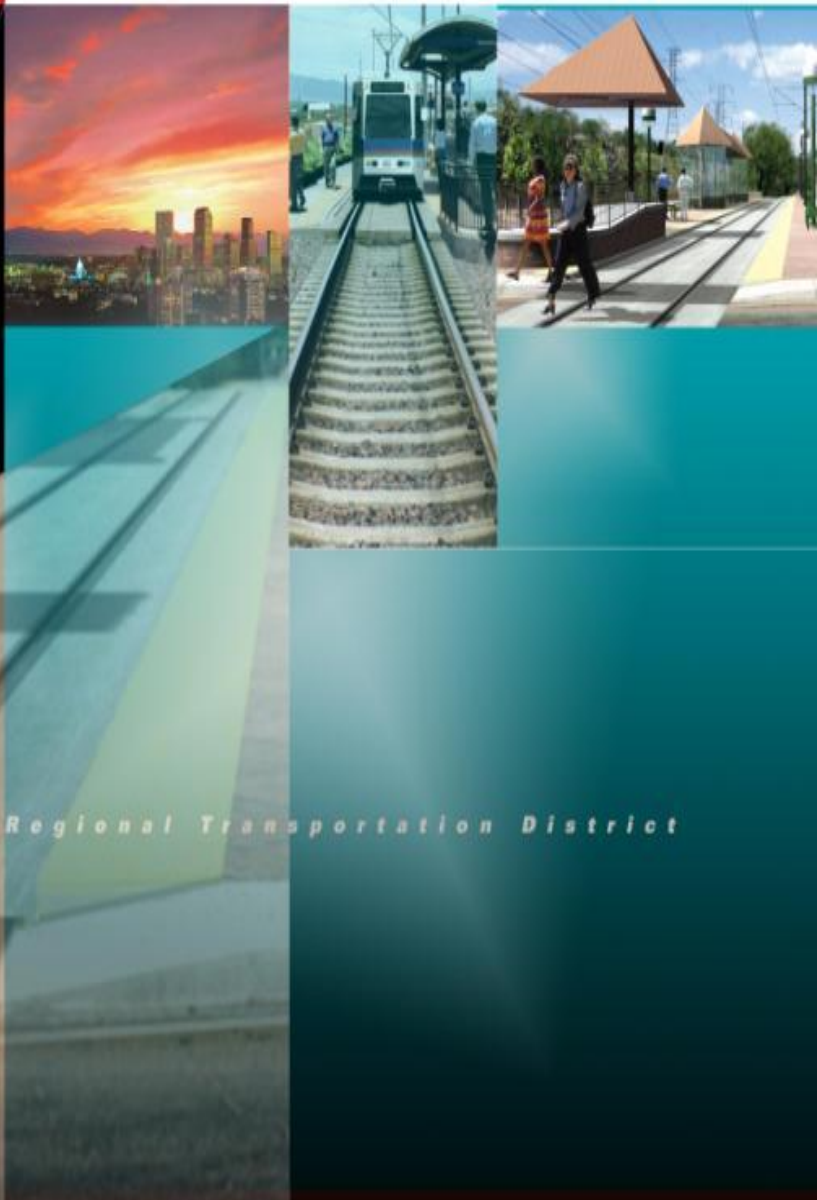




# West Corridor LRT Project Progress Report



*Regional Transportation District*



## LIST OF ACRONYMS

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



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### LIST OF ACRONYMS (Cont.)

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



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## **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 6<sup>th</sup> Avenue into the Denver Federal Center. West of the Denver Federal Center, the alignment, which was to run on the north side of West 6<sup>th</sup> Avenue along US 6 is being shifted to the south side of US 6 up to Indiana street where it will cross back over to the north side and parallel the highway at-grade within the CDOT right-of-way to the Jefferson Country Government Center. The shift in alignment is being cleared in an Environmental Assessment now underway. The LRT Alternative includes the development of twelve stations: Auraria West, Federal/Decatur, Knox, Perry, Sheridan, Lamar, Wadsworth, Garrison, Oak, Denver Federal Center, Red Rocks and Jefferson County Government Center. Parking will be provided at six of the 12 stations, providing approximately 5,700 parking spaces.

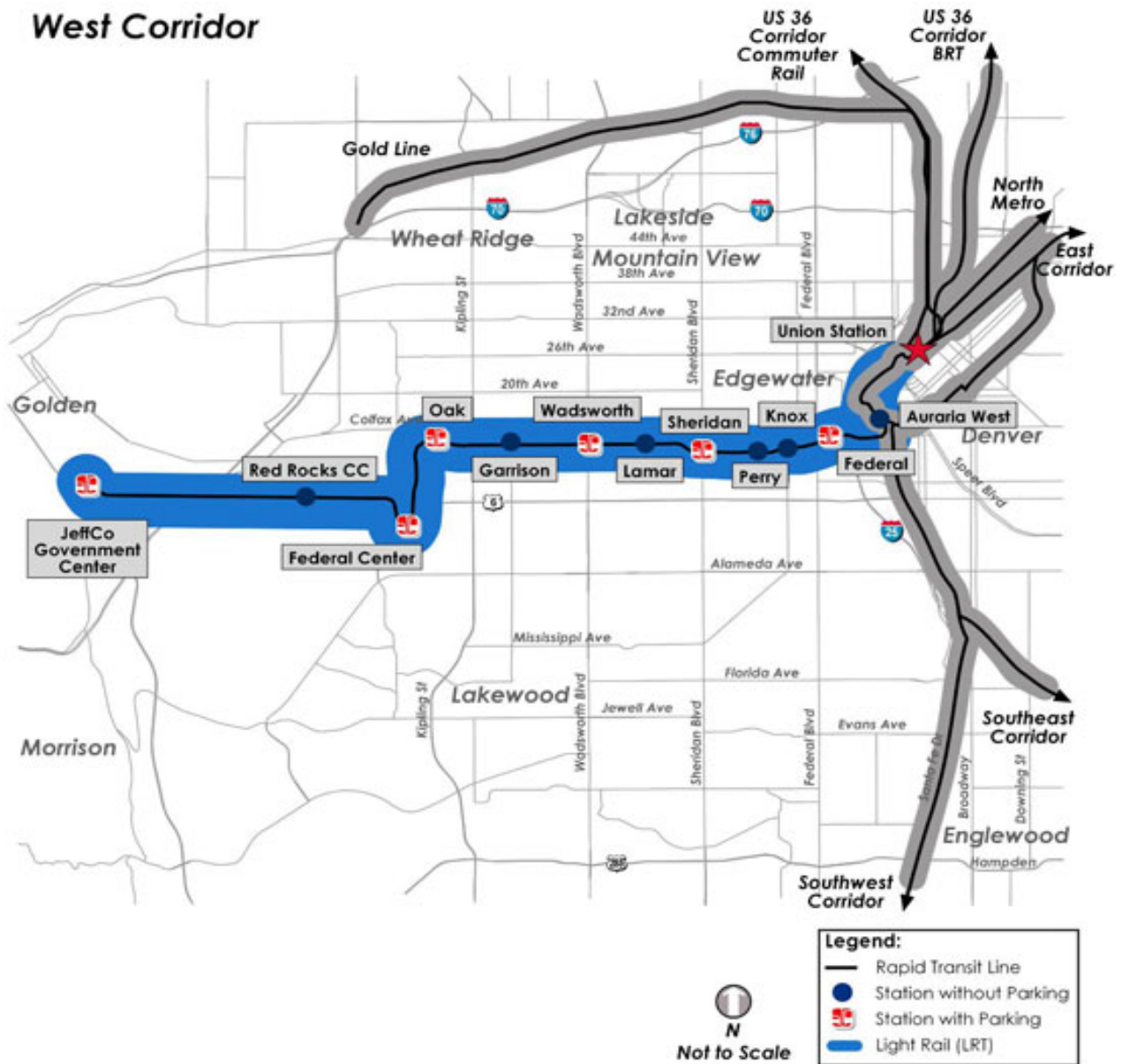
The LRT line will be double tracked (see potential baseline modifications below) and grade separated when required, but generally would be at-grade. Grade separations will include existing grade separated crossings at I-25, Federal Boulevard, and Colfax Ave; and new grade separations at Sheridan Boulevard,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

## **Potential Baseline Modifications**

Value Engineering was conducted for the West Corridor in December 2006, and certain VE proposals may have some impact on the project baseline such as single tracking from the Denver Federal Center to the Jefferson County End-of Line station. A list of significant VE proposals is included in this monthly report.

**Project Map**

**West Corridor**



**Alignment Segments**



**City/County of Denver Segment**

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

**City of Lakewood Segment**

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

**Jefferson County Government Center (Jefferson County/Golden Segment)**

**Indiana Street - End of Line:** Alignment follows the right-of-way to an end of line station and parking facility at the Jefferson County Government Center. Stations proposed for this segment include the Jefferson County Government Center end-of-line station, which is currently proposed to be shifted from the west side of the Government Center building to the front (east) side of the campus.

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## **Key Project Challenges**

- Cost Containment on West Corridor Project: Based on updated current capital cost estimates and the material escalation that has occurred and is continuing to occur in the market, the FasTracks team including the CM/GC contractor continue to look at cost containment solutions throughout the final design phase. Independent cost estimates were prepared following the 65% submittal on November 6, 2006 that reflected ongoing cost challenges for the project. A formal value engineering process was conducted in December 2006, which will result in further evaluation and preparation of refined cost estimates in February 2007.
- Obtain final Federal Blvd. and Sheridan Blvd. Bridge decisions. (CAT EXs issued to CDOT and awaiting signoff).
- Obtain approval on alignment change from north to south side of US-6 from Denver Federal Center to just east of Indiana Street. (Public involvement outreach and EA process commenced in June; submission to FTA in late December 2006 has been postponed pending further evaluation of VE proposals and possible impacts that may need to be addressed in EA; public meeting scheduled for January 31, 2007 will now focus only on Value Engineering )
- Jefferson County end of the line station: Alternative station and parking layout developed and agreed to in concept. Funding of pedestrian bridge, number of spaces for transit parking and use of County right-of-way are pending issues. Basic agreement reached on eligible costs for local agency contribution.
- Constraints of narrow corridor along 13<sup>th</sup> Avenue between Harlan and Oak with respect to ROW, utility relocation, track alignment, and roadway geometry; coordinated design solutions adopted for 65% submittal; reached agreement with City of Lakewood and West Metro Fire on design of a 20 ft. roadway width.
- Guideway fencing/barrier design through Denver parks and along 13<sup>th</sup> Avenue that is acceptable to community without compromising RTD system safety requirements. Public input was sought at UDC meetings in September 2006, and are continuing.
- 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. Alternative under consideration that requires purchase of access rights for adjacent property owners. Letter was issued to CCD formally requesting approval and a waiver on reduction in fire access width from 25 ft. to 22 ft. RTD was advised this period that waiver has been approved.
- Wadsworth bridge/station issues to be resolved with COL: minimizing impact of MSE wall approaches, aesthetic treatment of bridge and station for gateway, pedestrian circulation in vicinity and access to station, and location of TPSS (*COL has introduced design alternative for station for RTD consideration; estimated cost still to be determined by City.*)

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### **Key Project Challenges (Cont.)**

- CDOT acceptance of structures crossing its ROW subject to traffic maintenance requirements and assurance that future highway facility expansion is not precluded, in particular, US 6 intersections at Union, east of Indiana, Colfax, and I-70 (Technical Evaluation Memorandum configurations and updated traffic analysis findings discussed with CDOT at August 28 meeting with presentation to senior CDOT management on October 11; final TEM report updated including an evaluation of an additional laneage between Simms and Johnson Road was re-issued to CDOT requesting signoff in December.
- Specific GSA issues at Federal Center include: coordination with site master planning, developable land and street network, area of property conveyance, grade crossings of North Avenue, and security.
- I-70 tunnel construction method must be resolved among design team, CM/GC, RTD, and CDOT prior to final design development - cost, safety, construction risk, traffic impacts are major considerations (*"top-down" construction method developed for 65% Submittal; alternatives developed from VE Study session to be further evaluated in January*).
- Expand public involvement process extended to September 2007 to allow greater opportunity for public input - UDC process to be concluded in March 2007 to allow design production.
- Establishing agreed work schedules for utility relocations, especially among major owners such as Xcel, Qwest, Denver Water Department, Metro Wastewater Reclamation District, the irrigation ditches, and the various municipal sewer lines - tentative date for completion of utility relocation established as April 2008. The S. Platte River environs, Federal Blvd bridge replacement, and the narrow 13<sup>th</sup> Avenue corridor are greatest challenges.
- Reconfiguration of Auraria West Station and coordination/input with AHEC, and student housing developer team - project design beyond LRT station platforms on hold pending planning schemes under development by others and evaluation of VE proposals.
- 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.
- 65% Cost Estimate (Civil and Systems) and VE process completed this period. Due to ongoing cost challenge, a decision was made to delay risk assessment until Summer of 2007 to allow evaluation of VE proposals and further refinement of cost estimates.
- Negotiate and obtain agreement with the City/County of Denver and UDFCD on a portion of the S. Platte River improvements as eligible cost for 2 ½ % local agency contribution - Awaiting issuance of updated IGA from CCD.



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**Key Project Challenges (Cont.)**

- Negotiate/execute IGAs with CCD, COL, Golden and Jefferson County; MOU with UDFCD finalized - Basic agreement on all IGAs expected by February 2007.
- Negotiate and execute Utility Agreements with all West Corridor utilities. (Complete in November 2006)
- CCD needs to identify design elements for enhancing the project corridor through the Denver parks area (channel treatment, pedestrian bridges, street improvements, etc) within the constraints of the \$5 million fund set aside by RTD for the purpose; collective costs within the budget must be agreed to and documented between the agencies.
- Establish ROW acquisition schedule, begin appraisal process - Earlier property acquisitions under review with CM/GC. Final RAMP to be issued in January 2007.
- Prepare and submit FFGA application - Current discussions on delay in completion of risk assessment due to need to evaluate VE proposals and possible impacts to be evaluated in current EA will impact issuance of FTA Region's recommendation letter and congressional review, which would will delay execution of FFGA from September 2007 to March 2008.

### **Summary of Month's Activities**

In the period November through December 2006, the following activities were completed on the project:

- Performed general quality check on 65% percent final submittal deliverables for West Corridor covering civil and systems work; processed receipt of deliverables for distribution.
- Attended design progress meeting on November 1 with final design consultants.
- Worked with CM/GC and PMC cost estimators to coordinate information and responses to questions on 65% West Corridor final design deliverables.
- Addressed questions on 65% deliverables.
- Continued to work with the FasTracks Environmental Resource Group to discuss and coordinate scope and alignment changes for the EA and CatExs for West Corridor project. Coordinated status on EA process and distributed monthly schedule update on activities; reviewed and provide comments on EA draft.
- Prepared the West Corridor monthly progress report for the period ending October 31 for distribution to FTA/PMOC and local stakeholders.
- Arranged meeting with Jefferson County School District on Nov 3 to provide project update and coordination.
- Conducted CADD-based design overviews for external agency stakeholders on November 6 and 8 to familiarize reviewers with the submittal and assist in their assessments.
- Held priority planning meeting follow-up with internal RTD staff on November 7 to obtain feedback and discuss lessons learned on 65% review process.
- Coordinated the preparation of an updated Technical Evaluation Memorandum that considered future 2030 traffic projections and future highway interchanges along US 6 including consideration of an additional lane on US 6 from Union/Simms to Earl Johnson Road ; updated report re-issued to CDOT on December 15 requesting formal signoff.
- Issued updated West Corridor cost template for 65% estimate in Standard Cost Category format to DEA, FRSC, PMC and CM/GC estimators to use as the final cost template.
- Continued working on update of West Corridor Project Management Plan and completed preparation of a Project Management Notebook.
- Held stakeholder/partnering session with CM/GC management team on November 9.
- Continued to hold standing bi-weekly systems and systems integration meeting as necessary for this period.
- Continued to work with RTD's legal counsel and agency stakeholders to negotiate and finalize the West Corridor IGAs with Lakewood, Jefferson County and City of Golden. Negotiations concluded with the City of Lakewood
- Attended meeting on November 13 to brief 6<sup>th</sup> Avenue West homeowners association about West Corridor project.

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**Summary of Month's Activities (Cont.)**

- Held follow-up meeting with City of Lakewood on November 21 to discuss joint petitioner roles for property acquisition; reached tentative agreement on process.
- Held meeting on November 27 to discuss and set priorities for ROW acquisition and schedule for preparation of preliminary ROW maps for West Corridor.
- Reviewed and commented on City/County of Denver's initial draft IGA for West Corridor. Meeting held November 28 with CCD to discuss initial review comments
- Met with PMOC on November 30 and discussed status for West Corridor FFGA schedule.
- Received Construction Cost Estimates for 65% Design on December 1 from design consultants, DCTG and PMC.
- Worked on reconciling 65% cost estimates for West Corridor the week of December 4 to provide a basis for the VE team .
- Held Urban Design Committees meetings on December 4 and 6.
- Elected officials briefing held on December 8.
- Held Safety and Security Working Group meeting on December 13 specifically to identify tentative locations for emergency egress and maintenance access along corridor.
- Held quarterly Fire Life Safety Committee meeting on December 13.
- Monthly West Corridor agency stakeholder meeting held on December 14.
- Confirmed Value Engineering participants for the West Corridor project from similar transit agencies: Sound Transit, DART, UTA and VMR. Held weeklong formal VE session the week of December 11 with de-briefing given to RTD and all agency stakeholders. RTD team members met on December 19 to conduct an initial ranking of the VE proposals. See list of major VE items in this monthly report.
- Held meeting with property owners Stevinson, Hurlbut, representatives from 6<sup>th</sup> Avenue West and Daniels Wellchester neighborhoods, COL and CDOT on Dec 14 for project update on alignment and crossing to south side between Indiana and Red Rocks station.
- Continued coordination with CM/GC on pre-construction tasks; review and comment on deliverables.
- Held bi-weekly internal RTD West Corridor staff meetings as scheduled.
- Reviewed technical assessments on 65% final design submittal; providing screening of review comments and issued to civil design consultants. Systems design assessment continuing.
- Start coordination of deliverables to PMOC for FFGA including PMP, QMP, Rail and Bus Fleet Management Plans, and System Safety Management Plan.



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### Summary of Month's Activities (Cont.)

- Completed a draft System Safety and Security Management Plan and issued internally for review by RTD and PMC staff.
- Completed a Quality Management Plan and Rail and Bus Fleet Management Plans, and issued to FTA/PMOC in December for review as part of the FFGA deliverables.
- Continue liaison with external stakeholders on resolution of West Corridor challenges.
- Completed updated Project Management Plan and Notebook for West Corridor and issued for internal review prior to issuance to FTA/PMOC.

### *Activities Planned for Next Month:*

- Finalize Project Management Plan and Notebook for West Corridor for issuance to FTA/PMOC in January.
- Finalize System Safety Management Plan and issue to FTA/PMOC for review.
- Continue liaison with external stakeholder on resolution of West Corridor challenges.
- Continue to meet with local agencies and negotiate terms to finalize West Corridor IGAs.
- Continue to review VE proposals and prioritize for further evaluation.
- Continued review by project surveying team (DEA, RTD and PMC) of progress and issues related to ROW determination and property acquisition;
- Meeting scheduled for Jan 5 with RTD, developer and architects for TOD opportunity around Auraria West station;
- Agency Stakeholders coordination meeting scheduled for Jan 11.
- FTA/PMOC Quarterly meeting scheduled for Jan 18.
- Responding to agency review comments on 65% design deliverables.



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## Summary of Prior 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:

- Held eighth System Safety Working Group meeting on Nov 22.
- Completed the signal block design, which takes into account all trackway design changes to date.
- Determined the final locations of all signal houses and cases, and also completed the conduit design for a typical signal interlocking.
- Completed the DC feeder conduit design for a typical traction power substation.
- Completed a 65% cost estimates for the systemwide electrical elements, the corrosion control plan, traction power substations, overhead contract systems and communications.
- Completed a draft specification set for the systemwide electrical components as part of the 65% systems submittal.
- Assigned systemwide signals and communications ductbank numbers, and completed the signal and communications vault schedule.
- Initiated data gathering for a report on potential electromagnetic interference issues.
- Coordinated with RTD's Rail Operations department to define design requirements for the operation of traction power substation control systems.
- Participated in several coordination meetings with representatives of Xcel Energy to discuss technical details related to the provisioning of electrical power to the traction power substations.

### *System Activities Planned for Next Month:*

- Continue to bring the systems design up to a true 65% design level
- Continue to participate in disposition of VE proposals.
- Respond to review comments received on 65% review submittal.

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## Summary of Prior Month's Activities (Cont.)

### Value Engineering

A formal VE session was held the week of December 11 with many good proposals identified for consideration by RTD and the project team. **Examples of the major VE proposals** accepted, accepted with modifications or tabled for further evaluation by RTD are identified below:

- PO1-019 Consider deletion of the Tennyson pedestrian bridge . Table for further study.
- PO1-005 Defer construction of stations at Knox and Lamar. Table for further study.
- PO1-003 Install single track from the Denver Federal Center to the EOL station at the Jefferson County Govt. Center. Assumes ROW for two tracks but single track guideway and bridge/tunnel structures. Table for further study.
- PO2-008 Realign EOL station and tracks along east side of Johnson Road. Table for further study.
- PO2-038 Depress LRT alignment under Wadsworth and push station to either west or east side. Table for further study.
- PO2-025 Change proposed structure type for Federal Blvd. Bridge replacement. Accept.
- PO1-008 Eliminate redundant platforms. e.g. center /side platforms. Table for further study.
- PO4-001 Reconfigure 13th Avenue to reduce construction costs. Table for further study.
- PO1-021 Move walkways from outboard on bridges to center of structure and reduce bridge width. Table for further study.
- PO1-012 Recycle excess on-site excavation materials in lieu of purchased materials into structured backfill locations such as MSE wall fill and MSE subgrade replacement. Accept with modifications.
- PO3-008 Use the inside area of the Federal Center loop for disposal of surplus excavated materials. - Table for further study.
- PO1-101 Consider pre-purchase of rail for project. - Accept
- POI-011 Change the drainage design for MSE walls incorporating the use of an impervious membrane and drainage system above the MSE wall fill. - Accept with modifications.
- PO1-059 Lengthen track circuits—Reduce boundary blocks. Table for further study.
- PO1-025 Use on board cab signaling. Table for further study.
- PO1-033 Defer CCTV cameras until Homeland Security of other funds can be obtained. Accept with modifications.

Additional staff recommendations: Comment No. 1 - Leave Sheridan at-grade with LRT over roadway. Table for further study.

A more comprehensive list of VE proposals and current dispositions is being prepared for distribution to stakeholders at the stakeholder meeting on January 11. Public input will be considered at the open house scheduled for January 31.



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### Transit Oriented Development (TOD)

The City of Lakewood Planning Commission on November 13, 2006 adopted station area plans for the Sheridan, Wadsworth, Oak and Federal Center stations. The Wadsworth and Oak plan provide a vision for transit-supportive land uses within an approximate half-mile radius of the stations, while the Sheridan plan covers the Lakewood half of the station area and the Federal Center plan covers the Union Boulevard corridor to the west of the station.

In December, Lakewood Community Planning and Development staff met with property owners around each of these four station areas to discuss how zoning districts are expected to change in accordance with the adopted plans. Lakewood staff in December also introduced a draft code amendment for the new “transit-mixed use” (TMU) zone district to the City Council in a study session. RTD also provided feedback regarding the draft to ensure it would not conflict with implementation of transit facilities for the West Corridor project.

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

RTD and the City and County of Denver in December executed two intergovernmental agreements (IGA) related to station area planning at the Federal-Decatur and Sheridan stations. One IGA pertains to RTD’s administration of federal CMAQ grants for station area planning for the two stations. The second pertains to RTD’s administration of federal CMAQ grants for market studies for eight Denver stations (including Federal-Decatur and Sheridan) and a regional TOD economic analysis. RTD is contributing \$44,000 to the station area planning efforts and \$30,000 to the market study/ economic analysis.

Denver also executed contracts with a consultant team led by Crandall Arambula for the Federal-Decatur plan, a team led by PB PlaceMaking for the Sheridan plan, and a team led by Basile Baumann Probst & Associates to conduct the market study/ economic analysis. BBP initiated their study in November; CA and PB kicked off the station area planning in December.

DRCOG staff in December recommended awarding additional CMAQ funds to Denver to conduct station area planning at Auraria West. The DRCOG Board is expected to vote to adopt this recommendation by April.

#### *TOD Activities Planned for Next Month*

The Lakewood Planning Commission will hold a public hearing on the proposed new TMU zone district.

DRCOG is evaluating applications by Lakewood for CMAQ funds to conduct infrastructure and other TOD implementation planning at Wadsworth and Federal Center stations.

Denver will be conducting focus groups for the Federal-Decatur and Sheridan station area plans. RTD will continue to participate in these and in the market study/ economic analysis.

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Construction Management /General Contractor (CM/GC) Progress

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

- Task Order No. 1 - Civil/Systems Consultation*
- Task Order No. 2 - Full Time Project Manager*
- Task Order No. 3 - Value Engineering Support*
- Task Order No. 4 - Conduct of Construction Plan*
- Task Order No. 5 - Work Schedule and Work Plan*
- Task Order No. 7 - QA Reviews at 65% and 90%*
- Task Order No. 8 - DBE Plan*
- Task Order No. 9 - Long Lead Item / Early Procurement Review*
- Task Order No.11 - CPM Schedule*
- Task Order No.12 - Public Meetings*
- Task Order No.13 - Construction Cost Estimates*
- Task Order No.21 - Public Involvement Support*

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

- Task 1- Work tasks consisted of support for 65% submittal, VE and Cost Estimate - now completed; ongoing support with cost refinement and disposition of VE proposals
- Task 2 - CM/GC Project Manager continued and was involved in numerous meetings with third parties, design groups and RTD staff supporting ongoing project progress. The focus was QA review of documents (DEA), Utilities, schedule planning and preparation and discussion of VE proposals.
- Task 3 - Value Engineering support completed for 65% submittal.
- Task 4 -Draft outline submitted to RTD for review; held initial meeting with City/County of Denver in December; updated draft due in February 2007; final plan due in Summer of 2007.
- Task 5 - Draft work sequencing submitted to RTD for comment; plan will form the basis for the schedule and other planning work; final plan due by Summer of 2007.
- Task 7 - QA review completed on 65% submittal.
- Task 8 - Work started late this period on DBE plan; draft due in February 2007.
- Task 9 - The task was submitted and completed following an extensive market research and was provided in letter/report form to the RTD Project Manager. Ongoing monitoring of the markets continues. Meetings with RTD have discussed the current markets and continues to recommend a "wait and see" attitude.
- Task12 -Work tasks continue through CM/GC subcontractor, Xcelente attending public meetings as required to meet and hear the stakeholder issues of the project. A PI plan for construction will be prepared.
- Task13 -Cost Estimate # 2 for the 65% submittal was completed and submitted to RTD; a refinement of the estimate including the costing of VE proposals is in progress.



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

Task 21 -Draft plan prepared and discussed with RTD; comments returned to DCTG and preparation of an updated plan in progress by Xcelente.

Schedule of upcoming key dates include:

Jan. 31, 2007 Submittal of VE Modified Estimate #2

Feb. 15, 2007 Executive Partnering Meeting (tentative)

March 31, 2006 - Systems 65% Submittal

*CM/GC Activities Planned for Next Month:*

- Attention to completion of the Value Engineering (VE) proposals as requested by RTD.
- Modification of Estimate #2 should conclude following receipt of the VE dispositions and is planned to occur by the end of January.
- Schedule, Conduct of Construction and DBE advancement will occur.

*Other Ongoing Tasks:*

Task 1 -Consultation will continue in support of Civil and Systems reviews and comment resolution. DTCG is looking to meet regularly for design clarification and possibly be in-house with LTK and DEA.

Task 8 - DBE Plan & Program to be advanced.

Task 4, 5 & 11- Continuance of each task is commingled and will advance. Several meetings will occur for information to be added to the plans.

Task 21 -Public Information plan will continue with a formal January submittal for RTD review.



**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 (format based on FTA standard cost category sheets). Values are in millions i.e. \$3.312 equals \$3,312,000 dollars. As part of the annual New Starts submittal, the baseline budget was evaluated with updated adjusted standard cost category sheets submitted to FTA this period for review. The budget numbers below do not reflect any changes at this time. Any further adjustments in project cost are pending a review of the VE proposals and further refinement of the 65% cost estimates.

***West Corridor Baseline Budget***

	<u>Base Year 2005</u>	<u>Year of Expenditure</u>
<b>1. Guideway &amp; Track Elements</b>	<b>\$77,694,000</b>	<b>\$87,556,000</b>
Guideway and Track .....	\$46,131,000	
<b><u>Bridges</u></b>		
Light rail/Street/Highway (11).....	\$22,046,000	
<i>E of Howard Pl.</i> .....	.962	
<i>Decatur</i> .....	.669	
<i>Federal Blvd.</i> .....	2.982	
Flyover@CML .....	2.154	
Platte River.....	1.348	
Sheridan.....	2.551	
Wadsworth .....	3.312	
Kipling .....	.469	
6 <sup>th</sup> @Fed Center .....	3.227	
Indiana .....	1.505	
Colfax @ 6 <sup>th</sup> .....	2.381	
Dry Gulch East.....	.266	
Dry Gulch West.....	.220	
Pedestrian (6)Bridges Only.....	\$1,657,436	
Sanchez Park.....	.279	
Tennyson .....	.488	
Wolff .....	.421	
Near Fed Blvd .....	.036	
Red Rocks.....	.504	
Jeffco.....	.594	
<b><u>Tunnels:</u></b>		
Light Rail (3) .....	\$7,670,000	
I-70 .....	1.792	
6 <sup>th</sup> /Simms .....	5.274	
4 <sup>th</sup> /North St.....	.604	
Pedestrian (2).....	\$191,000	
Howard Place.....	.151	
Pikeview .....	.040	



**Project Cost Summary (Cont.)**

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

Note: The above figures do not include finance charges.

**Project Cost Summary (cont.)**

Estimate at Completion (EAC) Variance

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

Contingency Status

The project budget includes one level of contingency:

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

Contract Awards: Table has been updated for this period and covers **November through December 31, 2006.**

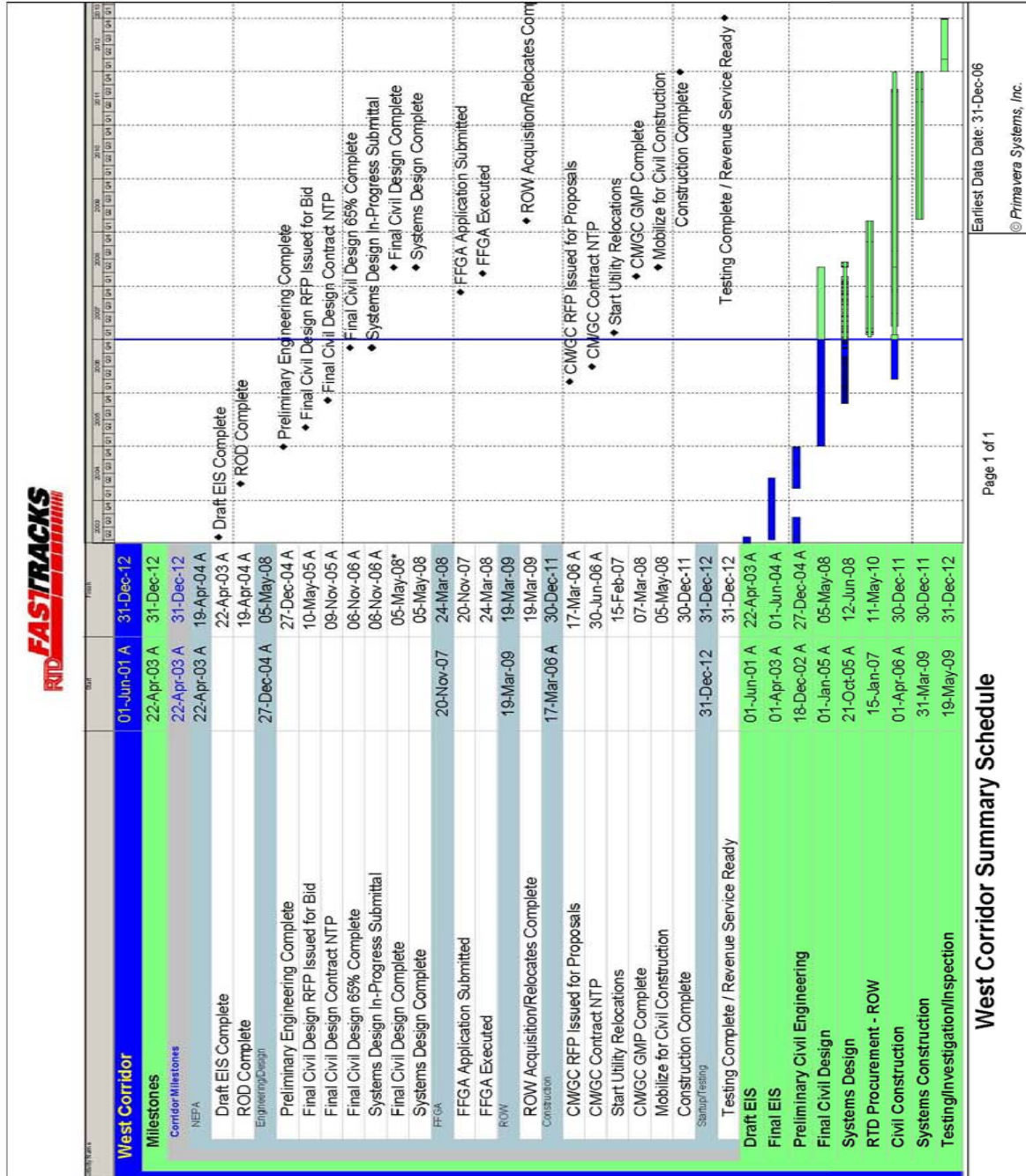
15DH007	David Evans and Associates	Final Design	\$13,000,000	11/9/05
15DH006	Front Range Sys.Consultant	System Consultant	\$5,531,048	10/21/05
15DO007	LT Environmental Inc.	Environmental Service	\$42,704	9/13/05
15DO031	AECOM Consultants Inc.	Traffic Modeling	\$25,000	1/9/06
16FFW01	Denver Transit Const.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





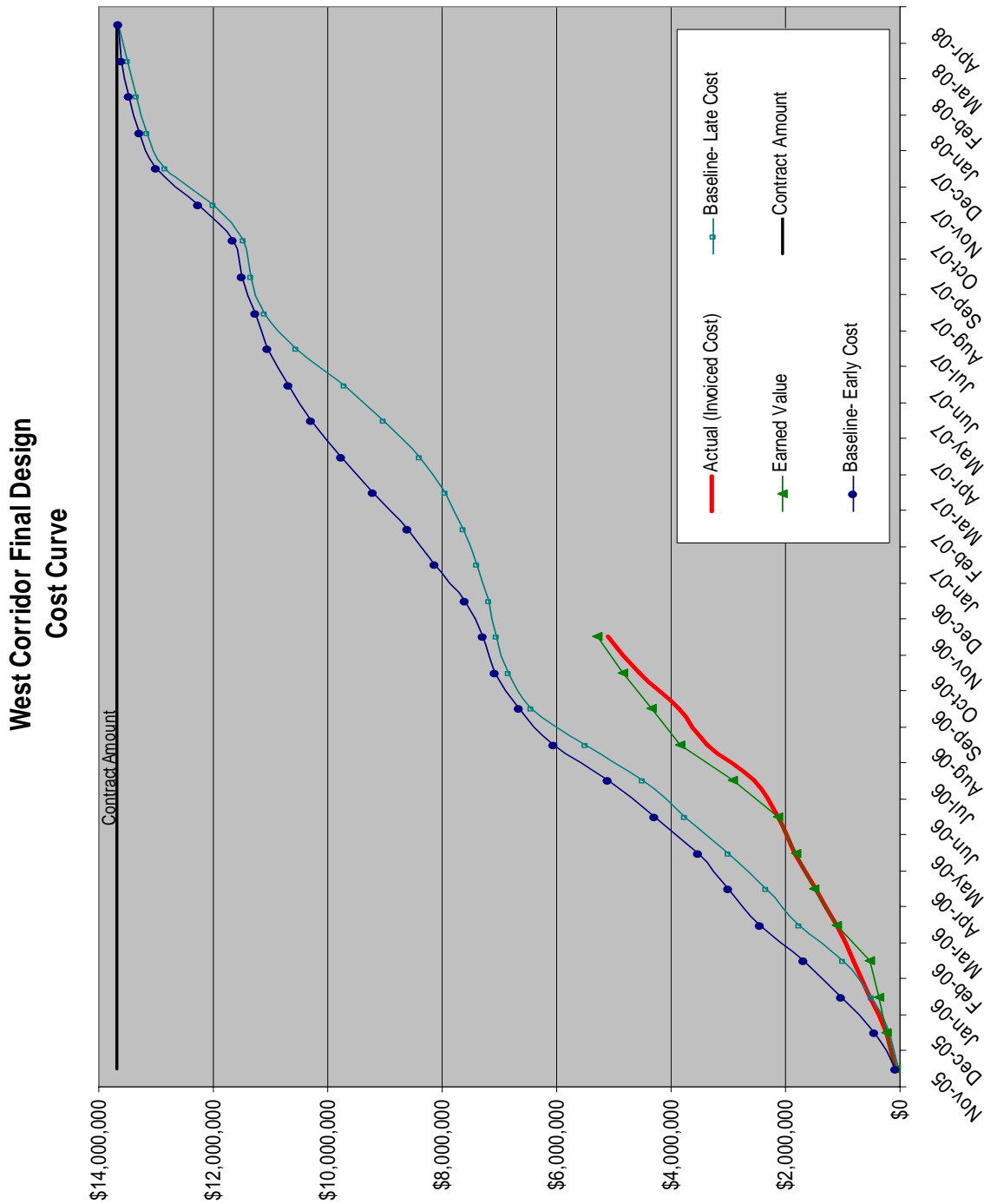
### Project Schedule

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



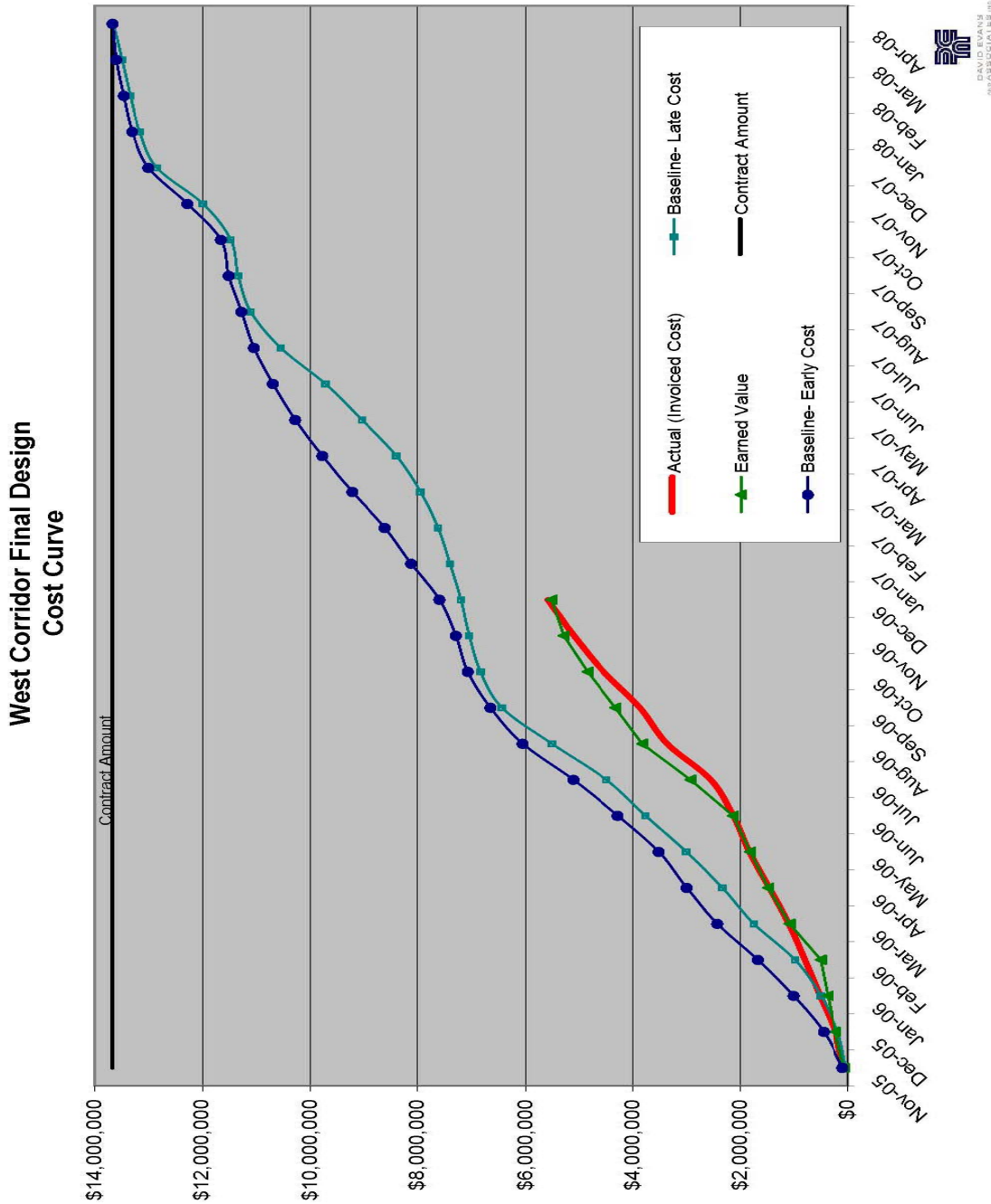
**Cost Curve for November 2006 - Civil Design**

The earned value reported this period continues is running just slightly ahead of actuals. Design consultant is behind on planned expenditures, and schedule recovery is required to close the gap.



**Cost Curve for December 2006 - Civil Design**

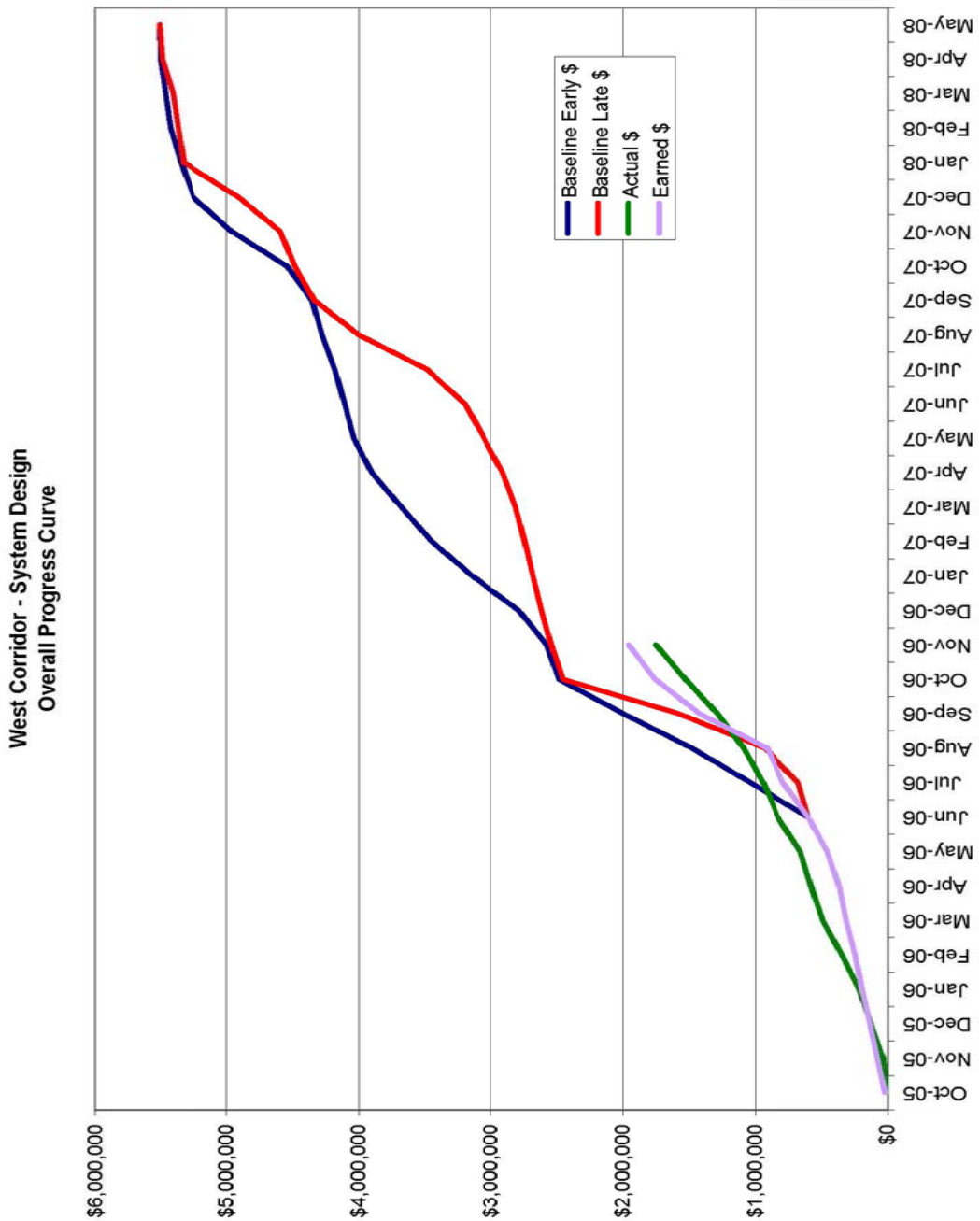
The earned value reported this period is running approximately equal with actuals. Design consultant is behind on planned expenditures, and schedule recovery is required to close the gap.





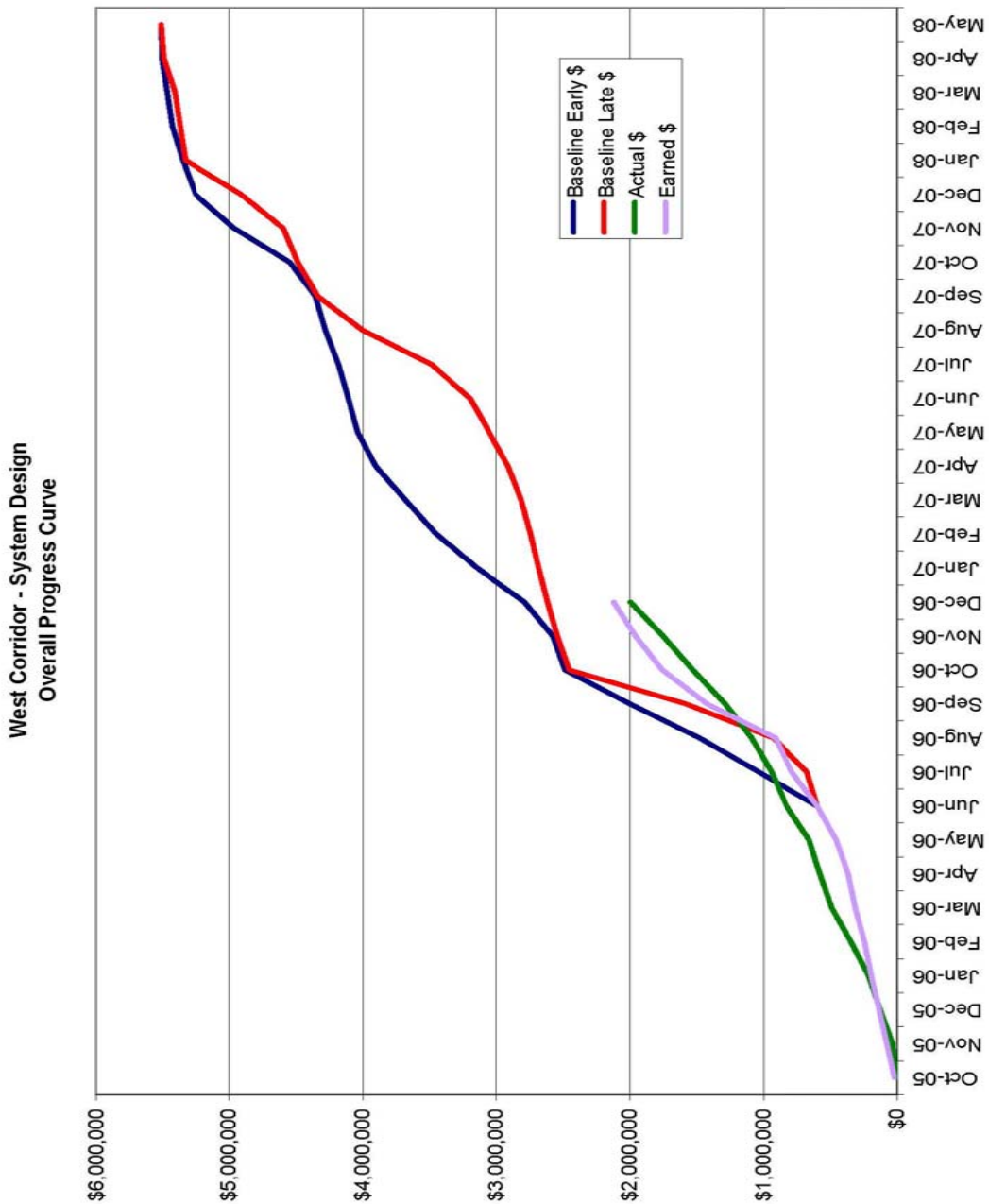
**Cost Curve for November 2006 - System Design**

The earned value reported this period continues to show earned value slightly ahead of actuals. Design consultant is behind on planned expenditures, and schedule recovery is required to close the gap.



**Cost Curve for December 2006 - System Design**

The earned value reported this period continues to show earned value slightly ahead of actuals. Design consultant is behind on planned expenditures, and schedule recovery is required to close the gap. Design consultant is working towards a true 65% design completion and evaluation of VE Proposals is in process for next period.



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## **Overall Schedule Status**

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

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

Utilities – Substantially complete with identification of potential utility (public and private) conflicts along the corridor. Future activities include ongoing field verification by potholing and assisting RTD, as required, with utility relocation agreements.

Utility relocations among major owners such as Xcel, Qwest, Denver Water Department, Metro Wastewater Reclamation District, the irrigation ditches, and the various municipal sewer lines, remains a concern until additional design progress is made by the utilities and a firm schedule is agreed to. The S. Platte River environs, Federal Blvd bridge replacement, and the narrow 13<sup>th</sup> Avenue corridor are especially challenging.

Drainage – Clarification was provided during the month for elements of the 65% design drawings and preliminary Final Drainage Report, both under review during the month by public agencies. Coordination continued between the design team's structural engineers and CCD's consultant on final design parameters for Phase II of the S. Platte River channel improvements that will affect the design of the LRT bridge crossing.

Civil, Track Design, and Roadway – Per request by CDOT, the Technical Evaluation Memorandum (TEM) was expanded regarding US 6 interchanges to satisfy CDOT requirements in the IGA with RTD. In particular, CDOT wants to be assured that potential widening of US 6 to eight lanes between Simms-Union and Johnson Road would not be affected by the LRT project. Pursuant to additional clarifications provided by the design team, CDOT anticipates sign-off of the TEM process in mid-January.

Track Alignment – Track alignment is essentially fixed, including recent adjustment along north side of US 6, between Indiana and bridge crossing to south, except for continuing review by CCD for the crossing under I-25 at Myrtle Place. It is also anticipated that design revisions may be possible pursuant to VE proposals affecting the LRT alignment.

Structures – Bridges and Tunnels: Continuing design proceeded based on agreement and directions emanating from a November 2 meeting between DEA and RTD regarding the 17 Type Selection Reports (for all bridges except for pedestrian bridges) submitted to RTD. Certain structure designs were put on hold pending final disposition on various VE proposals, including steel bridges whose superstructure designs are to be finalized by summer 2007 so that the CM/GC could address the long lead item of steel fabrication.

Integration of Lakewood's proposed bike grade-separated structures at Wadsworth and Kipling crossings; design team has begun work on feasibility study phase; design alternative recommendations anticipated in early January.

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### **Overall Schedule Status (Cont.)**

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

**Stations** – Activities included advancing details on the current drawings subsequent to the 65% submittal in order to achieve a more consistent design level across all stations. It is anticipated that some design modification will be required as a result of agency review comments as well as VE Study proposals.

**Auraria West Station.** Coordination ongoing with RTD, AHEC, and student housing developer team; 65% design included LRT station platforms only, completion of design on hold pending planning schemes under development by others.

**Parking Structures** – No progress, in response to RTD's direction to put "hold" on the structures at Sheridan, Wadsworth, and Federal Center; no design for these structures will be shown on the 65% plans. Design for structure at Jefferson County Government Center was submitted with 65% plans.

**Park-n-Rides** – Progress made for Oak St and Jefferson County Government Center station sites and plans submitted with 65% package; design activities on hold for Auraria West and Federal Center.

**System Safety and Security** – Civil and systems CIL for West Corridor were compiled jointly between DEA and FRSC and submitted to RTD for review. Emergency egress and maintenance access points along the LRT alignment were tentatively identified by the SSWG at a meeting on December 13. At the quarterly FLSC meeting the same day, a 65% design and project schedule update was provided to safety and security personnel. IEI continued to work on deliverables for the Emergency Evacuation Plan and Means of Egress Report; however RTD decided to further review the requirements for the Security Systems Report.

**Surveying** – Property records are being investigated preparatory to boundary surveys in accordance with RTD's priority list for property acquisition, relocation, and ALTA surveys. Pursuant to discussion with RTD to define ROW boundaries for RTD's system as well as its relationship to adjoining properties along the corridor, DEA continued to research existing ROW and identify any gaps or overlaps in property ownership.

On the schedule, the ROW associated activities are on the "Critical Path". A coordination meeting was held on December 18, 2006, with RTD to further discuss ROW issues and schedules to complete these tasks. It was agreed that DEA would deliver a working Plan of existing ROW along the project corridor by mid-January as the first step in determining final property and easement acquisition needs.

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### **Overall Schedule Status (Cont.)**

Geotechnical – The biggest challenge at this time continues to be with obtaining access to drill on private property. Drilling for the CML and South Platte bridges are on hold because these drill locations are situated on private property where access agreements are required. RTD assistance with securing rights of entry has been requested, but little progress has been gained from these property owners to date. These geotechnical activities are showing "Critical Status" on the project schedule. Work at other structure sites continues, weather permitting, and technical memoranda are being received intermittently by the structural engineers to support design.

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

An issue to be resolved is potential requirement for noise analysis for the project to consider impacts from on-board LRT vehicle warning devices (gongs and bells) that are sounded as the vehicles enter the stations. The current noise analysis has been based on train pass-bys only, as RTD commitment (subject to CPUC concurrence) to avoid sounding of horns and bells at grade crossings along the 13<sup>th</sup> Avenue residential corridor is reflected in the FEIS and ROD. By implication, it has also been assumed that RTD will modify their current SOP so as not to sound bells or gongs upon approach to stations. This issue needs to be resolved conclusively by as a RTD policy matter.

System Integration – Regular meetings will continue between civil design and system design teams to coordinate and integrate design interfaces. TPSS locations as well as placement of signal and communication systems equipment, primarily in and around stations, continue to be challenging.

Key milestone dates in final design development during 2006 are:

- 65% Design Deliverable due November 3, 2006. (Submitted November 6, 2006)
- 65% Construction Cost Estimate due December 1, 2006. (Submitted December 1).
- Expanded Technical Evaluation Memorandum due December 4, 2006. (Submitted to CDOT December 7)
- 65% Value Engineering Study workshop December 11-15, 2006. (Completed)
- Preliminary RTD decisions on VE proposals on December 19, 2006. (Completed)

### **Third Party Agreements**

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

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

### **Status on IGAs:**

- CDOT - Signed and executed
- City of Lakewood - Finalized master IGA pending review of S. Platte River funding requirements in IGA with City/County of Denver that applies to all local jurisdictions along West Corridor. City presented master IGA to its City Council on December 11 and received authorization to execute IGA with RTD.
- City of Lakewood - Separate IGA for City funding of two bike bridges at Wadsworth and Kipling signed and executed. Change Notice issued to final design team; preparation of feasibility study in progress and will be presented to the City in January 2007.
- Jefferson County - Draft IGA released to City of Golden on September 13. Initial comments received by letter dated October 6; updated with incorporation of comments and re-issued to the County. Meeting held November 16 with respective legal counsel and staff to discuss IGA. Pending issues are the number of transit spaces and how to treat the right-of-way needed for the guideway, station and parking facilities.
- City of Golden - Draft IGA released to City of Golden on September 13. Initial comments received by letter dated October 6; updated with incorporation of comments and re-issued to the County. Meeting held November 16 with respective legal counsel and staff to discuss IGA. Pending issues are the funding of a pedestrian bridge across US 6 and completion of IGA discussions with Jefferson County.
- City/County of Denver - Negotiations on eligible costs for S. Platte River improvements completed. RTD and CCD have agreed to \$4.4 million to be taken off the total 21/2 percent local agency contribution amount for the corridor of \$12.8 million. CCD has submitted draft IGA to RTD; initial meeting held with CCD on November 20; RTD awaiting re-issuance of updated IGA by CCD.
- UDFCD - MOU signed and executed by both parties.
- GSA - Need for IGA pending further discussion and progress on terms and conditions for conveyance of land transfer.

### ***Activities Planned for Next Period:***

- Meet with Jefferson County and City of Golden staff and continue to negotiate remaining issues on IGAs.
- Receive updated IGA from CCD and begin negotiations.

### **Third Party Agreements: (Cont.)**

#### **Status on Master Utility Relocation Agreements:**

The West Corridor project requires the development, negotiation and execution of corridor agreements with local public agencies and with private utility companies. The West Corridor has identified approximately 48 utilities as having conflicts with the planned LRT facilities. RTD will prepare and negotiate separate utility agreements with each utility. Those utilities with significant impacts on the project must be negotiated and executed by the end of 2006 as a prerequisite to submitting a FFGA application to FTA for the project.

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

XCEL - Signed	Qwest
Consolidated Mutual Water - Signed	CDOT ITS - Signed
CDOT CTMC- Signed	Adesta Communications - Signed
City of Golden - Signed	Denver Water - Signed
Daniels Sanitation - Signed	High View Water District - Signed
Denver Waste Water	IGG Communications (Level 3) - Signed
Lakewood Water	Lakewood Waste Water
Champion Broadband - Signed	Comcast Cable - Signed
College Park Sewer District - Signed	Metro Waste Water
GSA - Signed	McLeod USA - Signed
Pleasant View Water and Sanitation - Signed	Agric. Ditch - License signed

Status of agreements is as follows:

- Four agreements remain to be signed.
- Metro Wastewater has agreed on all terms; expect to be signed in January.
- 24 total agreements including the 5 ditches. 20 agreements signed to-date.
- RTD board approved staff recommendation in November that the RTD General Manager be given authorization to sign the URA's and to delegate to authorized staff to sign the individual work orders that will start to be released in January 2007 with completion of the 65% final design submittal.

#### ***Activities Planned for Next Period:***

- Continue working with remaining utilities to address comments on utility agreements and work towards signoff.
- Coordinate responses to review comments received from utility companies on the 65% submittal.
- Continue to refine schedules with utilities for establishing priorities on utility relocations.
- Continue discussion with design team on localized storm drainage improvements. Intent is to maintain localized drainage as exists today.

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## **Environmental Compliance**

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

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

- Continued coordination and review of noise and vibration impacts, review mitigation.
- Submitted Draft EA to CDOT for review; resubmitted to FTA for review.
- Worked to address CDOT and additional FTA comments on Draft EA.
- Provided mapping and other support for stakeholder meetings, including UDC meetings.
- Provided EA update for monthly newsletter.
- Prepared letter to ACOE requested verification of delineated wetland boundaries, estimated impacts, jurisdictional status and permitting requirements. Letter will be sent to FTA to forward to ACOE.
- Continued development of final wetland mitigation plan.
- Continued preparation of draft Section 404 permit.
- Developed draft mitigation plan.
- Provided graphics support for RTD as requested.
- Continued mapping support for transit oriented design.
- Finalized MOA based on SHPO, CDOT, and consulting party comment.
- Continued assisting in issues resolution.
- Attended PMT and VE meetings.
- Reviewed 65% plans for consistency with/adherence to mitigation commitments

### *Activities Planned for Next Month:*

- Continue coordination and review of noise and vibration impacts, review mitigation.
- Update wetlands section of Draft EA based on recent findings
- Provide EA update for monthly newsletter
- Continue to participate in PMT/VE meetings
- Complete riparian trees inventory and value assessment in cooperation with Denver Parks.

## Environmental Compliance (Cont.)

### *Activities Planned for Next Month (Cont.)*

- Verify delineated wetland boundaries with ACOE and prepare final wetland delineation report as an appendix to the EA (wetland description, maps, data, forms, cross sections, and photos)
- Verify with the ACOE permitting requirement for nationwide or individual permit.
- Document design alternatives and LEPDA including revisions and/or alternatives discussed at October 6th with ACOE, EPA, and USFWS.
- Develop draft mitigation plan.
- Prepare draft section 404 permit text, submit for RTD FTT review.
- Provide graphics support to Bill Sirois and Gideon Berger.
- Continue mapping support for transit oriented design.
- Finalize MOA.
- Continue assisting in issues resolution, particularly related to VE session changes.

### *Perspective Looking North along Kacey Furniture*





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## **Quality Management**

RTD continues to implement a systematic quality management oversight (QMO) program on the FasTracks program, with assistance from its Quality Management Consultant (QMC). One element of the quality oversight program includes development of a requirements database that will be used during design reviews and construction to verify that RTD's requirements are being met. During the month of October, the QMC organized requirements from the following sources relevant to the West Corridor:

The focus for the months of November and December was on the 65% design review. In addition to the RTD FasTracks Team, participants in this review included third party stakeholders (cities, county, state DOT, flood control district, etc.) along the corridor; the CM/GC (Denver Transit Construction Group); both designers (DEA and FRSC); and the Facilities and LRT maintenance groups.

The RTD FasTracks quality management team continued implementation of the Training Plan, and provided on-call assistance throughout the design review.

In December, RTD audited the systems designer's Quality Assurance program. This initial gap assessment included involvement of the FRSC QA Manager. A report is in progress.

### *Activities Planned for Next Month:*

- Analysis of 65% design review comments



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## Public Involvement

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

### Elected Officials

RTD conducts a monthly elected officials meeting for elected officials to hear the latest information and status on the project and also provides the opportunity for elected officials and stakeholders to speak with Cal Marsella, Liz Rao and Dennis Cole. The elected officials briefing for this month was held on October 13 and focused on the Denver Federal Center master plan and EIS process with a presentation given by the GSA's project Manager, Lisa Morpurgo.

In addition, staff continues to make themselves available to present to city councils, council committees or meet one on one with any elected official that wants that type of small group briefing.

### 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.

No stakeholder meeting was held for the month of November due to the stakeholder/RTD/CM-GC partnering session. A stakeholder meeting was held on December 14.

### Community

During November, Community Involvement Program (CIP) services by the design team included the following activities:

- Handled logistics for Coffees with Dennis in February 2007.
- Handled logistics for combined UDC and EA public meetings scheduled for December, including drafting and distribution of meeting notification.
- Coordinated and attended meeting with Jefferson County School District on November 3.
- Handled logistics, drafted and distributed notification for Elected Officials briefing on November 10; but meeting was cancelled by RTD.
- Drafted, edited and distributed November e-newsletter to UDC, Elected Officials and stakeholders.
- Coordinated and attended meeting with The Lakewood Collaborative.



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### Community (Cont.)

- Coordinated and attended meeting with 6<sup>th</sup> Avenue West HOA on November 13; posted specific information to Web site for HOA subsequent to meeting.
- Coordinated project web site changes with RTD and Neighborhood America.
- Posted e-newsletters and Coffees with Dennis information on web site.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.

For December, the Community Involvement Program (CIP) services by the design team included the following activities:

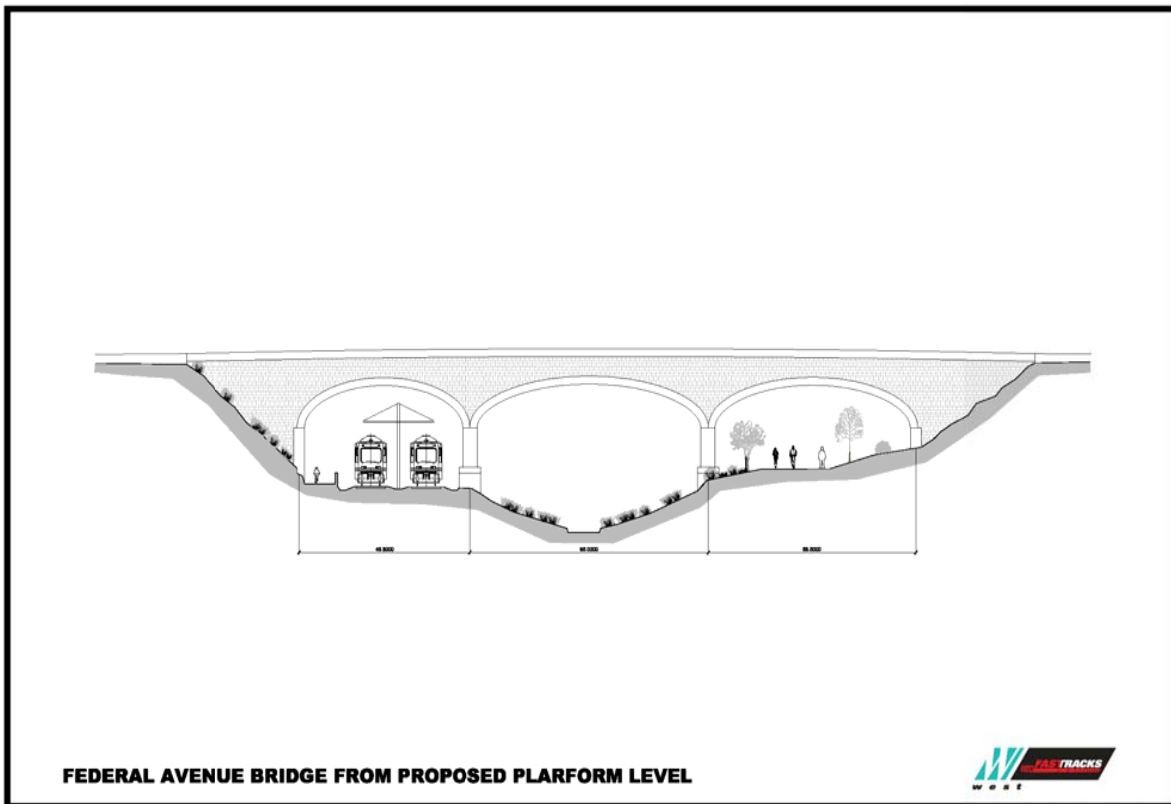
- Handled logistics for EA Public Hearing in January 2007, Coffees with Dennis in February, and UDC meetings in March.
- Handled logistics for combined UDC and public meetings scheduled for December, including drafting and distribution of meeting notification.
- Handled logistics, drafted and distributed notification for Elected Officials briefing on December 8.
- Drafted, edited and distributed December e-newsletter to UDC attendees, Elected Officials and agency stakeholders.
- Coordinated and attended meeting with Granville Assisted Living Center.
- Coordinated and attended meeting with Stevinson and Hurlbut property owners.
- Coordinated project web site changes with RTD and Neighborhood America.
- Posted e-newsletters and Coffees with Dennis information on web site.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.
- Researched civic groups and homeowners associations for speakers bureau presentations.
- Researched and initiated planning for collateral piece for speakers bureau.
- Worked with FasTracks and CM/GC public involvement teams to coordinate efforts and handoff.

## Community (Cont.)

### *PI Activities Planned for Next Month:*

- Coordinate Elected Officials briefing scheduled for Jan 1.
- Public Meeting scheduled for Jan 31 to inform citizens of VE disposition, status of EA, and schedule of continuing final design.
- Agency Stakeholders coordination meeting scheduled for Jan 11.
- Prepare for next round of “Coffees with Dennis” in February.

### *Federal Blvd. Bridge Alternative under Consideration*





**Right-of-Way Status**

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

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

Discussions continue with the CM/GC relative to their conduct of work plan and proposed sequence of work. As with the VE proposals, this will also have some effect on early priorities and will be reflected in the updated RAMP as the CM/GC makes further progress on a conduct of work plan. These earlier priorities include full takes for parking facilities that can be used as lay down areas, and property needed to start utility and drainage work in fall of 2007.

**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:

<b>Firm</b>	<b>DBE Goal</b>	<b>Actual for Nov. 2006</b>	<b>Actual for Dec. 2006</b>
David Evans % Associates	21%	21.4%	21.0%
FRSC	10%	14.38%	13.52%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	3.8%	5.0%