



West Corridor LRT Project Progress Report



Regional Transportation District



TABLE OF CONTENTS

LIST OF ACRONYMS *ii*

PROJECT SUMMARY - BASELINE 1

PROJECT MAP 2

ALIGNMENT SEGMENTS 3

KEY PROJECT CHALLENGES 4

SUMMARY OF MONTH’S ACTIVITIES 7

 GENERAL PROGRESS 7

 SYSTEMS PROGRESS 10

 TRANSIT ORIENTED DEVELOPMENT 11

 CM/GC PROGRESS 12

PROJECT COST SUMMARY 17

 CONTRACT AWARDS 19

 COST SUMMARY 20

 PROJECT SCHEDULE 21

 COST CURVE - CIVIL DESIGN 22

 COST CURVE - SYSTEMS DESIGNS 23

OVERALL SCHEDULE SUMMARY 24

THIRD PARTY AGREEMENTS 28

ENVIRONMENTAL COMPLIANCE 30

QUALITY MANAGEMENT 31

PUBLIC INVOLVEMENT 32

RIGHT-OF-WAY STATUS 34

DBE PARTICIPATION 35



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
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.

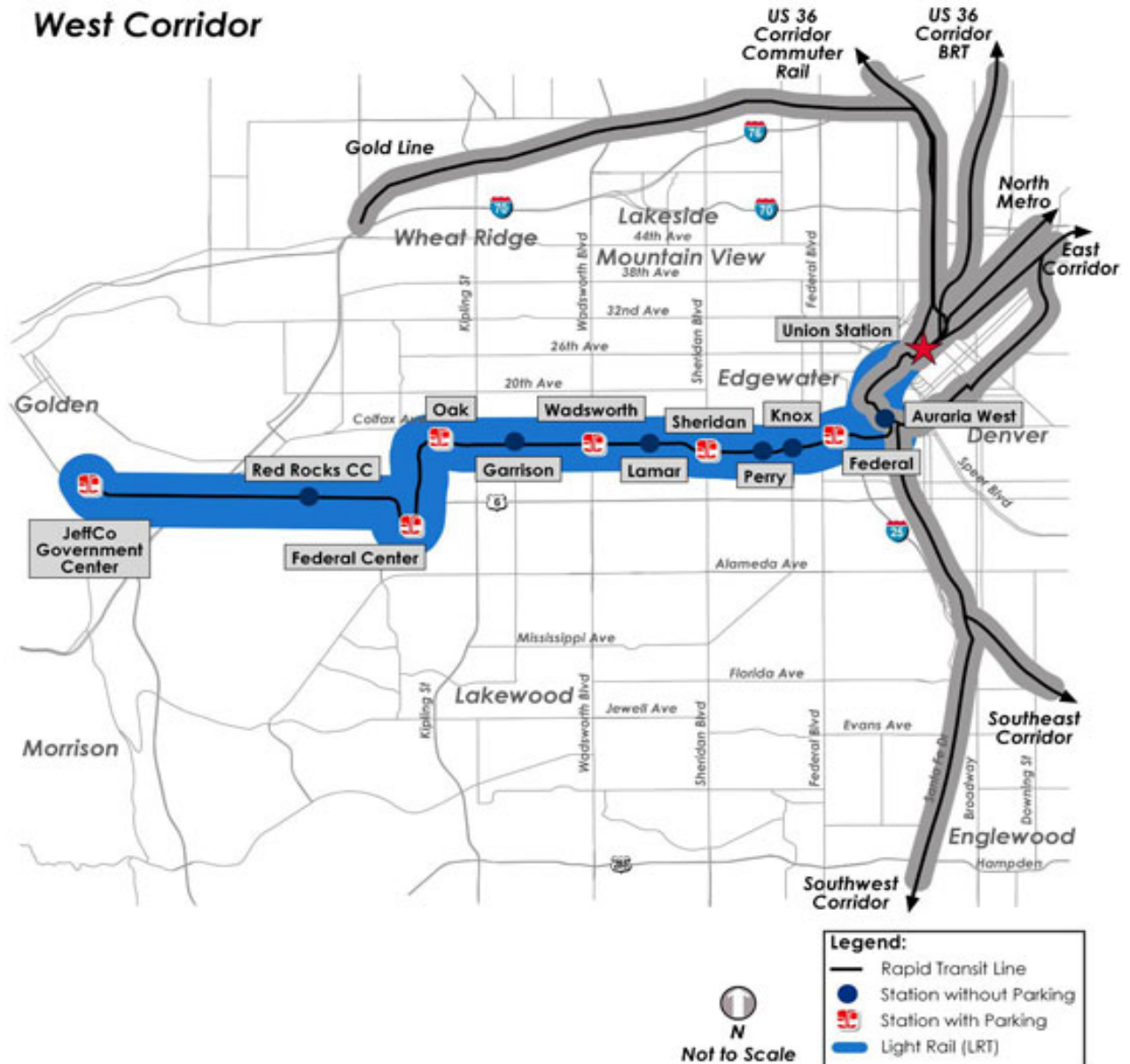
The West Corridor project consists of 12.1 miles of Light Rail Transit (LRT) extending from the existing light rail line at Auraria West Station, west across the South Platte River, then west traversing the existing Associated Railroad right-of-way between Decatur Street in Denver and Quail Street in 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 are on the June 19 board agenda.

Project Map



Alignment Segments



City/County of Denver Segment

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

City of Lakewood Segment

Sheridan - Indiana Street Leaving Sheridan, the line continues along the Associated Railroad right-of-way up to Quail Street and continues through the Lakewood Industrial Park, and crossing West 6th Avenue into the Denver Federal Center. From the Denver Federal Center, a single track alignment is 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. The majority of the VE proposals and recommendations have been finalized. Five significant items including Single Track, Sheridan, Drainage, Auraria and Federal/Decatur Station have been postponed until the June 19 RTD Board meeting. It is critical to resolve these remaining five items to avoid impacting the upcoming Risk Assessment and November 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 - July 31 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 including the Federal/Decatur station and drainage improvements have been selected and impacts can be evaluated by the FERG. Prolonged debate between RTD and stakeholders on VE proposals will jeopardize EA schedule. Current schedule is draft EA document to FTA on July 16, 2007 with a tentative public hearing date delayed until September 19, 2007 and formal approval by FTA by November 2, 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 decision is required by the June 19th RTD Board meeting to avoid impacting the Risk Assessment, EA and 404 permit process. RTD would need to be held cost neutral on any cost impacts.
- **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. *Additional public outreach process is planned.*
- **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 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: Resolution 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 would be responsible for design and funding of all incremental costs. *Agreement on City of Lakewood's alternative station design and execution of a IGA must be completed by Summer 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 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.
- 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 now scheduled to 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 a decision on a sole source offer by hospital developer to develop and bus and parking facilities for RTD. Full land conveyance planned by September 2007.
- 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 on August 17 2007 with incorporation of VE recommendations inot 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 the FFGA application date set for 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.
- 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 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 needed by late June.*
- 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 May 31, 2007, the following activities were completed on the project:

- Continued to support of all significant Value Engineering proposals including Sheridan LRT Overpass, revisions to RTD Drainage Criteria, trackage and station modifications at Auraria, and single tracking from Denver Federal Center to Jefferson County End-of-line.
- Continued coordination on ROW Plan and property acquisition requirements.
- Attended discussion of TOD planning at Sheridan with CCD on May 1.
- Attended meeting at RTD for update of VE process status on May 1.
- Discussed early construction schedule with RTD and DTTCG on May 2.
- Reviewed specifications and cost estimate formats with RTD, DTTCG and FRSC on May 2.
- Discussed noise study status on May 4 with RTD and FERG, including preview of on-site noise demonstration; followed up by review of final noise parameters on May 9.
- Conducted and supported on-site noise demonstration on May 5.
- Attended meeting on May 7 to discuss Sheridan traffic detours with CCD and CDOT.
- Provided design update with GSA and its planning consultant on May 8.
- Continued design workshops with COL on May 8.
- Continued coordination with Drainage Working group for WC at meeting on May 22.
- Reviewed design parameters at Jeffco EOL with RTD Operations on May 10.
- Updated Jefferson County School District on project design at May 10 meeting.
- Attended Agency Stakeholders coordination meeting on May 10.
- Attended Elected Officials briefing on May 11.
- Attended meeting on May 11 to discuss bridge clearances with CDOT.
- Attended meeting on May 11 with RTD and Solutions Engineering to discuss finalizing of VE Study Report.
- Continued to support the Annual FasTracks Program Evaluation with updated based costs and Value Engineering / Cost Containment costs presented at the RTD Board retreat on May 12.
- Continued to liaison with local agency stakeholders on Value Engineering and project related activities.



Summary of Month's Activities (Cont.)

- Hosted 13th Safety and Security Working Group meeting on May 16.
- Held ground-breaking event for West Corridor on May 16.
- Continued to provide coordination and oversight of design progress by David Evans & Associates; attended design management meeting on May 16.
- Initiated discussion of planning and permitting process with COL at May 16 meeting.
- Discussed status of gulch improvements, bike trails, and stations with CCD (Keith French) at meeting on May 17.
- Participated in risk assessment overview for FasTracks and West Corridor on May 21.
- Continued design workshops with COL with discussion of LRT systems on May 22.
- Provided design update to DTCG cost estimating group on May 23.
- Attended utility relocation coordination meeting on May 23.
- Attended FTA quarterly meeting for West Corridor on May 30.
- Participated in mock up risk assessment for West Corridor held on May 21, 29, 30 and 31.
- Updated master Intergovernmental Agreements with Jefferson County and City of Golden and submitted to RTD Legal for final review prior to re-issuing to stakeholders.
- Attended regular 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.
- Completed an updated draft of the West Corridor Project Management Plan and issued to a tech writer to finalize formatting of the document.
- Participated in bi-weekly meetings to update "Before and After" Study; work plan to be submitted to PMOC in early June 2007.
- Participated in standing bi-weekly systems meeting and coordinated a system integration discussion with civil and systems designers.
- Provided technical assistance to RTD Public Involvement staff on questions received from stakeholders and public.
- Held meeting with FTA/PMOC to update FFGA schedule.

Summary of Month's Activities (Cont.)

- Attended meetings with RTD/PMC staff and CM/GC for project management (semi-monthly progress) and coordination/confirmation of designs for track alignment, structures, stations, drainage, systems and other LRT facilities as well as for VE proposals, ROW surveying and property acquisition, and public involvement.

Activities Planned for Next Period :

- Submit updated West Corridor PMP to FTA/PMOC
- Continue to process IGAs and submit updated drafts to Jefferson County, Golden and Lakewood.
- Complete West Corridor monthly progress report for the month of May.
- 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.
- Continued coordination with COL and their architect on alternative Wadsworth station.
- Follow-up discussion on June 2 with GSA regarding integrating projects.
- Team interdisciplinary design review as part of QA on June 7.
- Elected Officials briefing scheduled for June 8
- Held meeting to go over formatting for 65% cost estimate on June 13 with RTD, DTCG, and FRSC.
- Review of partnering progress on June 14.
- Coordinating Xcel relocation at Myrtle Pl. and I-25 with RTD, CCD, and CDOT on June 14.
- Meeting on June 15 with Beth Jacob High School to discuss access and privacy issues at Sheridan station.
- Hosting 14th SSWG meeting on June 20.
- Hosting next quarterly FLSC meeting on June 20.
- FasTracks discussion on June 25 regarding stakeholder agency permitting process.
- Preparation on June 26 for the FTA/PMOC risk assessment.
- Continued support for RTD to finalize outstanding VE proposals for Board approval on June 19 as well as additional project changes by RTD staff.
- 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.



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:

- Worked continued on the systems specifications of the 65% design submittal.
- Based on new feeder fault current information from Xcel Energy, design calculations for the Traction Power Substation (TPSS) grounding grids continued.
- Electric metering communications options for the TPSSs were discussed with Xcel; it has been determined that Xcel will provide meters with integrated data recorders and built-in wireless communications.
- Opportunities for power supply reliability enhancement were discussed with Xcel engineers.
- The Overhead Contact System (OCS) sectionalizing plan, except for the Auraria station area, was reviewed by the RTD Rail Operations Dept.
- Several of the signal houses were relocated as a result of changes to the track plans.
- Signal system design revisions were initiated to accommodate single tracking west of the Denver Federal Center.
- The locations of the Train to Wayside Communicator (TWC) loops were revised to facilitate train tracking.

System Activities Planned for Next Period:

- Budgetary cost estimates for alternate TPSS AC feeder arrangements will be developed.
- Work will continue on all aspects of the 65% design submittal.



Summary of Month's Activities (Cont.)

Transit Oriented Development (TOD)

The City of Lakewood Planning Commission on May 2 unanimously recommended approval of proposed zoning map amendments for the Sheridan, Wadsworth, Oak and Federal Center stations areas. The remapping would create a new transit-mixed use (TMU) zone around the four station areas to encourage transit-supportive land uses and urban design. Meanwhile, RTD staff continue to participate in the development of Lakewood's TOD implementation plan for the Wadsworth station area.

The City and County of Denver conducted public workshops to refine new land-use plans for the Auraria West and Sheridan station areas. RTD staff continue to participate in these two planning processes.

By a 5-1 vote, the Golden City Planning Commission on May 2 recommended approval of 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.

TOD Activities Planned for Next Month

The Lakewood City Council on June 11 will hold a public hearing on zoning re-mapping at the four station areas cited above.

The Lakewood Planning Commission on June 6 will consider a request to 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.

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 May, 2007

- Task 1- This task has been closed with respect to the original budgeted hours. The CM/GC has continued to expend hours in support of the 65% plan development, schedule development and systems interface with the anticipated phasing for the project and the anticipated refined 65% plans. 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. A change order to increase the hours for Task 1 is currently being prepared by RTD.

- Task 2 - The CM/GC Project Manager continued to participate in numerous meetings with stakeholders, design groups and RTD staff supporting ongoing project progress and the incorporation 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.

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 design groups to evaluate cost reduction opportunities and to refine previously submitted concepts. Special meetings have been held to discuss particular issues, including the Federal Boulevard Bridge, Sheridan Boulevard Bridge, Indiana Bridge, the pedestrian bridges and early procurement of materials.
- 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.
- Task 5 – A draft work sequencing plan and schedule for major activities have been submitted by the CM/GC for RTD comments. As the 65% plans and specifications are available and as information about the relocation of existing utilities is learned, the schedule and work plan will be finalized.
- 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 was selected in April and work commenced in late May. Task Order #6 has been revised through Change Order No. 1 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.
- 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 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 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.
- 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 has attended.

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

- 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 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 early 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 early 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 draft this plan.
- 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 on planning for the successful May 16th Rail Pulling event that served as the Ground Breaking activity for the West Line.
- 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 dead-lines established in the Contract



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

Activities Planned for Next Period:

- DTCG will continue to participate in regularly scheduled design review meetings to discuss the remaining 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 meeting was held between DTCG's and RTD's estimating group with the goal of organizing all bid items for the 65% estimate within the FTA's revised estimate format guidelines.
- DTCG's DBE subcontractor Curdco, LLC, will officially commence work on the initial phase of track take-up with a Preconstruction Meeting scheduled for June 5, 2007. This work is expected to continue through late July and will allow utility relocation to commence in certain sections of the corridor in June. DTCG will manage and document Curdco's construction activities during this period.
- 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 is scheduled to be held on June 21st. Early construction of these structures will reduce pedestrian impact during future corridor construction operations.
- A Partnering meeting is scheduled for Thursday, June 14th, to review team evaluations and to schedule future meetings and/or events.
- 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 next year's pre-construction phase.



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

Activities Planned for Next Period (Cont.):

- 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. 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.
- With the recognition that utility relocations within the corridor, which need to be complete in advance of construction, pose a significant impact to the project schedule, DTCG will continue to participate in the regularly scheduled meetings with RTD and the utility contractors.



Project Cost Summary

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

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

West Corridor Baseline Budget

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



Project Cost Summary (Cont.)

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

Note: The above figures do not include finance charges.

Project Cost Summary (cont.)

Estimate at Completion (EAC) Variance

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

Contingency Status

The project budget includes one level of contingency:

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

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

Contract #	Contractor	Scope	Approved Amount	Award Date
15DH007	David Evans and Associates	Final Design	\$13,728,178	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			\$55,628,176	



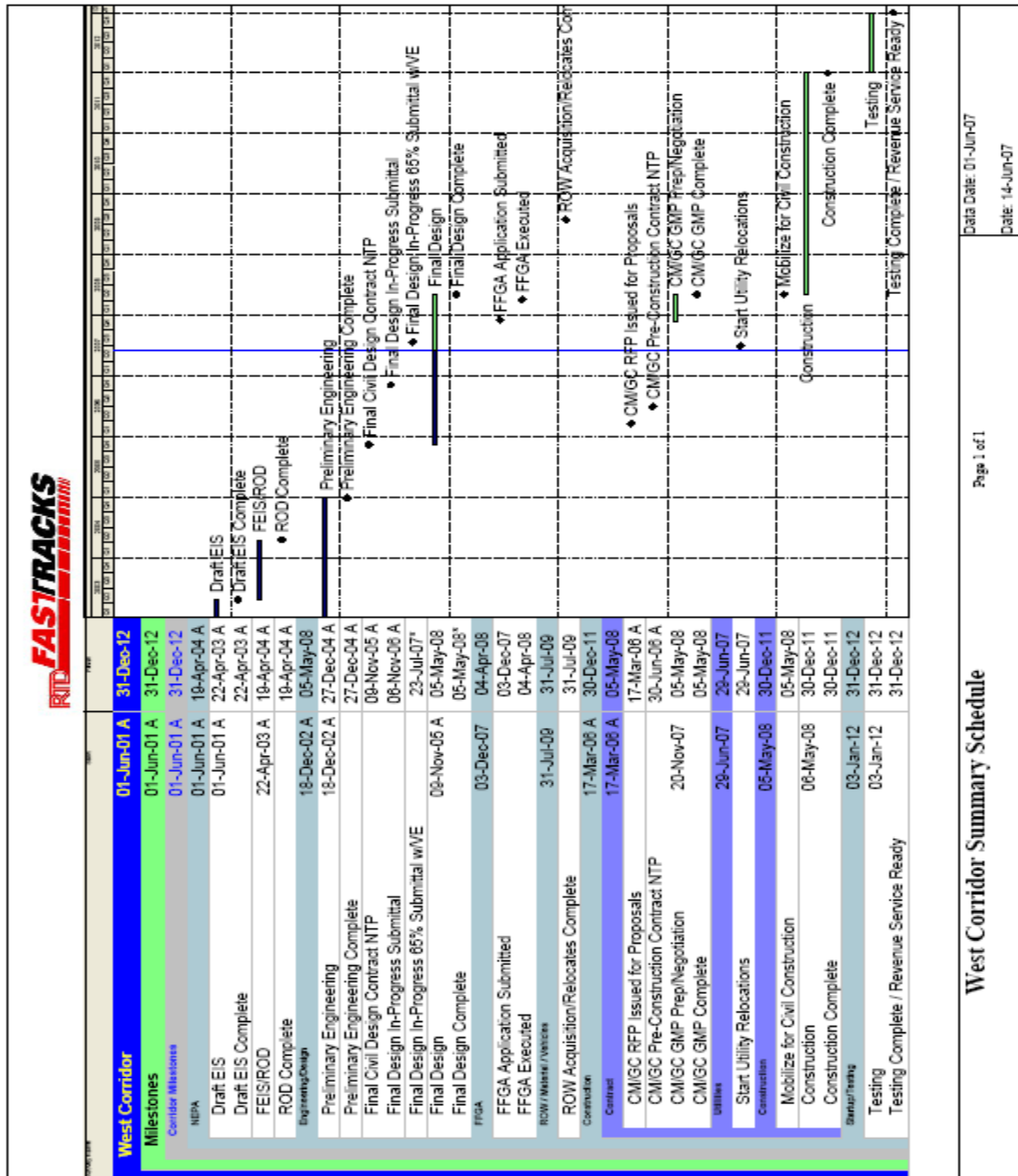
Project Cost Summary (cont.)

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

Corridor Element	(YOE\$)		Approved Budget (BUD)	Committed to Date Thru 4/30/07	Actual to Date	Estimate at Completion (EAC)
	Baseline Budget Changes	Approved Budget Changes				
10 Guideway & Track Elements	\$87,556,000	\$0	\$87,556,000	\$0	\$0	\$87,556,000
20 Stations, Stops, Terminals	\$60,291,000	\$0	\$60,291,000	\$0	\$0	\$60,291,000
30 Support Facilities: Yards, Shops, Admin Bldgs	\$4,355,000	\$0	\$4,355,000	\$1,807,303	\$1,796,464	\$4,355,000
40 Sitework & Special Conditions	\$56,744,000	\$0	\$56,744,000	\$0	\$0	\$56,744,000
50 Systems	\$53,884,000	\$0	\$53,884,000	\$0	\$0	\$53,884,000
60 ROW, Land, Existing Improvements	\$39,590,000	\$0	\$39,590,000	\$588,722	\$91,462	\$39,590,000
70 Vehicles	\$125,635,000	\$0	\$125,635,000	\$27,419,042	\$5,322,882	\$125,635,000
80 Professional Services	\$60,828,000	\$847,688	\$61,675,688	\$26,456,408	\$12,117,796	\$61,675,688
90 Unallocated Contingency	\$35,224,000	\$(847,688)	\$34,376,312	\$0	\$0	\$34,376,312
Capital Total	\$524,107,000	\$0	\$524,107,000	\$56,271,475	\$19,328,604	\$524,107,000
Subtract EIS/PE	\$ (11,315,000)		\$ (11,315,000)			\$ (11,315,000)
Subtract After Study	\$ (1,000,000)		\$ (1,000,000)			\$ (1,000,000)
	\$511,792,000		\$511,792,000			\$511,792,000
Notes:						
The above figures do not include finance charges, EIS and preliminary engineering cost.						
The approved changes (\$847,688) is for Potential Change Notices #1, #2, #23, #31, #32, #33, #34, #35, #36, RCP #1 & RCP #2).						

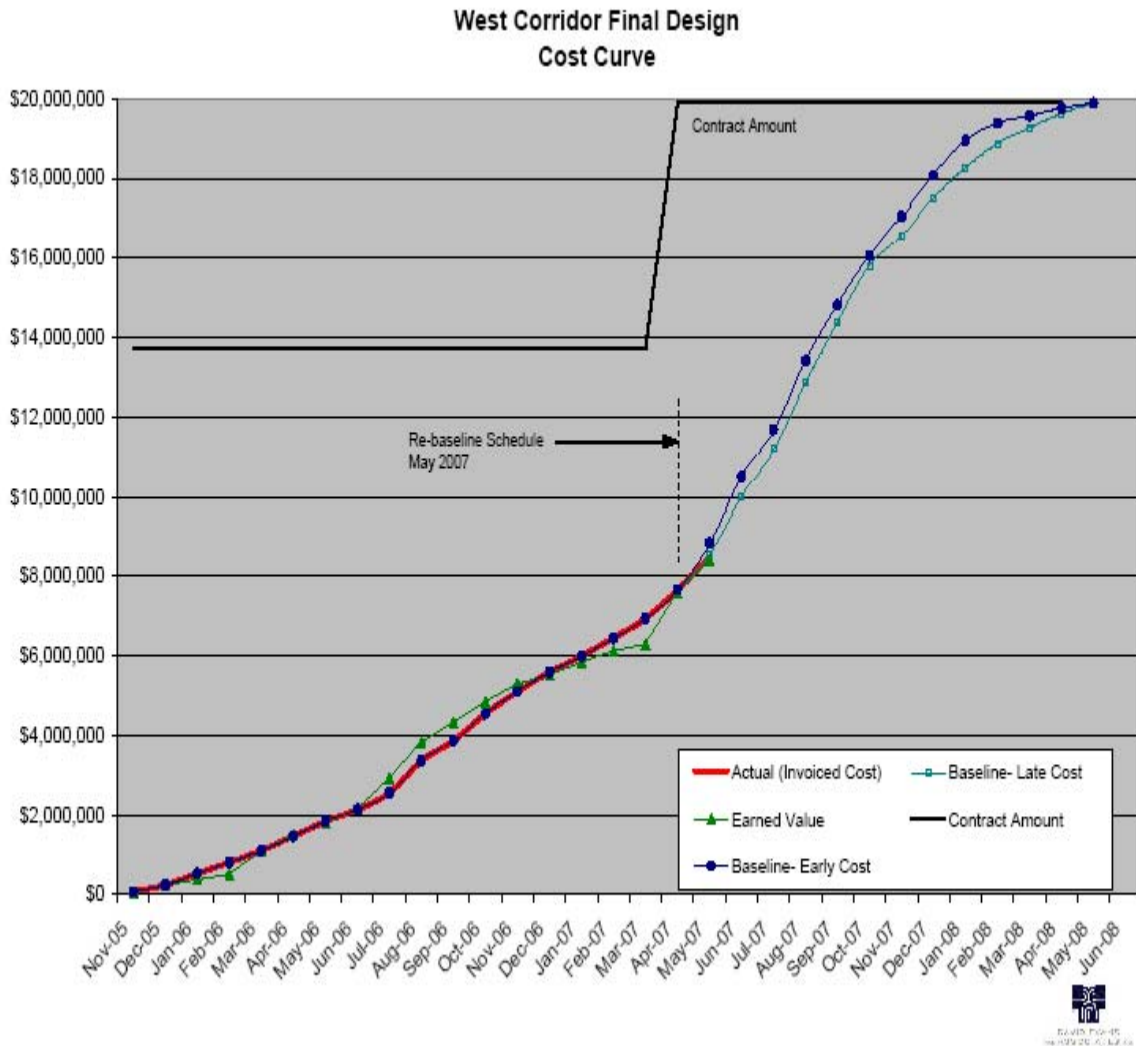
Project Schedule

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 on 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.



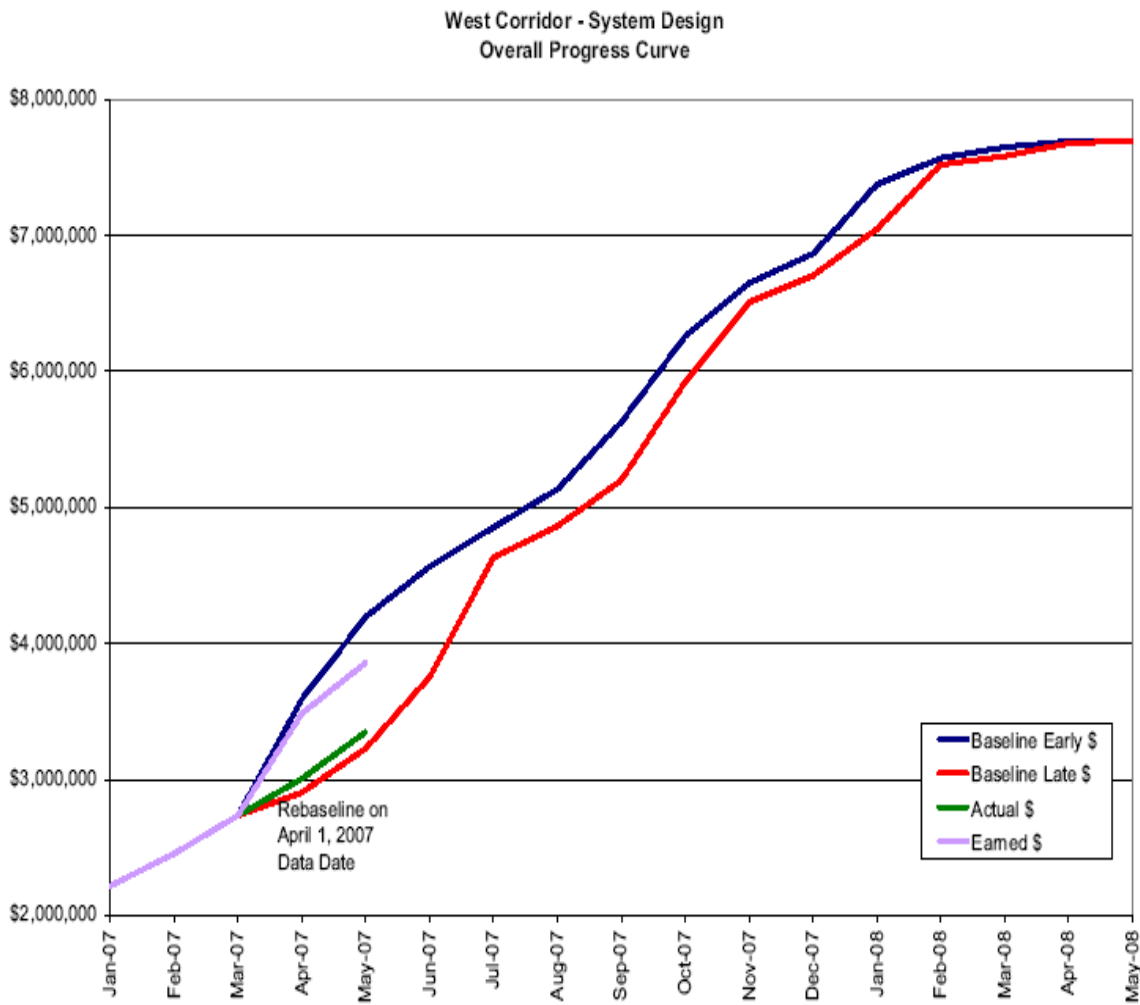
Cost Curve - Civil Design

The earned value reported this period incorporates recent project design impacts and schedule delay resulting from the value engineering process. The consultant's design budget and schedule along with the baseline has been updated to incorporate the recommended value engineering recommendations. A contract amount budget line has been added to the graph.



Cost Curve - Systems Design

The earned value reported this period incorporates recent project design impacts and schedule delay resulting from the value engineering process. The consultant’s design budget and schedule along with the baseline has been updated to incorporate the recommended value engineering recommendations.



Overall Schedule Status

The current schedule update with progress through May 31, 2007, shows a critical path calculation of zero (0) total float. However, the project baseline schedule will need to be 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 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, 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. At the request of RTD in late February 2007, DEA provided an estimated cost to complete final design, including incorporating VE proposals into the project. On May 15, the RTD Board approved an increase of \$6.05 million to the civil final design consultant budget and 2.1 million to the systems design consultant budget. Several VE proposals were deferred for further discussions with agency stakeholders.

Utilities – Field verification of potential conflicts was completed in March by potholing. Upon assessment of the information gleaned from those potholes to support design, it is expected that additional potholing may be required in the next month to support design. Design team continued to coordinate with RTD and the private utilities to initiate early utility relocation, beginning with Xcel and Qwest facilities along 13th Avenue.

Drainage – The team continued to refine the technical analysis for recommended drainage improvements pursuant to the VE proposal to reduce the design criteria where feasible, without causing adverse impacts to adjacent properties. Discussions to gain consensus were continued with UDFCD, Denver, and Lakewood, primarily to review the acceptability of retaining the previous 100-year design in several specific locations; and associated cost savings were updated.

Civil, Track Design, and Roadway – Subsequent to a renewed "frozen" alignment of the track on April 9, CDOT requested consideration by RTD for accommodating future profile improvements for Sheridan Blvd with the VE proposal to send LRT over the roadway. Design team responded with a revised design for higher LRT profile and estimates reflecting greater structure costs. At the end of the month, RTD was seeking to negotiate funding support from the stakeholders to recover VE cost savings that would be lost by returning to the EIS/PE design concept that is preferred by the stakeholders. Direction has now been provided by RTD to return to the EIS alternative with the roadway over the LRT tracks.

Track Alignment – Work during the month included support of clarifying myriad VE proposals for more detailed cost estimates and discussions with agency stakeholders as well as coordinating with FRSC and DTCG for systems clearance requirements and optimizing guideway sections. Certain sections of the alignment were further refined to minimize retaining walls. The design team also continued to pursue resolution of the track junction and station configuration at Auraria, discussions of which with stakeholders had deviated from the VE proposal to preserve much of the existing CPV line infrastructure.

Overall Schedule Status (Cont.)

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 DTCG by this summer for advance procurement of steel and fabrication. To date, design of the 6th Avenue and S. Platte River is proceeding on schedule. However, RTD just recently directed that the CML Flyover and Wadsworth were to be advanced based on assumptions regarding the relocation of the Burnham Yard lead and the disposition of the COL's alternative station design at Wadsworth, which will be developed on a parallel track to completion as an alternative bid. Upon COL and RTD agreement on the feasibility of bike bridges at Wadsworth and Kipling a change order was issued on May 7 to initiate design. At this time, RTD is investigating design-build with the CM/GC for the Federal Blvd bridge and three pedestrian bridges along the CCD gulch area.

Retaining Walls: Design team completed a re-modeling of the entire LRT corridor and succeeded in reducing wall quantities throughout by grading out the open ballasted guideway. During the month the team confirmed 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

Stations – The team revised station designs resulting from RTD direction to build all three-car platforms for opening day. The Auraria and Sheridan station designs were being held off until discussions between RTD and stakeholders regarding outstanding VE proposals could be concluded. Numerous coordination meetings were held between the design team and RTD Operations and FRSC designers to confirm station configuration and placement of systems elements. Additionally, station designers coordinated with the SSWG on emergency egress requirements in compliance with the System Safety and Security Management Plan.

Parking Structures – No progress, in response to RTD's direction to put "hold" on the structures at Sheridan, Wadsworth, and Federal Center. Design at Jefferson County 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 – Revised Oak St park-n-Ride layout was received from RTD and incorporated into station area design; design activities continued on hold for Federal Center. It is anticipated that a revised pnR layout by RTD for Federal Center will serve as placeholder for design pending RTD discussions with St. Anthony's Hospital development team for possible joint development.

System Safety and Security – The initial Means of Egress and Station Emergency Evacuation reports prepared by IEI were being revised to account for changes to alignment and station configuration resulting from accepted VE proposals. IEI performed emergency egress calculations for CML Bridge at request of Denver Fire Prevention and submitted to RTD for review at the June 20 FLSC meeting.

Overall Schedule Status (Cont.)

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 field location of found monuments is being completed to verify existing property boundaries and ownership and public rights of way and complete base plan. ROW team began assessment of impacts of project on adjacent properties as design parameters (facility locations, grading limits, etc) were being finalized incrementally.

Geotechnical – The geotechnical team completed borings for design in the greater Perry to Knox area, including the Oxbow bridges and approach walls. Borings were also obtained along 13th Ave for pavement design and at the Federal Blvd are for walls and station design parameters. Findings and recommendations were being completed for technical memoranda of the Wadsworth bridge and walls as well as the CML flyover and walls.

Noise and Vibration – KM Chng conducted a noise demonstration on May 5 to the public at three locations along 13th Ave in Lakewood. In concert with this activity DEA provided mock-ups of potential noise barriers. Pursuant to a final review with RTD of impacts and proposed mitigation along the corridor KM Chng was preparing the final Noise and Vibration Report for submittal at the beginning of next month. This would be followed by a separate technical memorandum discussing the resulting noise barrier locations from applying RTD's policy on mitigation of moderate noise impacts.

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, majority of VE proposals expected to be approved in May 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 no later than May 2007.
- Draft EA to agencies for review in July, followed by the 30-day public comment period and a public hearing in mid September with formal signoff by FTA in early November.
- Advancement and delivery to RTD of updated civil designs to a uniform level by July 26 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.



Overall Schedule Status (Cont.)

- Proposed 90% Final Design Submittal on November 20.

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 being updated to reflect incorporation of the VE proposals.
- 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 - Wadsworth Station IGA covering the proposed station enhancements to be funded separately by the City revised and re-submitted to the City for comment. Remaining issues are a decision on escrow account, acceptance of DEA's fee for coordination and approval by city council to sign IGA.
- 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 submitted to City for comment.
- Jefferson County - Master IGA being updated to reflect incorporation of the VE proposals.
- City of Golden - Master IGA being updated to reflect incorporation of the VE proposals.
- City/County of Denver - CCD and RTD have reviewed and discussed a 2nd draft IGA; further progress pending the final 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:

- 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 April included:

- Work orders issued for Xcel for relocation from Qual to Harlan.
- Qwest work orders issued from Quail to Kipling and Kipling to Pikeview. Comcast from Quail to Kipling.
- Xcel gas work order issued at Holland.
- Completed License and exhibit drawings for Xcel from Quail to Kipling legal and Property have reviewed and approved (This was used as a model).
- Conducted meetings with scheduling to refine utility schedules.
- Working with Xcel on Transmission work orders and proper estimate form that will meet Federal requirements.
- Coordinating Utility designs with DEA to correct the project drawings as well as coordinating utility designs with the CMGC.



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

Activities Planned for Next Period:

- Continue to work on Relocation Work Orders, Licenses, schedule and design coordination for the remainder of the corridor through May and June as corridor design progress allows. Coordinate wet utility design with DEA.
- Xcel to start construction on relocating utilities from Quail to Kipling, beginning in May, Qwest and Comcast to follow.

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 Environmental Assessment to address scope changes on the project.

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

- Continue to revise EA
- Prepare documentation for 404 permit application
- Prepare for EA public meeting in July
- Attend coordination meetings

Activities Planned for Next Period:

- Submit revised EA for internal RTD review
- Submit 404 permit application for internal RTD review
- Prepare for EA public meeting in July
- Prepare for resource agencies meeting in August
- Attend coordination 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 May, RTD conducted an internal audit of the FasTracks Document Control Program. The auditor is finalizing the audit report, and will provide the FTA/PMOC a copy when the report is complete.

Additionally, the FasTracks Quality Management Consultant (QMC) conducted a training module for RTD Project Managers on FasTracks quality oversight procedures; a brown bag session on a proposed project acceptance tracking tool; and an introduction for the Front Range System's Consultant's new QA Manager on RTD's design review process.

Activities Planned for Next Month:

- RTD Quality Management Committee review of a proposed database which can be used for housing and analyzing materials testing reports
- RTD Quarterly Quality Management Review
- Quality Auditing Workshop

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 May 11; the June meeting is scheduled for June 8.

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 May 10 and focused primarily on the VE process and VE recommendations for the West Corridor project.

Community

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

- Publicized and assisted with KM Chng noise demonstration to public on May 5.
- Arranged venue and logistics and assisted RTD with presentation for Elected Officials briefing of May 11.
- Prepared and distributed May Newsletter to UDC, Elected Officials and agency stakeholders regarding project status and public meetings.
- Arranged location for EA public meeting scheduled for July 18.
- Scheduled meeting for RTD with residents in vicinity of 13th Avenue and Kipling Street.
- Follow-up other meeting requests with State Rep. Primavera, Beth Jacob High School, Lakewood Optimists, and Hibernia Holdings.
- Tracked WC media coverage and attended meeting on May 17 with FasTracks Program PI Team regarding key messages for annual program evaluation results.
- 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.)

- Assisted RTD with project Ground Breaking event on May 16.

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 policies.
- Prepare for Noise demonstration to the stakeholders and public on May 5.
- Prepare for elected officials briefing on May 11.

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:

- Continued meetings with DEA for the development of West Corridor ROW Plans.
- Discussed acquisition and relocation procedures with property owners.
- Developed cost estimates for alternatives at Auraria, Sheridan structure, Sheridan parking, Jeffco Schools, Decatur Station and Denver Maintenance Facility.
- Prepared ROW section of West Corridor Project Management Plan.
- Coordinated with legal to address several encroachments in West Corridor ROW.
- Obtained title information for DEA and for Legal.

Activities Planned for Next Period:

- Continue efforts with David Evans & Associates for the development of ROW plans.
- Assist as needed in contracting processes for acquisition/relocation services, and for legal representation.
- Start appraisals of total acquisitions on West corridor.
- Continue to provide information as to project status, acquisition and relocation procedures to affected persons.
- Provide recommendations and cost estimates as needed.



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 four consecutive periods due to their Value Engineering redesign efforts . DCTG's goal continues to improve and is expected to show further improvement with the ongoing work for removal of the existing trackwork on the corridor that has been assigned to their DBE subcontractor.

Firm	DBE Goal	Actual for April 2007
David Evans & Associates	21%	18.0%
FRSC	10%	12.03%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	9.03.%