

Regional Transportation District

Our mission:

To meet our constituents' present and future public transit needs by offering safe, clean, reliable, courteous, accessible, and cost-effective service throughout the District.



Memorandum

To: Board of Directors
From: Phillip A. ^{PAW} Washington, Interim General Manager
Date: August 6, 2009
Re: Shovel Ready Plan

At the August 4th FasTracks Monitoring Committee meeting, staff committed to providing the Board with the details of our "shovel ready" plan for the design-build corridors that are not part of the Eagle P3 procurement. The attached is a summary of this plan for each corridor.

This is part of RTD's ongoing commitment to move forward with all aspects of the FasTracks plan approved by the Board and the voters.

Please call me at 303-299-2300 or Rick Clarke at 303-299-2184 if there are any questions. We look forward to continued dialogue with the Board on this and all other aspects of the FasTracks program.

cc: Senior Staff
FasTracks Document Control



To: Phillip A. Washington, Interim General Manager

From: Richard F. Clarke, Acting Assistant General Manager, FasTracks/Engineering
Bill Van Meter, Acting Assistant General Manager, Planning *Van Meter RFC*

Date: August 5, 2009

Re: Program Delivery Plan – Non-Eagle P3 Projects

The following summarizes our recommendations on how we want to proceed with the Non-Eagle P3 FasTracks projects (I-225, North Metro, NW Rail, SE/SW Extensions, US 36 BRT, Central Corridor Ext.) that are not currently under contract for construction. The recommendations are consistent with the Board approved financial plan, which assumes that we proceed with seeking federal funds for the Eagle P3 project and a positive vote on a sales tax increase in November 2010.

- I-225 Corridor
 - Complete Planning Phase (Final EE and 30% PE) – September 2009
 - Nine Mile to Iliff segment (traditional design-bid-build)
 1. Begin Final Design (Civil) – September 2009
 2. Begin Systems & ROW Plans – January 2010
 3. Begin ROW Acquisition – April 2010
 4. Complete Final Design (Civil & Systems) – September 2010
 5. Advertise for Bids – November 2010
 - Iliff to Peoria/Smith segment (design-build)
 1. Begin preparing the RFP and contract documents – October 2009
 2. Issue Request for Qualifications (RFQ) – December 2010
 - Projected Opening Day – 1st Quarter 2016
 1. Nine Mile to Iliff segment – early opening Fall 2012
- North Metro Corridor
 - Completed agreement and acquired railroad ROW (Boulder Industrial Lead) with UP Railroad – June 2009
 - Complete Planning Phase (Record of Decision and 30% PE) – July 2010
 - Begin preparing the RFP and contract documents for a design-build contract – January 2010
 - Issue Request for Qualifications (RFQ) – December 2010
 - Projected Opening Day – 3rd Quarter 2016
- Northwest Rail Corridor
 - Complete Planning Phase (FONSI and 30% PE) – March 2010
 - Continue negotiations and finalize agreement with BNSF Railroad – Summer 2010
 - Begin RFPs for Final Design of stations and park-n-Rides – Spring 2010

- Award Final Design consultant contracts for selected park-n-Rides – Fall 2010
- Projected Opening Day – 1st Quarter 2016 – critical path is the opening of the CRMF & DUS
- Southeast and Southwest Corridor Extensions
 - Complete Planning Phase (Final EE and 30% PE) – January 2010
 - Begin preparing the RFP and contract documents for a design-build contract – February 2010
 - Issue Request for Qualifications (RFQ) – January 2011 (sequenced with I-225 and North Metro)
 - Projected Opening Day – 4th Quarter 2016 – could be accelerated
- US 36 BRT Corridor
 - Complete Planning Phase (Record of Decision and 30% PE) – January 2010
 - RTD share of funding available when Phased Implementation is financed through CDOT (consideration of matching grant for TIGER application)
- Central Corridor Extension
 - Complete Planning Phase (Final EE) – March 2010
 - Begin process for preparation of final design (design-bid-build) – Fall 2010

If a vote for a sales tax increase passes in November 2010, the FasTracks Program needs to be ready to engage the construction industry as soon as possible and be able to show readiness to proceed toward implementation. However, it may be prudent to sequence the procurement processes over time to phase the completion of the program and to maximize competition by the industry. If RTD went out with 3-4 major design-build procurements in the same time period, contractors may be selective and may not have the resources to participate on all of the procurements, thus reducing competition. This plan needs to reflect our readiness on all the corridors, as any decision on sequencing the projects does not need to be made at this time and should involve input from the construction industry, the RTD Board, and stakeholders.

As we previously discussed, seeking construction industry input on phasing our procurements and also whether we could begin our procurement processes earlier would be a worthwhile effort. We should never make assumptions on how the construction industry would respond to certain scenarios without seeking their input first. We will work to analyze the construction capacity and other schedule risks that have been discussed with the Board.

cc: Sr. Mgmt. Team Members
 Project Managers
 Pranaya Shrestha, Systems Engineering Manager
 Mike Peek, Sr. Project Scheduler
 FasTracks Document Control