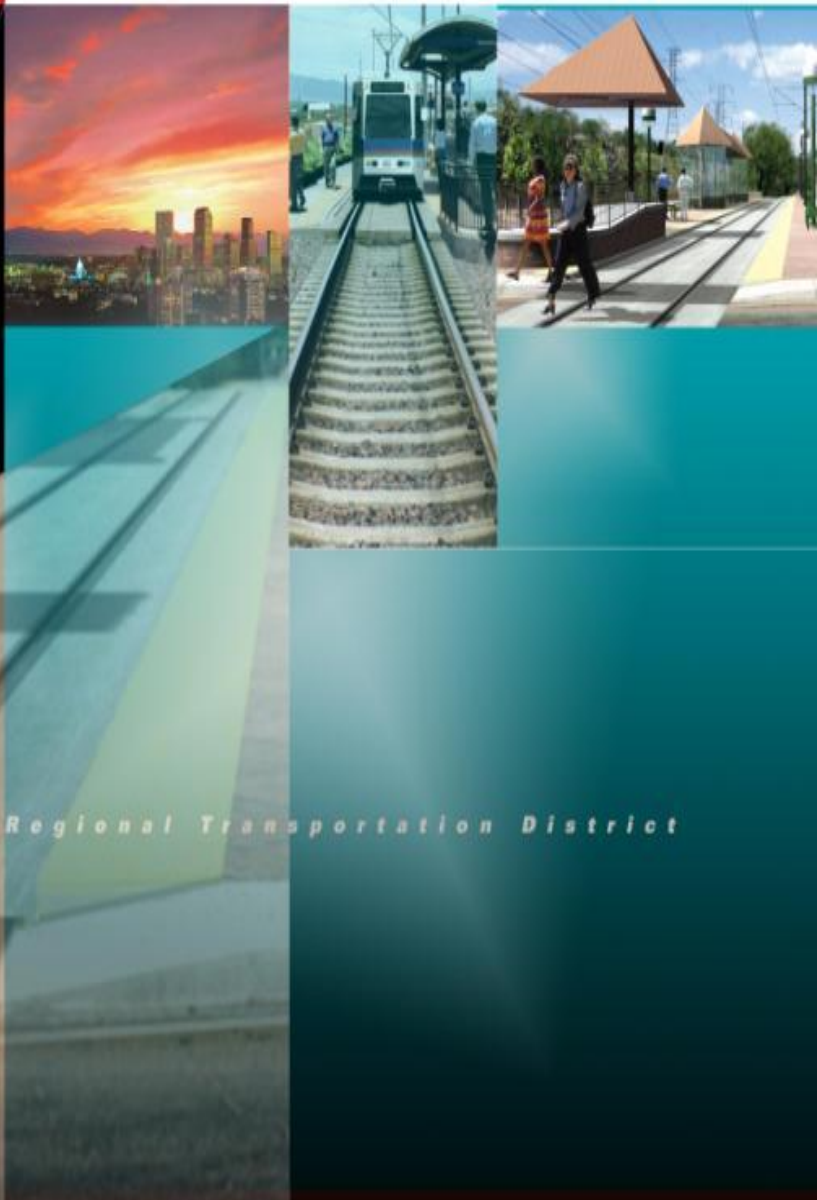




West Corridor LRT Project Progress Report



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
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
SCP	Safety Certification Program
SSOA	State Safety Oversight Agency
SSPP	System Safety Program Plan
SSPS	System Safety Program Standards
SSWG	System Safety Working Group
TOD	Transit Orientated Development
T-REX	Transportation Expansion Project
UDFCD	Urban Drainage Flood Control District
VE	Value Engineering
WBS	Work Breakdown Structure



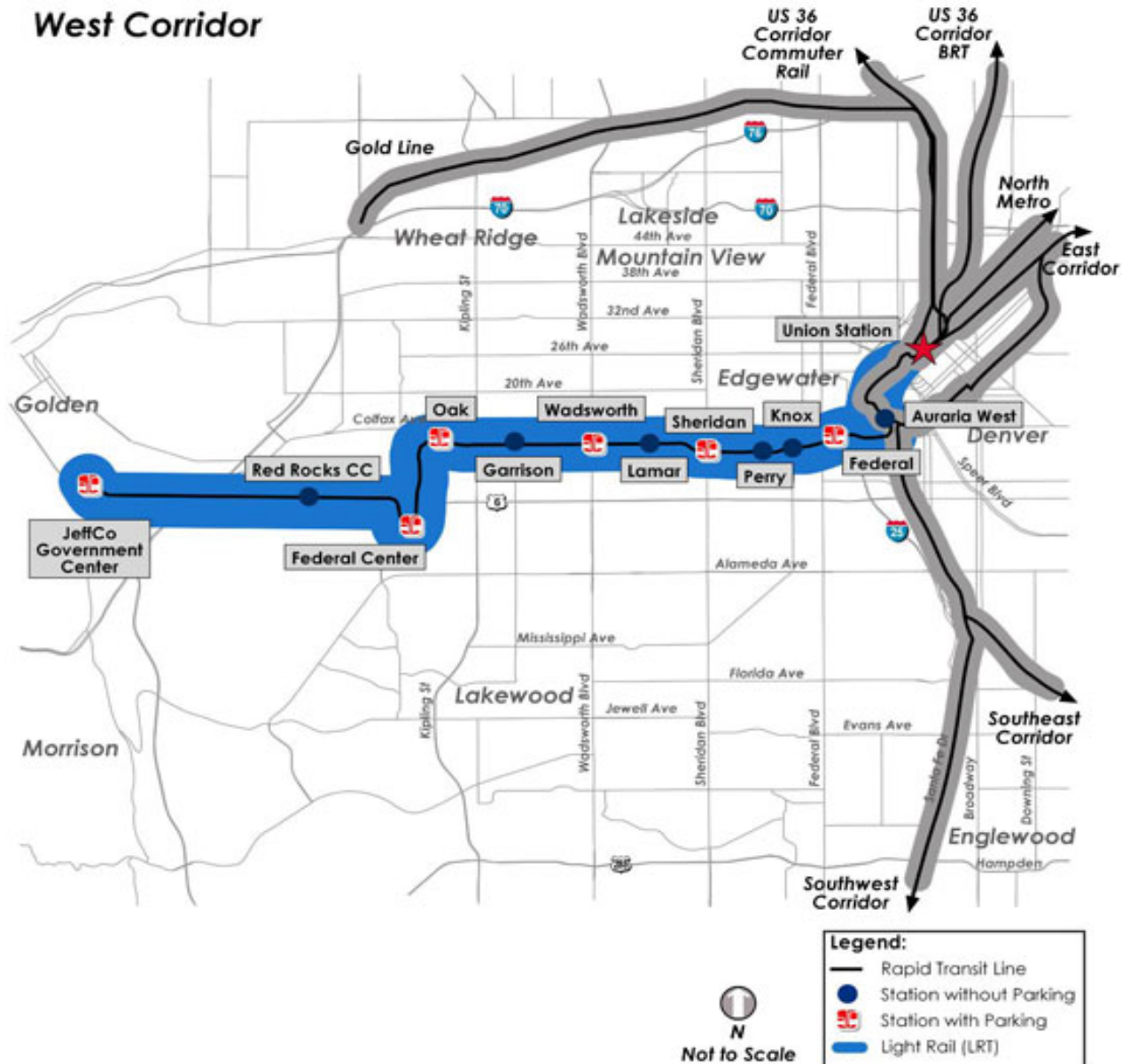
Project Summary - Baseline

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

The West Corridor project consists of 12.1 miles of Light Rail Transit (LRT) extending from the existing light rail line at Auraria West Station, west across the South Platte River, then west traversing the existing Associated Railroad right-of-way between Decatur Street in Denver and Quail Street in Lakewood as well as through the Lakewood Industrial Park, and crossing West 6th Avenue into the Denver Federal Center. West of the Denver Federal Center, the alignment, which was to run on the north side of West 6th Avenue along US 6 is being shifted to the south side of US 6 up to Indiana street where it will cross back over to the north side and parallel the highway at-grade within the CDOT right-of-way to the Jefferson 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 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.

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 change in alignment is under evaluation to maintain the light rail line on the south side of US 6 under Union in a reduced tunnel configuration into the south side frontage road within CDOT right-of way, continuing westward up to just east of Indiana, then cross back over to the north side of US 6. Stations proposed for this segment include: Lamar Street, Wadsworth Boulevard, Garrison Street, Oak Street, Denver Federal Center and Red Rocks.

Jefferson County Government Center (Jefferson County/Golden Segment)

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

Key Project Challenges

- Cost Containment on West Corridor Project: Based on updated current capital cost estimates and the material escalation that has occurred and is continuing to occur in the market, the FasTracks team including the CM/GC contractor continue to look at cost containment solutions throughout the final design phase. Independent cost estimates will be prepared in Nov./Dec. following the 65% submittal in November 2006.
- Obtain final Federal Blvd. and Sheridan Blvd. Bridge decisions. (CAT EXs commenced in June 2006; complete by November 2006).
- 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; due to FTA for review in late December 2006)
- Jefferson County end of the line station: Alternative station and parking layout developed and agreed to in concept. Funding of pedestrian bridge and agreement on eligible costs for local agency contribution pending.
- Constraints of narrow corridor along 13th 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 13th Avenue that is acceptable to community without compromising RTD system safety requirements. Public input will be sought at next set of UDC meetings in September 2006.
- 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 to be issued to CCD formally requesting approval and a waiver on reduction in fire access width from 25 ft. to 22 ft.
- 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 to be determined*)
- 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 - Presentation of TEM to senior CDOT management scheduled for October 11.
- 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 being developed for 65% Submittal; alternatives expected from VE Study session to be conducted in mid-December*).

Key Project Challenges (Cont.)

- Expand public involvement process extended to end of 2006 to allow greater opportunity for public input - need to conclude UDC process in January 2007 to allow design production.
- Establishing agreed schedules for utility relocations, especially among major owners such as Xcel, Qwest, Denver Water Department, Metro Wastewater Reclamation District, the irrigation ditches, and the various municipal sewer lines - tentative date for completion of utility relocation established as April 2008. The S. Platte River environs, Federal Blvd bridge replacement, and the narrow 13th Avenue corridor are greatest challenges.
- 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.
- 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.
- Update Cost Estimate at 65% submittal (Civil and Systems), conduct VE to keep project within budget. (Complete by February 2007)
- 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 contribution. - Negotiations completed this period; awaiting IGA from CCD.
- Negotiate/execute IGAs with CCD, COL (including Federal Center), Golden and Jefferson County; MOU with UDFCD - In progress (Complete in November 2006)
- Negotiate and execute Utility Agreements with all West Corridor utilities. (Complete in November 2006)
- Complete 65% Design. (Issue for review in November 2006)
- Establish ROW acquisition schedule, begin appraisal process. - Earlier property acquisitions under review with CM/GC. Final RAMP to be issued in December 2006.
- Update Risk Assessment - Current discussions with FTA on new guidelines may push back completion from May to July 2007.
- Prepare and submit FFGA application - Current discussions on delay in completion of risk assessment may impact issuance of FTA Region's recommendation letter and congressional review which would could delay execution of FFGA from September to November 2007.

Summary of Month's Activities

In the month of September 2006, the following activities were completed on the project:

- Continued providing coordination and oversight of design progress by DEA design team.
- Bi-weekly design team meetings held with RTD, CM/GC, DEA and FRSC design teams to review design challenges and discuss cost effective alternatives.
- Continued to work with the FasTracks Environmental Resource Group to discuss and coordinate scope and alignment changes for the EA and CAT Exs for West Corridor project. Coordinated status on EA process and distributed monthly schedule update on activities.
- Discussed construction noise policy in CCD and noise opt out waiver strategy for project on September 1.
- Reviewed bike path along 13th Ave with COL on September 5.
- Held discussion with PMOC on September 6 to review results of independent cost review conducted by PMOC estimators.
- Presented final bridge types for LRT crossing of 6th Ave with stakeholders at COL on September 6 and secured concurrence for basket handle tied arch as preferred structure.
- Grade crossing treatments reviewed with RTD, DEA and FRSC on September 7.
- Reviewed EOL design and traffic issues with Jefferson and CDOT on September 7.
- Held follow-up meeting with Beth Jacob High School on September 8 to provide status on design.
- Hosted visit by DART on September 8 to review agency experience on CM/GC and lessons learned for West Corridor.
- Initiated discussion of aesthetics for Wadsworth bridge/station with COL on September 12.
- Discussed project impacts in pre-Section 404 application meeting with resource agencies on September 12.
- Continued geotechnical investigations to obtain data for structural, guideway, and station design support, with special focus at I-70 tunnel and Jefferson Government Center EOL station.
- Performed topographic surveying in Jefferson Government Center to obtain supplemental data for design support.
- Held Agency Stakeholders coordination meeting on September 14.
- Held seventh Elected Officials briefing on September 15.
- RTD and design team attended presentation of Wadsworth station design concept by COL architectural consultant on September 19.

Summary of Month's Activities (Cont.)

- Attended West Corridor drainage working group meeting on September 19.
- Continued System Safety Working Group (SSWG) meetings on September 20 with discussions of safety certification and grade crossing design treatments.
- Attended meetings with RTD/PMC staff and CM/GC for project management (semi-monthly progress) and to coordinate and confirm designs for track alignment, structures, stations, drainage, systems and other LRT facilities.
- Hosted third Fire Life Safety Committee (FLSC) meeting on September 20.
- Presented in-progress South Side alignment design to agency stakeholders on September 21.
- Arranged presentation by Contech of potential cost-saving products for applicability on West Corridor to project team on September 22.
- Arranged and provided tour of existing LRT stations to residents and elected officials on West Corridor on September 23.
- Design team initiated internal QA process for Nov 3 Progress Submittal with interdisciplinary design review (IDR) meeting including FRSC on September 25.
- Design team conducted internal quality audits of several team disciplines on September 26-27.
- Reviewed bike path and pedestrian bridge concepts with CCD on September 25.
- Design team submitted revised cost proposal September 26 to RTD for Design of Bike Bridges at Kipling Street and Wadsworth Boulevard.
- Arranged for venues, coordinated preparation of design and environmental exhibits, and attended UDC/EA update meetings on September 27-28.
- Held meeting with elevator vendor on September 28 to discuss and define project elevator requirements.
- Continued coordination between civil and systems design teams to determine acceptable locations for TPSS, signals, communications and other LRT system components at stations and along alignment ROW.
- Design team continued with preparation and submittal of bridge type selection summaries, this month for structures at: LRT over Lakewood Gulch, Decatur St, Wadsworth Blvd, Knox Ct, Sheridan Blvd, LRT under Union, Colfax/US 6, Dry Gulch East and West, Indiana/Us 6, and Lakewood Gulch Oxbow East.
- 65 % submittal - Established list of internal RTD reviewers and agency stakeholders reviewers.



Summary of Month's Activities (Cont.)

Activities Planned for Next Month:

- Discussion of VE Study to be arranged after design Progress Submittal.
- Discussion of RTD Noise Barrier Policy for West Corridor.
- Coordination of civil design issues with COL on October 5.
- FTA/PMOC quarterly progress meeting scheduled for October 5.
- Internal QA review October 9-11 of deliverables for design Progress Submittal.
- Discussions with CM/GC and national steel fabricators regarding project bridges.
- GSA workshop on discussion of master plan alternatives scheduled for October 10.
- TEM (technical evaluation memorandum) presentation to CDOT scheduled for October 11.
- Follow-on discussion of alternative design concept for Wadsworth Station with RTD and COL scheduled for October 11.
- Support Coffees with Dennis with technical staff at anticipated sessions of October 18, 24, and 25.
- Monthly Agency Stakeholders coordination meeting on October 12.
- Next briefing for Elected Officials on October 13.
- Monthly West Corridor drainage working group meeting on October 17.
- Priority planning meeting for 65% submittal scheduled for October 27th with internal RTD reviewers.
- Design review process "refresher" scheduled for October 31 with agency stakeholders.
- Continue write-ups of remaining bridge type selection summaries – CML flyover and S. Platte River crossing.
- Initial discussions with CM/GC "conduct of construction" discussions with RTD and design team.



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:

- Design Basis Memoranda were completed for Systemwide Electrical, Corrosion Control, the Communications System and Traction Power Substations. These memoranda provide general design philosophy and standards to which all components of the subject areas will be designed.
- RTD and FRSC engineers arrived at a consensus regarding RTD policy on the issue corrosion protection for underground utilities. Revisions to the RTD Light Rail Design Criteria concerning corrosion control were also agreed to.
- Progress continued on the rail signal system, including the design of the signal block structure and the design of grade crossing signal systems.
- Design of the Overhead Contact System was initiated. The determination of final locations for the Traction Power Substations allowed preliminary design of the sectionalizing scheme for the entire corridor.
- Basic specifications for most aspects of the Communication System were completed, and draft specifications for the Traction Power Substations were completed.

System Activities Planned for Next Month:

- Work will continue on securing utility power for the Traction Power substations.
- Expect to finalize the rail signal block design and diagrams
- Expect to explore further the possible use of a photovoltaic (solar) power system for station platform lighting as a demonstration project.
- Complete and submit the 65 % progress submittal to RTD for review.



Transit Oriented Development (TOD)

- The City and County of Denver (CCD), with input from RTD, in September hired Crandall Arambula and PB Placemaking to conduct local land-use planning, respectively, at the Decatur and Sheridan stations. Separately (but again with RTD input), CCD also hired Basile Baumann Prost to perform detailed TOD market studies for the Decatur and Sheridan station areas.
- The City of Lakewood presented new land use plans and zoning recommendations for the Sheridan, Wadsworth, Oak and Federal Center station areas to the City's Planning Commission. Based on the Planning Commission's feedback, Lakewood staff reports that the plans and zoning changes will not be adopted until early 2007. Lakewood and its consultant team, with participation from RTD staff, continues to evaluate land-use alternatives in the vicinity of Wadsworth station.

TOD Activities Planned for Next Month:

- At the next corridor TOD working group meeting, RTD and stakeholders will review the West Corridor TOD Workshop Report issued in March to gauge progress and update recommended action items on TOD implementation in the corridor.
- At the request of Lakewood, RTD staff will meet in October with property owners and their consultants to discuss potential development and land uses and how they would integrate with the pedestrian and bicycle paths, bus routes, and private auto circulation.



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. 9 - Long Lead Item / Early Procurement Review*
- 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 this period:

Task 1 - Supported preparation of Green Sheet Estimate, pricing materials and identifying vendors that may be sued for future estimating and potential work elements.

Task 2 - CM/GC Project Manager involved in numerous meetings with third parties, design groups and RTD staff supporting ongoing project progress. The focus was on Stakeholders, Utilities, and Community briefings and on design reviews to accelerate VE and design questions.

Task 9 - Submitted following an extensive market research and in letter/report form to RTD. Ongoing work will continue due to the market conditions and paid through Task 2. The markets appear to be stabilizing (not increasing) thus a recommendation was given to “watch and see’ and be ready to act should the markets turn upwards again. All indicators show the markets reducing in cost for any metal.

- A special report concerning late information on the tie market is being prepared. It will state that RTD is advised to be ready to procure ties on short notice to forestall the threat by other large projects. Fabricated bridges will continue to be monitored as well.

Task 12 - No activity this period

Task 13 - No activity this period

Task 21- Work began on this task in the period. The subcontractor Xcelente – began work on the Public Information elements and has been tasked to provide an initial work plan for use.



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

Activities Planned for Next Month:

Task 1 - Consultation will continue in support of Estimate #2 and design reviews.

Task 2 - Project Manager will continue and will focus on tasks assigned and in supporting any impromptu assignments as they arise and managing the following:

- Oct. 18th Executive Schedule Review,
- Nov 9th Attend Stakeholders and Exec Sessions for Partnering
- Dec. 11th Value Engineering week,
- Preparation of lay down areas, property priorities, and structure sequencing
- Material Availability Report and Recommendation

Task 5 - Not currently authorized - Work Schedule and Plan should begin preparation to place in writing a Work Plan to begin planning and estimating.

Task 8 - Work should see drafting of the plan and circulate for comments.

Task 9 - Complete but monitoring for further recommendations

Task 12 - Public Meetings will increase with involvement from PI subconsultants.



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 has been 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 further design progress at the 65% design level.

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>
			\$512,792,000
	SUBTRACT Before and After Study		<u>(\$ 1,000,000)</u>
	WEST CORRIDOR PROJECT BUDGET		\$511,792,000

Note: The above figures do not include finance charges.



Project Cost Summary (cont.)

Estimate at Completion (EAC) Variance

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

Contingency Status

The project budget includes one level of contingency:

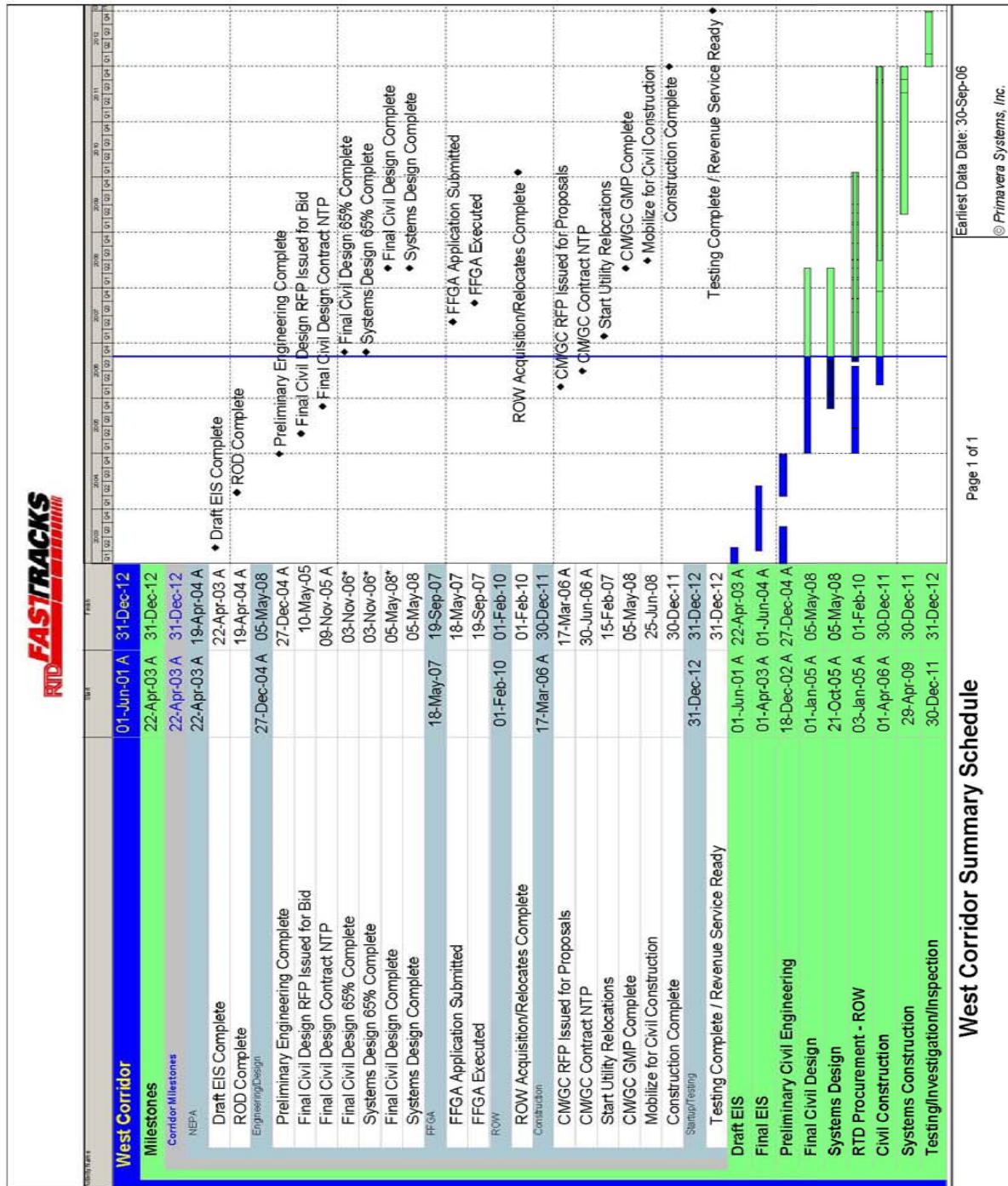
- Unallocated contingency assigned to current or future contracts to address changes in scope and unknowns during final design and construction.

Contract Awards

Contract #	Contractor	Scope	Original Amount	Award Date
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 Vehicles	\$26,000,000	12/28/04
672122SR	A.J. Ventures, Inc.	Potholing	\$2,400	9/18/06
672047CR	Burlington Northern and Santa Fe	Flagging	\$3,000	4/18/05
Contracts Total			\$49,218,534	

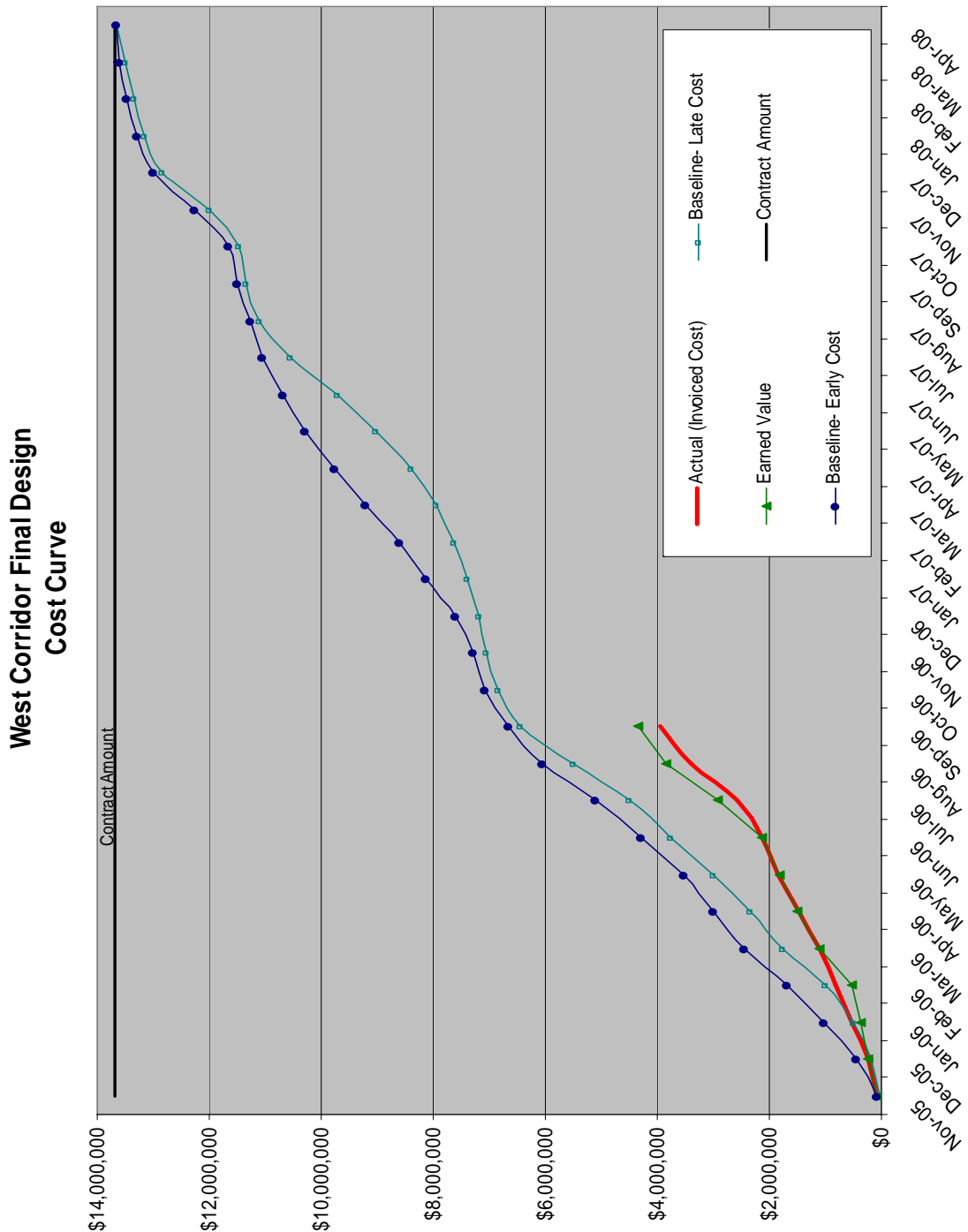
Project Schedule

The project schedule has been updated to reflect the acceleration of the project by two years for design and construction and one year for revenue service. This has been identified as a cost containment measure.



Cost Curve - Civil Design

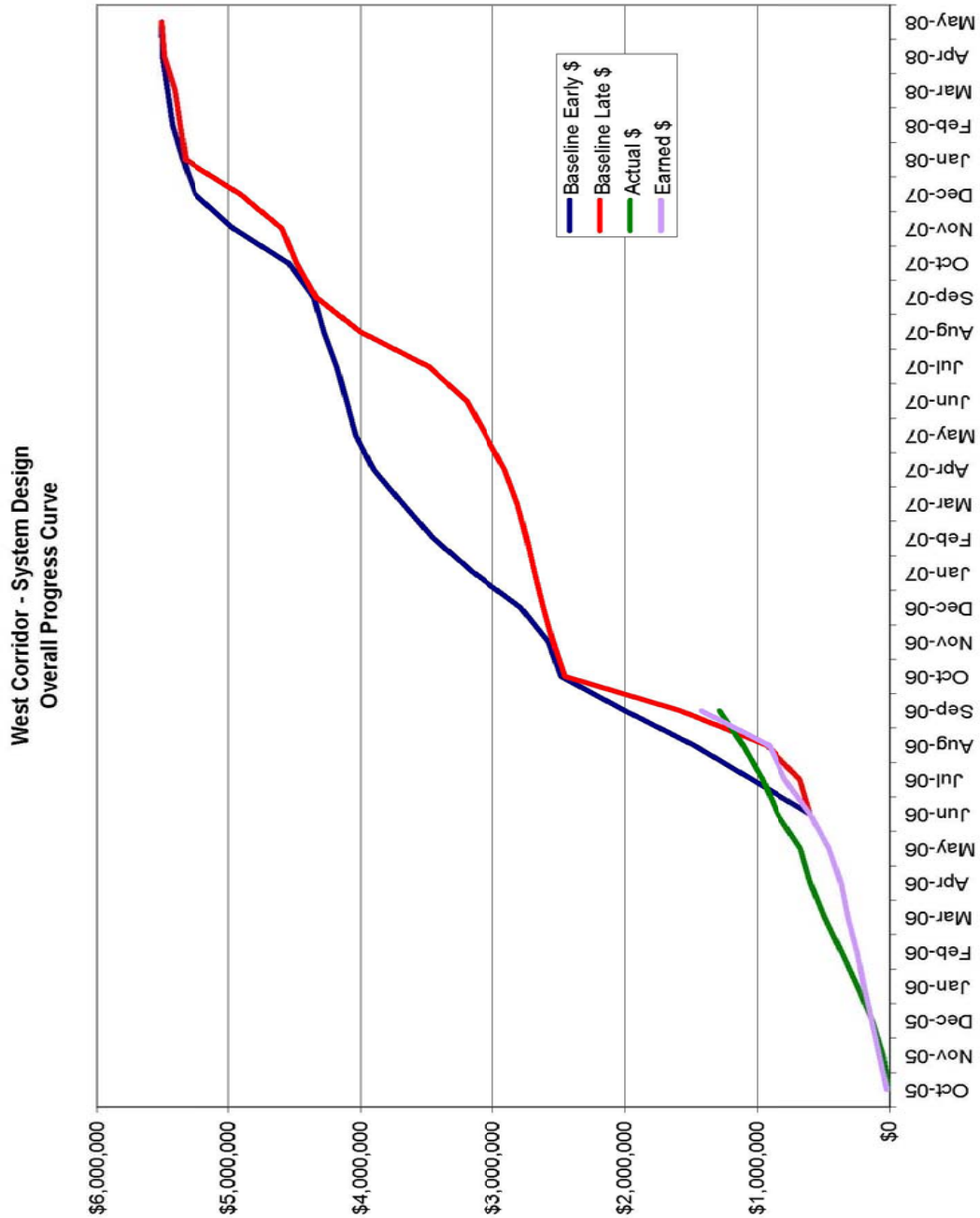
The earned value reported this period continues to show an improvement with additional FTEs and the design consultant re-evaluating actual progress made to-date. Projections for the design team are coming more in line with baseline projections.





Cost Curve - System Design

The earned value reported this period shows improvement with the system design consultant staffing levels increasing for the 65 % submittal. Concern had been previously raised with the systems design consultant on the level of design completion for the upcoming submittal on November 3, 2006.



Overall Schedule Status

Key milestone dates in final design development during 2006 remain "freezing" track alignment from Auraria to Denver Federal Center (DFC) by June 1 (Completed), DFC to Jefferson County EOL by August 31 (Completed), and 65% design completion submittal for the civil/architectural and systems designs on November 3, 2006 (In Progress).

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

Utilities – Substantially complete with identification of potential utility (public and private) conflicts along the corridor. Future activities include ongoing field verification by potholing and ongoing meetings with utilities. Some potholing was initiated beginning in August; however, the majority of the field verification work is still expected to be conducted after the November 3 submittal of the 65% design package. Verification of relocation requirements and production of design plans for utility relocations is the primary focus moving forward to the submittal

Drainage – Design activities progressing. Continued coordination with third parties regarding drainage improvements and responsibilities at Lakewood and Dry Gulches and Richey Park. Plans for Richey Park detention facility being prepared by the City of Lakewood outside the final design team will be included in the November 3 submittal as reference drawings to show work by others. Design plans for Lakewood Gulch improvements from Decatur to the S. Platte River are being prepared by CCD and will also be included in the November 3 submittal. It is currently planned to have the CM/GC build these Lakewood Gulch improvements. Designers have been meeting with ACOE and other agencies regarding Section 404 permitting and wetlands impacts. Designers have also been coordinating with agencies and property owners regarding drainage improvements along the North Dry Gulch area as well as Xcel and CCD on the S. Platte River project.

Civil, Track Design, and Roadway – The design team is preparing for a TEM (technical evaluation memorandum) presentation to senior staff at CDOT in October. The TEM combines an updated analysis of the PE Traffic Study (by others) with geometric layouts by DEA of alternative future interchange configurations to assure CDOT that possible future highway improvements will not be constrained by the WC project. The design team is developing the LRT track chart, coordinating with the SEC for systems elements, in particular, the placement of equipment housings, and working out guideway and public roadway interfaces at the grade crossings and station areas.

Track Alignment – Track alignment design activities continue. Separate segments of the alignment were "frozen" – June 1 for the easterly 7 miles from 8th Ave to Auraria, and August 21 for the westerly 5 miles from 8th Ave to the Jefferson County EOL. The differing milestones were necessitated by the shift in alignment Simms-Union and Indiana to the south side of US 6. At this time, track alignment is essentially fixed, except for continuing review by CCD for the crossing under I-25 at Myrtle Place. Design team has met with CCD Public Works and Fire Prevention to develop the most effective solution for conveying the LRT and Siegel Oil spur track along Myrtle Place under I-25; however, Fire Prevention will need to grant a variance for reduced fire lane access.

Overall Schedule Status (Cont.)

Bridges – Through September, the design team has submitted 15 summary reports for the bridge types at each project location (two remaining reports are anticipated to be completed in the next month). A letter was issued by RTD on September 14 to provide clear direction to the design team regarding the selected structure types for design. Bridge designers have collaborated with the civil designers to coordinate bridge pier and abutment locations with the TEM configurations along the US 6 corridor. Bridge layout sheets and foundation concepts are currently being developed for the 65% design package.

Stations – Station definition is essentially complete for all stations except the Auraria West and Federal Center stations. Red Rocks and Jefferson Government Center station designs are being advanced for the November submittal. RTD and the design team continue to work through the coordination of changes and adjacent planning efforts affecting these stations. Influences include the EA process for the South Side and other project changes and stakeholder buy-offs, including Federal Center land conveyance and LRT and road alignments with GSA, and agreement with Jefferson County and Golden regarding design concepts and cost of EOL station improvements over the baseline budget. Future activities include advancing the final design of the stations to the 65% milestone deliverable for the segment from 8th Avenue to Auraria. The Federal Center, Red Rocks, Jefferson Government Center and Auraria West stations will be delivered at the same time at about the 30-45% design level.

Parking Structures – RTD's direction to put "hold" on the structures at Sheridan, Wadsworth, and Federal Center remains pending further progress on a master developer process to design and build the parking structures, possibly integrated with TOD, and then leasing back requisite number of parking spaces to support LRT line. Currently, the RFP will likely not be issued until late next year. No design for these three structures will be shown on the 65% plans. A surface parking lot concept will be shown for the Federal Center in the November 3 submittal. A concept for the parking structure at the Jefferson Government Center will be submitted with the November design package.

Park-n-Rides – Progress similar to stations; activities for this element are predicated upon RTD providing final design concepts to the design team. The status of parking concepts supporting the following stations: Auraria West – on hold pending developer and AHEC planning; Oak base design provided by RTD, revisions and refinement in progress by the design team; Federal Center – on hold, but modified PE version is being prepared by RTD as placeholder; and Jefferson Government Center – primary parking now being provided by a parking structure.

System Safety and Security – Draft Preliminary Hazard Analysis and TVA reports for the corridor have been accepted by RTD and will be finalized. Civil and systems CIL for West Corridor are being developed jointly between DEA and FRSC; initial listing of certifiable items and draft certification form discussed in September SSWG meeting. Coordination meetings continued in September with Fire Life Safety Committee (FLSC) and System Safety Working Group (SSWG); next meetings in December.

Overall Schedule Status (Cont.)

Surveying – Supplemental field topographic surveying has essentially been completed for the project aerial base map. Survey team has completed majority of supplemental topographic surveys to support final design of the South Side alignment as well as the relocated Jefferson Government Center EOL station and are processing data to be incorporated into project Base Map. In addition, small pockets of topographic surveys have been conducted along 13th Avenue to support final design. Design team has provided area calculations and exhibits to RTD and GSA for permanent guideway easement and temporary construction easements at Denver Federal Center; this will be followed up by legal descriptions. 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 to define ROW boundaries for LRT system as well as its relationship to adjoining properties along the corridor, design team has identified gaps and will provide scope to RTD for reconciling.

Geotechnical – Lyman Henn completed drilling at I-70 undercrossing (2 borings), overcrossing east of Indiana Bridge (3 borings) and Union undercrossing (1 boring). Lab work underway for I-70, Union, East of Indiana, Jefferson Government Center Station. Technical memos are underway for Wadsworth approach walls, Indiana Bridge, Kipling Bridge, and Oak St Station. Survey coordination underway for borings drilled to date. Geocal has submitted draft technical memorandums for Wadsworth Boulevard and for Sheridan Boulevard bridges and approach MSE walls, an dare under review by the design team. The Geocal team is scheduled to drill at bridge structure locations at Federal, Lakewood Gulch, CML, S Platte River, and Knox Court within the next few weeks, and is in the process of clearing utilities and obtaining permits for these sites. The biggest challenge at this time is obtaining access to drill on private property; RTD is assisting with securing rights of entry, based on their prior relationships with property owners.

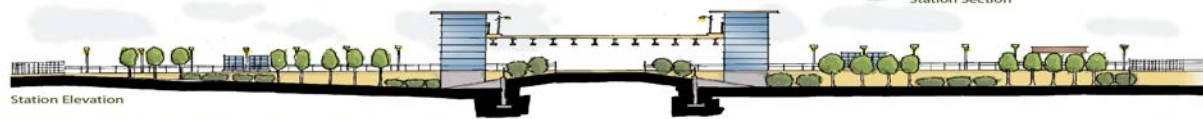
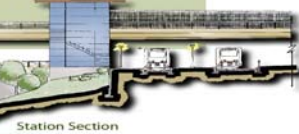
Noise and Vibration – KM Chng conducted field measurements in June and September to verify noise levels and confirm mitigation measures required for 14 areas identified in the EIS. The field work also included collecting noise measurements at four locations along the South Side alignment in support of the EA process. Resulting noise modeling was continuing this period, and background (ambient) noise levels for each of the 18 noise monitoring sites were shown at the combined EA public/UDC meetings at the end of September. KM Chng will next complete the determination of background noise levels for all affected properties along the project corridor and begin the modeling of noise impacts resulting from the proposed LRT system.

System Integration – Regular meetings are being held between civil design and system design teams to coordinate and integrate design interfaces into November 3 submittal. An interdisciplinary design review was held this period with oversight by DEA's Quality Assurance subconsultant.

Sheridan Station and Elevation

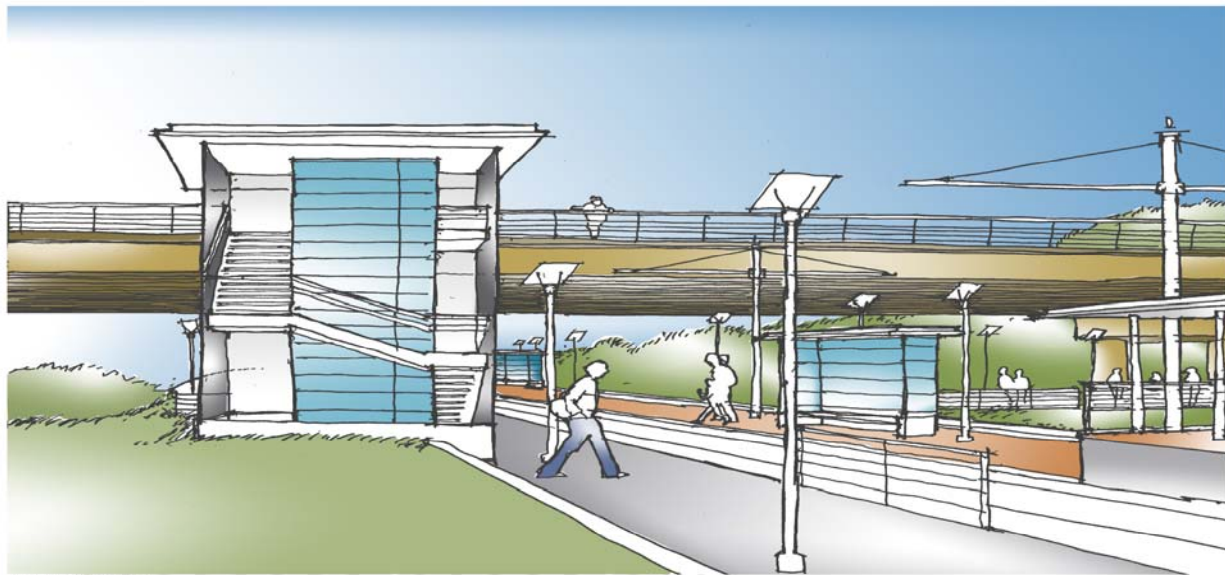


Station Area Plan



RTD FasTracks West Corridor
Sheridan Station

Platform layouts and dimensions are subject to change at a later date, due to future safety and security reviews. Colors are for illustrative purposes only.



View From Platform

RTD FasTracks West Corridor
Sheridan Station

Platform layouts and dimensions are subject to change at a later date, due to future safety and security reviews. Colors are for illustrative purposes only.



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 - Completed review of city's initial comments on draft master IGA and issued an updated draft on September 28.
- City of Lakewood - Separate IGA for city funding of two bike bridges at Wadsworth and Kipling signed and executed. Finalized scope of work and budget for the design team for the initial feasibility study. Change Notice in process for issuance to design team.
- Jefferson County - Draft IGA released to City of Golden on September 13. Initial comments received by letter dated October 6, and under review.
- City of Golden - Draft IGA released to City of Golden on September 13. Initial comments received by letter dated October 6, and under review.
- 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 continuing with preparation of draft IGA for issued to RTD in mid October.
- UDFCD - IGA changed to MOU and issued to UDFC; awaiting comments from UDFCD.
- GSA - Need for IGA identified; draft in progress.

Activities Planned for Next Period:

- Meet with City of Lakewood legal counsel and finalize IGA.
- Re-issue updated IGAs to Jefferson County and City of Golden.
- Start review of IGA with CCD.
- Meet with UDFCD on MOU comments.

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	Qwest
Consolidated Mutual Water	CDOT ITS
CDOT CTMC	Adesta Communications
City of Golden	Denver Water
Daniels Sanitation & High View Water District	Denver Waste Water
IGG Communications	Lakewood Water
Lakewood Waste Water	Champion Broadband
Comcast Cable	College Park Sewer District
Pleasant View Water and Sanitation	Metro Waste Water
GSA	McLeod USA

Status of agreements is as follows:

- Seven agreements signed to-date including Xcel which is the largest.
- Four additional agreements are negotiated and ready to sign.
- Remaining agreements still with utility's legal counsel
- 24 total agreements including the 5 ditches.
- Planning and design committee approved the recommendation to the board that the RTD General Manager be given authorization to sign the URA's and to authorize staff to sign the individual work orders. Board approval is on the November board agenda.

Activities Planned for Next Period:

- Continue working with remaining utilities to address comments on utility agreements and work towards signoff.
- Work with civil design team on incorporation of utility drawings and relocation envelopes into 65 % submittal.
- Begin preparation for writing work orders to be issued by the year end of this year to authorize detail design and street relocation work in the Spring of next year.
- Start discussion with design team on localized storm drainage improvements. Intent is to maintain localized drainage as exists today.

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:

- Submitted Determinations of Effect to historic properties to FTA for submittal to SHPO, revising Memorandum of Agreement.
- Continued to clarify the issue of noise at at-grade crossings and at stations.
- Submitted draft of Chapter 2 of the EA to FTA for review.
- Prepared some existing conditions and impact write-ups.
- Continued working with traffic engineers to obtain volumes and LOS for 2030.
- Continued to review wetland mitigation concepts.
- Met with DEA Lakewood Gulch hydraulic team to discuss potential wetland mitigation sites.
- Completed wetland delineations from South Platte River west to the intersection of Jefferson County Parkway and US 6.
- Prepared draft Wetland Delineation Report.
- Held 404 pre-application meeting with CDOW, US Fish and Wildlife, and EPA.
- Provided graphics support for public meetings.
- Attended coordination meetings with CDOT, City of Golden, Jefferson County, and Lakewood.
- Attended project team meetings.
- Received determination from FTA that air quality hotspot analysis is not needed for EA.
- Prepared first draft of 404 permit application.
- Attended Elected Officials briefing on September 15th.
- Addressed two rounds of internal comments on Sheridan Boulevard Categorical Exclusion.
- Coordinated internally to produce graphics for Sheridan Bridge Categorical Exclusion.
- Distributed Sheridan Boulevard Categorical Exclusion to CDOT and FTA for first draft review.
- Prepared for and attended the September 27th and 28th public meetings.
- Began preparation of presentation materials for the West Corridor Public Meeting and cover tabs for the October 11th meeting.



Environmental Compliance (Cont.)

- Completed draft of visual assessment.
- Developed wetland text regarding avoidance and minimization of wetland impacts.
- Coordinated with CDOT on MS4 issues relative to storm water impacts at Sheridan and Federal.
- Analyzed the potential impacts to trees within historic properties.
- Continued to clarify the noise at-grade crossings and stations issue.
- Summarized travel demand model data for 2030.

Activities Planned for Next Month:

- Provide EA sections to FTA for preliminary review.
- Receive and review results of noise impact analysis.
- Complete impact analysis for visual, land use, EJ, bike/pedestrian.
- Hold field meeting on October 16 with Denver Parks.
- Hold field meeting on October 6 to review wetlands with the COE/EPA/USFWS
- Complete Wetland Delineation Report.
- Coordinate internally on commitments for MS4 requirements.
- Prepare first draft of 404 permit application.
- Respond to comments on the Sheridan Bridge boulevard Categorical Exclusion provided by CDOT and FTA.
- Complete traffic analysis.
- Review traffic analysis and determine need for hot spot analysis.
- Perform hot spot analysis if needed.
- Review sections: floodplains, natural resources, wetlands, weeds, visual.
- Finish preparing sections: Phase I hazardous materials, public involvement, MS4, Public involvement, cultural resources, traffic, bike/pedestrian, visual.
- Prepare 4(f) final analysis and finalize Determination of Effects including that resources can not be avoided, impacts have been minimized, and acreage for Kit House, International House, and 1918 Farmhouse.



Environmental Compliance (Cont.)

Activities Planned for Next Month

- Finalize MOA based on ACHP comment.
- Revise chapter one based on FTA comments.
- Develop wetland and final wetland mitigation plan.
- Continue preparing for public meetings including handouts for Mountainside Estates.
- Provide description of design changes at Myrtle Place/I-25.
- Continue coordination with Phil Lidov to obtain GIS mapping (zoning, land use, hazardous materials, parks, floodplain, etc.).
- Continue assisting in issues resolution.

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 September, the QMC organized requirements from the following sources relevant to the West Corridor:

- CDOT Drainage Design Manual (in-process)
- West Corridor Systems Design Scope of Work (in-process)
- The QMC conducted training this month for RTD staff in preparation for the upcoming design reviews. RTD staff complete a formal certification program, developed internally, that provides them with the skills needed to participate in the quality oversight program.
- In order to promote continuous improvement, RTD conducts internal quality audits of its management processes. In September, the QMC conducted an internal quality audit of the RTD West Corridor team. A final report is in work.

Quality Management Activities Planned for Next Month:

- Continued QMO Training for RTD-FasTracks staff.
- Audit FRSC Design QA Program.
- Training of CM/GC staff for participation in design review.
- Follow-up training of outside stakeholders for participation in design review.



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 September 15 and focused on final bridge structure types for Wadsworth, Kipling, 6th Avenue, Eldridge; safety and barriers along the alignment, an update on the noise analysis, noise at grade crossings and an update on the bike path.

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. The stakeholder meeting this month was held on September 14.

Beth Ordonez with Ordonez & Vogelsang, LLC, serves as the team's "stakeholder coordinator" and provides coordination on issues between the West Corridor project team and the local jurisdictions.

Community

Urban Design Committee meetings / public meetings for the EA were held on September 27 and 28 to show final bridge structure types for Wadsworth, Kipling, 6th Avenue, Eldridge; safety and barriers along the alignment, walls and fencing, an update on the noise analysis, noise at grade crossings and an update on the bike path.

There were 30 people at the Denver meeting and approximately 70 at the Jefferson County meeting. Comments are available via e-mail for anyone who would like to see them. In addition, we have added the comment sheet to the website along with the graphics so people can comment on-line.

RTD and the PI team continue to update the Design Overview Timeline which lists out design elements and the status of design during each month for the rest of the year. Design elements continue to be added to this fluid document as they arise. This is also posted on the website.

Additional activities conducted by the PI team included:

- Drafted, edited and distributed notification of October sessions of "Coffee with Dennis" meetings.
- Attended meeting with King Park Neighborhood Association.



Community (Cont.)

- Drafted, edited, and distributed September e-newsletter to UDC, Elected Officials and stakeholder agencies regarding project status and public meetings.
- Handled logistics, prepared and distributed notices for, and attended Elected Officials briefing on September 15.
- Scheduled meeting on September 8 with Beth Jacobs High School and RTD.
- Attended meeting with The Lakewood Collaborative and distributed meeting minutes.
- Assisted RTD with tour of existing LRT stations for West Corridor residents and elected officials on September 23.
- Updated project web site with information from UDC meetings as well as FAQ section.
- Coordinated web site changes with RTD, PMC and Neighborhood America.
- Updated contact lists for general public, UDC, agency stakeholders, and elected officials.

Project Website

- New additions to the website include:
- Design Overview Timeline
- PUC application guidelines
- Bridge drawings for Wadsworth, Kipling, Eldridge and 6th.
- Wall option boards from UDC meetings
- Noise barometer board
- Baseline noise information
- Comment sheets for all items presented at the UDC meetings.
- Coffee with Dennis October Sign up
- Updated public calendar including Stakeholder meetings and Elected Official briefings and Coffees with Dennis

PI Activities Planned for Next Month:

- In October, Coffee's with Dennis will resume, we will meet with the Elected Officials and stakeholders. We also plan to meet with Jefferson County Schools.
- The Design Overview Timeline will continue to be developed. Once the noise study is completed and impacted areas are determined, then wall locations and heights can be determined to take to the public.
- The Environmental Assessment public involvement process will continue.



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. Additional ROW requirements are being reviewed with the environmental assessment and CAT EX processes underway.

This criteria was used to develop and prioritize a parcel acquisition sequence and has been incorporated into the corridor Real Estate Acquisition and Management Plan (RAMP). Comments on the RAMP were received from the PMOC on September 7; an updated plan will be issued to the PMOC in December.

Earlier private property acquisitions that will change some of the priorities established in the RAMP are being discussed with the CM/GC, and will be reflected in the updated RAMP. These earlier priorities include full takes for parking facilities that can be used as lay down areas, and

DBE Participation

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

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

The DBE goals established for the West Corridor project and the actuals to-date are shown below:

Firm	DBE Goal	Actual to-Date
David Evans % Associates	21%	22.4%
FRSC	10%	15.17%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	2.3%

DBE participation with DTCG commenced this period.