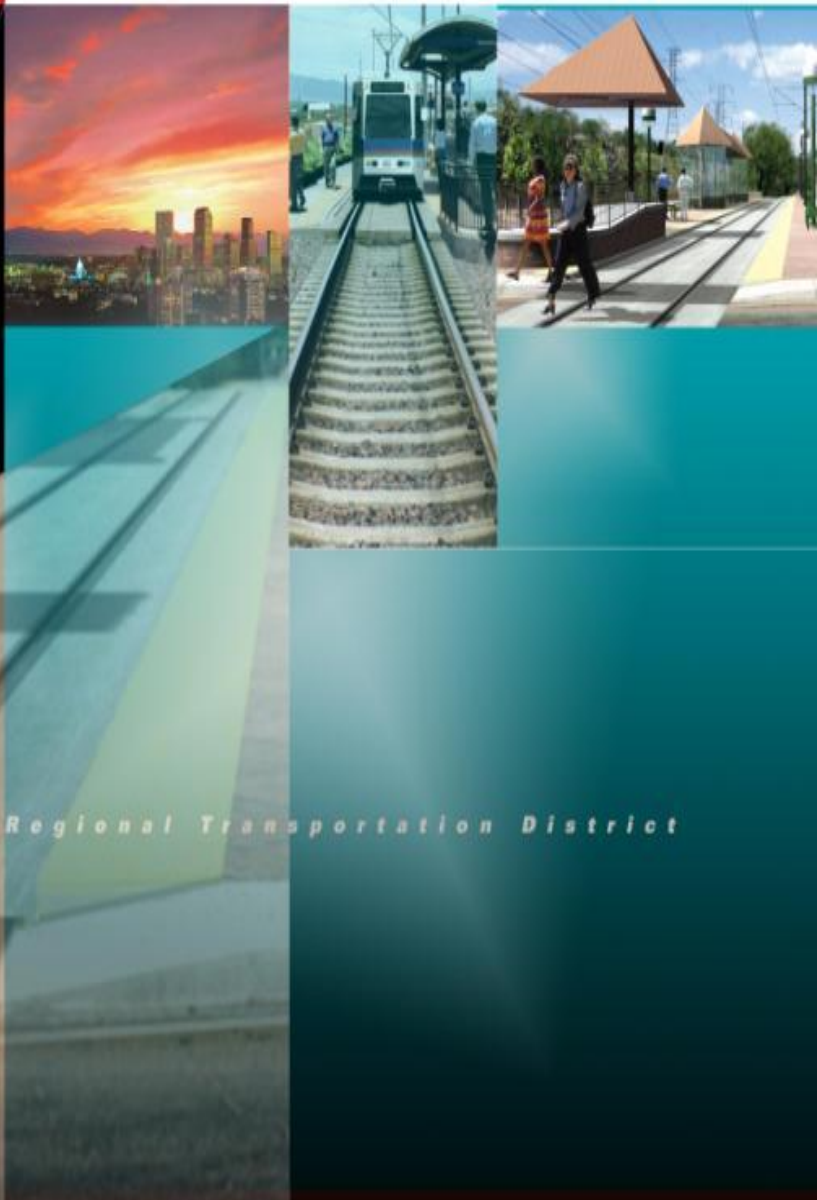




West Corridor LRT Project Progress Report



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
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
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.

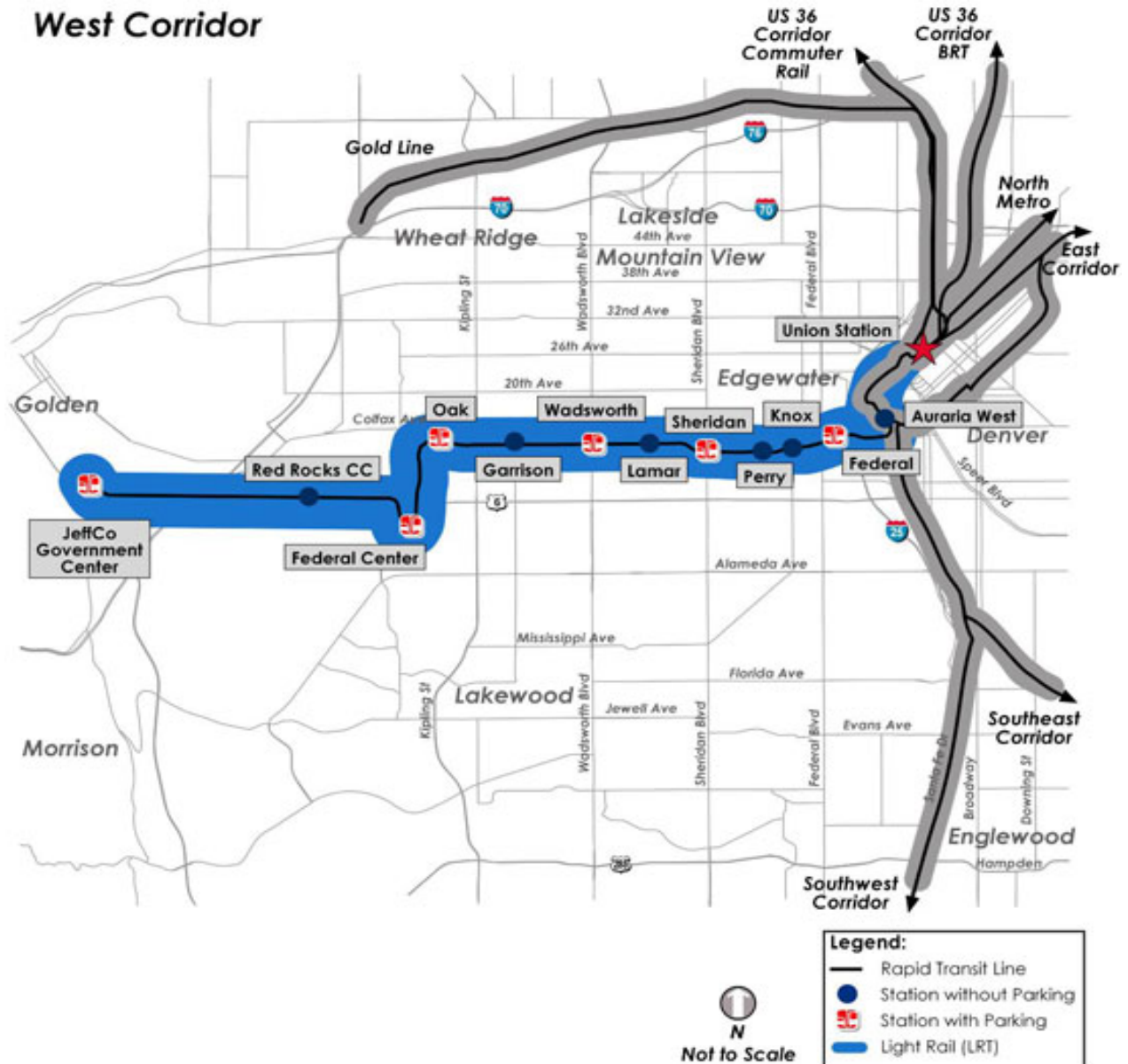
The West Corridor project consists of 12.1 miles of Light Rail Transit (LRT) extending from the existing light rail line at Auraria West Station, west across the South Platte River, then west traversing the existing Associated Railroad right-of-way between Decatur Street in Denver and Quail Street in 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 (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, 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/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 originally planned for March 2007 has been postponed until the May board meeting.

Project Map



Alignment Segments



City/County of Denver Segment

Auraria - Sheridan: Starting at a relocated Auraria West Station on the Central Platte Valley Corridor, the line will head southward under the Colfax viaduct and cross at-grade with Old Colfax Avenue. The alignment becomes elevated and turns westward while flying over the Consolidated Main Line freight tracks. The line will then continue westward, crossing under the existing Interstate 25 structure and transitioning to the former Associated Railroad and Denver Interurban Transit line through Denver across the South Platte River through Rude and Paco Sanchez Park to a proposed LRT overpass over 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: 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 value engineering and cost containment solutions throughout the final design phase. A list of VE proposals and recommendations have been tabled by RTD and continue to be discussed with stakeholders. VE recommendations originally slated for RTD Board for action in March have been postponed until May to allow additional time for discussion and resolution. May board action is important to meet upcoming milestones for the project.
- Obtain FTA approval on alignment changes and other VE proposals as part of EA process underway; original submission of draft EA document to FTA in late December 2006 has been postponed to May/June 2007 timeframe pending RTD board approval of VE proposals and mitigation of possible impacts that may need to be addressed in EA; public hearing re-scheduled to early August 2007.
- Jefferson County end of the line station: Alternative station location and parking layout developed; design progress is being discussed with Jefferson County and the City of Golden.
- 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. Noise mitigation barriers are recommended to be integrated with guideway ballast walls. *VE proposals to use alternative materials for sound walls as well as privacy fences in lieu of noise barriers, are continuing. A public outreach process is planned.*
- 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 is still required. BNSF is now requiring standard RR vertical clearance of 23'-6" under I-25 structure for Siegel Oil spur line. A reduced width guideway has been accepted to improve clearances at I-25 and to facilitate 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 ongoing evaluation of VE proposals that includes a re-evaluation of the track configuration to just two tracks and side platforms to reduce cost. An third alternative is also being explored that would maintain the Auraria West station and connection to the CPV line in its current location, and eliminate the need for a new station.

Key Project Challenges (Cont.)

- Wadsworth bridge/station issues to be resolved with City of Lakewood: RTD is proceeding 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 would be responsible for design and funding of all incremental costs. *Resolution of City of Lakewood's alternative station design and execution of a IGA between RTD and the City must be resolved in April 2007 to allow the alternative station design to be completed and bid as a bid option as part of the CM/GC's Guaranteed Maximum Price in early 2008.*
- 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.
- 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 is being developed that will allow a more detailed constructability review by the CM/GC.
- Extended public involvement and requests for information by the public may disrupt the final design process if not resolved promptly. The design team continues to support RTD management and PI in engaging and informing the public without compromising design development efforts and the production of contract deliverables. Continued public involvement post-65% submittal needs to be addressed to minimize disruption to focused advancement of final design to 90% completion.
- Establishing agreed work schedules for utility relocations, especially among major owners such as Xcel, Qwest, Denver Water Department, Metro Wastewater Reclamation District, the irrigation ditches, and the various municipal sewer lines - tentative date for completion of utility relocation established as April 2008; work orders for Xcel are now being issued for design work with construction expected to start in May 2007. The S. Platte River environs, Federal Blvd bridge replacement, and the narrow 13th Avenue corridor are greatest challenges.
- Denver Federal Center Station transition plaza, parking, and bus transfer facility on hold pending outcome of GSA master planning concepts and conveyance process for transferring property to RTD - land conveyance not expected to be completed until April 2007. RTD Board has approved the offer to purchase at the March board meeting.
- Negotiate/execute IGAs with CCD, COL, Golden and Jefferson County - Additional progress pending the resolution and approval of VE/Cost Containment proposals. Tentative timetable is Summer 2007.

Key Project Challenges (Cont.)

- 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 are being identified by CM/GC in an updated draft construction schedule. Final RAMP to be issued by July 1, 2007 with incorporation of VE recommendations.
- Prepare and submit FFGA application - Current schedule agreed to by RTD and FTA is based on a risk assessment starting in mid August 2007 with the FFGA application in November 2007 and execution of a FFGA in March 2008.
- Burnham Yard has been removed as possible LRT maintenance facility site due to lack of agreement between RTD and UPRR 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 apparently design relocation of same. *(Confirmation of Burnham Yard lead track relocation requirements with UPRR is required.)*
- LRT over Sheridan Boulevard is currently being considered as a VE proposal; concerns from agency stakeholders regarding traffic circulation and safety, station access, bike-pedestrian trail continuity, neighborhood connectivity, and constraints to future Sheridan roadway improvements.; final decision on this VE proposal delayed until May, 2007.
- 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 is the subject of agency stakeholder concerns; Design team has assessed impacts and provided presentations to stakeholders for prudent application of VE proposal that will not degrade train operations while leaving existing conditions unchanged and not increasing flood plain water surfaces. *(Discussions with stakeholders are ongoing - requires resolution by May board meeting.)*



Summary of Month's Activities

General Progress

In the period through March 31, 2007 the following activities were completed on the project:

- Continued evaluation of all significant Value Engineering proposals including Sheridan LRT Overpass, revisions to RTD Drainage Criteria, trackage and station modifications at Auraria, and single tracking from Denver Federal Center to Jefferson County End-of-line.
- Continue to support the Annual FasTracks Program Evaluation with updated based costs and Value Engineering / Cost Containment costs.
- Continued coordination by RTD and the design team on ROW Plan and property acquisition requirements.
- Presented scope of VE proposal for reduced drainage design criteria to stakeholder agencies at UDFCD on March 1 with follow-up on March 20.
- Held eleventh Elected Officials briefing on March 2.
- Conducted meetings on March 7-9 with prospective systems contractors to review cost savings proposals.
- Held workshop on March 15 with Jefferson County/Golden stakeholders regarding civil and roadway design issues.
- Attended "system integration" meeting at RTD on March 16 for vendor to explain prospective web application system for tracking project issues.
- Participated in PMOC audit of RTD's System Safety Management Plan on March 20; closeout meeting held on March 22.
- Standing systems programwide coordination meetings held on March 14 and March 28.
- Arranged follow-up meeting at UDFCD on March 20 to discuss implications of VE for reduced drainage design criteria. Follow-up meetings scheduled in early April with senior RTD/CCD and UDFCD representatives.
- Hosted quarterly Fire Life Safety Committee meeting on March 21 to review and confirm emergency egress / MOW access locations along the guideway.
- Hosted eleventh Safety and Security Working Group meeting on March 21 to review and confirm master civil CIL for safety certification.
- Held UDC meetings on March 21-22.
- Held meeting with CDOT on March 23 to clarify VE proposal on LRT over Sheridan relative to future roadway improvements to improve substandard sag conditions in gulch area.
- Participated in PMOC review of design control quality on March 27.
- Arranged presentation on March 28 of bridge deck waterproofing methods by Southeast Corridor participants.

Summary of Month's Activities (Cont.)

- Held meetings with CM/GC and design team 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.
- Noise consultant revised draft final Noise and Vibration Report, addressing additional analysis for areas affected by VE proposals, and submitted to RTD on March 23.
- Working on updating noise barrier locations along 13th Avenue segment and finalizing parameters for opt out policy - updated information will be provided to stakeholders and used for public outreach.
- Geotechnical consultant completed incremental geotechnical engineering memoranda to support structural design.
- System safety consultant completed and submitted preliminary Civil Certifiable Items List to RTD for review.
- Systems safety consultant completed and submitted a draft Means of Egress Report to RTD for review.
- Design team working on completing bike bridge feasibility reports for bike bridges at Kipling and Wadsworth that will be funded by the City of Lakewood through a DRCOG grant.
- Updated draft Project Management Plan and Notebook for West Corridor and submitted to PMOC for preliminary review.
- Completed outline for updating "Before and After" Study; updated draft is scheduled to be submitted to PMOC in early July 2007.

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

- 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.
- Draft EA to agencies for review in May/June 2007, followed by the 30-day public comment period and a public hearing in early August and approval of a FONSI by FTA in October 2007.
- Advancement of civil design to a uniform level by July 16 and systems design 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 that will be used for the annual New Starts process and Risk Assessment.
- 90% Design Submittal proposed for November 19.



Summary of Month's Activities (Cont.)

Activities Planned for Next Period

- Continued discussion and determination with RTD and stakeholders of final disposition of VE and cost containment proposals.
- Continued review by project surveying team (DEA, RTD and PMC) of progress and issues related to ROW determination and property acquisition.
- Hold a construction costing discussion on April 5 with DTCG, focusing on earthwork and retaining walls.
- Agency stakeholders coordination meeting scheduled for April 12.
- Elected Officials briefing scheduled for April 13.
- Noise demonstration by KM Chng along 13th Avenue in Lakewood for the community scheduled for on April 14.
- Hold next round of design workshops with Jefferson County/Golden and COL on April 12 and 17, respectively;
- Release responses to agency review comments on 65% design deliverables and schedule tentative comment resolution meetings.
- Host 12th SSWG meeting on April 18.
- 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.

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:

- Participated in meetings with the CM/GC's three potential systems installers over a three day period to provide clarification on specification and value engineering items.
- Revised signal specifications and rail signals block design to reflect VE proposal on single tracking between the Denver Federal Center and Jefferson County end-of-line.
- Started production of a comprehensive 13.2 KJV single line diagram for the entire corridor. This is a new tool for RTD but it should assist in maximizing reliability of the traction power system by identifying potential AC power failure modes.



Summary of Month's Activities (Cont.)

System Progress (Cont.)

- Continued progress on the updating of specification sections for the overhead contact system and systemwide elements.

System Activities Planned for Next Period:

- Review the "track freeze" alignment on April 9; begin final design of the overhead contact system.
- Perform an additional traction power simulation to conform the validity of the previously determine substation locations and the deletion the substation at Indian, VE proposal associated with single track.
- Participate in system interface meetings with the civil design consultant.

Transit Oriented Development (TOD)

- City of Lakewood staff began informational meetings with property owners affected by the transit-mixed use (TMU) zoning re-mapping in the Sheridan, Wadsworth, Oak and Federal Center station areas. RTD staff continues to participate in the development of Lakewood's TOD implementation plan for the Wadsworth station area.
- City and County of Denver staff and their consultants continued work on station area plans for Auraria West and Sheridan, with participation from RTD staff.

TOD Activities Planned for Next Period:

- Lakewood will continue meeting with property owners in preparation for a Planning Commission public hearing on the zoning re-mapping in May.
- Denver will hold focus group meetings for the Auraria West and Sheridan station area plans in preparation for a new round of public workshops in May.

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. 6 - Take up and Recycle Existing Track Materials*
- 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 through the period of March, 2007:

- Task 1 - This task has been closed with respect to the original budgeted hours. The CM/G has continued to expend hours in support of the 65% plan development, schedule development, systems interface with the anticipated phasing for the project and the anticipated refined 65% plans.
- Task 2 - CM/GC Project Manager continued to participate in numerous meetings with stakeholders, design groups and RTD staff supporting ongoing project progress and the ongoing evaluation of the VE proposal and development of added opportunities. Meetings were held with potential DBE contractors and discussions as to work opportunities, mentor support and RTD support were conducted.
- Task 3 - This task has been closed. The CM/GC continues to work closely together with RTD and design groups to seek cost reduction opportunities and to refine previously submitted concepts.
- Task 4 - Task has been on hold pending approval of VE concepts and stakeholder impacts that may impact the sequencing of work activities.
- Task 5 - A draft work sequencing plan has been submitted by the CM/GC for RTD comments. As VE selection is determined and design progresses, additional stakeholder input is evaluated and as work proceeds on Task 11, the work sequencing plan will be refined.
- Task 6 - The task order for the Recycling Report became effective as of March 16, 2007. The first activity under this task has been the preparation of a Scope of Work and Request for Proposals for take-up and recycling of existing track materials on the corridor.

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

- Task 7 - The 65% QA review has been completed and review of the 90% plans is pending development to that level.
- Task 8 - The draft DBE plan was submitted for review and RTD comments are expected in April. Interviews with DBE subcontractors and the assembly of subcontractor information have continued. Early construction items have been analyzed for DBE opportunities and solicitation.
- Task 9 - This task has been completed and closed. Cooperation and coordination with RTD and the design team continues with respect to information requests.
- Task 11 - Work on this task continued. Design refinements, stakeholder participation early work potential and RTD input has been noted and schedule logic adjusted as appropriate.
- Task 12 - The CM/GC has continued to participate in public meetings as scheduled by RTD, stakeholders and the design team.
- Task 13 - Two cost estimates were previously completed. The CM/GC team continues to participate in weekly meetings with RTD and the design team to address design refinements that will affect the refined 65% estimate in the July-August period.
- Task 21 - A meeting was held with RTD to discuss comments received with respect to the Draft DBE Plan presented by DTCG. Modifications to the plan incorporating these comments are ongoing. The DTCG team member of Xcelente attended RTD Board and Stakeholder meetings as a representative of DTCG.

Activities Planned for Next Period

- DTCG will continue to participate in regularly scheduled design review meetings to discuss VE items, the 65% design submittal and other design-related issues.
- 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 special systems coordination meeting will be held April 16th. Systems-related issues for the entire West Corridor will be addressed at this time.
- Special meetings have been scheduled to discuss special issues and/or concepts for tunnel and bridge-type selection. On April 19th, a work session will address tunneling options for the Simms/Union tunnel and the I-70 tunnel and a plan to address the respective challenges presented by each of these locations.

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

- A constructability review of the prior bridge concept for the Federal Boulevard is ongoing by DTCG; however, early determinations indicate the proposed Conspan structure is not feasible given construction phasing constraints. Options to this bridge type are being explored.
- DTCG team members Kraemer Construction and Lawrence Construction have been asked to provide bridge design concepts for the Federal Boulevard Bridge by April 20th. A meeting to discuss these concepts will be scheduled shortly thereafter.
- Proposals will be received for the take-up of existing track as an early work item in order to allow utility relocation within the corridor to proceed. It is planned that the proposals will be evaluated and a purchase order negotiated with the successful contractor in order to allow work to proceed in May 2007. Jackson Construction, one of DTCG's team members is one of two DBE contractors who have been solicited for this work.
- DTCG team members Meza Construction and Alcam Metals have been asked to prepare a design-build proposal to construct three pedestrian bridges and related improvements over the corridor as an early work item that reduces pedestrian impact during future corridor construction operations.
- 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 and resubmitted for review.
- DTCG's Public Information role will continue through participation in public meetings and planning for the May 16th Groundbreaking event.
- DTCG continues to work with RTD to secure purchase information with respect to long-lead items and major materials that can be purchased in advance of the Notice to Proceed to reduce the impact of volatile construction material price increases. Steel plate for bridge girders, concrete ties and rail materials are the most notable of these materials. DTCG Team Member Alcam Metals is in place to provide trucking, material handling, storage and unloading services as needed.



Project Cost Summary

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

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

West Corridor Baseline Budget

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



Project Cost Summary (Cont.)

		<u>Base Year 2005</u>	<u>Year of Expenditure</u>
2. Stations, Stops		\$ 53,697,000	\$60,291,000
	<u>Stations</u>		
	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
		<u>+ p-n-R/Structure</u>	
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>
			\$512,792,000
	SUBTRACT Before and After Study		<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:

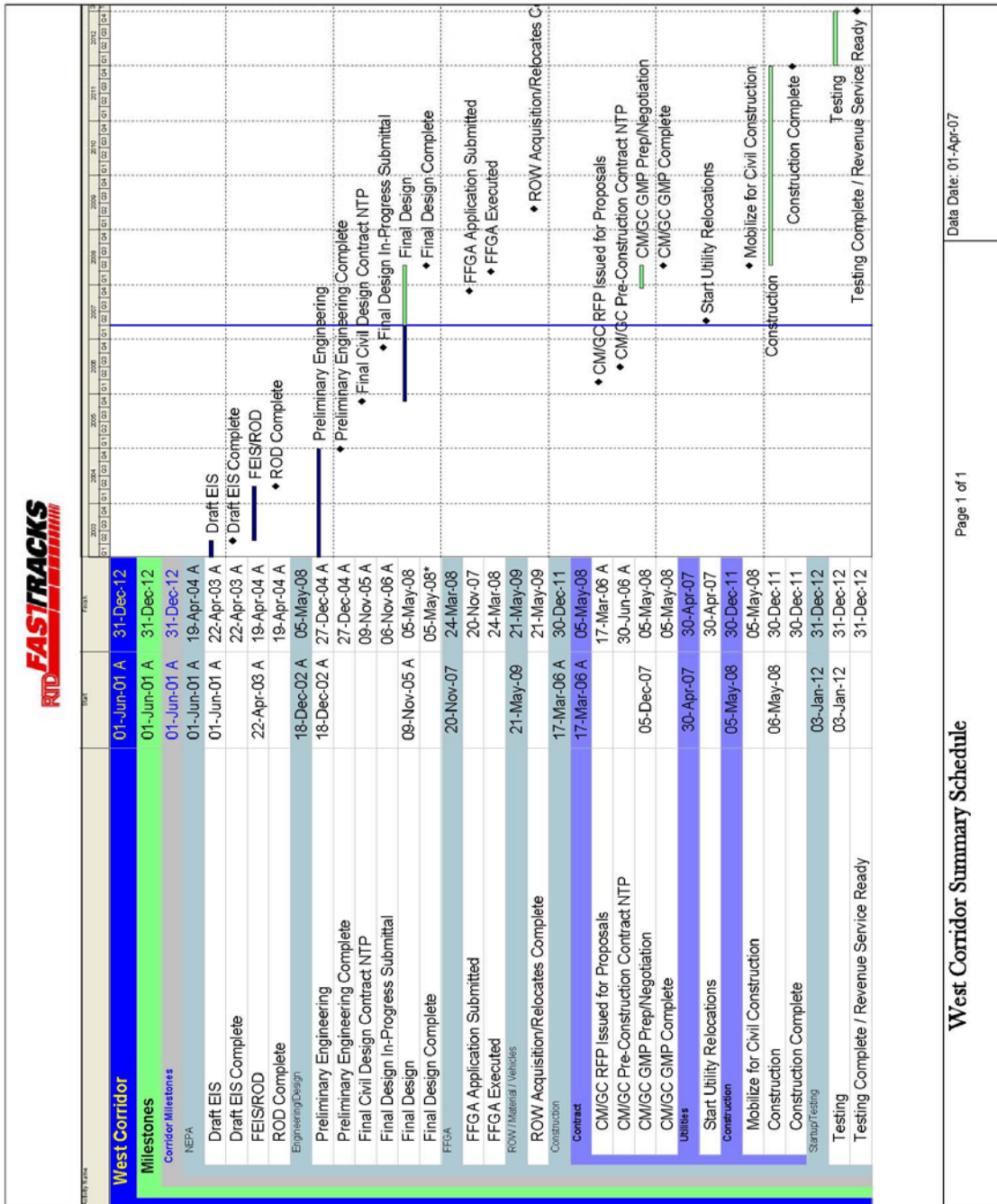
- Unallocated contingency assigned to current or future contracts to address changes in scope and unknowns during final design and construction.

Contract Awards: The Table below covers the period through February 28, 2007.

Contract #	Contractor	Scope	Approved Amount	Award Date
15DH007	David Evans and Associates	Final Design	\$13,130,478	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	\$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	\$3,023,796	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			\$51,514,449	

Project Schedule

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



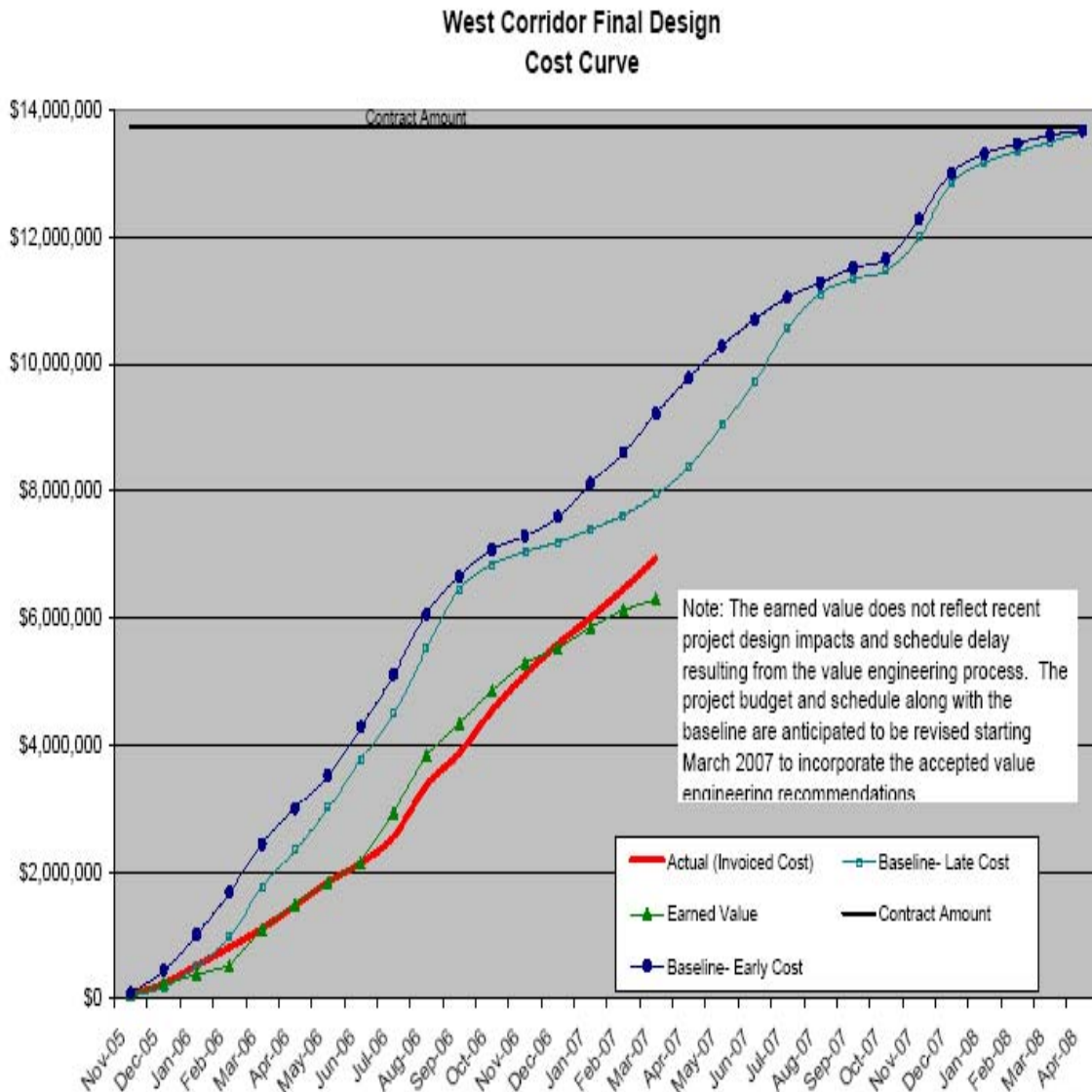
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West Corridor Summary Schedule

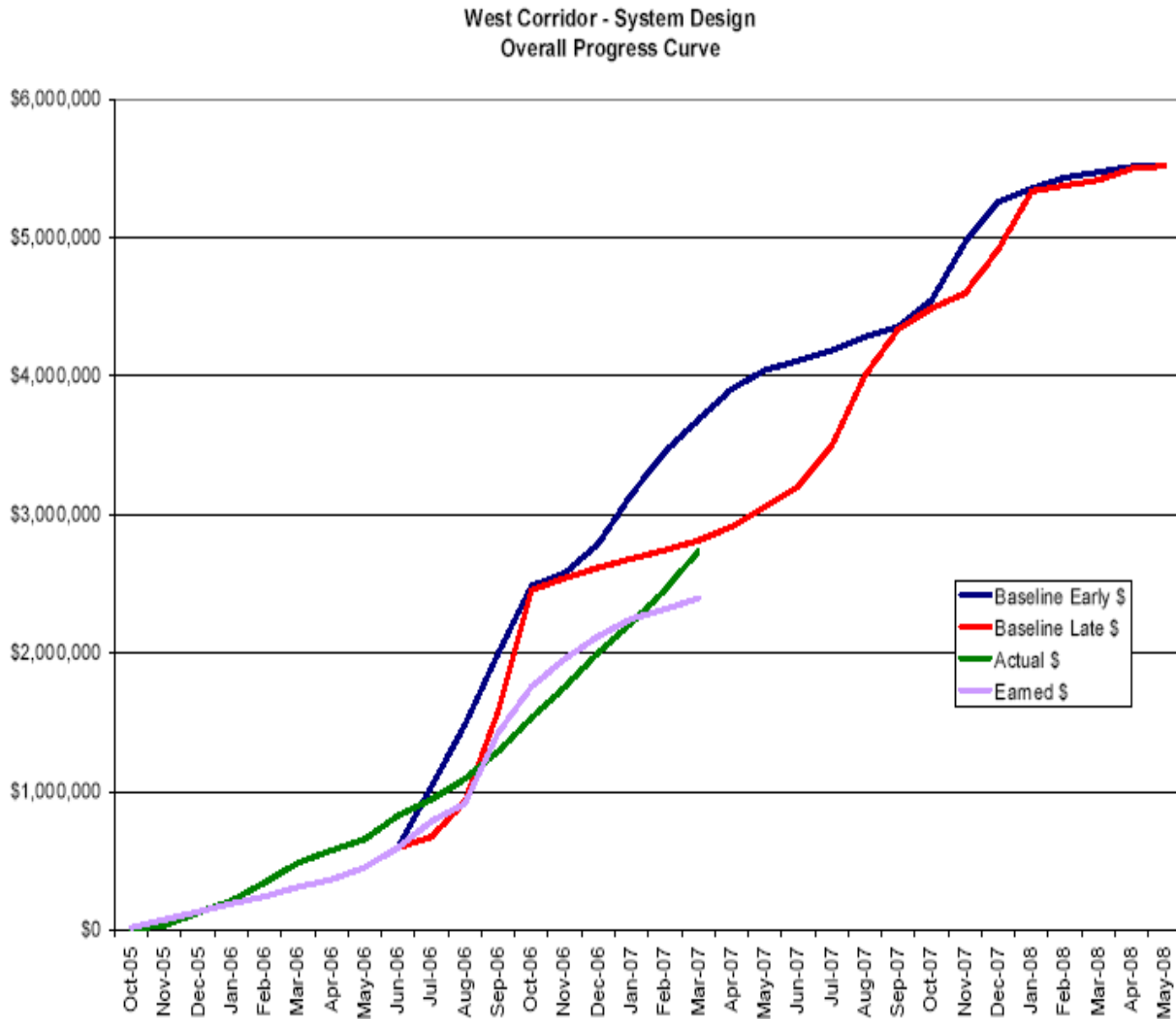
Cost Curve - Civil Design

The earned value reported this period does not reflect recent project design impacts and schedule delay resulting from the value engineering process. The project budget and schedule along with the baseline are anticipated to be revised starting April 2007 to incorporate the accepted value engineering recommendations.



Cost Curve - Systems Design

The earned value reported this period does not reflect recent project design impacts and schedule delay resulting from the value engineering process. The project budget and schedule along with the baseline are anticipated to be revised starting April 2007 to incorporate the accepted value engineering recommendations.



Overall Schedule Status

The current schedule update with progress through March 31, 2007, shows a critical path calculation of zero (0) total float. Key decisions regarding the VE proposals are required in order to confirm project scope and budget and allow continuing design to support the FFGA application. A brief summary of the major schedule elements is presented below:

Final Design Project Management – Project Management tasks continue, including Project Progress meetings with RTD, Community Involvement Program meetings, Agency Stakeholder and Elected Officials meetings, Quality Management, partnering and coordination with DTCC and FRSC, and administrative activities in support of the contract. A estimated cost to complete final design, including incorporating VE proposals into the project has been submitted by the design teams. Due to difficulties in bringing the VE process to closure for approval by the RTD Board in March, design consultant contract increases (DEA and FRSC) have also been similarly delayed.

Utilities – Field verification of potential conflicts was completed in March by potholing. Design team continued to support RTD coordination with private utilities to initiate early utility relocation.

Drainage – The team provided a technical analysis pursuant to the VE proposal to reduce the drainage design criteria from the 100-year event where feasible, without adverse impacts to adjacent properties and train operations. Technical Presentation was made on March 1 with a follow-up meeting on March 20 to UDFCD, Denver, and Lakewood.

Civil, Track Design, and Roadway – CDOT signed off on the TEM process with minor exceptions and conditions that were subsequently responded to by RTD. The current new configuration for a US 6/Indiana Flyover, part of the VE proposal to single track from DFC to Jeffco, will be reviewed and accepted by CDOT as an amendment to the TEM. Additionally, CDOT has requested consideration by RTD for accommodating future profile improvements for Sheridan with the VE proposal to for a LRT overpass over the roadway.

Track Alignment – It is anticipated that design revisions may 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 as well as preparing for "freezing" of track on April 9 for integrated designs by DEA and FRSC to ensue.

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 by this summer for advance procurement of steel and fabrication. To date, design of the 6th Avenue, S. Platte River, and new US 6/Indiana Flyover bridges is proceeding. However, the CML Flyover and Wadsworth are on hold, due to the VE proposal affecting the alignment into a reconfigured Auraria station and the uncertainties regarding the relocation of the Burnham Yard lead and the protracted process by COL for bringing their architect consultant on board to design an alternative station at Wadsworth. Design was completed for the concrete box culvert at Oxbow and continues for the Decatur and Kipling bridges that will include a bike bridge design at Kipling funded by the COL.

Overall Schedule Status (Cont.)

Retaining Walls: Design team prepared a matrix of the wall types and locations, including geotechnical information regarding soils conditions, to facilitate the assessment of design changes and cost estimating in collaboration with the CM/GC. Application feasibility and cost implications continue to be discussed between the design team and DTCC pursuant to continued analysis by design staff to reduce or eliminate walls along the LRT alignment.

Noise Walls: Noise wall work this month consisted of confirming concepts in tandem with ballast wall design, particularly along 13th Avenue; advancing design will be dependent on VE proposals and proposed RTD policies on opting-out and as well confirmation of the extent of mitigation measures.

Stations – It is anticipated that some design modification will be required as a result of agency review comments as well as VE Study proposals, including RTD's decision to build three-car platforms for opening day.

Parking Structures – No progress, in response to RTD's direction to put "hold" on the structures at Sheridan and Wadsworth.

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

System Safety and Security – Civil and systems CIL for West Corridor had been compiled jointly between DEA and FRSC and submitted to RTD for review and further discussion; the master civil CIL was confirmed at a follow-up SSWG meeting on March 21. The Means of Egress and Station Emergency Evacuation reports prepared by IEI are being reviewed by RTD. At the quarterly meeting of the FLSC on March 21, emergency egress and MOW access points were reviewed and confirmed or tabled for further analysis.

Surveying – Bi-weekly coordination meetings continue with RTD/PMC and project surveyors for ROW issues and resolution, ROW Plan preparation, and property acquisition requirements. The background existing property boundaries and ownership and public rights of way are essentially complete for the ROW Plan. The ROW Plan is awaiting "freeze" track next month for determination of LRT alignment impacts on adjacent properties for acquisition purposes.

Geotechnical – Drilling resumed as weather permitted during the month. Bridge sites continued to be the priority (the Union Blvd underpass, as well as the US6/Indiana and CML flyovers, both affected by VE proposals, remain to be completed); however, borings for retaining walls were being obtained concurrently whenever possible. A draft technical memorandum for completed geotechnical work to support design was prepared for the bridge site at the S. Platte River.

Noise and Vibration – KM Chng analyzed additional noise impacts due to the existing RTD standard operating procedure (SOP) of sounding on-board bells and gongs upon approach to stations. A revised report was submitted during the month, but will not be finalized until after additional assessments of changed impact areas due to VE proposals and the implications resulting from adoption of the RTD policy for moderate impact mitigation measures.



Overall Schedule Status (Cont.)

System Integration – With the approval of VE recommendations, regular meetings continue between civil design and system design teams to coordinate and integrate design interfaces. A system interface matrix has been prepared and a system integration software package is being readied for implementation on the FasTracks program although the delay in implementing this system interface may dictate that just internal and intra design review processes and due diligence be used for the West Corridor project.

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

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

Third Party Agreements

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

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

Status on IGAs:

- CDOT - Signed and executed
- City of Lakewood - Master IGA on hold pending review of S. Platte River funding requirements in IGA with City/County of Denver that applies to all local jurisdictions along West Corridor and changes resulting from incorporation of the VE proposals.
- City of Lakewood - Separate IGA for City funding of two bike bridges at Wadsworth and Kipling signed and executed. Draft feasibility study presented to the City in January 2007; final feasibility report in progress and will be submitted to City in early April for approval along with cost proposals for final design.
- 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 pending.
- City of Lakewood - Wadsworth Station IGA covering the proposed station enhancements to be funded separately by the City drafted and submitted to the City for comment.
- City of Lakewood - Tree replacement IGA to establish a program proposed to be administered by the City to provide impacted property owners along the 13th Avenue corridor an opportunity to obtain and plant new trees impacted by the project; draft in progress by RTD.
- Jefferson County - Draft IGA on hold pending any changes resulting from incorporation of the VE proposals.
- City of Golden - Draft IGA on hold pending any changes resulting from incorporation of the VE proposals.
- 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 2.5 percent local agency contribution amount for the corridor of \$12.8 million. CCD and RTD have reviewed and discussed a 2nd draft IGA; further progress pending the resolution and approval of VE proposals.
- UDFCD - MOU signed and executed by both parties.
- GSA - No IGA is required

Third Party Agreements - IGAs: (Cont.)

Activities Planned for Next Period:

- Start to identify any changes in the draft IGAs with City/County of Denver, City of Lakewood, Jefferson County and Golden relative to the VE process.
- Discuss supplemental IGA with City of Lakewood on Wadsworth Station; follow up on status of comments from the City on a ROW IGA and submit a draft tree replacement IGA to the City.

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 February included:

- First round of Potholing was completed.
- Continue to work with RTD legal and right-of-way staff on terminating the existing license agreements and writing new ones or amending the old ones as applicable.
- Xcel to start construction on relocating utilities from Quail to Kipling, beginning in May, Qwest and Comcast to follow.
- Continue to process and sign off on work orders. Focus will be with Xcel, Qwest and Comcast on relocation design.



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

Activities Planned for Next Period:

- Continue to process works orders from Kipling to Garrison. Focus will continue to be with Xcel, Qwest and Comcast on relocation design.
- Work with Legal and right-of-way staff on terminating the existing license agreements and writing new ones or amending the old ones as applicable.
- Work with other utility companies to begin design where the VE design changes will not affect the previously identified utility relocations.

Environmental Compliance

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

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

- Continued to assist RTD with evaluation of VE items.
- Provided input into Sheridan Grade Separation white paper
- Continued to assist RTD with public and agency involvement.
- Continued to assist in issues resolution.
- Began work on the Draft EA and Section 404 permit.
- Prepared new EA graphic
- Determined new EA schedule.

Activities Planned for Next Period:

- Continue with EA modifications and evaluations of impacts attributed to proposed VE changes.
- Schedule 404 meeting in the field to review proposed VE changes.



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 March, the designers performing work on the West Corridor continued to review RTD's comments from the last design review, and forward their responses to RTD. At the time of this writing, about 88% of RTD's comments have been dispositioned. These responses are recorded in RTD's QMO database, and will be used to verify compliance during future design reviews.

RTD's internal quality auditor finalized and issued her report concerning RTD's management of the NEPA process. Although the West Corridor had previously completed its FEIS, there was a supplemental EA underway that was included as part of this audit. The auditor's recommendations for improvement are currently being reviewed by the RTD Systems Planning division and FasTracks Environmental Resources Group (FERG). RTD will continue to conduct internal quality audits of its key management processes in order to identify opportunities for improvement.

Activities Planned for Next Month:

- RTD Quarterly Quality Management Review (postponed from March)



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.

RTD brought back the recommended VE proposals and discussed stakeholder comments and next steps at the elected officials briefing on March 2.

Stakeholders

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

The stakeholder meeting for the current period was held on March 8 and focused primarily on the VE process and VE recommendations for the West Corridor project.

Community

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

- Developed outreach plan with RTD to address Denver concerns regarding adequate input to Sheridan VE proposal; elements included format for March 21 UDC meeting, focusing Coffees with Dennis on Sheridan issue, preparing fact sheet to highlight VE proposal and issues, attending community meetings to discuss issue, and posting information for comments on Web site.
- Arrangements for next round of Coffees with Dennis in April.
- Elected Officials briefing held on March 2.
- Prepared materials for UDC meetings in March; arranged and facilitated UDC meetings on March 21-22.
- Handled logistics, and prepared notification for Elected Officials briefing scheduled for April 13.
- Arranged and discussed logistics for LRT noise demonstration to community scheduled for April 14.



Community (Cont.)

- Prepared and distributed March Newsletter to UDC, Elected Officials and agency stakeholders regarding project status and public meetings.
- Held meeting with COL on March 7 to discuss public input process and timing of VE proposals.
- Held community meetings regarding project status with: Jefferson County Realtors Association (March 1), Glennon Heights HOA (March 14), Jefferson County Schools (March 15), and Golden Town Hall (March 16).
- Coordinated project web site changes with RTD and Neighborhood America.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.

PI Activities Planned for Next Period:

- Summarize all stakeholder and public comments on VE process; continue to work with individual stakeholders on resolution of VE proposals.
- Schedule and Conduct the next round of Coffees with Dennis in April.
- Prepare for elected officials briefing on April 13.
- Prepare for Noise demonstration to the stakeholders and public on April 14.

Right-of-Way Status

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

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

Progress this Period:

- Reviewed right-of-way cost estimate spreadsheets as input to the Annual Program Evaluation process.
- Provided information to property owners concerning project status and schedule. Met with owners and sent information by mail.
- Met with David Evans & Associates for the development of right-of-way plans.
- Reviewed and commented on the scope of work for both the Acquisition and Relocation Services RFP and the Legal Services RFP.
- Worked with H C Peck to provide David Evans & Associates title information for West Corridor.

Activities Planned for Next Period:

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



DBE Participation

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

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

The DBE goals established for the West Corridor project and the actuals to-date are shown below. David Evans & Associates have dropped below their goal of 21.0 % for two consecutive period but are still expected to recover in subsequent periods. DCTG's goal continues to improve.

Firm	DBE Goal	Actual for March 2007
David Evans & Associates	21%	19.0%
FRSC	10%	12.6%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	8.0%