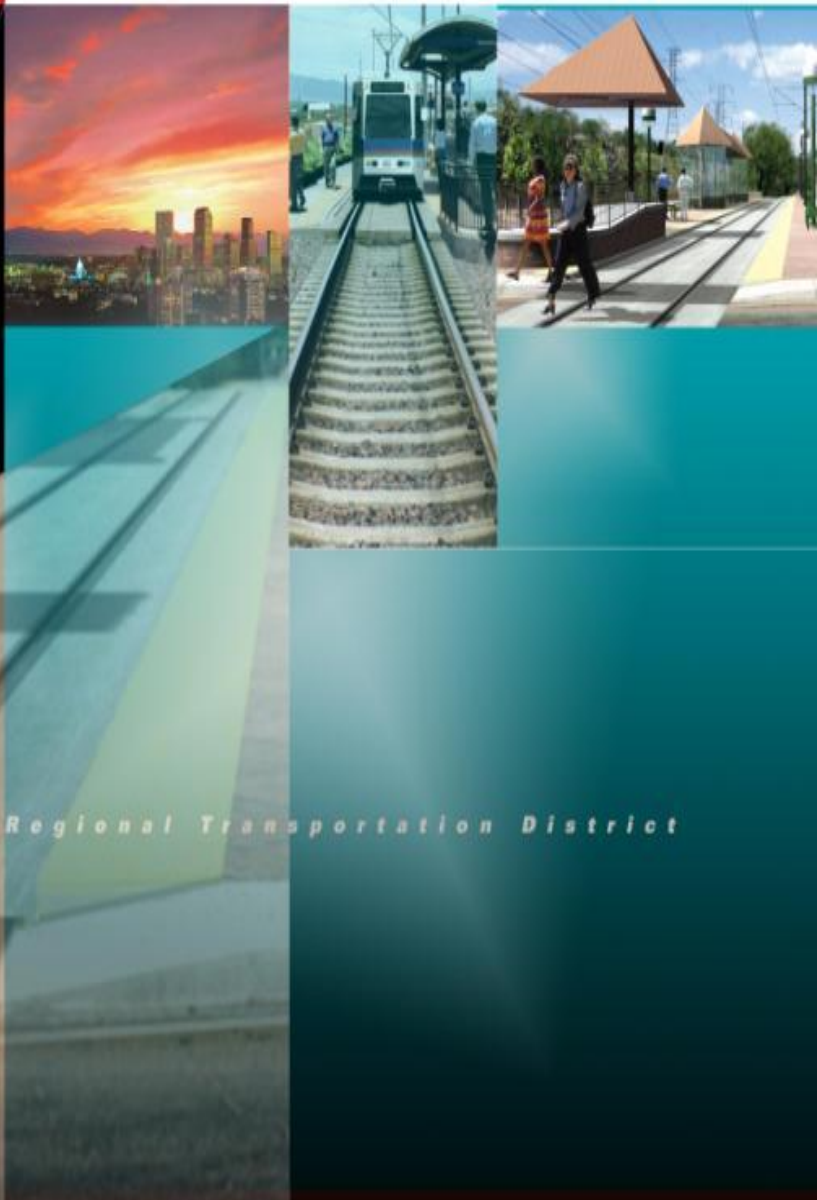




West Corridor LRT Project Progress Report



Regional Transportation District



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LIST OF ACRONYMS

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



LIST OF ACRONYMS (Cont.)

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



Project Summary - Baseline

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

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

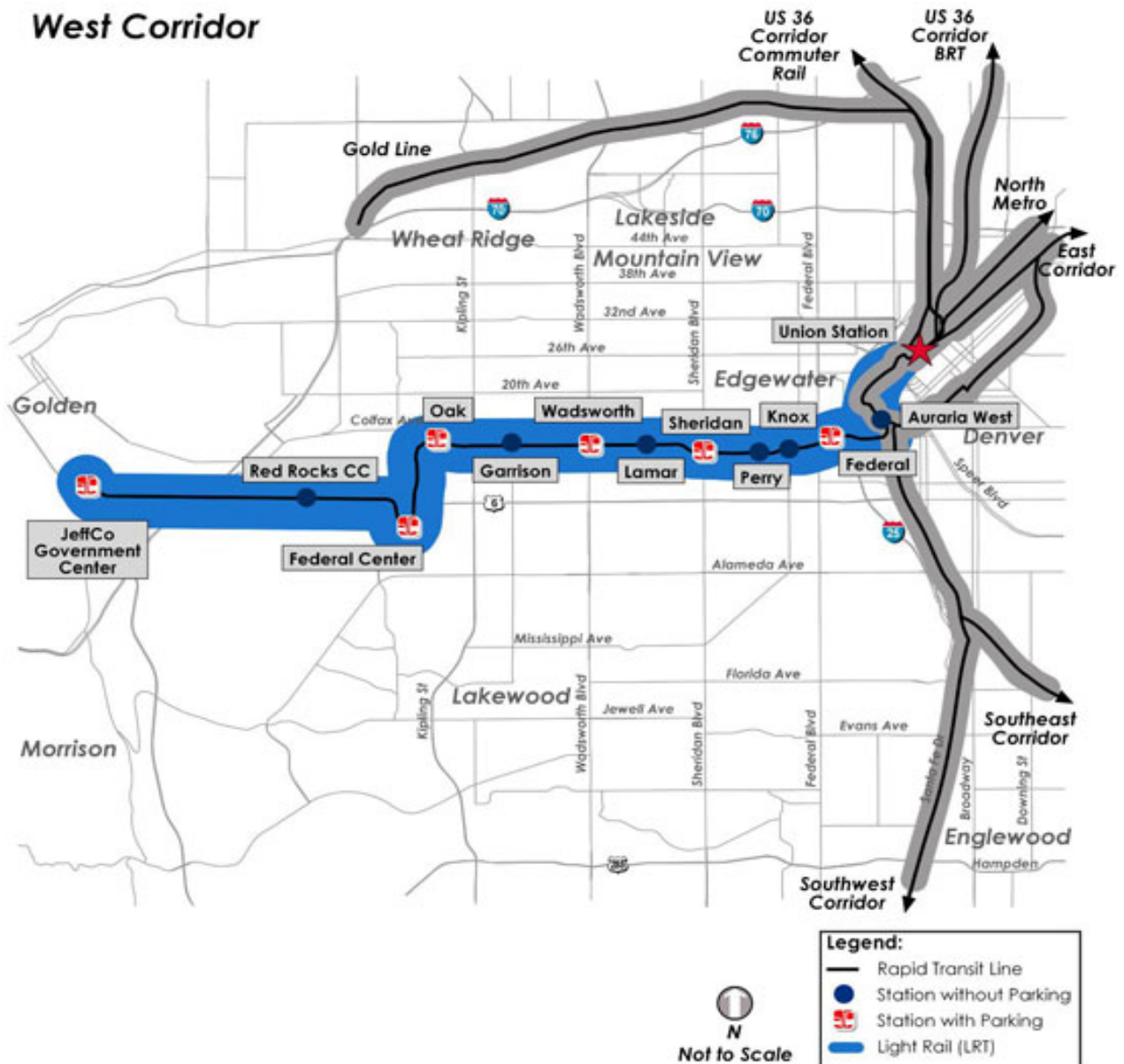
The LRT line will be double tracked except between the Denver Federal Center and Jefferson County Government Center (see proposed baseline modifications below) and grade separated when required, but generally would be at-grade. Grade separations will include existing grade separated crossings at I-25,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

Potential Baseline Modifications

Value Engineering was conducted for the West Corridor in December 2006, and certain VE/cost containment proposals will have some impact on the project baseline such as single tracking from the Denver Federal Center to the Jefferson County End-of-Line station, changing to a LRT overpass at Sheridan, changes in drainage design criteria and the proposed re-configuration of the track and station at Auraria. VE proposals and recommendations continue to be discussed with stakeholders. Comments from the public and stakeholders have been added to the project website. RTD Board action was approved on 37 VE items at the May board meeting; remaining VE items except for single tracking and Federal/Decatur were approved at the June 19 board agenda.

Project Map

West Corridor



Alignment Segments



City/County of Denver Segment

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

City of Lakewood Segment

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

Jefferson County Government Center (Jefferson County/Golden Segment)

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

Key Project Challenges

- **Cost Containment on West Corridor Project:** Work continues on the updated 65% design submission on July 26 that will incorporate VE proposals. Two significant VE items: Single Track and Federal/Decatur Station have been postponed until the July/August RTD Board meeting. Updated 65% submittal will include single tracking and the Decatur station on the west side of the street. It is critical to resolve these remaining VE items to avoid impacting the upcoming Risk Assessment and December deadline for submitting a FFGA application.
- **Stakeholder Participation:** Stakeholder expectations need to be cognizant of the numerous budget challengers facing RTD on the FasTracks program and the need to move forward with Value Engineering and Cost Containment measures. Enhancements and any change that affect the project schedule and budget need to be minimized. IGAs with CCD, COL, Golden and Jefferson County need a strong stakeholder focus to be negotiated and executed to not impede FFGA process. Completion - Changed from July to August 2007.
- **EA process** currently involves defining VE proposals with sufficient technical detail that an informed assessment can be made as to any additional environmental impacts. EA will remain open until the remaining VE items have been selected and impacts can be evaluated by the FERG. Prolonged debate between RTD and stakeholders on the remaining VE proposals will jeopardize EA schedule. Current schedule is draft EA document to FTA on July 25, 2007 with a tentative public hearing date on September 19, 2007 and formal approval by FTA by November 12, 2007.
- **Federal/Decatur Station:** CCD has requested RTD to shift the station to the east side of Decatur Street; This is being evaluated by RTD; a design workshop has been scheduled for July 16. Shifting the station at this stage will create additional cost impacts that CCD will be required to fund. Dependent on the level of redesign of the lower Lakewood Gulch drainage channel, the EA and 404 permit process could be delayed several months that would impact the FFGA schedule and issuance of NTP for major construction work in 2008.
- **Constraints of narrow corridor along 13th Avenue** affect design of road closures, recently coordinated with City of Lakewood engineering and West Metro Fire. Currently proceeding with VE proposal to place walkway in center between tracks on bridges and corridor-wide at-grade to reduce guideway width.
- **Guideway fencing/barrier design** through Denver parks and along 13th Avenue that is acceptable to community without compromising RTD system safety requirements. Alternatives have been developed and will be used for upcoming July progress submittal.
- **Noise Barriers:** Final noise report has been completed that addresses current FTA guidelines and reflects RTD's moderate noise impact policy. Sound wall locations have been finalized and reviewed with affected local agencies follow-on discussion with property owners was held in mid June.
- **LRT alignment along Myrtle Place, between Umatilla and Zuni:** In conjunction with a freight spur track and placement of two Light Rail tracks through the existing I-25 bridge structure, RTD needs to get written approval of its design from FRA and FWHA/CDOT.

Key Project Challenges (Cont.)

- Reconfiguration of Auraria West Station and CPV connection: Coordination/input with AHEC, and student housing developer team continuing - modified VE proposal developed by RTD that minimizes impacts to AHEC's master plan; maintains track alignment and station location similar to 65% design submittal. No cost ROW swap and no replacement of lost parking proposed to AHEC. Time Frame: Approved by June 19 RTD Board meeting.
- Resolution of Wadsworth bridge/station enhancement proposal with City of Lakewood: RTD is continuing with the 65% baseline design for the elevated guideway and station over Wadsworth Boulevard; City has introduced a design alternative for the station where the City is responsible for design and funding of all incremental costs. *Agreement on City of Lakewood's alternative station design and execution of a IGA expected to be completed by August 2007 to allow the alternative station design to be completed and included as a bid option as part of the CM/GC's Guaranteed Maximum Price in early 2008. RTD is continuing with baseline design.*
- CDOT acceptance of structures crossing its ROW subject to traffic maintenance requirements and assurance that future highway facility expansion is not precluded, in particular, US 6 intersections at Union, east of Indiana, Colfax, and I-70. CDOT has provided written acceptance of TEM with certain conditions. RTD has formally responded to clarify conditions of acceptance that were accepted by CDOT. A TEM supplement is in process for the proposed VE changes at Indiana and Sheridan. ROWPR process still to start in July with Kipling and US 6 initially.
- Specific GSA issues at Federal Center include: coordination with site master planning, developable land and street network, area of property conveyance, grade crossings of North Avenue, and security.
- I-70 tunnel construction method: With single track construction, the current proposal is to bore or push a shield in lieu of "top-down" construction method developed for 65% submittal. Geotechnical information has been finalized and will allow a more detailed constructability review by the CM/GC and CDOT following issuance of the updated 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 - date for completion of utility relocation is currently being reviewed; work orders for Xcel, Qwest and others are being issued for design work with XCEL construction will start in July 2007. The S. Platte River environs, Federal Blvd bridge replacement, and the narrow 13th Avenue corridor are greatest challenges.

Key Project Challenges (Cont.)

- Denver Federal Center Station transition plaza, parking, and bus transfer facility on hold pending release of a competitive RFQ for a developer on September 17 to build and lease back the parking and bus facilities for RTD. Full land conveyance with congressional approval planned by mid September 2007.
- Establish ROW acquisition schedule, begin appraisal process - Earlier property acquisitions are being identified by RTD and CM/GC in an updated draft construction schedule. Final RAMP to be issued on August 17 2007 with incorporation of VE recommendations into updated 65% design.
- Prepare and submit FFGA application - Schedule agreed to by RTD and FTA is based on a risk assessment starting in mid August 2007 with a workshop in late September; the FFGA application submitted on December 3, 2007 and execution of a FFGA in April 2008.
- Burnham Yard has been removed as possible LRT maintenance facility site since RTD and UPRR could reach agreement on cost and terms of purchase; thus Burnham Yard lead track (omitted from baseline contract scope) must remain operational and its relocation will likely affect current civil and structural design in the vicinity. The Burnham Yard lead track relocation needs to be confirmed with UPRR and an approved alignment adopted. - Design is in progress by UPRR's design consultant .
- Approach for design for local drainage systems with respect to RTD Criteria, which currently dictates that track ballast must not be inundated in 100-year event while minor storm is classified as 5-year event; major cost implications in decision between RTD and stakeholder jurisdictions on how to handle local stormwater runoff. A VE proposal for major revision to criteria at certain locations along the corridor has been the subject of agency stakeholder concerns; Design team has assessed impacts and provided presentations to stakeholders for prudent application of the VE proposal that will not degrade train operations while leaving existing conditions unchanged and not increasing flood plain water surfaces. Remaining drainage decision: Decatur to S. Platte; *final decision on this VE proposal is affected by the Decatur alternative station location.*
- Determination of ROW boundaries along project corridor (not provided by PE documentation) to properly determine LRT system impacts during design and define subsequent property acquisition parcels and easements. RTD has requested the DEA design team provide summary of available ROW information along corridor and proposed scope to: 1) completely define existing conditions, and 2) prepare documentation for property and easement acquisitions. Fulfillment of Step 2 is subject to firm design parameters, which may be affected by several VE proposals still to be further investigated. ROW Plan for entire corridor will be prepared, in concert with ROW plan review (ROWPR) for CDOT facilities; determination of acquisition impacts dependent on final design, currently affected by ongoing VE proposal adjudication process.



Summary of Month's Activities

General Progress

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

- Continued oversight on civil design and systems engineering consultants.
- Held meetings with RTD/PMC staff, CM/GC and DEA for project management (semi-monthly progress) and coordination/confirmation of designs for track alignment, structures, stations, drainage, systems and other LRT facilities as well as for EA and 404 permit processing, ROW surveying and property acquisition, and public involvement.
- Continued to liaison with local agency stakeholders on remaining Value Engineering items and project related activities.
- Continued coordination with RTD/PMC on ROW Plan and property acquisition requirements.
- CCD Parks at meeting on June 29.
- Submitted "Before and After" Study; work plan to be PMOC on June 1, 2007.
- Attended meetings on June 5 and 14 with GSA and its consultant to discuss integration of DFC master plan with West Corridor project.
- Continued coordination with COL's consultant for alternative Wadsworth Station design.
- Assembling Division 1 specifications; provided outline to design teams for cross referencing in technical specifications.
- On June 7, the design team conducted interdisciplinary design review (IDR) session, including FRSC designers, as part of internal quality management process for the updated 65% submittal.
- Coordinated with DTCG and civil/systems design teams at June 13 work session to refine cost estimating format for updated 65% design submittal.
- Issued partnering survey to RTD, stakeholders and design teams; met with partnering facilitator and distributed survey results.
- Held Agency Stakeholders coordination meeting on June 14.
- Coordination meeting held with CDOT and Xcel Energy and civil design team to review proposed design solution for relocation of electrical ductbanks at Myrtle Place and I-25.
- Held meeting on June 15 to discuss project impacts to Beth Jacob High School and proposed mitigation with RTD, CCD, and CDOT.
- Continued coordination with Drainage Working group for West Corridor at meeting on June 19.

Summary of Month's Activities (Cont.)

- Prepared drainage presentations to stakeholders on the proposed VE items. Coordinated with the West Corridor Drainage Consultant to address drainage VE concerns. Resolution on the majority of the drainage items has been obtained.
- Working on coordinating the drainage design with early utility relocations and refining schedules for the proposed work.
- Hosted 14th Safety and Security Working Group meeting on June 20.
- Hosted quarterly Fire Life Safety Committee meeting on June 20.
- Held meeting on June 25 for discussion with stakeholders on planning and permitting process through stakeholder agencies. RTD has requested stakeholders to develop as streamlined process for West Corridor.
- Arranged orientation session on June 26 with FTA to go over upcoming FTA/PMOC risk assessment requirements.
- Provide an updated draft West Corridor PMP to the PMOC for review on June 29.
- Discussed design status of pedestrian bridges, gulch improvements, and bike trails with Participated in standing bi-weekly systems meeting and coordinated a system integration discussion with civil and systems designers.
- Provided technical assistance to Public Involvement staff on questions received from stakeholders and public.
- Held meeting with FTA/PMOC to update FFGA and EA schedules.

Activities Planned for Next Period :

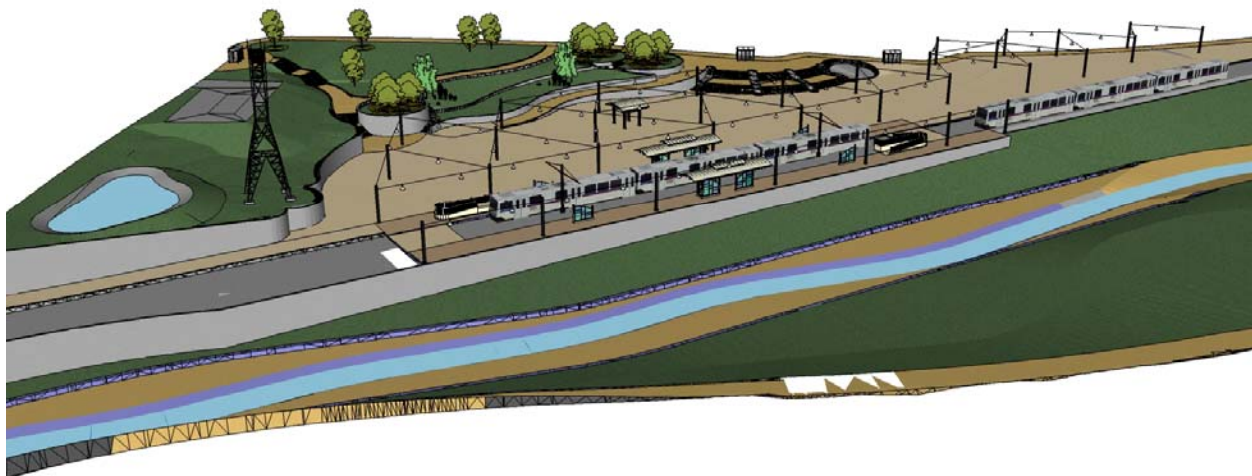
- Continue to process IGAs and submit updated drafts to Jefferson County, Golden and Lakewood.
- Complete West Corridor monthly progress report for the month of June.
- Continue oversight on final design consultants.
- Continued review by project surveying team (DEA, RTD and PMC) of progress and issues related to ROW determination and property acquisition.
- Continue coordination with RTD and FERG to finalize issues for EA and Section 404 permit application, followed by workshop on July 9 to prepare for July 18 public meeting.
- Weekly meetings of focused discussions with key Agency Stakeholders group.
- Hold monthly Agency Stakeholders coordination on July 12.
- Hold Elected Officials briefing scheduled for July 13.
- Meet with FHWA regarding process for interstate access request on July 16.

Summary of Month's Activities (Cont.)

Activities Planned for Next Period (Cont.):

- Discussion of Oak Street Station with COL and RTD on July 17.
- Public meeting on July 18 to update public on status of EA and design progress.
- Preview ROWPR plan preparation with CDOT on July 23.
- Review of Federal Blvd bridge replacement parameters with CDOT and CCD on July 23.
- Submit updated 65% design plans and specifications to RTD on July 26.
- Submit updated 65% opinion of estimated construction cost to RTD on July 27.
- Continue to coordinate the drainage design with early utility relocations and schedule refinements for the proposed work.
- Continue to coordinate with representatives of the Agricultural Ditch and Reservoir Company and the West Corridor Drainage Consultant to refine irrigation ditch designs.
- Assist in coordinating possible construction activities erosion control requirements and permitting for early construction work. Assist the West Corridor Drainage Consultant and stakeholders in coordinating drainage design with local residents.
- Continuing a weekly series of project coordination meetings with RTD, FRSC, DTCG, DEA, and third parties as appropriate, with an agenda that rotates among key design disciplines and technical issues.

Current Decatur Station Site





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 West Corridor Systems contractor created a method for automatically updating the Cost Table by WBS numbers.
- Earned Value vs. Actual Cost graphs for each WBS category, along with a full set of schedule updates were prepared.
- Revisions to the signal system design were made to account for trackwork modifications on the western portion of the corridor.
- The Overhead Contact System design was modified to incorporate elements of the Value Engineering proposals.
- Extensive design work was performed on the corridor Communications System, including preliminary design of the CCTV and emergency telephone placement, the final placement of communication houses and design of the Ethernet communications system.
- Work continued on the ductbank design, as well as the manhole and handhole schedules.
- Feeder cable current calculations were completed for the final traction power substation layout.
- Work continued on QA for all elements of the upcoming 65% submittal.

System Activities Planned for Next Period:

- QA for the 65% systems design submittal will continue.
- The revised 65% systems design submittal will be provided July 26th.



Summary of Month's Activities (Cont.)

Transit Oriented Development (TOD)

- The Lakewood City Council on June 11 voted unanimously in favor of amending the city zoning map at the Sheridan, Wadsworth, Oak and Federal Center stations areas. The remapping creates a new transit-mixed use (TMU) zone around the four station areas to encourage transit-supportive land uses and urban design.
- The Lakewood Planning Commission on June 6 voted to recommend the City annex, zone land, and vest property rights for the 700-acre Denver Federal Center, currently owned by the federal government. This would allow the development of Federal Center Station, St. Anthony West Hospital south of the station, and the future redevelopment of the remainder of the Federal Center, including transit supportive uses.
- RTD staff continue to participate in the development of Lakewood's TOD implementation plan for the Wadsworth station area.
- RTD staff continue to work with the City and County of Denver on their station area plans for the Auraria West and Sheridan stations.

TOD Activities for Next Month

- The Lakewood City Council will hold a public hearing on annexing, zoning land, and vesting property rights for the Denver Federal Center.
- The Golden City Council will hold a public hearing on a request to amend an existing Planned Unit Development (PUD) to allow a proposed TOD project across US 6 from the Jefferson County Government Center Station. The proposed PUD amendment would allow residential uses for the project, a 306-unit apartment building on 5.6 acres proposed by Nexcore Group.

Construction Management /General Contractor (CM/GC) Progress

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

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

The CM/GC has received the following task orders to date.

- Task Order No. 1 – Civil/Systems Consultation*
- Task Order No. 2 – Full Time Project Manager*
- Task Order No. 3 – Value Engineering Support*
- Task Order No. 4 – Conduct of Construction Plan*
- Task Order No. 5 – Work Schedule and Work Plan*
- Task Order No. 6 – Recycling Report*
- Task Order No. 7 – QA Reviews at 65% and 90%*
- Task Order No. 8 – DBE Plan*
- Task Order No. 9 – Long Lead Item / Early Procurement Review*
- Task Order No. 10 –Contracting Plan*
- Task Order No 11 – CPM Schedule*
- Task Order No. 12 – Public Meetings*
- Task Order No. 13 – Construction Cost Estimates*
- Task Order No. 14 – Safety Plan*
- Task Order No. 15 – QA Plan*
- Task Order No. 16 – HazMat Plan*
- Task Order No. 17 – Workforce Training/Mentoring*
- Task Order No. 18 – Stormwater Management*
- Task Order No. 20 – Risk Management*
- Task Order No. 21 – Public Involvement*
- Task Order No. 22 – GMP Preparation/Negotiation*

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

- Task 1- A change order to increase the number of hours in this task has been approved and DTCG billed for activity within this task in June. DTCG staff co-located in the RTD project office spend the majority of their time working on an RFP for systems-related work, systems interface and coordination with the engineers and RTD consultants on the 65% design plans and specifications. Significant effort has gone into evaluating and planning for early work items that that can be commenced in the fall of 2007, thereby allowing major work to proceed more effectively once the NTP has been issued in the summer of 2008.
- Task 2 - The CM/GC Project Manager continued to participate in numerous meetings with stakeholders, design groups, utility owners and RTD staff supporting ongoing project progress and the incorporation of constructability oversight. Meetings were held with potential DBE contractors and discussions as to work opportunities, mentor support and RTD support were conducted. Special meetings have been held to discuss particular issues, including the Federal Boulevard Bridge, the Dry Gulch and Oxbow Bridges, Indiana Bridge, the pedestrian bridges, the Richey Park box culvert and early procurement of materials.

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

- Task 3 - This task has been closed. The CM/GC continues to work closely together with RTD and the design groups to refine the cost reduction concepts.
- Task 4 - Meetings have been held with each major jurisdiction in the corridor to gather information for this Task. Municipal regulations, local constraints and other jurisdictional issues are currently being incorporated into the revision of the Conduct of Construction Plan. It is intended that this Plan will be submitted in sufficient time to allow for comments and plan refinement prior to the planned early construction work.
- Task 5 – A draft work sequencing plan and schedule for major work activities have been submitted to RTD for comments and continues to be refined to provide the information required to incorporate into RTD’s overall West Corridor schedule that is being prepared as part of the FTA risk assessment. As the 65% plans and specifications become available and as information about the required relocation of existing utilities is determined, the schedule and work plan will be finalized for the GMP next year.
- Task 6 – The first activity under this task included the preparation of a Scope of Work and Request for Proposals for take-up and recycling of existing track materials on the corridor. The DBE contractor for the track take-up contract has made great progress and plans to be substantially complete by the end of July. Change Order No. 1 revised Task Order #6 to include the cost of the Track Take-up Contract.
- Task 7 - The 65% QA review has been completed and review of the 90% plans is pending development to that level. DTCG has participated in several meetings related to the development of the estimate format and the project specifications.
- Task 8 – RTD’s comments to the draft DBE Plan have been reviewed and discussed and revisions to the Plan are being drafted. Interviews with DBE subcontractors and the assembly of subcontractor information have continued. Early construction items have been analyzed for DBE opportunities and DTCG has been successful in subcontracting the track take-up and the related soil stabilization to DBE subcontractors.
- Task 9 - This task has been completed and closed. Cooperation and coordination with RTD and the design team continues with respect to information requests. DTCG has solicited prices for rail, ties and structural steel as part of the early procurement and will work with RTD to determine how these materials are purchased and how risk is assessed in regard to the condition of these materials when they are delivered to the jobsite.
- Task 10 - Task Order #10 was issued to DTCG in May and work will commence on the refinement of the Contracting Plan. When the 65% plans are made available, the quantities of work relative to each potential subcontracting area will be established and incorporated into the Plan.

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

- Task 11 - Work on this task continued as design refinements, stakeholder participation, early work potential, utility relocation conflicts and RTD input have been noted. Schedule logic is routinely adjusted as appropriate.
- Task 12 - The CM/GC has continued to participate in public meetings as scheduled by RTD, stakeholders and the design team. The monthly Stakeholder Meeting and the monthly Elected Officials Meeting are examples of events DTCG regularly attends.
- Task 13 - Two cost estimates were previously completed. The CM/GC team continues to participate in regular meetings with RTD and the design team to address design refinements that will be incorporated in the 65% plans that are due in July. At this level in the design refinement, the value engineering concepts will be incorporated, all plans will be completed to the 65% level, quantities will be established by RTD and specifications will be provided. The corresponding estimate is due 6 weeks after release of these documents.
- Task 14 - The task order for the Safety Plan was released in May and a rough draft has already been completed with the goal of submitting a draft plan by late July so that comments can be incorporated in the final document that is due in October 2007.
- Task 15 - Similar to task order #14, work has already commenced on the draft QA Plan and it is DTCG's goal to submit this draft in late July for comments and completion of the final plan by October 2007.
- Task 16 - The task order for the HazMat Plan was released in May and work will commence in the summer of 2007 to allow sufficient time for a draft this plan to be in place prior to commencement of early work.
- Task 17 - Although the task order for Workforce Training/Mentoring was just released in May, much work has already been completed on this task. It is planned that a draft text for this task order will be completed and submitted in the summer of 2007.
- Task 18 - Preliminary work on a Stormwater Management Plan has already commenced and it is DTCG's objective to have this plan developed prior to release of early work activities on the bridges in Lakewood Gulch.
- Task 20 - The task order for development of a Risk Management Plan was released in May and work on the draft document will commence in the summer of 2007.
- Task 21 - DTCG team member Xcelente attended RTD Board and Stakeholder meetings as a representative of DTCG. During May, Xcelente worked closely with the FasTracks PI team for the planned transition of PI responsibility from PRACO to DTCG in the fall of 2007.

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

Task 22 – GMP Preparation/Negotiation is scheduled to commence with completion of the 90% plans that are due in November and be completed after the 100% plan refinements are released in early 2008. DTCG participated in preliminary in-house risk assessment meetings that were conducted in May with the intent of identifying and developing plans to mitigate those issues that pose a high risk to maintaining our project budget.

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

Activities Planned for Next Period:

- DTCG will continue to participate in regularly scheduled design review meetings to discuss the 65% design submittal, specification development, potential site conflicts and other design-related issues.
- DTCG has prepared an RFP for the West Corridor systems subcontract and submitted it to RTD for comment. A meeting is scheduled on July 5th to gather RTD's comments prior to release to the potential subcontractors.
- Work will continue for several months on the development and refinement of our CPM project schedule to reflect information that is gathered through the preconstruction process. Support to the overall FasTracks schedule has been provided as part of this activity.
- A prior meeting was held with RTD and DTCG's estimating group to address the formatting of the 65% estimate within the FTA's revised estimate format guidelines. Minor refinements to this format will continue through the estimating period.
- RTD has re-assigned the design of the Federal Boulevard Bridge to DEA. DTCG is continuing to work with RTD, DEA, CDOT and the City and County of Denver to develop the most cost effective design for this structure relative to constructability, phasing, drainage, traffic control and responsiveness to comments gathered during the Environmental Assessment.
- Removal of the existing CML track will continue through late July and will allow utility relocation to commence in certain sections of the corridor in June.
- DTCG will continue to work with DBE team member Meza Construction in the preparation and refinement of a design-build proposal to construct the pedestrian bridges over Lakewood Gulch as early work items. A design meeting to discuss these structures was held in June and it was determined that some elements of the original design were not constructible. In response to this determination, DEA has advanced the original design for these structures to provide guidance as part of the 65% submittal. Early construction of these structures will reduce pedestrian impact during future corridor construction operations.



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

Activities Planned for Next Period (Cont.):

- A Partnering meeting was held in June and it was determined that the teams' roles need to be reviewed and regular meetings need to be scheduled. A meeting scheduled on July 10th will address the issue escalation process and executive level meetings will be scheduled in September.
- DBE interviews will continue to be conducted and files will be developed to identify interests and capabilities for subcontracting opportunities.
- DTCG will continue to participate in Stakeholder Meetings, Elected Officials Meetings and other public meetings where our involvement is requested or helpful.
- The Draft DBE Plan will be revised with the comments received by RTD and will be resubmitted for review.
- DTCG's Public Information role will continue through participation in public meetings and refinement of the proposal for DTCG's PI role during the early work activities and the pre-construction phase of the project.
- DTCG will continue to work with RTD to secure purchase information with respect to long-lead items and major materials that can be purchased in advance of the Notice to Proceed to reduce the impact of volatile construction material price increases. Steel plate for bridge girders, concrete ties and rail materials are the most notable of these materials. Information was provided for RTD to prepare a Letter of No Prejudice and further action on these procurements will proceed once the FTA has approved this agreement. Current pricing has been sought in regard to rail and ties and will be given to RTD as it is received.
- DTCG will continue to participate in the regularly scheduled meetings with RTD and the utility owners.
- In recognition of the fact that RTD's ROCIP will need to be in place prior to the commencement of early work, a meeting is scheduled on July 10th to prepare for a forthcoming meeting with the potential insurance underwriters.
- Informal discussions are scheduled to be held on July 12th in regard to art enhancements on the West Corridor. Considerations in regard to the use of patterned concrete, sound walls and form liners will be addressed.



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. RTD has tabled an updated YOE budget cost of \$635.0 million that includes an estimated \$35 to \$45 million of concurrent non project activities (CNPAs).

Further adjustments in project cost are pending incorporation of the VE proposals into final design and refinement of the 65% cost estimates between RTD and the CM/GC. An updated in-house cost estimate will be prepared for the annual New Starts process and will be issued to FTA on August 6 for the Risk Assessment process.

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	
Kipling.....	.469	
6 th @Fed Center.....	3.227	
Indiana.....	1.505	
Colfax @ 6 th	2.381	
Dry Gulch East266	
Dry Gulch West.....	.220	
Pedestrian (6)Bridges Only.....	\$1,657,436	
Sanchez Park.....	.279	
Tennyson.....	.488	
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:

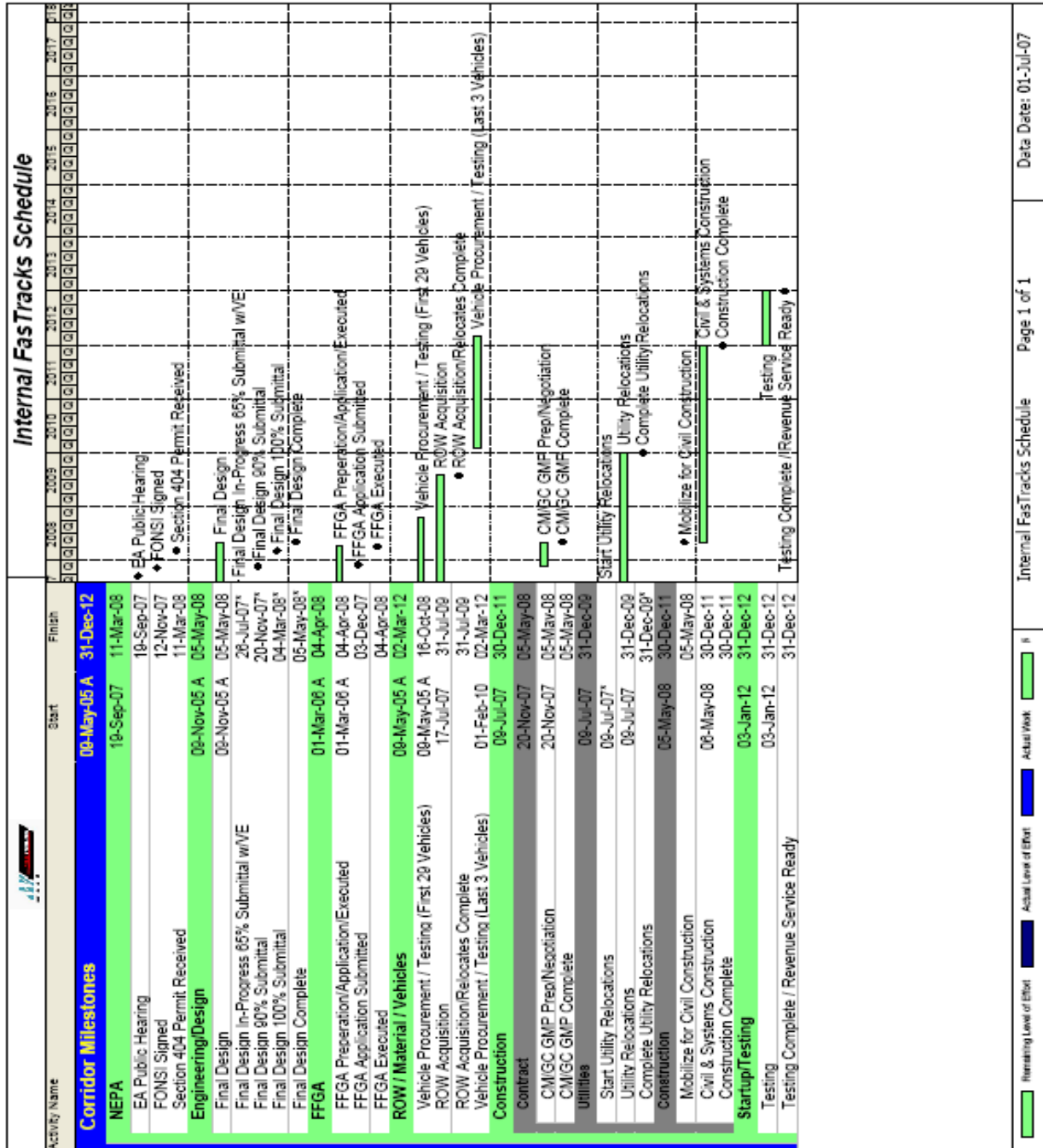
- Unallocated contingency assigned to current or future contracts to address changes in scope and unknowns during final design and construction.

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

Contract #	Contractor	Scope	Approved Amount	Award Date
15DH007	David Evans and Associates	Final Design	\$20,745,178	11/9/05
15DH006	Front Range Sys.Consultant	System Consultant	\$7,583,033	10/21/05
15DO007	LT Environmental Inc.	Environmental Service	\$37,704	9/13/05
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$30,000	1/9/06
16FFW01	Denver Transit Const. Group	Pre-Construction Service	\$1,182,411	6/30/06
572031CR	Urban Engineers Inc.	Risk Assessment	\$49,547	3/15/05
35FR015	Queen City Railroad Construction	Elati Yard Improvements	\$1,693,311	4/7/06
16DR003	Mass Electric Construction Co.	Elati Yard Improvements	\$201,154	6/15/06
04-015	H.C. Peck & Associates	Title Insurance	\$75,000	3/1/04
15DO041	Bonnie Roerig & Associates	Property Appraisal	\$66,600	7/1/06
15DO043	Hegarty & Green Inc.	Property Appraisal	\$66,600	7/1/06
15DO044	Civil Technology	Property Appraisal	\$66,600	7/1/06
15DO045	Rothweiler Group Inc	Property Appraisal	\$66,600	7/1/06
15DO046	Joel C. Griffen	Property Appraisal	\$66,600	7/1/06
15DO047	Associated Value Consultants	Property Appraisal	\$66,600	7/1/06
56DU001	Denver City & County	FasTracks Liason	\$50,000	10/31/05
15DH001	Carter::Burgess	Program Management	\$3,073,796	7/5/05
15DO028	Kaplan Kirsh Rocksell, LLP	Legal Services	\$100,000	8/30/05
12FR201	Siemens Transportations Systems	Light Rail Vehicles	\$26,000,000	12/28/04
13FR019	Booz, Allen & Hamilton	Vehicle Inspection	\$643,434	11/25/03
23FR015	GE Transportation	Automatic Train Stops	\$775,608	7/7/03
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			\$62,645,176	

Project Schedule

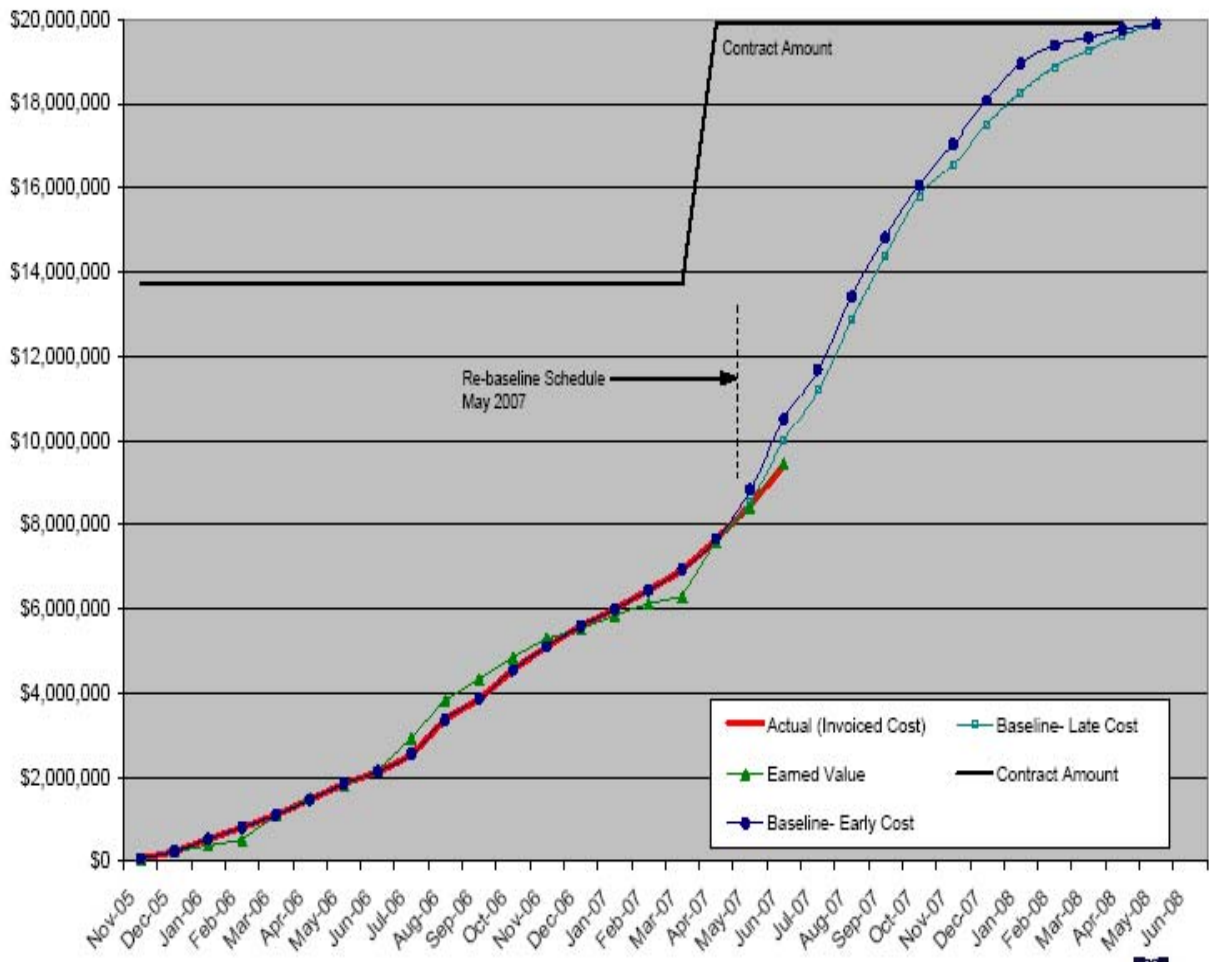
The project schedule has been updated this period to show the revised submittal date for an FFGA application from November 19, 2006 to December 3, 2007 and execution of an FFGA to April 4, 2008. The project continues to reflect the acceleration of the project by two years for design and construction and one year for revenue service.



Cost Curve - Civil Design

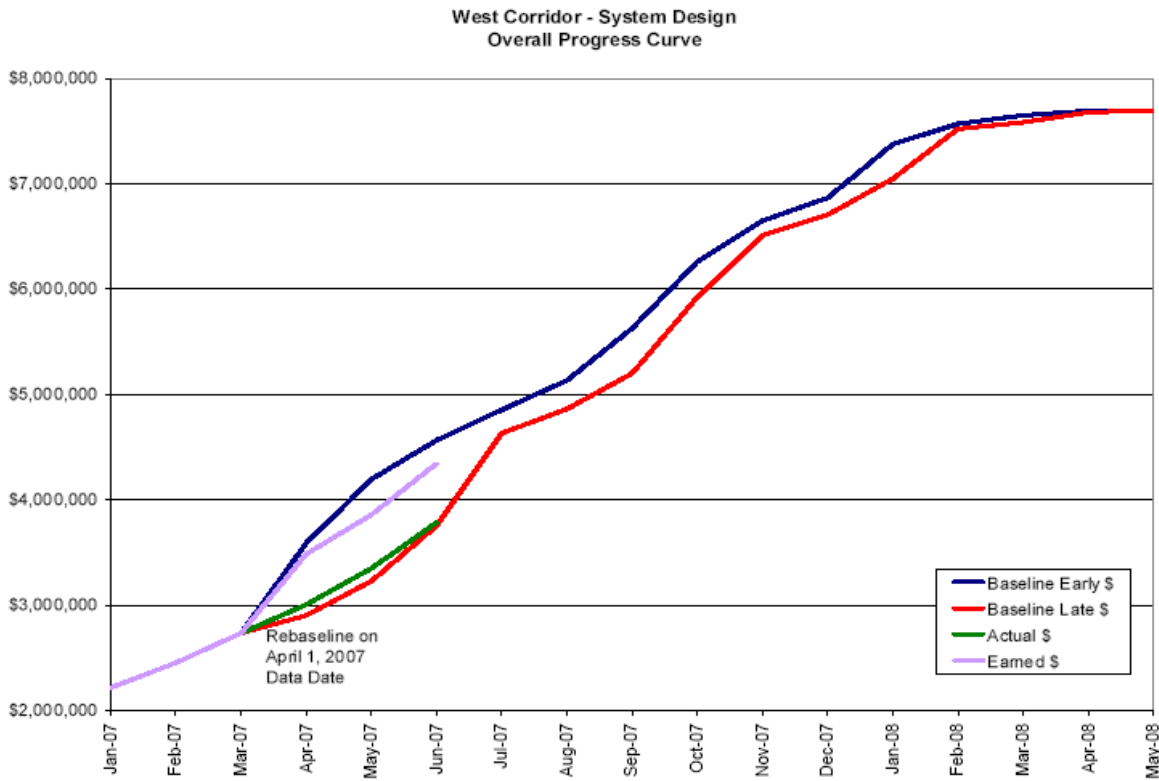
The earned value reported this period incorporates the re-baselining of the project hat includes all recommended Value Engineering/Cost Containment design proposals. The consultant's design budget and schedule has been incorporated into the re-baseline.

**West Corridor Final Design
Cost Curve**



Cost Curve - Systems Design

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



Overall Schedule Status

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

Final Design Project Management – Project Management tasks continue, including Project Progress meetings with RTD and DEA, Community Involvement Program meetings, Agency Stakeholder and Elected Officials meetings, Quality Management, partnering and coordination with DTCG and FRSC, and administrative activities in support of the contract. Two VE proposals remain undecided and are scheduled for resolution at the July RTD board meeting. Change Order increasing the final design budget by \$6.9M was processed by and received June 21st. A \$2.2 Million change order was also processed with FRSC this period.

Utilities – Coordination continued with RTD, DEA and the private utilities to initiate early utility relocation, beginning with Xcel and Qwest facilities along 13th Avenue.

Drainage – Progress was made in resolving the various issues introduced during the previous few months, including CLOMR coordination. Work continued on the 65% design submittal.

Civil, Track Design, and Roadway – The design team worked to integrate the designs and prepare details for the 65% submittal package.

Track Alignment – Design team continued to pursue resolution of the track junction and station configuration at Auraria, of which discussions with stakeholders had deviated from the VE proposal to preserve much of the existing CPV line infrastructure. The single track alignment from DFC to Jeffco continued to be refined to support developing design concepts for the Indiana Flyover and a future siding between Colfax and Indiana.

Structures – Bridges and Tunnels: Verbal agreement was made between DEA and RTD/CMGC regarding dates for early delivery of steel superstructure designs. An early package (90%) would be available for obtaining final prices from fabricators for Indiana, US 6, Wadsworth (LRT and pedestrian), South Platte and CML by October 1, 2007 with RTD Board approval and early construction NTP by its October or November board meeting. Design constraints at pedestrian bridge sites for Wolff and Tennyson were addressed in terms of LRT clearance requirements and existing overhead transmission lines. While the substitution of one enhanced crossing in lieu of both Wolff and Tennyson bridges was proposed, CCD requested that both crossings be preserved while agreeing to an at-grade pedestrian Z-crossing at Wolff.

Retaining Walls: More work was done to confirm wall types and location for design.

Noise Walls: Noise wall locations were being reviewed and finalized with RTD pursuant to recommendations of the final Noise and Vibration Report. The assessment included the application of RTD's policy on mitigating moderate noise impacts. The updated 65% design will reflect the final noise wall locations based on the moderate impacts policy.

Overall Schedule Status (Cont.)

Stations – The Auraria and Federal Center station designs have been fleshed out as best as possible for the upcoming 65% design submittal while waiting for final resolution regarding a VE proposal at Auraria and development scenarios with St. Anthony's Hospital at the Federal Center.

Parking Structures – Design at Jeffco EOL continued with coordination of design requirements of LRT tunnel integrated with parking structure to accommodate stub end tracks and systems elements.

Park-n-Rides – Design activities are still on hold for Auraria West and Federal Center. DEA has inserted a revised PnR layout issued by RTD for the Federal Center as a placeholder for design pending RTD issuance of a RFQ to select a developer for the parking and bus facilities with possible joint transit oriented development.

System Safety and Security – Interactive Elements met with Denver Fire and other members of the Fire-Life Safety Committee to continue the advance of safety and security issues. IEI continued preparation of a draft report on emergency evacuation of stations and the final PHA report.

Surveying – The field location of found monuments and existing utilities was completed with changes to the drawings underway. The ROW team began creating and formatting the plans necessary for the US 6 and Kipling ROWPR.

Geotechnical – The geotechnical team completed most analyses and recommendations for the LRT structures. Borings were obtained for walls and station design parameters and are being tested. Borings for pedestrian structures will begin in July.

Noise and Vibration – KM Chng completed the final Noise and Vibration Report and was submitted to RTD on June 26th.

System Integration – Meetings continue between civil design and system design teams to coordinate and integrate design interfaces for the upcoming progress submittal on July 26. This is based largely on incorporating the VE proposals into the design to a approximate 65% level of completion.

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

- Final RTD Board approval of VE proposals from December 2006 study session as well as additional proposals generated by RTD staff, expected in May 2007; but has since been delayed and extended to July 2007.
- Establishing a firm revised project budget, accepted VE proposals, and a modified design scope of work with cost-to-complete for the remainder of final design for RTD Board approval by no later than May 2007. In June, the RTD Board approved a budget increase to DEA's contract for \$6.9 million and to FRSC's contract for \$2.0 million. Amendments were processed this period.



Overall Schedule Status (Cont.)

Key milestone dates (Cont.)

- Draft EA to agencies for review in May, followed by the 30-day public comment period and a public hearing in late June; this has been extended due to continued discussion of VE proposals by RTD with stakeholder agencies. Draft EA submittal is now expected in August, with a public hearing in mid September.
- Advancement of civil and systems design to a uniform level by July 26, incorporating VE proposals and valid 65% review comments, followed by a more complete construction cost estimate for the project on July 27. This is necessary to complete the New Starts process in August 2007 and commence the Risk Assessment
- 90% Design Submittal is proposed for November 19.

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

- Internally, the design team must: complete geotechnical investigations for bridge, tunnel, wall, and station designs; perform field surveying to confirm ROW and property acquisition parameters, followed by legal descriptions and ROW Plans; and develop design elements, including VE elements, to a level sufficient for a consistent project definition along the entire corridor. The sufficiency and accuracy of the design are dependent on the activity described immediately below.
- Externally, RTD and its agency stakeholders and other third parties must resolve policy and administrative issues, particularly with respect to outstanding VE proposals, to finalize the program for the LRT stations, track alignment alternatives, bridge designs, and drainage improvements to allow civil, structural, architectural and urban design to proceed in an integrated, effective, and time-efficient manner.

Third Party Agreements

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

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

Status on IGAs:

- CDOT - Master IGA signed and executed; work to start on IGA for construction phase.
- City of Lakewood - Master IGA updated and re-issued to reflect incorporation of the VE proposals; meeting scheduled for July 16th to negotiate IGA.
- City of Lakewood - Separate IGA for City funding of two bike bridges at Wadsworth and Kipling signed and executed. Final design will be included as part of updated 65% submittal in July; amendment to IGA required for construction.
- City of Lakewood - ROW IGA covering the disposition of excess RTD ROW, and establishing a joint RTD/City petitioner process for acquiring private ROW for necessary public improvements along the corridor submitted to City - comments still pending from the City.
- City of Lakewood - Completed negotiations on Wadsworth Station IGA covering the proposed station enhancements to be funded separately by the City; final IGA issued to City for city council approval that is expected at their July meeting.
- City of Lakewood - Tree replacement IGA to establish a program to be administered by the City to plant new trees on properties impacted along the 13th Avenue corridor; City is supportive of this program; a final draft has been submitted to City for approval.
- Jefferson County - Master IGA being updated and re-issued to reflect incorporation of the VE proposals; meeting scheduled for July 16th to negotiate IGA.
- City of Golden - Master IGA updated and re-issued to reflect incorporation of the VE proposals; meeting scheduled for July 16th to negotiate IGA.
- City/County of Denver - CCD and RTD have reviewed and discussed a 2nd draft IGA; CCD has committed to provide an updated draft by the end of July .
- UDFCD - MOU signed and executed by both parties.
- GSA - No IGA is required.

Third Party Agreements - IGAs: (Cont.)

Activities Planned for Next Period:

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

Status on Master Utility Relocation Agreements:

The West Corridor project requires the development, negotiation and execution of corridor agreements with local public agencies and with private utility companies. The West Corridor has identified approximately 48 utilities as having conflicts with the planned LRT facilities. RTD has negotiated and signed separate utility agreements with the majority of the utilities.

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

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

Progress during the month of June included:

- Work Orders: Issuance of work orders continued for the utility Relocations from the Jefferson County end of line station to Quail and from Quail to Harlan.
- Design: RTD continues to work with the utility companies to assist them in the design of their utility relocations based on the VE changes to the corridor design. This is being accomplished through many group meetings and design workshops with Xcel, Qwest and Comcast. Utilities are awaiting the 65% design to complete certain elements of the relocation designs.
- Working with Utilities and CM/GC to plan for Richey Park box culvert design and construction. RTD is looking at having the utilities go off the 13th Avenue corridor east of Garrison due to the narrow corridor constraints and a need for an easement at outlet box at Zephyr. This would eliminate the need for an early construction start on the box culvert, and provide additional time for Xcel to remove their existing pole line.

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

Activities Planned for Next Period:

- Issue work orders for the area from Harlan to the Auraria station next month.
- Xcel to continue construction on relocating utilities from Quail to Kipling; Qwest and Comcast to follow.
- Lakewood will complete their sewer design following receipt of the updated 65% design drawings. City is planning on a February 2008 construction start.
- Commence an internal review of the updated 65% design submittal.

Environmental Compliance

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

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

- Assisted RTD with CCD discussions about Decatur
- Reviewed plan for alternative Sheridan Station; prepared analysis of issues
- Reviewed noise and vibration public meeting materials
- Reviewed Federal Center EIS
- Coordinated with RTD concerning ridership related to conformity
- Reviewed new channel design
- Modified FFGA schedule
- Participated in three meetings related to FFGA
- Continued preparation of EA
- Continued preparation of Section 404 permit
- Attended PMT and Stakeholder meetings

Activities Planned for Next Period:

- Calculate wetland impacts
- Finalize Section 404 permit sections on avoidance alternatives
- Finalize first draft of EA
- Prepare for public meeting on July 18
- Attend PMT and Stakeholder meetings



Quality Management

The RTD FasTracks team has implemented a systematic quality management oversight (QMO) program based on the FTA Quality Assurance/Quality Control Guidelines, and the international standard for quality systems, ISO 9001.

During the month of June, the FasTracks Quality Management Consultant (QMC) conducted a training module for RTD managers who will be involved in conducting quality audits of contractor management systems, such as document control, quality assurance, system safety, etc. In addition, the QMC presented a proposed approach to the Quality Management Committee for tracking and analyzing materials testing results during construction. The decision on this approach is still pending.

Other support activities in June included participation on the Division 1 specification writing task force (Quality Assurance/Quality Control specifications), the Electronic Content Management System task force, the FasTracks schedule workshop, the Quality of Life Study task force, and the West Corridor pre- risk assessment workshop. The quality assurance division will continue to advise and support all project and program level activities.

Activities Planned for Next Month:

- RTD Quarterly Quality Management Review (rescheduled)
- Coordination with CDOT to identify applicable design criteria to be verified during West Corridor 90% design review
- Review and comment on West Corridor System Safety and Security Plan



Public Involvement

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

Elected Officials

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

The elected officials briefing was held on June 14; the July meeting is scheduled for July 13.

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 June 12 and again focused primarily on the status of remaining VE items, status of IGAs for the West Corridor project, city-proposed changes at Wadsworth and Decatur, EA process and update on PI activities.

Community

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

- Arranged venue and logistics and assisted RTD with presentation for Elected Officials briefing of June 8.
- Scheduled and supported several neighborhood meetings regarding results of noise study on June 19, 26, 27 and 28.
- Attended Agency Stakeholders coordination meeting on June 14.
- Prepared and distributed June Newsletter to UDC, Elected Officials and agency stakeholders regarding project status and public meetings.
- Prepared notifications of EA public meeting scheduled for July 18.
- Attended Lakewood Optimists meeting on June 13 to provide project update.
- Attended COL neighborhood meeting on June 14 regarding noise walls.
- Maintained Web site with updates on project calendar, DFC Master Plan information, and public comments regarding VE proposals and noise demonstration.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.

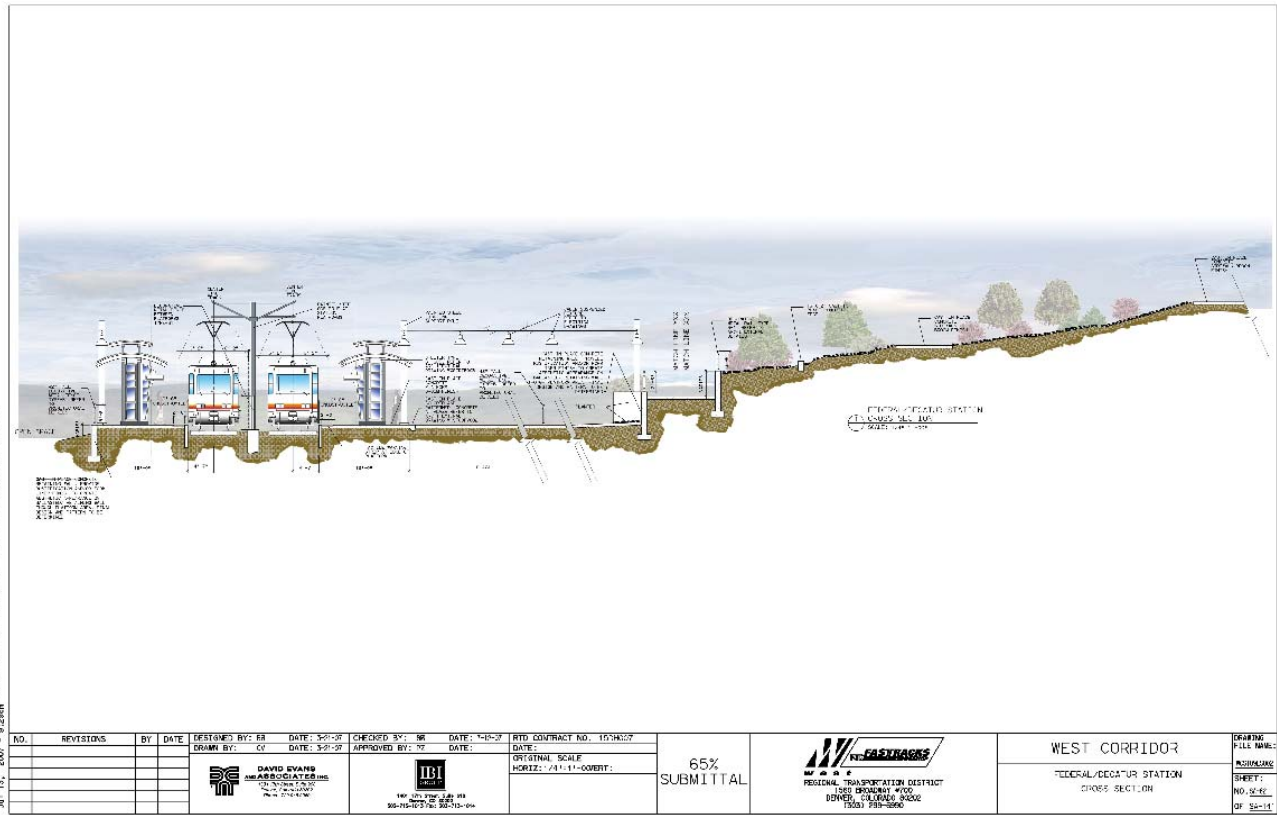


Community (Cont.)

PI Activities Planned for Next Period:

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

Current Decatur Station Cross Section



Right-of-Way Status

Approximately 100 parcels were identified in Preliminary Engineering as being impacted by corridor construction. These parcels are being re-evaluated as part of the updated 65% design submittal for: current property use, partial or full take considerations, easements (construction, permanent, drainage, etc.), environmental factors, and relocations.

A corridor Real Estate Acquisition and Management Plan (RAMP) was developed and submitted to the PMOC on September 7 with comments received in early October. Re-submittal of the RAMP has been dependent on final disposition of the Value Engineering proposals and additional design development that incorporates VE proposals; the updated RAMP is scheduled to be re-issued in mid August.

Progress this Period:

- Assisted RTD with CCD discussions about Decatur
- Reviewed plan for alternative Sheridan Station; prepared analysis of issues
- Reviewed noise and vibration public meeting materials
- Reviewed Federal Center EIS
- Coordinated with RTD concerning ridership related to conformity
- Reviewed new channel design
- Modified FFGA schedule
- Participated in three meetings related to FFGA
- Continued preparation of EA
- Continued preparation of Section 404 permit
- Attended PMT and Stakeholder meetings

Activities Planned for Next Period:

- Calculate wetland impacts
- Finalize Section 404 permit sections on avoidance alternatives
- Finalize first draft of EA
- Prepare for public meeting on July 18
- Attend PMT and Stakeholder meetings



DBE Participation

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

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

The DBE goals established for the West Corridor project and the actuals to-date are shown below. David Evans & Associates have dropped below their goal of 21.0% for five consecutive periods due to their Value Engineering redesign efforts, and may not be able to meet the established goal. FRSC continues to meet and exceed its established goal of 12.0 %. DCTG's goal has improved substantially this period with the removal of the existing trackwork on the corridor well underway. This work has been assigned to their DBE subcontractor, Curdco, LLC.

Firm	DBE Goal	Actual for April 2007
David Evans & Associates	21%	19.0%
FRSC	10%	12.0%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	18.9%