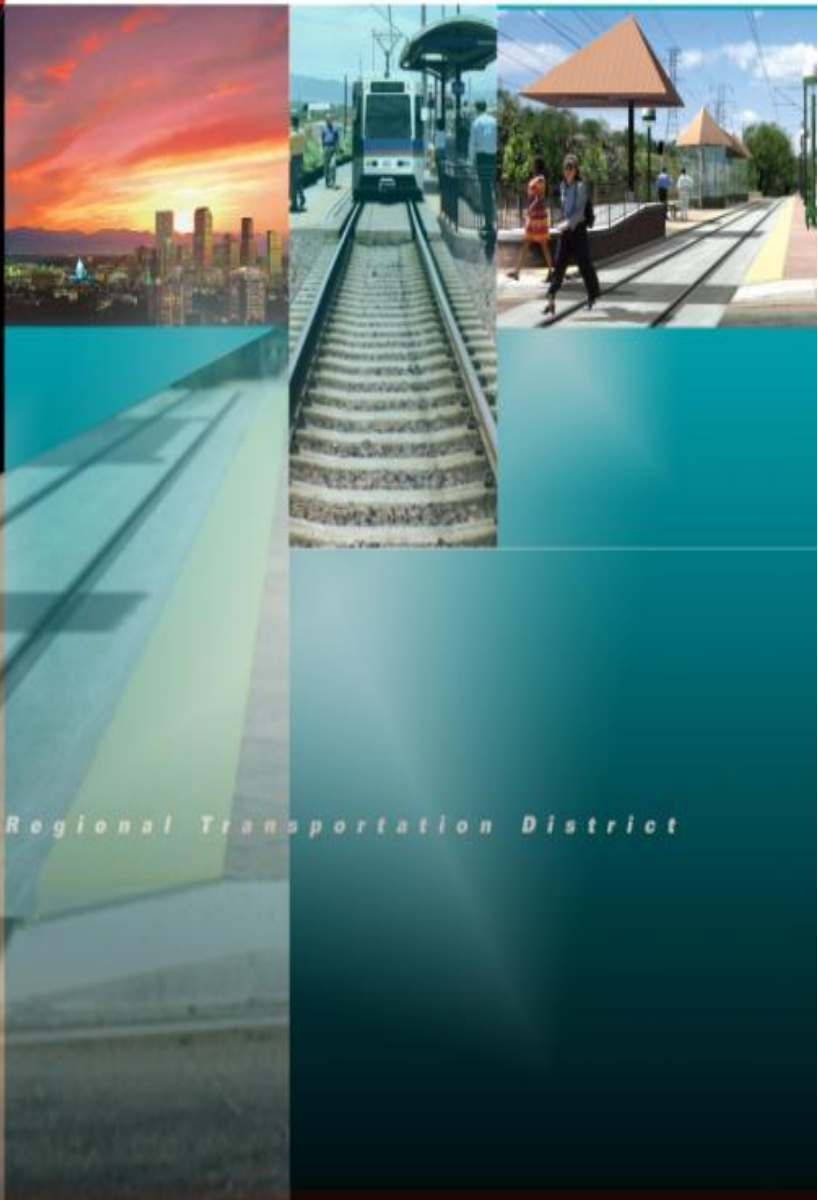




West Corridor LRT Project Progress Report



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 9

 TRANSIT ORIENTED DEVELOPMENT 9

 CM/GC PROGRESS 11

PROJECT COST SUMMARY 14

 CONTRACT AWARDS 16

 PROJECT SCHEDULE 18

 COST CURVE - CIVILDESIGN 19

 COST CURVE - SYSTEMS DESIGNS 20

OVERALL SCHEDULE SUMMARY 21

THIRD PARTY AGREEMENTS 24

ENVIRONMENTAL COMPLIANCE 26

QUALITY MANAGEMENT 27

PUBLIC INVOLVEMENT 28

RIGHT-OF-WAY STATUS 30

DBE PARTICIPATION 31



LIST OF ACRONYMS

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



LIST OF ACRONYMS (Cont.)

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



Project Summary - Baseline

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

The West Corridor project consists of 12.1 miles of Light Rail Transit (LRT) extending from the existing light rail line at Auraria West Station, west across the South Platte River, then west traversing the existing Associated Railroad right-of-way between Decatur Street in Denver and Quail Street in Lakewood as well as through the Lakewood Industrial Park, and crossing West 6th Avenue into the Denver Federal Center. West of the Denver Federal Center, the alignment, which was to run on the north side of West 6th Avenue along US 6 is being shifted to the south side of US 6 up to Indiana street where it will cross back over to the north side and parallel the highway at-grade within the CDOT right-of-way to the Jefferson Country Government Center. The shift in alignment is being cleared in an Environmental Assessment now underway. The LRT Alternative includes the development of twelve stations: Auraria West, Federal/Decatur, Knox, Perry, Sheridan, Lamar, Wadsworth, Garrison, Oak, Denver Federal Center, Red Rocks and Jefferson County Government Center. Parking will be provided at six of the 12 stations, providing approximately 5,700 parking spaces.

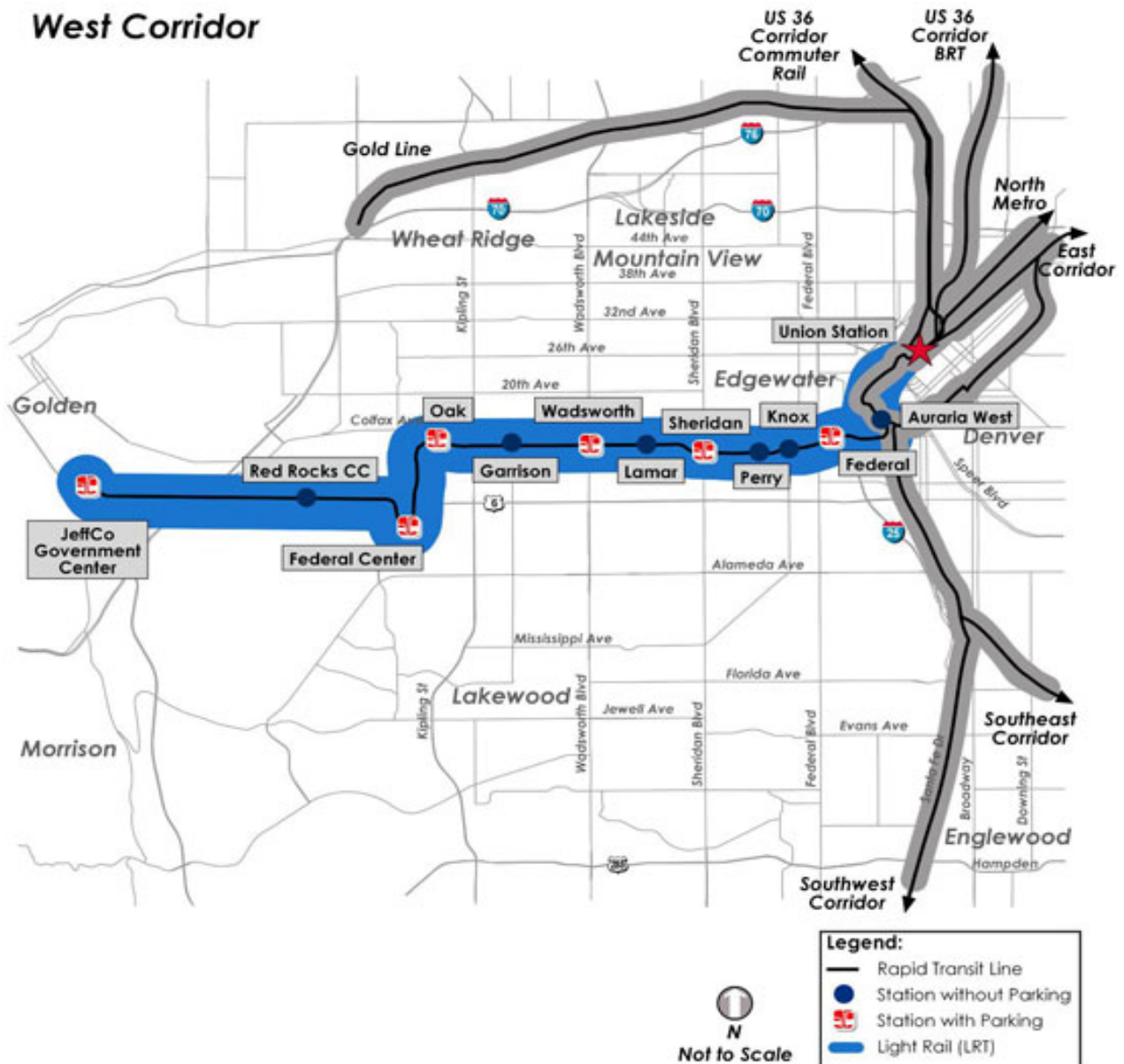
The LRT line will be double tracked (see potential baseline modifications below) and grade separated when required, but generally would be at-grade. Grade separations will include existing grade separated crossings at I-25, Federal Boulevard, and Colfax Ave; and new grade separations at Sheridan Boulevard, Wadsworth Boulevard, Kipling Street, US 6 from Lakewood Industrial Park to Denver Federal Center, Union at US 6, Eldridge at US 6 east of Indiana (tied to south side alignment shift), Indiana Street, I-70, and US 6/US 40.

Potential Baseline Modifications

Value Engineering was conducted for the West Corridor in December 2006, and certain VE proposals will have some impact on the project baseline such as single tracking from the Denver Federal Center to the Jefferson County End-of-Line station. VE proposals continue to be discussed with stakeholders. Comments from the public and stakeholders have been added to the project website. A list of recommended VE proposals has been provided to agency stakeholders and is planned for RTD Board approval in March 2007.

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 change in alignment is under evaluation to maintain 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 just east of 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: 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 is currently proposed to be shifted from the west side of the Government Center building to the front (east) side of the campus.

Key Project Challenges

- Cost Containment on West Corridor Project: Based on updated current capital cost estimates and the material escalation that has occurred and is continuing to occur in the market, the FasTracks team including the CM/GC contractor continue to look at cost containment solutions throughout the final design phase. Independent cost estimates were prepared following the 65% submittal on November 6, 2006 that reflected ongoing cost challenges for the project. A formal value engineering process has been completed with the estimating of VE proposals that have merit and development of VE recommendations to be submitted to the RTD Board for approval in March.
- Obtain approval on alignment change from north to south side of US-6 from Denver Federal Center to just east of Indiana Street. (Public involvement outreach and EA process commenced in June; submission to FTA in late December 2006 has been postponed to May 2007 pending further evaluation of VE proposals and possible impacts that may need to be addressed in EA; public meeting to be scheduled in late June 2007.
- Jefferson County end of the line station: Alternative station location and parking layout developed. RTD and County staff have reached tentative resolution on the number of spaces for transit parking and use of County right-of-way. Basic agreement reached on eligible costs for local agency contribution.
- Constraints of narrow corridor along 13th Avenue affect design of road closures, recently coordinated with City of Lakewood engineering and West Metro Fire. *Currently evaluating VE proposal to place walkway in center between tracks on bridges and corridor-wide at-grade to reduce guideway width; impact could be significant along 13th Avenue.*
- Guideway fencing/barrier design through Denver parks and along 13th Avenue that is acceptable to community without compromising RTD system safety requirements. Noise mitigation barriers are recommended to be integrated with guideway ballast walls. *VE proposals to use alternative materials for sound walls as well as privacy fences in lieu of noise barriers, are being considered.*
- LRT alignment along Myrtle Place, between Umatilla and Zuni: In conjunction with a freight spur track and public road, through the existing I-25 bridge structure. Verbal acceptance given by Denver Fire Prevention for reduced width fire lane access; however, written concurrence needs to be secured. BNSF is now requiring standard RR vertical clearance of 23'-6" under I-25 structure for Siegel Oil spur line. A reduced width guideway is being assumed currently to improve clearances at I-25 as well as facilitating relocation of Xcel's transmission ductbanks.
- Reconfiguration of Auraria West Station and coordination/input with AHEC, and student housing developer team - project design beyond LRT station platforms on hold pending planning schemes under development by others and evaluation of VE proposals that includes a re-evaluation of the track configuration to just two tracks and side platforms to reduce cost.

Key Project Challenges (Cont.)

- Wadsworth bridge/station issues to be resolved with City of Lakewood: minimizing impact of MSE wall approaches, aesthetic treatment of bridge and station for gateway, integration of bus transfer facility, pedestrian circulation in vicinity and access to station, and location of TPSS (City has introduced design alternative for station for RTD consideration; estimated cost yet to be determined, but City is requesting to incorporate their alternative into project). Bridge and station subject of several VE proposals, at least one of which has been tabled for further investigation. *Resolution of City of Lakewood's alternative station design must be resolved in March 2007 for bridge design to proceed.*
- 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.
- Specific GSA issues at Federal Center include: coordination with site master planning, developable land and street network, area of property conveyance, grade crossings of North Avenue, and security.
- I-70 tunnel construction method: Continues to be evaluated among design team, CM/GC, RTD, and CDOT prior to final design development - cost, safety, construction risk, traffic impacts are major considerations. With single track construction, current proposal is to bore or push a shield in lieu of "top-down" construction method developed for 65% submittal.
- Extended public involvement and requests for information by the public may disrupt the final design process if not resolved promptly. The design team continues to support RTD management and PI in engaging and informing the public without compromising design development efforts and the production of contract deliverables. Continued public involvement post-65% submittal needs to be addressed to minimize disruption to focused advancement of final design to 90% completion.
- Establishing agreed work schedules for utility relocations, especially among major owners such as Xcel, Qwest, Denver Water Department, Metro Wastewater Reclamation District, the irrigation ditches, and the various municipal sewer lines - tentative date for completion of utility relocation established as April 2008; work orders for Xcel are now being issued for design work with construction expected to start in May 2007. The S. Platte River environs, Federal Blvd bridge replacement, and the narrow 13th Avenue corridor are greatest challenges.
- Denver Federal Center Station transition plaza, parking, and bus transfer facility on hold pending outcome of GSA master planning concepts and conveyance process for transferring property to RTD - land conveyance not expected to be completed until April 2007.

Key Project Challenges (Cont.)

- CCD Master IGA: Negotiate and obtain agreement with the City/County of Denver and UDFCD on a portion of the S. Platte River improvements and other project elements as eligible cost for 2 ½ % local agency contribution - 2nd draft IGA discussed with CCD, 3rd draft in progress.
- Negotiate/execute IGAs with CCD, COL, Golden and Jefferson County - Spring/Summer 2007.
- CCD needs to identify design elements for enhancing the project corridor through the Denver parks area (channel treatment, pedestrian bridges, street improvements, etc) within the constraints of the \$5 million fund set aside by RTD for the purpose; collective costs within the budget must be agreed to and documented between the agencies.
- Establish ROW acquisition schedule, begin appraisal process - Earlier property acquisitions under review with CM/GC. Final RAMP to be issued by July 1, 2007 with incorporation of VE recommendations.
- Prepare and submit FFGA application - Current discussions on delay in completion of risk assessment due to need to evaluate VE proposals and possible impacts to be evaluated in current EA will impact issuance of FTA Region's recommendation letter and congressional review. RTD and FTA have agreed to delay execution of FFGA from September 2007 to March 2008.
- Burnham Yard has been removed as possible LRT maintenance facility site due to RTD and UPRR not able to 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. Initial assessment indicates additional bridge span will be required to accommodate lead track (assuming location from PE), as well as coordination with UPRR, who will design relocation of lead track.
- LRT over Sheridan Boulevard is currently being considered by as a VE proposal; concerns from agency stakeholders regarding traffic circulation and safety, station access, bike-pedestrian trail continuity, neighborhood connectivity, and constraints to future Sheridan roadway improvements.; final decision on this VE proposals delayed until April 20, 2007.
- Revised Indiana Flyover has been reconfigured as a VE proposal and combines two previous structures at Indiana and Eldridge into one structure that will span the Indiana intersection as the LRT alignment crosses from the south side to the north side of US 6. Coordination with CDOT and modification of the Technical Evaluation Memorandum (TEM) need to be approved by CDOT.

Summary of Month's Activities

General Progress

In the period through January 2007 the following activities were completed on the project.

- Continued coordination with civil design consultant and RTD's ROW Group on ROW Plan and property acquisition requirements.
- Held meeting on February 5 with RTD, DTCG, and Contech representative to discuss products for geotechnical applications.
- Arranged and conducted RTD meeting on February 7 with Eiber-Two Creeks neighborhood.
- Held meeting on February 12 with RTD Operations to discuss alternatives for single track terminus at Jefferson County Government Center EOL station.
- Held quarterly Fire Life Safety Committee meeting on February 21 to discuss acceptability of VE proposal to move emergency walkways from outside of tracks to center in order to reduce guideway width, both on structures as well as at-grade.
- Held tenth Safety and Security Working Group meeting on February 21 to review preliminary Certifiable Items List for safety certification program.
- Held monthly stakeholder agency coordination meeting on February 22 that was focused primarily on discussion of Value Engineering proposals.
- West Corridor quarterly executive team meeting scheduled for February 26 was cancelled.
- Held meetings with civil design consultant, RTD FasTracks staff and CM/GC for project management (semi-monthly progress) and coordination/confirmation of designs for track alignment, structures, stations, drainage, systems and other LRT facilities as well as for VE proposals, ROW surveying and property acquisition, and public involvement.
- Continued evaluation of all significant Value Engineering proposals including Sheridan LRT Overpass, revisions to RTD Drainage Criteria, trackage and station modifications at Auraria, and single tracking from Denver Federal Center to Jefferson County End-of-line.
- Continued to update the West Corridor PMP and update exhibits based on FasTracks organizational changes.
- Continue to support the Annual FasTracks Program Evaluation with updated based costs and Value Engineering / Cost Containment costs.
- Development internal FasTracks staffing plans for design management and construction management to evaluate budget allocations and costs to complete.
- Reviewed and negotiated cost to complete proposals for system engineering consultant to incorporate Value Engineering proposals into design. Negotiation with civil design consultant is pending.
- Held standing systems coordination meetings on February 14 and 28.
- Held standing internal staff meetings for update and progress on West Corridor.



Summary of Month's Activities (Cont.)

Activities Planned for Next Period

- Finalize Project Management Plan and Notebook for West Corridor for issuance to FTA/PMOC in early March.
- Submit remaining response to review comments from stakeholders and incorporate into website database.
- Continued discussion and determination with RTD of final disposition of proposals from VE Study in mid-December as well as additional proposals by RTD staff.
- Continued review by project surveying team (DEA, RTD and PMC) of progress and issues related to ROW determination and property acquisition.
- Elected Officials briefing scheduled for March 2.
- Discussions by RTD, FRSC, DEA, and DTCG with prospective systems installers on March regarding cost reduction options.
- Meeting scheduled for March 1 at UDFCD with RTD, CCD and COL to discuss ramifications of VE proposal to consider changes in drainage design criteria from 100-year event to 5-year where feasible and without adverse impacts to adjacent property.
- Meet on March 16 with participants having responsibility in project system integration process.
- Host 11th SSWG meeting on March 21.
- Host next quarterly FLSC meeting on March 21.
- UDC meetings scheduled on March 21 and 22.
- Hold technical workshops with agency stakeholders to resolve 65% design issues.
- Participate in PMOC QM review of project design control.
- Continue support for RTD final disposition of proposals from VE Study in mid-December as well as additional proposals by RTD staff.
- Complete responses to agency review comments on 65% design deliverables for FasTracks Quality Management database.
- 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.



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 consultant requested and received additional information from Xcel Energy regarding the design of the electrical supply for the traction power substations.
- Continued work on the specifications portion of the updated 65% submittal.
- Finalized the numbering scheme for the traction power conduits was finalized.
- Continued preparation of project-specific OCS wiring calculations.

System Activities Planned for Next Period

- Conduct a re-simulation of the traction electrification to include the single-track design west of the Federal Center.
- Obtain as-built drawings for the CPV junction at Auraria and progress the design alternatives for the systems elements in this area.

Transit Oriented Development (TOD)

The Lakewood City Council on February 12 approved a new zone district to be applied within boundaries identified by the adopted station area plans for Sheridan, Wadsworth, Oak and Federal Center. The Transit Mixed-Use (TMU) zone district will allow and encourage development that has sufficient density of residents and employees to be supportive of rail transit. The TMU district will also encourage a broad mix of uses in the station areas.

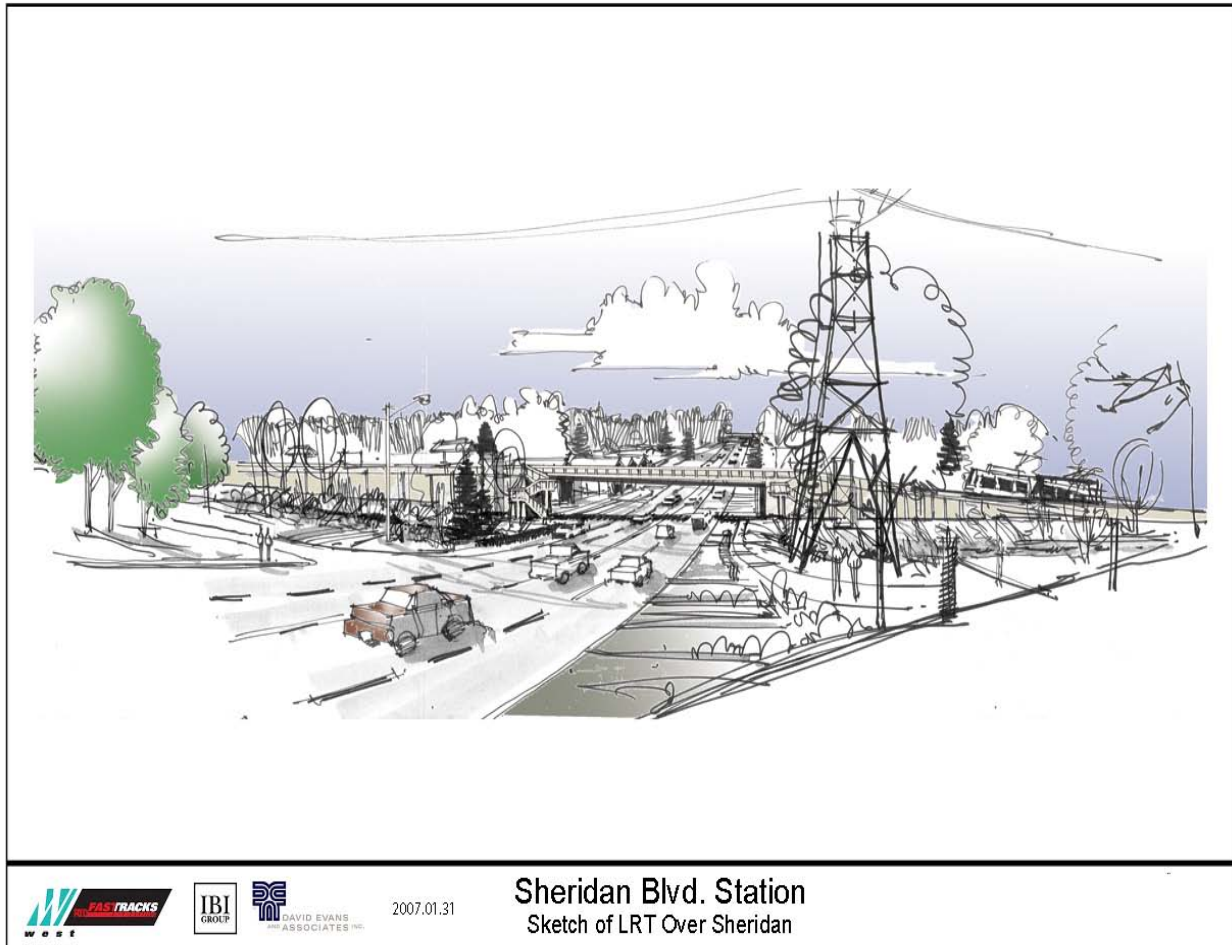
RTD staff continues to participate in the development of Lakewood's TOD implementation plan for the Wadsworth station area.

The City and County of Denver in February held public workshops for the Auraria West, Decatur-Federal, and Sheridan station area plans. RTD staff is participating in this planning process.

Summary of Month's Activities (Cont.)

TOD Activities Planned for Next Period:

- Lakewood staff will be holding informational meetings with property owners affected by the zoning re-mapping in station areas.
- Denver staff will be processing feedback from the public workshops for its station areas.
- RTD staff will continue working with both cities on their respective area plans.



Construction Management /General Contractor (CM/GC) Progress

The CM/GC contractor received Notice to Proceed on June 30, 2006, and has received the following task orders to-date:

- 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. 7 - QA Reviews at 65% and 90%*
- Task Order No. 8 - DBE Plan*
- Task Order No. 9 - Long Lead Item / Early Procurement Review*
- Task Order No.11 - CPM Schedule*
- Task Order No.12 - Public Meetings*
- Task Order No.13 - Construction Cost Estimates*
- Task Order No.21 - Public Involvement Support*

The CM/GC achieved the following progress for the period November - December 2006:

- Task 1- Work consisted of Estimate #2 “refinement” and continues with VE application. Hours expended this period for the ongoing 65% support tasks.
- Task 2 - CM/GC Project Manager continued and participated involved in numerous meetings with third parties, design groups and RTD staff supporting ongoing project progress and the ongoing evaluation of VE proposals.
- Task 3 - Task closed however DTCG continues to support the 2nd submission of continuing VE items.
- Task 4 - Task has been on hold while working the updated Cost Estimate and VE proposals. Work is being scheduled to interview additional Stakeholders for input.
- Task 5 - Draft Work Sequencing plan has been submitted to RTD for comments. Work has been postponed and has resumed in February. The Plan will be tied to the Scheduling activity, Task 11 below.
- Task 7- Task is concluded following the final 65% Estimate and discussion of VE proposals this period.
- Task 8 - Draft DBE plan has been submitted to RTD for comments. Work continued to assemble sub-contractors information. Plan was presented at the MOU reconfirmation meeting with all Contractors Associations.
- Task 9 - Closed. Task is complete; however periodic updates will occur.
- Task 11 -Task work continued. Initial draft was issued internally within the CM/GC for a upper level review.

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

Task12 - No activity this period.

Task13 - Cost Estimate # 2 for the 65% submittal was completed and submitted to RTD; the costing of VE proposals continued this period.

Task 21 - Draft plan was reviewed and comments received from RTD. A follow up meeting is set for March 8 to confirm scope and progress future estimates. The sub-contracted firm of Xcelente attended several meetings with RTD and DTCCG.

Items of Special Importance

DTCCG continued to support RTD this period with actions, attendance at meetings and numerous informational requests. DTCCG has listed the following items of special importance:

- Consultation – DTCCG has been taking part in the weekly established design reviews by discipline. Individual specialists attend as necessary to support this schedule and work. DTCCG had recommended that RTD continue these meetings until such time as the final design scope is identified and prior to design final production.
- Long Lead Items – Meetings held with Rocola Concrete Tie manufacturer and L.B. Foster for rail procurement. Both firms are preparing a price target for DTCCG and RTD for the West corridor and a master contract set of terms for FasTracks. DTCCG's sub-contractor Alcam is in place to provide trucking, material handling, storage and unloading activities, if requested.
- CPM Schedule – Work continued to provide the framework for the CPM schedule. A presentation of the initial draft should occur in March/April and include: lay down areas, sequence of work, division of work implementation and by location. Support to the overall FasTracks schedule has also been supported in parallel to the scheduling activities. Development of the schedule will continue for several months.
- Early Work discussions have continued and should now evolve to possible physical work products including: removal of existing track, salvage of old rail and ties, utility coordination, utility scheduling, utility monitoring for assurance to LRT design footprint, and possible pedestrian and other bridge elements.
- Estimate # 3 – RTD has requested a third estimate be prepared by DTCCG. An expanded scope and task authority will be provided to RTD. Task is to begin July 16th and conclude at the end of August.



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

Activities Planned for Next Period

- Continuing completion of the VE items. DTCG has committed to support and estimate the “deduct” scope quantities. This should be completed in March.
- Design Review support will continue weekly and as RTD and the designers establish the individual meetings. DTCG will cause the specialists to travel to Denver to take part in the specific scoped meetings.
- DBE interviews and matching individual companies with the West Line work scopes have continued. Master informational files have been established and are being expanded. Lloyd Lovell holds part time office hours in the RTD building to manage this work.
- Schedule, Conduct of Construction and DBE advancement will continue.
- Schedule of key dates include:

March 7, 8, & 9	Systems VE Presentations
March 12	Design reviews: Stations
March 19	Design Reviews Drainage and Utilities
March 26	Design Reviews: Bridges
April 2	Bridges or other
July 16	65% Design Submittal 2 nd Pass
August 31	Estimate # 3 to RTD
- Task 1 – Consultation through 65% was concluded with expenditure of the 1000 hours authorized. With generation of a non-planned Estimate # 3 a new proposal in support of this Task is being prepared.
- Task 8 – DBE Plan & Program continues. Lloyd Lovell holds office hours in the RTD Post building each week.
- Tasks 4 – Conduct of Construction, Work Schedule and Plan, and CPM Schedule 5, 6 are continuing. Additional 3rd party Stakeholder interviews should continue and be incorporated into the draft scope of work.
- Task 21 – Public Information plan continues with a formal submittal of costs for Early Work and Start of Construction.



Project Cost Summary

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

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

West Corridor Baseline Budget

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



Project Cost Summary (Cont.)

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

Note: The above figures do not include finance charges.



Project Cost Summary (cont.)

Estimate at Completion (EAC) Variance

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

Contingency Status

The project budget includes one level of contingency:

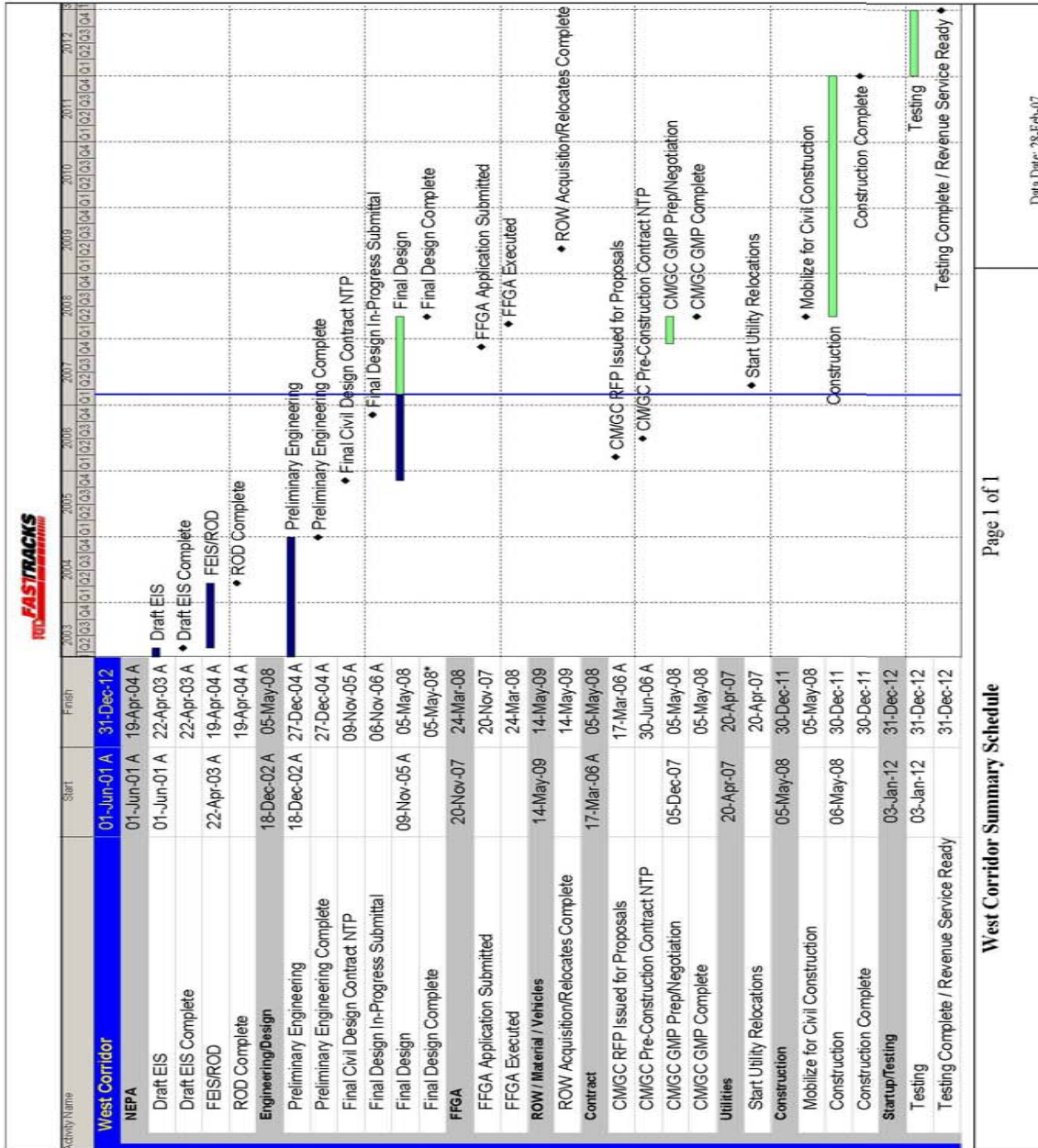
- Unallocated contingency assigned to current or future contracts to address changes in scope and unknowns during final design and construction.

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

15DO007	LT Environmental Inc.	Environmental Service	\$42,704
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$30,000
16FFW01	Denver Transit Const. Group	Pre-Construction Service	\$1,182,411
572031CR	Urban Engineers Inc.	Risk Assessment	\$49,547
35FR015	Queen City Railroad Construction	Elati Yard Improvements	\$1,693,311
16DR003	Mass Electric Construction Co.	Elati Yard Improvements	\$201,154
04-015	H.C. Peck & Associates	Title Insurance	\$75,000
15DO041	Bonnie Roerig & Associates	Property Appraisal	\$66,600
15DO043	Hegarty & Green Inc.	Property Appraisal	\$66,600
15DO044	Civil Technology	Property Appraisal	\$66,600
15DO045	Rothweiler Group Inc	Property Appraisal	\$66,600
15DO046	Joel C. Griffen	Property Appraisal	\$66,600
15DO047	Associated Value Consultants	Property Appraisal	\$66,600
56DU001	Denver City & County	FasTracks Liason	\$50,000
15DH001	Carter::Burgess	Program Management	\$3,023,796
15DO028	Kaplan Kirsh Rocksell, LLP	Legal Services	\$100,000
12FR201	Siemens Transportations Systems	Light Rail Vehcles	\$26,000,000
672122SR	A.J. Ventures, Inc.	Potholing	\$2,400
672047CR	Burlington Northern and Santa Fe	Flagging	\$3,000
	Contracts Total		\$51,514,449

Project Schedule

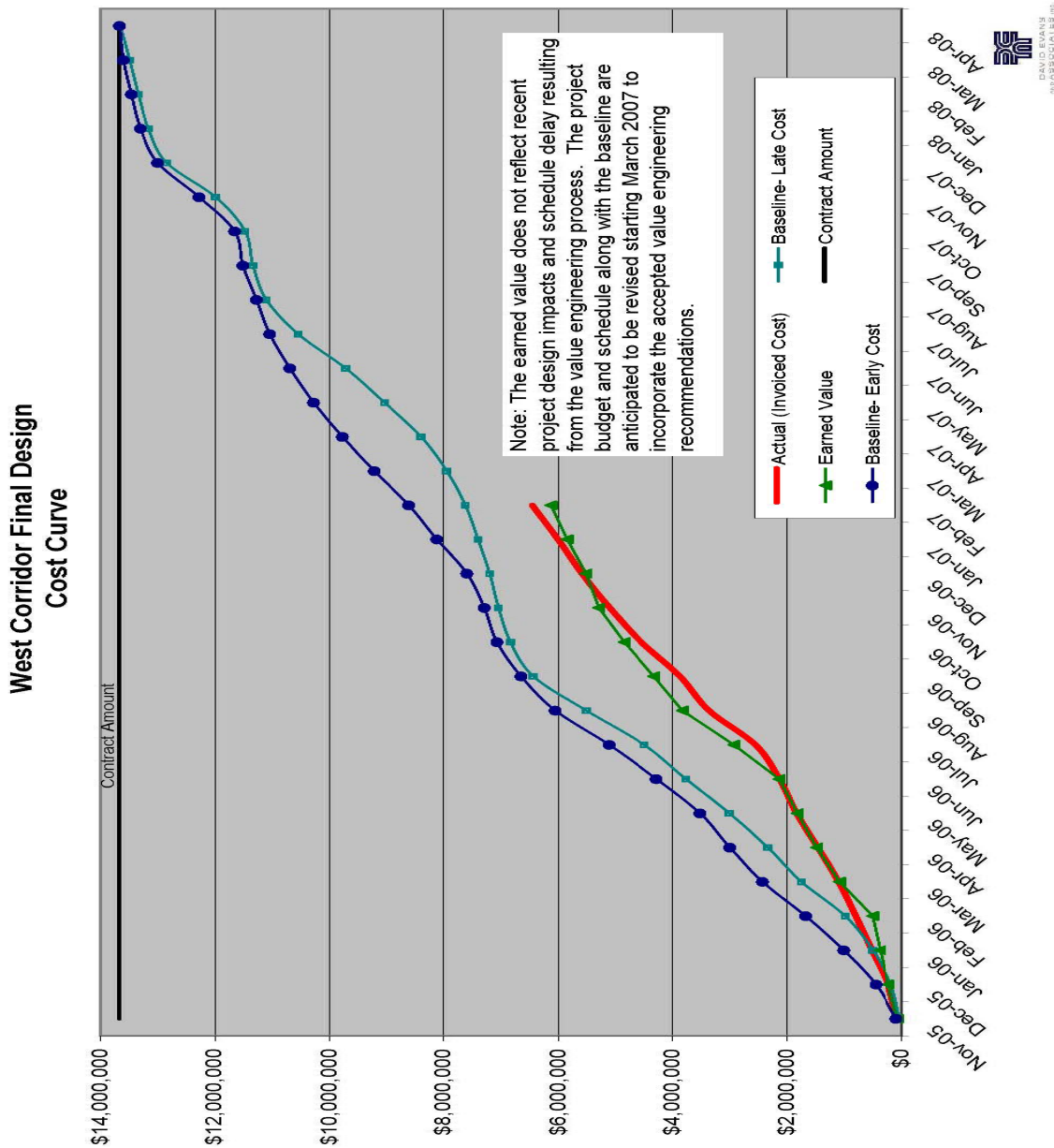
No changes in the project schedule this period. The project continues to reflect the acceleration of the project by two years for design and construction and one year for revenue service as well as the new dates for execution of FFGA from September 2007 to March 2008.



West Corridor Summary Schedule

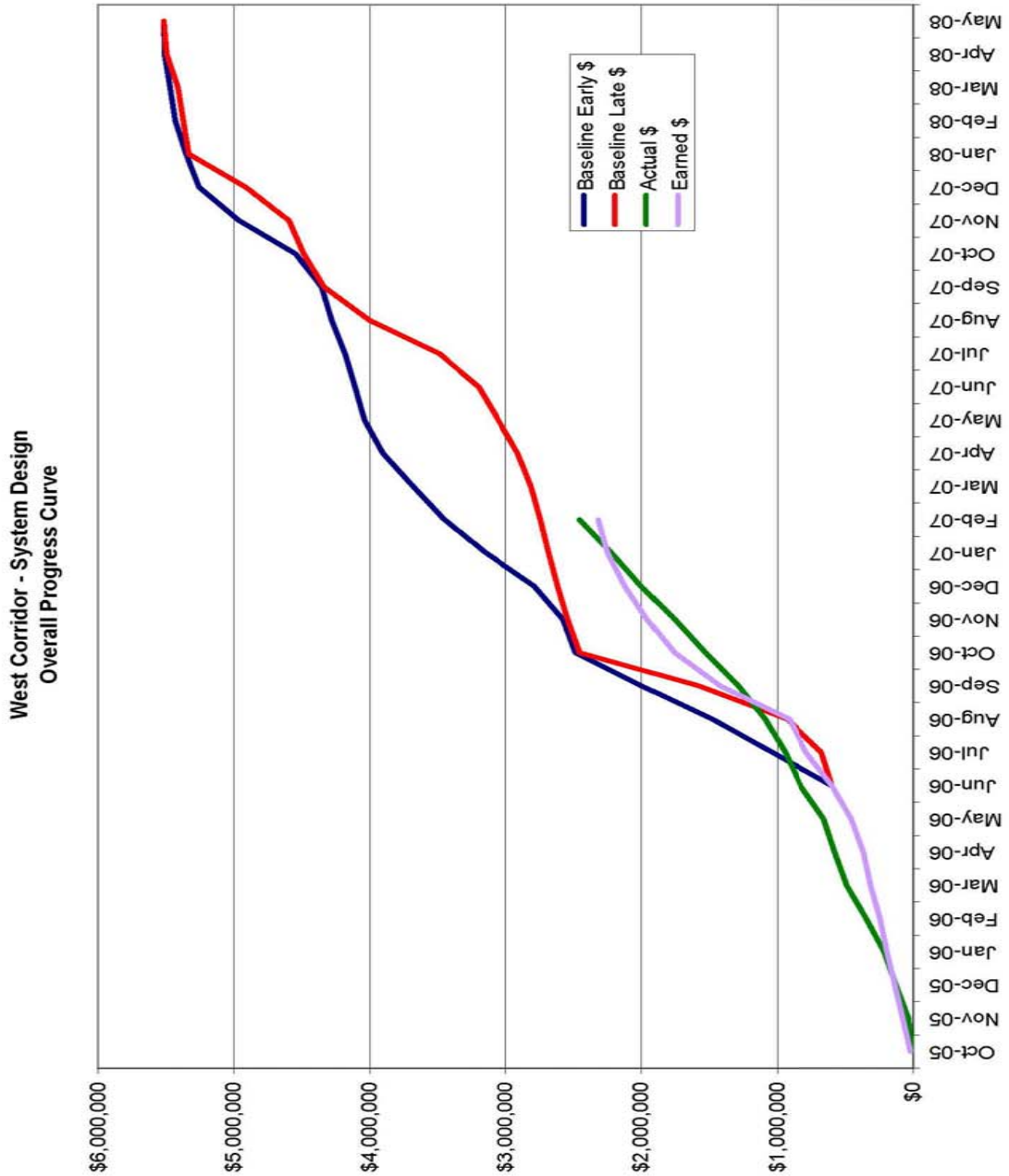
Cost Curve - Civil Design

The earned value reported this period is below actual cost due to time spent by the civil design consultant on evaluation of VE proposals. A contract amendment is pending for the incorporation of VE proposals into the design and will be reflected in next month's progress report.



Cost Curve - Systems Design

The earned value reported this period is below actual cost due to time spent by the civil design consultant on evaluation of VE proposals. A contract amendment is pending for the incorporation of VE proposals into the design and will be reflected in next month's progress report.



Overall Schedule Status

The current schedule update with progress through February 28, 2007, shows a critical path calculation of zero (0) total float. Key decisions regarding the VE proposals are required in order to confirm project scope and budget and allow continuing design to support the FFGA application. A brief summary of the major schedule elements is presented below:

Final Design Project Management – Project Management tasks continue, including Design Management meetings with RTD and the design teams, Community Involvement Program meetings, Agency Stakeholder and Elected Officials meetings, Quality Management, partnering and coordination meetings with DTCG and FRSC, and administrative activities in support of the contract. At the request of RTD, the civil design and systems engineering design consultants have compiled estimated costs to complete final design, including VE proposals incorporated into the project that are being reviewed by RTD staff and are scheduled to go to the March Board meeting for approval.

Utilities – Civil design consultant has competitively selected a potholing contractor and field verification by potholing will begin in March. Other tasks include assisting RTD as required with review of utility relocation designs.

Drainage – The team provided a technical analysis pursuant to the VE proposal to consider reducing the drainage design criteria from the 100-year event to the 5-year where feasible, without adverse impacts to adjacent properties and operational impacts.

Civil, Track Design, and Roadway – CDOT signed off on the TEM process with minor exceptions and conditions that were subsequently responded to by RTD. The current new configuration for a US 6/Indiana Flyover, part of the VE proposal to single track from the Denver Federal Center to the Jefferson County Government Center, will be reviewed and accepted by CDOT as an amendment to the TEM.

Track Alignment – It is anticipated that design revisions will result from VE proposals affecting the LRT alignment. Work this month has included support of clarifying myriad VE proposals for more detailed cost estimates and discussions with agency stakeholders.

Structures – Bridges and Tunnels: Work continued according to the anticipated schedule to deliver 100% superstructure design plans for the steel bridges on the project to RTD by this summer for possible early advance procurement of steel and fabrication. To date, design of the 6th Avenue and S. Platte River bridges is proceeding. The CML Flyover and a new US 6/Indiana Flyover (replacing the previous separate Eldridge and Indiana bridges) are on schedule subject to additional engineering. The Wadsworth Bridge will likely be delayed due to coordination with City of Lakewood on their alternative enhanced station design. Design was completed for the concrete box culvert at Oxbow with only details remaining. Design continues for the Decatur and Kipling bridges, including a bike bridge design at Kipling funded by the City of Lakewood.

Retaining Walls: Civil design consultant prepared a matrix of the wall types and locations, including geotechnical information regarding soils conditions, to facilitate the assessment of design changes and cost estimating in collaboration with the CM/GC.

Overall Schedule Status (Cont.)

Noise Walls: Noise wall work this month consisted of confirming concepts in tandem with ballast wall design; advancing design will be dependent on approval of VE proposals, completion of updated noise analysis and adoption of proposed RTD policy on opting-out and extent of mitigation measures.

Stations – It is anticipated that some design modification will be required as a result of agency review comments as well as approval of VE proposals.

Parking Structures – No progress except for Jefferson County Government Center that was submitted as part of 65 percent submittal. Structures at Sheridan, Wadsworth, and Federal Center continue to be on hold, and are planned to be pursued with developer participation for TOD.

Park-n-Rides – Oak Street and plans were submitted with 65% package; design activities on hold for Auraria West and Federal Center.

System Safety and Security – Civil and Systems Certifiable Items Lists for West Corridor had been compiled jointly between DEA and FRSC and submitted to RTD for review; a meeting was held February 21 for follow-up. The Means of Egress and Station Emergency Evacuation reports are being prepared by the system safety subconsultant, IEI.

Surveying – Bi-weekly coordination meetings continue with RTD/PMC and project surveyors for ROW issues and resolution, ROW Plan preparation, and property acquisition requirements. DEA provided legal descriptions and exhibits for the RTD guideway easement and temporary construction easement at the Denver Federal Center for the property conveyance agreement still in discussion among RTD, COL, and GSA.

Geotechnical – Drilling resumed as weather permitted during the month. Bridge sites continue to be the priority; however, borings for retaining walls were being obtained concurrently whenever possible. Draft technical memoranda for completed geotechnical work to support design were prepared for bridge sites at Decatur, Knox, and Lakewood Gulch.

Noise and Vibration – KM Chng analyzed additional noise impacts due to the existing RTD standard operating procedure (SOP) of sounding on-board bells and gongs upon approach to stations. A revised report will be submitted next month, but will not be finalized until after additional assessments of changed impact areas due to incorporation of VE proposals and the adoption of two pending RTD policies.

System Integration – With the approval of VE recommendations, regular meetings continue between civil design and system design teams to coordinate and integrate design interfaces. A system interface matrix has been prepared and a system integration software package is being readied for implementation on the FasTracks program.

Overall Schedule Status (Cont.)

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

- Final RTD decisions on VE proposals from December 2006 study session, by early March 2007.
- Establishing firm revised project budgets for civil and system designs, accepted VE proposals, and a modified scope of work with cost-to-complete for the remainder of final design for RTD Board approval on March 27.
- Draft EA to agencies for review in May, followed by the 30-day public comment period and a public hearing in late June.
- Advancement and delivery to RTD of updated civil designs to a uniform level by July 16 and systems designs by July 26, incorporating VE proposals and valid 65% review comments, followed by more complete construction cost estimates for the project on July 27.
- Advancement of designs and cost estimates to a more uniform 65% level is necessary to complete the New Starts process in August 2007 and commence the Risk Assessment.
- Proposed 90% Final Design Submittal on November 19.



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 - Signed and executed
- City of Lakewood - Master IGA on hold pending review of S. Platte River funding requirements in IGA with City/County of Denver that applies to all local jurisdictions along West Corridor and any changes resulting from incorporation of the VE proposals.
- City of Lakewood - Separate IGA for City funding of two bike bridges at Wadsworth and Kipling signed and executed. Feasibility presented to the City in January 2007; consolidated comments provided by City; cost proposal for final design prepared by civil design consultant and submitted to City for approval.
- Jefferson County - Draft IGA on hold pending any changes resulting from incorporation of the VE proposals. Staff have reached tentative resolution on the number of transit spaces, formal process on how to treat the right-of-way needed for the guideway, station and parking facilities.
- City of Golden - Draft IGA on hold pending any changes resulting from incorporation of the VE proposals. Staff have reached tentative resolution on funding of a pedestrian bridge across US 6.
- City/County of Denver - Negotiations on eligible costs for S. Platte River improvements completed. RTD and CCD have agreed to \$4.4 million to be taken off the total 21/2 percent local agency contribution amount for the corridor of \$12.8 million. CCD has submitted 2nd draft IGA to RTD; comments were complied and returned to CCD with follow-up meeting held with staff and legal counsel from both agencies.
- UDFCD - MOU signed and executed by both parties.
- GSA - Need for IGA pending further discussion and progress on terms and conditions for conveyance of land transfer.

Activities Planned for Next Period:

- Start to identify any changes in the draft IGAs with City/County of Denver, City of Lakewood, Jefferson County and Golden relative to the VE process and upcoming approval of VE proposals by the RTD Board.
- Expect 3rd draft of City /County of Denver IGA to be issued .

Third Party Agreements: (Cont.)

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
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	IGG Communications (Level 3) - Signed
Lakewood Water	Lakewood Waste Water
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 February included:

- Continue to process individual work orders for relocation of utilities on the project.
- Design work in progress by utility companies on the portions of the Corridor based on the early schedules provided by the CM/GC.
- First work order signed with Xcel to relocate their facilities from Quail to Kipling. Civil design consultant has incorporated Xcel's design into the project drawings.
- Working with the legal staff at RTD to begin the process of terminating the existing license agreements and writing new ones or amending the old ones as applicable.
- Working with all the other utility companies to begin design where the VE design changes will not affect the previously identified utility relocations.

Activities Planned for Next Period:

- Continue to process and sign off on work orders completing work orders. Focus will be with Xcel, Qwest and Comcast on relocation design.
- Work with Xcel on completing a schedule to field construction beginning in April or early May, Qwest and Comcast to follow.
- Potholing to be underway on approximately 35 utilities to verify location and depth with coordination by RTD in the field and civil design consultant on the locations.

Environmental Compliance

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

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

- Continued to assist RTD with evaluation of VE items.
- Continued to assist RTD with public and agency involvement.
- Continued to assist in issues resolution.
- Continued to participate in PMT/VE/Stakeholder meetings.
- Work on the Draft EA and Section 404 permit on-hold and will resume upon resolution of VE proposals.

Activities Planned for Next Period:

- Continue to assist RTD with evaluation of VE items.
- Continue to assist RTD with public and agency involvement.
- Continue to assist in issues resolution.
- Work on the Draft EA and Section 404 permit on-hold and will resume upon RTD Board approval of VE proposals.



Quality Management

RTD continues to implement a systematic Quality Management Oversight (QMO) program on FasTracks, with assistance from its Quality Management Consultant (QMC).

The design review which took place in November – December of 2006 has been analyzed in terms of progress and quality. This information will be used to update the priority plan for the 90% design review currently scheduled for November 2007.

In February, RTD's QMC conducted a workshop on quality management systems auditing. Staff members who completed this workshop will have the skills and knowledge to audit the management systems of RTD consultants and contractors in the areas of quality, safety, project controls, public information, and systems safety.

RTD's internal quality auditor completed an audit of the NEPA process on those projects currently in the EIS/EA phase; including the supplemental EA for the West Corridor. A final report is being drafted and should be released in March.

Activities Planned for Next Period:

- RTD Quarterly Quality Management Review
- Design management audit of civil design consultant by FTA/PMOC





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 for this month was held on January 19 and focused on the Value Engineering process and the VE proposals under consideration by the RTD and the design team.

RTD will bring back the recommended VE proposals and stakeholder comments at the next elected officials briefing on March 2.

Stakeholders

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

The stakeholder meeting for the current period was held on February 22 and focused primarily on the VE process and VE recommendations for the West Corridor project.

Community

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

- Handled logistics for Coffees with Dennis in February, and UDC meetings in March.
- Attended four Coffees with Dennis in Denver and Lakewood (one meeting cancelled due to lack of attendance).
- Compiled comments on VE proposals from January 31 public meeting; and distributed summary to elected officials.
- Planning with RTD for March UDC meetings, including dedicating March 21 meeting as specific to VE proposal - LRT over Sheridan (at request of CCD).
- Handled logistics, drafted and distributed notification for Elected Officials briefing on March 2.
- Drafted, edited and distributed February e-newsletter to UDC, Elected Officials and stakeholders regarding project status and public meetings.
- Attended agency stakeholder coordination meeting on February 22.



Community (Cont.)

- Responded to various corridor residents' requests for project information.
- Coordinated and attended Eiber/Two Creeks neighborhood meeting with RTD on February 7.
- Attended meeting with Villa Park neighborhood and RTD on February 28.
- Arranged for meeting next month with Glenn on Heights neighborhood .
- Arranged for speaker to cover presentation to Jefferson County Realtors meeting next month.
- Arranged catering for all community meetings.
- Coordinated project web site changes with RTD and Neighborhood America.
- Posted e-newsletters and updated Coffees with Dennis information on web site.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.
- Researched civic groups and homeowners associations for speakers bureau presentations.
- Researched and initiated planning for and development of collateral brochure for speakers bureau.

PI Activities Planned for Next Period:

- Summarize all stakeholder and public comments on VE process.
- Schedule and Conduct the Coffees with Dennis in February.
- Prepare for elected officials briefing on March 2.
- Prepare for UDC meetings on March 21 @ the Rude Recreation Center in Denver and March 22 @ the Clements Community Center in Lakewood.

Right-of-Way Status

Approximately 100 parcels have been identified as being impacted by corridor construction. These parcels were recently re-evaluated as part of Value Engineering for: current property use, partial or full take considerations, easements (construction, permanent, drainage, etc.), environmental factors, and relocations.

A corridor Real Estate Acquisition and Management Plan (RAMP) was developed and submitted to the PMOC on September 7 with comments received in early October;. PMOC comments are being addressed but re-submittal of the RAMP is dependent on final disposition of the Value Engineering proposals and additional design development that incorporates VE proposals.

Progress this Period:

- Status meetings are being held with civil design consultant to track the development of right of way plans for the West Corridor. Additional tasks have been identified for survey work, both in office and field. A schedule has been developed to complete right of way plans by August 2008. For purposes of the schedule, assumptions were made concerning the resolution of VE items affecting the ROW required.
- Work continues on updating and refining the ROW cost estimate. A consultant has been retained to provide estimating services for all FasTracks corridors. Estimates are due to be complete by February 23, 2007.
- After development of preliminary ROW plans (scheduled for April 2007) an acquisition schedule will be prepared for delivery of the West Corridor ROW.
- Ongoing status meetings are being held with civil design consultant to track the development of right of way plans for the West Corridor.
- Development of a schedule to complete right of way plans by July 2007. This schedule includes assumptions concerning the resolution of VE items affecting the ROW required.
- Work continues on updating and refining the ROW cost estimate. Right of way cost estimate for the West Corridor has been prepared, and will continue to be refined as more definite right of way requirements are identified.

Activities Planned for Next Period:

- Continue development of preliminary ROW plans (scheduled for completion in April 2007).
- Complete schedule for delivery of the West Corridor ROW and incorporate into master schedule.



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 20.0 % for the period but are expected to recover in subsequent periods. DCTG's goal continues to improve.

Firm	DBE Goal	Actual for Nov. 2006
David Evans & Associates	21%	20.0%
FRSC	10%	12.6%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	7.4.%