridor from Jeffco Government Center to the west bank of the S. Platte River.
- Geotechnical – Borings taken at the final TPSS locations were being analyzed. Details and specifications are being developed to handle artificial fill along the corridor from Wadsworth Blvd to Auraria.
- Noise and Vibration – Noise wall details were being developed as described above (Structures). KM Chng continued to respond to lingering inquiries regarding the noise analysis from residents and Public Involvement.

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

- An initial notice to proceed (NTP) for the CM/GC on early construction and procurement items, pursuant to RTD Board approval in August of the estimated costs in the LONP by FTA for early construction and procurement. At this time early construction of the Kipling St LRT and Bike Bridges is expected to proceed in March 2008.
- An early "Interim Submittal No. 1" was made on November 20, followed by the "Interim Submittal No. 2" unchecked progress documents on December 21, 2007, to allow the CM/GC to begin preparation of its GMP. The final checked 90% design package is scheduled to be submitted on February 4, 2008.

Third Party Agreements

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

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

Status on IGAs:

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



Third Party Agreements—Utility Relocation Agreements

Status on Master Utility Relocation Agreements:

The West Corridor project requires the development, negotiation and execution of corridor agreements with local public agencies and with private utility companies. The West Corridor has identified approximately 459 utilities as having conflicts with the planned LRT facilities. RTD has negotiated and signed separate utility agreements with the majority of the utilities.

Seventeen of the 20 URA's have been signed and are as follows:

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

General Overview

- The utility relocation work for the West corridor is progressing well. RTD has signed 17 of the 20 Utility Relocation Agreements (URA's) with the Utility owners, two of the remaining three are expected to be signed this month by the City of Lakewood and the City and County of Denver, Qwest will not sign the URA but is cooperating with their relocations and signing work orders on all their work.
- RTD has received the 90% design drawings and specifications from David Evans & Associates for an in-house review to be completed by March 7, 2008. Utility locations are shown on these drawings based on field survey locates and potholing. Proposed relocations are shown on these drawings based on utility owner design and one on one meetings with the utility owners. RTD has a developed a utility tracking spreadsheet that tracks each utility conflict with cost, cost responsibility, and status. This was isused to FTA/PMOC at their request.
- The drawings have been reviewed for utility right of way needs so those longer term needs can be started ahead of time.
- RTD staff has prepared 120 work orders for utility relocations to be completed by the utility owners. The estimated total number of utility owner work orders for this project is 200. The work orders have been prioritized by completing the most complicated relocation work and those most critical to the contractor schedule as the highest priority.



Utility Status Continued

- RTD has met with Denver Transit Construction Group to identify early work utility work that they can begin and coordinate with other utility owner relocations.
- RTD has been meeting bi weekly with the utility owners to coordinated construction issues. This meeting will now be held weekly due to the increase in the amount of construction activities. The staff of the City of Lakewood will attend to address permitting and construction related issues.

Construction

- Construction of early utility relocations began in July 2007 and are progressing through the most congested portion of the project.
- Xcel began relocation work on the 13th street corridor and is moving east. This work consist of the relocation and removal of about 4 miles of overhead electrical distribution and installation of new service for the new light rail power and station power. A portion of this work will allow early construction of the Kipling bridge to begin March of 2008.
- Qwest has begun relocations in the same area and will begin relocation construction of a major duct bank on 13th street that runs for more than a mile.
- Comcast has begun their relocations in the same 13th street corridor between Quail and Harlan.
- The City of Lakewood will begin a major sewer relocation project in 13th street in April that will also require the coordination of gas, and water line relocations.

Concerns

- There has been some delays in obtaining permits for the utility relocations. These concerns will be addressed in the new weekly construction coordination meeting. City of Lakewood will attend our weekly meeting to address these issues.
- The schedule that Qwest has provided for the relocation of their duct bank in 13th street is not acceptable for the overall project schedule. A meeting is set for February 13 to attempt to resolve this potential schedule impact.



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

TOTAL Work Orders	TOTAL # WOs WRITTEN	TOTAL # NEGOTIATED	DSN WOs STARTED*	DSN WOs COMPL	CONST WOs START	CONST WOs COMPL	% DSN STARTED	% CONST STARTED
200	120	65	120	60	10	0	60%	5%

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





Environmental Compliance

RTD has established a FasTracks Environmental Resource Group (FERG) assisted by the design team that is responsible for performing oversight on the West Corridor project, reviewing project designs for compliance with the mitigation measures identified during the EIS phase, and preparation of an EA to address scope changes on the project.

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

- Worked with civil design consultant on wetland mitigation designs to include in final 90% submittal.
- Worked with Corps of Engineers to address comments in RTD's 404 permit application.
- Supported discussion on MS4 requirements in CDOT ROW.

Activities Planned for Next Period:

- Complete discussions with Corps of Engineers on RTD's 404 permit application.
- Continue to support discussions on MS4 requirements in CDOT ROW.



Quality Management

- During the month of December, the RTD FasTracks team completed a quarterly management review of the quality program. These reviews provide the RTD FasTracks senior management team with an opportunity to review the quality program against established objectives, and generate action plans as necessary. Copies of the agenda, minutes, and review packet are all stored in document control.
- Denver Transit Construction Group provided RTD with a copy of the Project Quality Control Plan that they are currently using on a Commuter Rail project in Utah. RTD reviewed the document for applicability to the West Corridor Light Rail project, and provided comments to the contractor. RTD is expecting a project specific quality management plan to be submitted under the CM/GC's preconstruction services contract.
- The RTD FasTracks team has implemented a systematic quality management oversight (QMO) program based on the FTA Quality Assurance/Quality Control Guidelines, and the international standard for quality systems, ISO 9001. RTD's Quality Management system is described in the RTD FasTracks *Quality Assurance Program Plan*, which was re-issued in December 2007. Specific processes are further described in the *Quality Oversight Program Manual*, and accompanying procedures. This document is also under review, and is being revised to show process changes since the manual's initial issue.
- During the month of January 2008, the RTD FasTracks team began closing out comments from the previous 65% design reviews, based on interim design submittals. Additionally, the team conducted an internal review of Division 1 specifications.

Activities Planned for Next Month:

- Release of RFP for Owner's Materials Verification Testing Services (2/6/08)
- 90% Design Review (2/15/08)
- Submittal of DTCG Construction Quality Management Plan



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 December 14, 2007.

Stakeholders

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

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

Community

During January 2008, Community Involvement Program (CIP) team included the following activities:

- Prepared and distributed December and January Newsletters to UDC, Elected Officials and agency stakeholders regarding project status and public meetings
- Arranged for venue and supported Elected Officials briefing on December 14th at Lakewood Heritage Center.
- Maintained Website with updates on project calendar and public comments.
- Responded to questions from public regarding project and requests from media for public hearing images.
- Updated contract lists for general public, UDC, agency stakeholders, and elected officials.

Right-of-Way Status

Approximately 130 parcels were identified in Preliminary Engineering as being impacted by corridor construction. These parcels have been re-evaluated as part of the updated second 65% design submittal for: current property use, partial or full take considerations, easements (construction, permanent, drainage, etc.), environmental factors, and relocations.

A corridor Real Estate Acquisition and Management Plan (RAMP) was developed and submitted to the PMOC on September 7, 2006. Re-submittal of the RAMP was dependent on final disposition of the Value Engineering proposals and additional design development that incorporated VE proposals; the updated RAMP was submitted August 20, 2007. Approval of RAMP is pending submittal of a final set of ROW plans set for mid March 2008. Currently 280 parcels the majority of which are small partial takings are identified in the 90% drawings as being impacted by corridor construction.

Progress this Period:

- Progress continued on the ROW plans and legal descriptions with deliveries of segments 2 thru 7. A right-of-way plan review meeting will be held in early Feb. The acquisitions described in these submissions are being loaded into or confirmed within the ParcelView database.
- Meetings and coordination with utility companies continued, field staking for relocation and as built position continues.
- Continued meetings with DEA for the development of right of way plans for the West Corridor.
- Provided information regarding the acquisition and relocation processes to various property owners, and project personnel, including PI for news media.
- Continue to prepare estimates and schedules for various design alternatives.
- Met with affected property owners.
- Provided information to appraisers working on the project, both for RTD and for the property owners.

# OF PARCELS IMPACTED	# OF PARCELS CERTIFIED	# OF APPRAISALS IN PROCESS	# OF APPRAISALS COMPLETE	FMV DETERMINATIONS	ACCEPTANCE	READY FOR CONSTR
280	21	16	13	7	0	0

Anticipated Progress for Next Period:

- Initiate the appraisal process for West Corridor
- Coordinate the survey layout and audit process for the CMGC as construction begins on West
- Coordinate the boundary determination at DUS with the DMJM surveyor
- Meet with CCD surveyor and coordinate their input for ROW plans on CCD
- Review the staffing requirements for ROW coordination
- Continue to meet with DEA to direct and monitor progress on ROW plans. Work with DEA to finalize ROW plans, prepare schedule and estimate for RAMP, and start appraisals on balance of corridor.
- Continue to provide information to affected owners and occupants.
- Prepare correspondence, estimates, scopes of work, etc as necessary to procure right of way necessary for the West Corridor project.
- Initiate negotiations on West Corridor. Provide direction to contract acquisition firms for acquisition/relocation services.





DBE Participation

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

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

The DBE goals established for the West Corridor project and the actuals to-date are shown below. David Evans & Associates have dropped below their goal of 21.0%, and will not be able to meet the established goal. FRSC continues to meet and exceed its established goal of 10.0%. DTCG's is significantly above the 13% preconstruction goal.

Firm	DBE Goal	Actual for January 2008
David Evans & Associates	21%	18%
FRSC	10%	12.42%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	31%