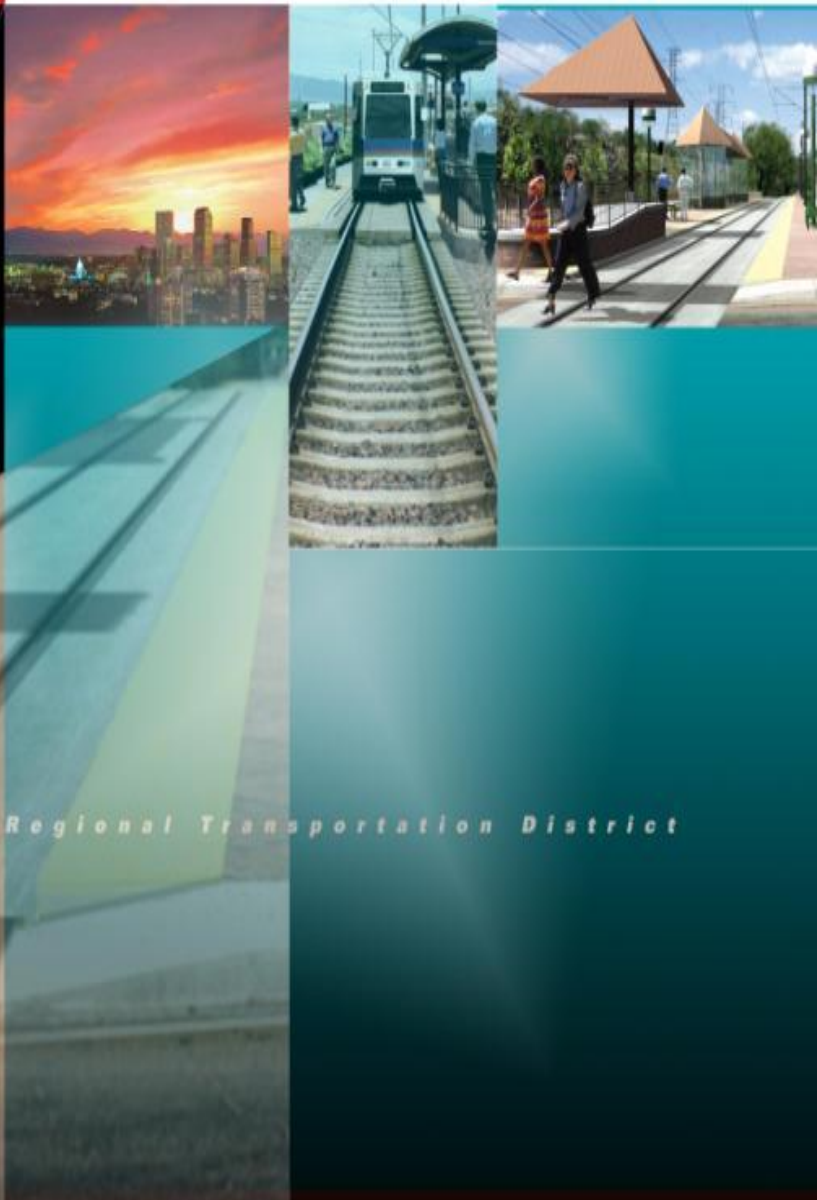




West Corridor LRT Project Progress Report



Regional Transportation District



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LIST OF ACRONYMS

CCD	City and County of Denver
CDOT	Colorado Department of Transportation
CEI	Cost Effectiveness Threshold
CM/GC	Construction Manager/General Contractor
COL	City of Lakewood
CPUC	Colorado Public Utilities Commission
CPV	Central Platte Valley
CSP	Construction Safety Program
DEA	David Evans and Associates
DBE/SBE	Disadvantaged Business Enterprise/Small Business Enterprise
DTCG	Denver Transit Construction Group
EA	Environmental Assessment
EOL	End of Line
FD	Final Design
FDC	Final Design Consultant
FFGA	Full-Funding Grant Agreement
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FRSC	Front Range Systems Consultant
FTA	Federal Transit Administration
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
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.

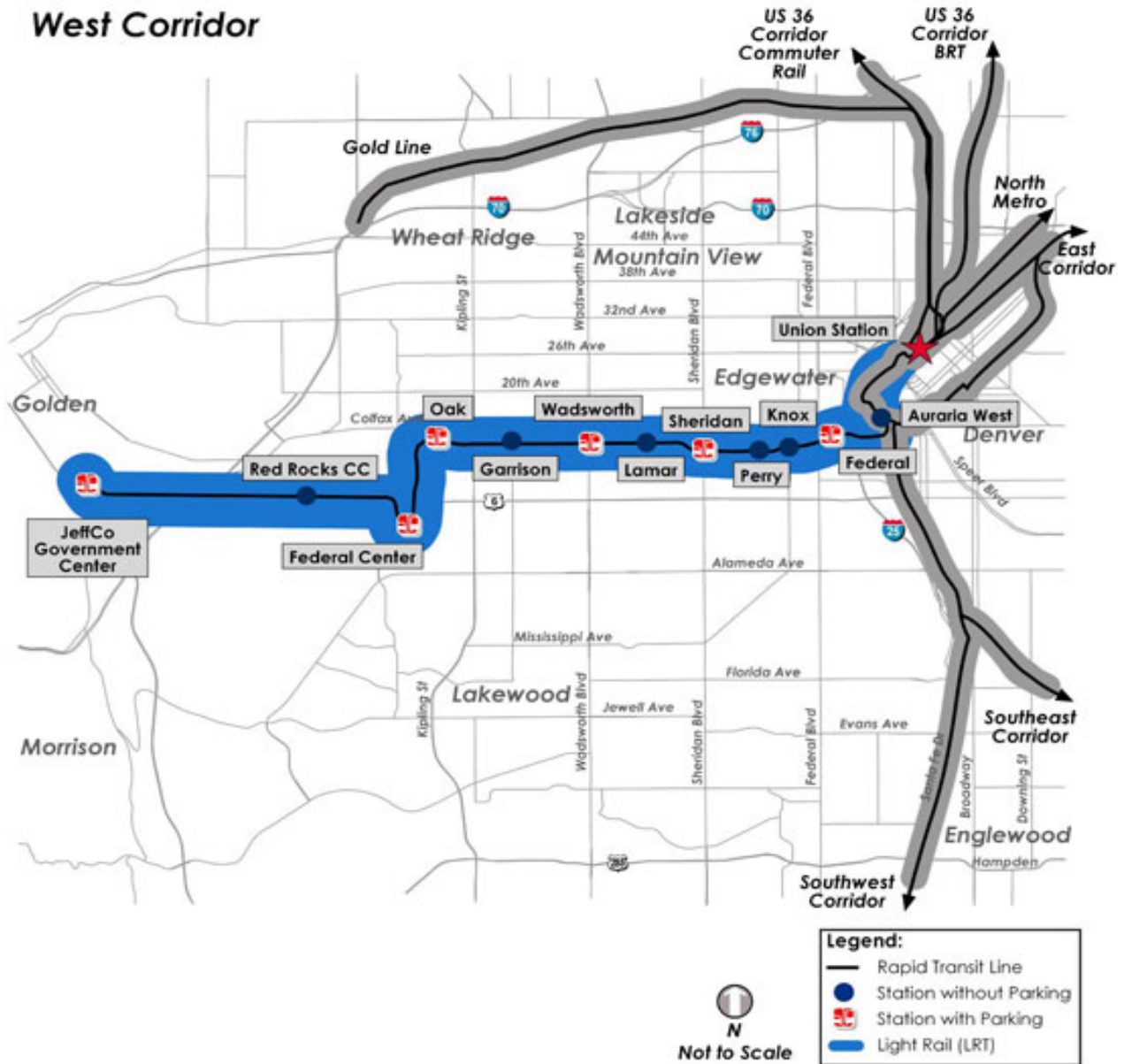
The LRT line will be double tracked (see potential baseline modifications below) and grade separated when required, but generally would be at-grade. Grade separations will include existing grade separated crossings at I-25, Federal Boulevard, and Colfax Ave; and new grade separations at Sheridan Boulevard, 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 may 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 are being discussed with stakeholders. Comments from the public and stakeholders are being added to the project website. A final decision on the VE proposals is planned 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 is continuing with the estimating of VE proposals that have merit along with refinement of base cost estimates.
- 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 pending further evaluation of VE proposals and possible impacts that may need to be addressed in EA; public meeting held January 31, 2007 focused only on Value Engineering)
- Jefferson County end of the line station: Alternative station location and parking layout developed. Funding of pedestrian bridge, number of spaces for transit parking and use of County right-of-way are pending issues. 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 assessing whether VE proposal to place walkway in center between tracks on bridges can be applied corridor-wide 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, 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 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 timely manner 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 (Technical Evaluation Memorandum configurations and updated traffic analysis findings discussed with CDOT at August 28 meeting with presentation to senior CDOT management on October 11; final TEM report updated including an evaluation of an additional laneage between Simms and Johnson Road was re-issued to CDOT requesting signoff in December. CDOT Has verbally indicated to RTD that TEM is acceptable; formal approval in progress.
- 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 must be resolved among design team, CM/GC, RTD, and CDOT prior to final design development - cost, safety, construction risk, traffic impacts are major considerations. ("Top-down" construction method developed for 65% Submittal; alternatives developed from VE Study further evaluated in January with single track VE proposal.
- 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. 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.)

- Negotiate/execute IGAs with CCD, COL, Golden and Jefferson County.
- 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 following approval 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.

Summary of Month's Activities

General Progress

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

- Completed the West Corridor monthly progress report for the period November-December 2006.
- Continued working on update of West Corridor Project Management Plan and completed preparation of a Project Management Notebook.
- Held meetings with civil and systems design consultants 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 coordination with civil design consultant on ROW Plan and property acquisition requirements.
- Provided review comments on updated West Corridor IGA provided by City/County of Denver for the West Corridor. Coordinated comments with RTD's with legal counsel and issued to City/County of Denver for follow-up.
- Held meeting on January 5 with developer and architects for TOD opportunity around Auraria West station.
- Met with PMOC on January 9 to discuss and finalize new FFFGA schedule and list of deliverables.
- Conducted West Corridor stakeholder meeting on January 11.
- Participated in review and ranking of Transit Oriented Design alternatives presented by City of Lakewood for the Wadsworth station area.
- Attended West Corridor working drainage meeting with UDFCD on January 16.
- Met with agency stakeholders to clarify and solicit input on VE proposals, including City/County of Denver on January 18 and 25, Jefferson/Golden on January 18 and 31, City of Lakewood on January 23 and 30, and GSA on January 26.
- Held standing systems coordination meetings on January 10 and 24.
- Participated in ongoing discussions and disposition on Value Engineering proposals for the West Corridor.; met with Jefferson County and Golden staff on January 18.
- Continued working with RTD's CM/GC contractor for West Corridor on development of a more detailed construction schedule.
- Participated in weekly corridor meetings as part of the Annual Program Evaluation for the FasTracks program including West Corridor.
- Held FTA/PMOC quarterly meeting for West Corridor on January 18.
- Attended West Corridor elected officials briefing on January 19.



Summary of Month's Activities (Cont.)

- Met with North Metro RTD and consultant staff to review lessons learned on West Corridor project to-date.
- Held meeting with City of Lakewood on January 23 to discuss feasibility report on bike bridges over Kipling and Wadsworth funded by DRCOG grants to city.
- Met with City/County of Denver and TOD consultants on January 25 to discuss TOD opportunities at Decatur/Federal station.
- Held meeting on January 31 with Beth Jacobs High School for project update and VE proposals.
- Held Public Meeting on January 31 to inform citizens of VE disposition, status of EA, and schedule of continuing final design.
- Held follow-up on January 31 to quarterly Fire Life Safety Committee meeting to identify emergency egress and maintenance access locations as well as confirm hammerhead locations along 13th Avenue.
- Met internally with RTD staff to review and status progress on schedules covering West Corridor FFGA, IGA and Utility Relocation Agreements.
- Completed technical assessments on 65% final design submittal; provided screening of review comments and issued to civil design consultants.
- Continued liaison with external stakeholders on resolution of West Corridor challenges.
- Performed West Corridor budget analysis relative to funds available for construction and current gap in project cost estimates – distributed to senior RTD/FasTracks staff.

Activities Planned for Next Period:

- Finalize Project Management Plan and Notebook for West Corridor for issuance to FTA/PMOC in January.
- Submit System Safety Management Plan and issue to FTA/PMOC for review.
- Continued review by project surveying team (DEA, RTD and PMC) of progress and issues related to ROW determination and property acquisition.
- Compile comments on VE from stakeholders into website database and prepare list of VE recommendations for presentation at March 2 elected officials briefing.
- Meeting scheduled for February 5 with Contech representative to discuss potential applications of pre-fabricated products for project.
- 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.

Summary of Month's Activities (Cont.)

Activities Planned for Next Period:

- Agency Stakeholders coordination meeting scheduled for February 8 (postponed to February 22).
- Special FLSC meeting set for February 21 to review VE proposal.
- Start to address PMOC's comments on Rail and Bus Fleet Management Plans.
- Responses to review comments from agency and stakeholders on 65% design deliverables to be completed and added to database.
- Initiate a weekly series of team coordination meetings with RTD, FRSC, DTCG, DEA, and third parties as appropriate, beginning Feb 12, with an agenda that rotates among key design disciplines and technical 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, 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 Consultant completed the design for all wayside signals and signal bungalows for the double track alignment, based on the original 130-second headways.
- Completed designs for all at-grade road crossings based on the double track alignment. Dual and quad gate arrangements were
- Initiated a redesign of the signal system west of the Federal Center for a single track alignment in this segment.
- FRSC finished the conduit design and CADD drawings for 90% of the traction power substations.
- Consultant representatives participated in value engineering exercises relating to the systems portion of the project.
- Researched the possibility of using pre-cast foundations for the traction power substations.

System Activities Planned for Next Period:

- The Consultant will perform a single-track traction electrification simulation for the western portion of the alignment. A change to a single track may allow the elimination of one traction power substation.
- Front Range Systems Consultants will initiate a redesign of the overhead contact system for the single track alignment.
- The current emphasis on value engineering will be maintained.



Summary of Prior Month's Activities (Cont.)

Value Engineering

A formal VE session was held the week of December 11 with many good proposals identified for consideration by RTD and the project team. For this period, the design team evaluated the following VE proposals:

- Single Track Proposal (including details for DFC pocket, Red Rocks station relocation and siding, stub end operations at Jefferson County End-of-Line station - alignment, trackwork, walls, architecture, graphics and costing)
- US 6/Indiana Flyover (elimination of Eldridge Bridge and crossing of US 6 at Indiana intersection - alignment and costing)
- Johnson Rd End-of-Line Station (evaluation of eastside alignment, architecture, costing, meetings)
- Wadsworth LRT Underpass (graphics, civil, structural and costing)
- Privacy Fence in lieu of Noise Barriers (graphics)
- Center Walkways on Bridges (including application to guideway corridor-wide – graphics)
- Simplify Ballast Wall (structural, costing, meetings)
- VE Eliminate Decatur Pocket Track (trackwork, structural and costing)
- VE LRT over Sheridan (alignment, architecture, structural, graphics and costing)
- Revise Drainage Design Criteria from 100 Year to 5 Year event (drainage, alignment and)
- Consider variations on parking at Jefferson County End-of-Line Station (geometrics, and costing)

It is anticipated that those recent proposals from the December 11-15 VE study session and the additional staff recommendations that are ultimately accepted by RTD for incorporation into the project will modify the baseline scope and budget of the West Corridor project.



Transit Oriented Development (TOD)

The City of Lakewood Planning Commission on January 3 unanimously recommended approval of a proposed Transit Mixed Use (TMU) zone district. Lakewood's TMU zone is intended to be applied within station areas at Sheridan, Wadsworth, Oak and the Federal Center to allow and encourage transit-supportive uses and densities. The Lakewood City Council on January 22 held a first reading of the TMU zone district.

RTD staff continues to participate in the development of Lakewood's TOD implementation plan for the Wadsworth station area, which is being conducted by a consultant team led by EDAW.

The City and County of Denver in January added Auraria West to the scope of work for station area planning for the consultant team led by Crandall Arambula, and to the scope of work for the TOD market studies being conducted by Basile Baumann Probst & Associates. Denver staff convened meetings with key stakeholders (including RTD staff) to initiate the planning processes at Auraria West, Federal-Decatur, and Sheridan.

TOD Activities for Next Period:

The Lakewood City Council will hold a public hearing on February 12, 2007 regarding the proposed TMU zone district.

Denver will hold public workshops for station area planning for Auraria West and Decatur-Federal on February 15, and for Sheridan on February 21.

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 will be expended in February 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 evaluation of VE proposals.
- Task 3 - Task closed however DTCG is supporting the 2nd submission of continuing VE items.
- Task 4 - Task has been on hold while working the updated Cost Estimate and VE proposals. Work should resume in February.
- Task 5 - Draft Work Sequencing plan has been submitted to RTD for comments. Work has been postponed and should resume in February.
- Task 7- Task continues and should conclude following the final 65% Estimate, with VE proposals submittal in February.
- Task 8 - Draft DBE plan has been submitted to RTD for comments. Work continued to assemble sub-contractors and their skill sets.
- Task 9 - Closed. Task is complete; however periodic updates will occur.
- Task12 - No activity this period.
- Task13 - Cost Estimate # 2 for the 65% submittal was completed and submitted to RTD; a refinement of the estimate including the costing of VE proposals is continuing.
- Task 21 -Draft plan was provided and reviewed with RTD. February should see a formal cost submittal for early work and start of construction. The subcontracted firm of Xcelente has attended several meetings with RTD.



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

Schedule of key dates include:

- Feb 1, 2007 Presentation of VE Modified Estimate #2 to RTD
- Feb 14, 2007 Presentation of “Cut” details, submission 2
- February/March Executive Partnering Meeting (noon to 3 pm) to be scheduled
- March 31, 2007 Systems 65% Submittal
- March 2007 Submission of draft construction schedule for discussion
- April 2007 Draft Conduct of Construction plan submitted for discussion

CM/GC Activities Planned for Next Period:

- Continuing completion of the VE items should conclude in February. DTCG has committed to support and estimate the “deduct” scope quantities. This should be completed in February.
- DBE interviews and matching those individual companies with the West Line work scopes will continue. Master informational files have been established and are being expanded.
- Schedule, Conduct of Construction and DBE advancement will continue.
- Task 1 – Consultation through 65% will conclude with expenditure of the 1000 hours authorized. DTCG requests an extension in order to support an extra estimate and design reviews.
- Task 8 – DBE Plan & Program continues. Lloyd Lovell holds office hours in the RTD Fastracks office each week.
- Task 4, 5 & 11 – Conduct of Construction, Work Schedule and Plan, and CPM Schedule 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 February 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 in June 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:

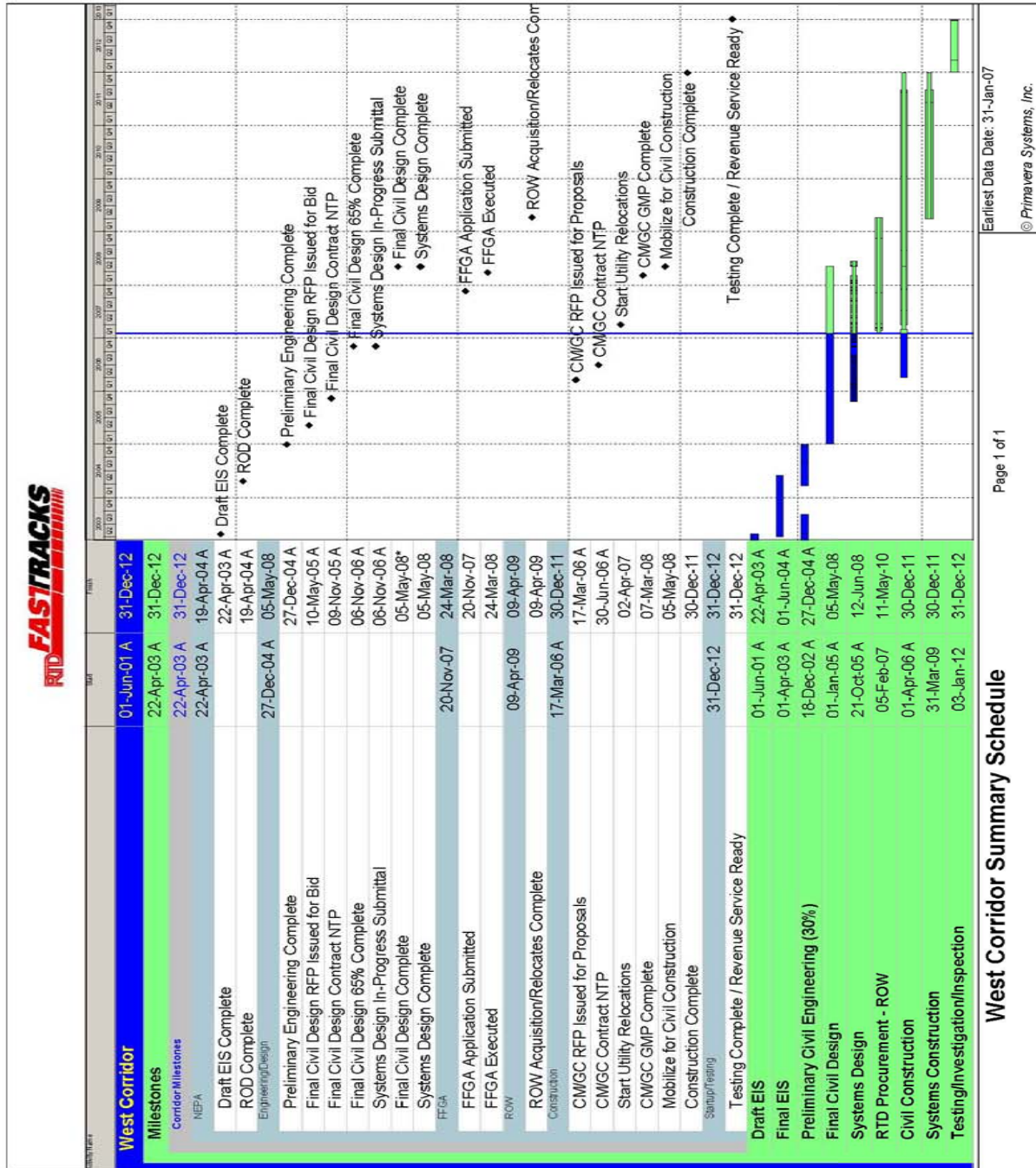
- Unallocated contingency assigned to current or future contracts to address changes in scope and unknowns during final design and construction.

Contract Awards: Table covers the period through December 31, 2006; updated numbers will not be available until the February report.

15DH007	David Evans and Associates	Final Design	\$13,000,000	11/9/05
15DH006	Front Range Sys.Consultant	System Consultant	\$5,531,048	10/21/05
15DO007	LT Environmental Inc.	Environmental Service	\$42,704	9/13/05
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$25,000	1/9/06
16FFW01	Denver Transit Const. Group	Pre-Construction Service	\$1,182,411	6/30/06
572031CR	Urban Engineers Inc.	Risk Assessment	\$49,547	3/15/05
35FR015	Queen City Railroad Construction	Elati Yard Improvements	\$1,678,944	4/7/06
16DR003	Mass Electric Construction Co.	Elati Yard Improvements	\$201,154	6/15/06
04-015	H.C. Peck & Associates	Title Insurance	\$75,000	3/1/04
15DO041	Bonnie Roerig & Associates	Property Appraisal	\$66,600	7/1/06
15DO043	Hegarty & Green Inc.	Property Appraisal	\$66,600	7/1/06
15DO044	Civil Technology	Property Appraisal	\$66,600	7/1/06
15DO045	Rothweiler Group Inc	Property Appraisal	\$66,600	7/1/06
15DO046	Joel C. Griffen	Property Appraisal	\$66,600	7/1/06
15DO047	Associated Value Consultants	Property Appraisal	\$66,600	7/1/06
56DU001	Denver City & County	FasTracks Liason	\$50,000	10/31/05
15DH001	Carter::Burgess	Program Management	\$877,726	7/5/05
15DO028	Kaplan Kirsh Rocksell, LLP	Legal Services	\$100,000	8/30/05
12FR201	Siemens Transportations Systems	Light Rail Vechicles	\$26,000,000	12/28/04
672122SR	A.J. Ventures, Inc.	Potholing	\$2,400	9/18/06
672047CR	Burlington Northern and Santa Fe	Flagging	\$3,000	4/18/05
Contracts Total			\$49,218,534	

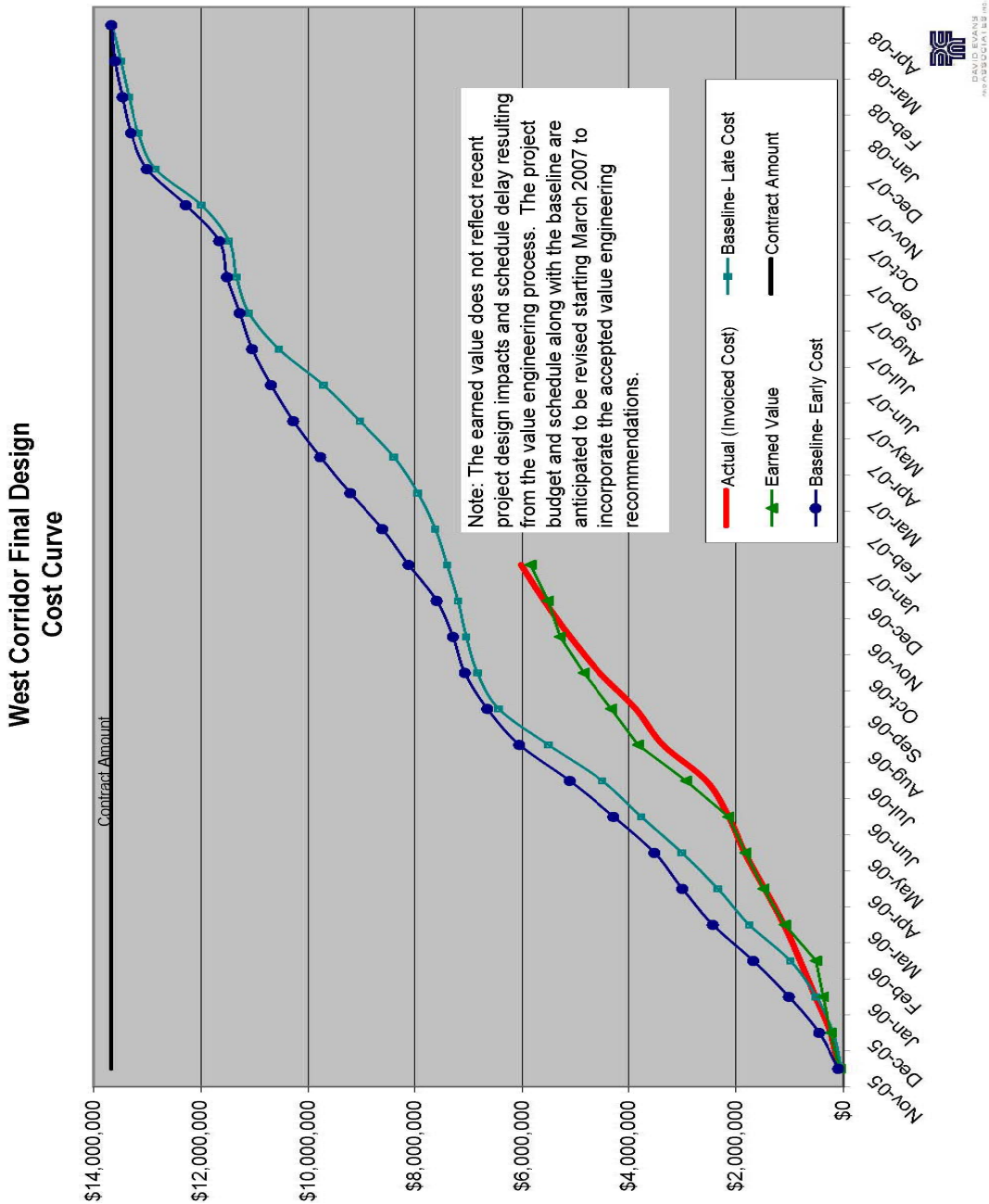
Project Schedule

The project schedule has been updated to reflect the acceleration of the project by two years for design and construction and one year for revenue service. The schedule has also been updated this period to reflect recent discussions with FTA/PMOC on delaying execution of the FFGA from September 2007 to March 2008.



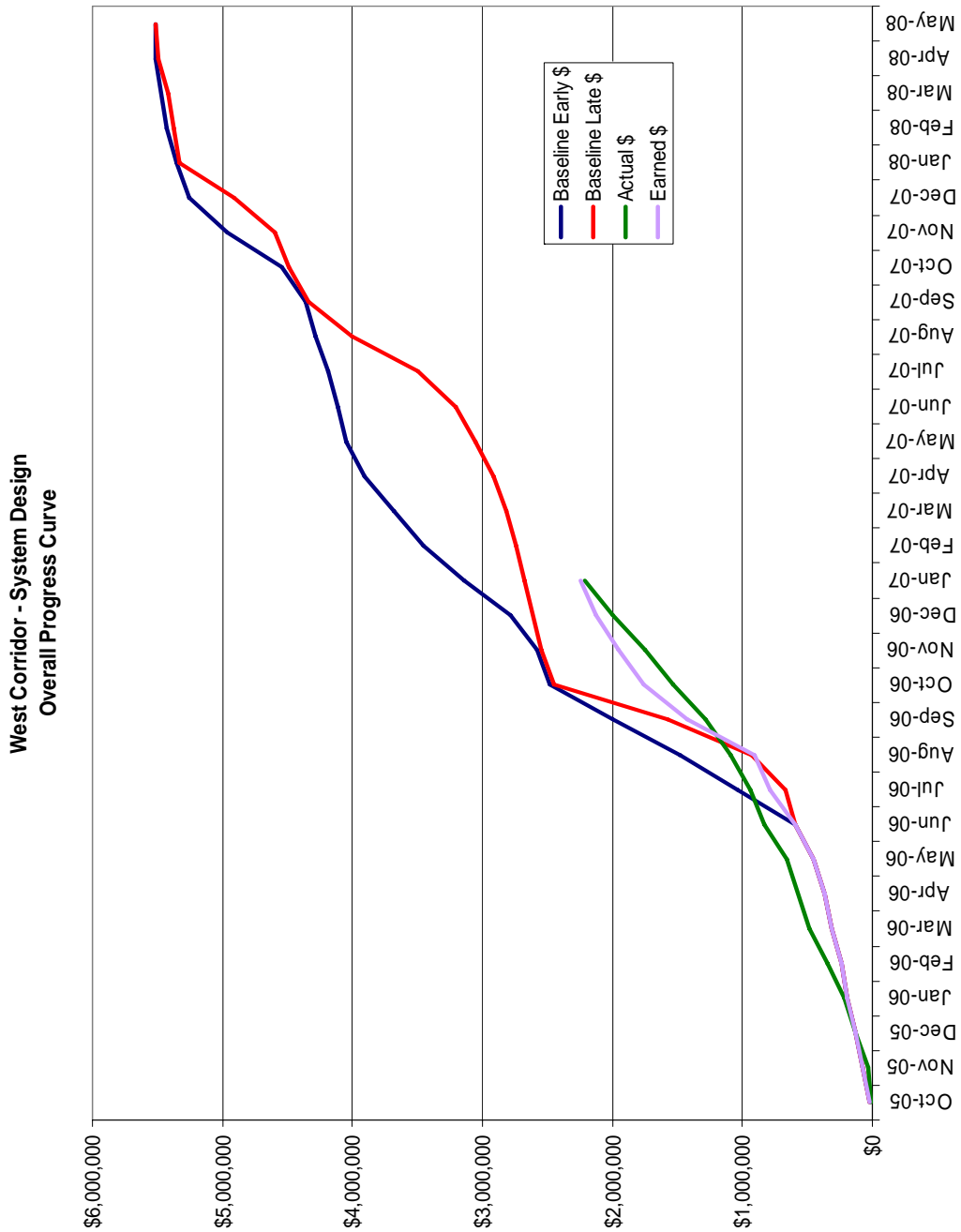
Cost Curve - Civil Design

The earned value reported this period does not reflect incorporation or time spent on VE. Design consultant is behind on planned expenditures, and schedule recovery including any adjustments to incorporate VE recommendations is required.



Cost Curve - Systems Design

The earned value reported this period is approximately the same as the actuals. With decisions pending on VE proposals, design consultant is behind on planned expenditures, and schedule recovery including any adjustments to incorporate VE recommendations is required.



Overall Schedule Status

The current schedule update with progress through October 31, 2006, shows a critical path calculation of zero (0) total float. A brief summary of the major schedule elements is presented below:

Final Design Project Management – Project Management tasks continue, including Design Progress meetings with RTD and the design team, Community Involvement Program meetings, Agency Stakeholder and Elected Officials meetings, Quality Management, partnering with the CM/GC, and administrative activities in support of the contract.

Utilities – Future activities will include ongoing field verification by potholing and assisting RTD, as required, with utility relocation agreements.

Drainage – Coordination continued between the design team's structural engineers and City/Country of Denver's design consultant on final design parameters for Phase II of the S. Platte River channel improvements that will affect the design of the LRT bridge crossing. The design team has also provided technical considerations for the VE proposal to reduce the drainage design criteria from the 100-year event to a 5-year event.

Civil, Track Design, and Roadway – Pursuant to additional clarifications provided by the design team, and pending disposition of certain VE proposals affecting CDOT facilities, it is anticipated that CDOT will sign-off on the TEM process in February.

Track Alignment – It is anticipated that design revisions will likely 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 the CM/GC for possible advance procurement of steel and fabrication. To date, design of the 6th Avenue and S. Platte River bridges is proceeding. The CML Flyover, Wadsworth, and East of Indiana crossing structures are on hold, because of ongoing VE proposal considerations and delays in coordination with the City of Lakewood on their alternative enhanced Wadsworth station design. Continuing design, beyond the 65% submittal, was initiated for the Kipling and Decatur bridges. A cost proposal to design a companion bike bridge at Kipling will be submitted by the design team, pursuant to discussions with the City of Lakewood on the draft Feasibility Report.

Retaining Walls: Over 100 plans and profiles for retaining walls were prepared for separate wall locations in 65% design submittal. There was particular focus on the extensive project retaining walls by the VE Study and significant changes to current design are expected as a result of several VE proposals. Civil design consultant is preparing a matrix of the wall types and locations to facilitate the assessment of design changes in collaboration with the CM/GC.

Noise Walls: Noise wall locations were identified on the Track Plan and Profile drawings pursuant to findings and recommendations in preliminary Final Noise & Vibration Analysis Technical Report. The design of the noise walls will be further refined after final completion of the noise analysis and may be subject to accepted recommendations from VE proposals.

Overall Schedule Status (Cont.)

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

Parking Structures – No progress, in response to RTD's direction to put "hold" on the structures at Sheridan, Wadsworth, and Federal Center. All three parking structures are planned to be pursued with developer participation for TOD.

Park-n-Rides – Oak Street and Jefferson County Government Center 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 list (CIL) for West Corridor had been compiled jointly between the civil and systems consultants and submitted to RTD for review. A follow-up FLSC meeting was held on January 31 to complete the preliminary identification of emergency egress and maintenance access points along the LRT alignment. IEI continued to work on deliverables for the Emergency Evacuation Plan and Means of Egress Report.

Surveying – Property records were investigated preparatory to boundary surveys in accordance with RTD's priority list for property acquisition, relocation, and ALTA surveys. Pursuant to RTD's request to define ROW boundaries for the LRT system as well as its relationship to adjoining properties along the corridor, and the preparation of a proposed ROW Plan for the project, the civil consultant continued to research existing ROW and identify any gaps or overlaps in property ownership.

On the schedule, the ROW associated activities are considered to be on the "Critical Path". Bi-weekly coordination meetings started in December 2006 are being held to further discuss ROW issues and the schedule to resolve them prior to identifying property acquisition and easement parcels pursuant to final design parameters. It was agreed with RTD that the ROW Plan for CDOT's required ROWPR is top priority.

Geotechnical – The team has been challenged at this time with weather-related conditions, but has proceeded with the program where the opportunity occurs. Bridge sites continue to be the priority; however, borings for retaining walls are being conducted concurrently whenever possible. RTD assistance with securing rights of entry has been requested for properties in and around the industrial area between the S. Platte River and Colfax Viaduct. Technical memoranda for completed geotechnical work to support design are being received intermittently by the civil design consultant's structural engineers.

Noise and Vibration – KM Chng Environmental, Inc. completed their findings and recommendations and provided the preliminary final report to RTD for review on November 29.

During the last month, KM Chng reviewed and provided responses to a number of RTD-FasTracks memoranda and proposed policy statements. They are also reviewing the additional noise impacts due to the existing RTD standard operating procedure (SOP) of sounding on-board bells and gongs upon approach to stations. The report cannot be finalized until decisions are made regarding VE proposals that may affect the extent of noise mitigation measures along the corridor.



Overall Schedule Status (Cont.)

System Integration – With the approval of VE recommendations, regular meetings will 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.

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

- Final RTD decisions on VE proposals from December 2006 study session by March 2007.
- Establishing a working cost estimate, accepted VE proposals, and a modified scope of work for the remainder of final design for RTD Board approval on March 20, 2007.
- Advancement of design to a uniform level, incorporating VE proposals and valid 65% review comments, in order to facilitate a more complete construction cost estimate for New Starts and Risk Assessment by August 2007.



KACEY FURNITURE FROM TRAILER PARK LOOKING SOUTH



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 - Finalized master IGA 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 recommendations. City presented master IGA to its City Council on December 11 and received authorization to execute IGA with RTD.
- 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 to be provided by City; cost proposal for final design to be prepared by civil design consultant and submitted to City for approval.
- Jefferson County - Draft IGA released to County; pending issues are the number of transit spaces, formal process on how to treat the right-of-way needed for the guideway, station and parking facilities, and any changes resulting from incorporation of the VE recommendations.
- City of Golden - Draft IGA released to City of Golden; pending issues are the funding of a pedestrian bridge across US 6 and completion of IGA discussions with Jefferson County, and any changes resulting from incorporation of the VE recommendations
- 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; awaiting follow-up meeting 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:

- IGAs with City of Lakewood, Jefferson County and Golden on hold pending the completion of the VE process, discussion with stakeholders of VE proposals and approval of VE recommendations by RTD Board.
- Meet with CCD to review 2nd draft of IGA and begin negotiations.

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 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

Status of agreements is as follows:

- 3 agreements remain to be signed.
- Exceptions are Qwest who will not sign the URA but is working with RTD to define the extent of relocation, City of Lakewood who will sign its URA as soon as the land issues and ROW IGA are defined, and Denver Waste water who will sign when the Denver Master IGA is signed.
- 24 total agreements including the 5 ditches. 21 agreements signed to-date.
- Individual work orders are being prepared and have started to be released this period.

Activities Planned for Next Period:

- Continue working with remaining 3 utilities towards signoff.
- Review work orders with the CM/GC contractor and continue to refine input for schedules with utilities for establishing priorities on utility relocations.
- Discuss with CM/GC on the coordination of the construction of the early utility relocations, responsibility for survey stakes and as builds when needed.
- Discuss schedule for removal of old railroad track with CM/GC.
- Continue discussion with design team on technical assistance needed to coordinate utility relocation envelopes.
- Hold joint meetings with CDOT and Xcel on Myrtle place and Federal Boulevard bridge.



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 coordination and review of noise and vibration impacts, review mitigation.
- Updated wetlands section of Draft EA based on recent findings.
- Provided EA update for monthly newsletter.
- Continued to participate in PMT/VE meetings.
- Further development of a draft Sec 404 permit application is on hold pending direction from RTD from the Value Engineering study.
- Coordination with ACOE and Denver Parks is on hold pending direction from RTD from the Value Engineering study.
- Provided graphics support to Bill Sirois and Gideon Burger.
- Continued mapping support for transit oriented design.
- Continued assisting in issues resolution, particularly related to VE session changes.
- Attend public meetings.

Activities Planned for Next Period:

- Continue to assist RTD with evaluation of VE items.
- Continue to assist RTD with public and agency involvement.
- Continued assisting in issues resolution
- Work on the Draft EA and Section 404 permit on-hold and will resume upon resolution 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 screened and forwarded to the consultants for comment resolution. The RTD FasTracks team is reviewing the types of comments to assess performance in terms of progress and quality. This information will be used to update the priority plan prior to the next design review.

The 2007 Quality Management Training plan will be updated pending a training analysis by the quality management team in January.

In December, RTD audited the systems designer's Quality Assurance program. At the closing meeting in January, additional information was presented that required a follow-up visit to the systems designer's office. The audit is now complete, and a report is being finalized. While no formal Corrective Action Requests will be issued, a number of observations and recommendations were made which will be the focus of follow-up audits in 2007. If any significant "gaps" still exist in either the civil or systems designers' QA programs, Corrective Action Requests may be issued.

RTD's internal QA audit program will take a more formal approach in 2007, with the issuance of formal Improvement Actions if significant gaps are discovered in our internal processes.

Activities Planned for Next Period:

- Internal QA Audit of RTD NEPA process



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 was held on January 11 and focused primarily on the VE process 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 public meeting on VE proposals, Coffees with Dennis in February, and UDC meetings in March.
- Prepared news release regarding VE public meeting.
- Coordinated with RTD regarding public messaging for VE proposals, including PowerPoint presentation.
- Responded to requests from community members regarding VE proposals and process.
- Prepared for and attended VE public meeting on January 31.
- Handled logistics, drafted and distributed notification for Elected Officials briefing in January; rebooked meetings for February and March.
- Attended Elected Officials briefing on January 19.



Community (Cont.)

- Drafted, edited and distributed January e-newsletter to UDC, Elected Officials and stakeholders.
- Coordinated request by Eiber/Two Creeks neighborhood for meeting (subsequently cancelled).
- Arranged for and attended meeting with Beth Jacobs High School on January 31.
- Arranged catering for all public meetings.
- Attended RTD-FasTracks PI meeting on January 25.
- 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

Right-of-Way Status

Approximately 115 parcels have been identified as being impacted by corridor construction. These parcels were evaluated for: current property use, partial or full take considerations, easements (construction, permanent, drainage, etc.), environmental factors, and relocations. Title commitments were completed for a majority of these parcels and submitted to the design consultant for certification through the final design process.

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.

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.



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:

Firm	DBE Goal	Actual for Nov. 2006
David Evans % Associates	21%	21.0%
FRSC	10%	13.0%
Denver Transit Construction Group (DTCCG)	13% Pre-Construction	5.9%