



MEETING MINUTES

March 12, 2007

Re: Coffee with Dennis

Tuesday, February 13, 2007, City of Lakewood Administration Building

In Attendance:

Dennis Cole, Kim Podobnik

David Rothenberger, Niccolo Casewit, Jim Gurley, Ray Schoch, Phil Schultz, Paul Ditson, Rich Urbanowski, Allen Albers, Dave Ruchman,

Minutes:

1. Introductions

2. Value Engineering Overview

- Dennis described the VE process, why it is necessary and how the process will proceed.
- The community is hearing lots of rumors. What are the VE proposals? – Dennis walked through the proposals that RTD has rejected and those that are still under consideration.
- There has been a lot of work done over the past year. What is going to be cut? – RTD has to bring this project in at budget. We intend to maintain our promise to the public.
- I was surprised to see two stations come off the table and that Wadsworth will go under. – These are only proposals under consideration. We are working with local jurisdictions and the public to determine how these proposals go forward – if they do.
- Will we still be doing the cloud design at Wadsworth? - RTD is trying to work with the City of Lakewood on the station design at Wadsworth. We haven't gotten the information we requested yet which would determine the impacts that design will have on the bridge structure. DEA can't move forward with the bridge design until we receive that information.
- What is the bridge plan at Sheridan? Can you give us an idea of how much the new plan will save? – The main reasons for the redesign are that it will require less

property acquisition and utility relocation. The original design was lifting the highway (Sheridan) as a three span bridge, now it is a light rail bridge going over the top. This will save about \$7.5 million.

- Will there now be one bridge west of RRCC instead of two? – There will be one bridge that will cross 6th Avenue and Indiana Street at the same place. This will save about \$2 million.
- What about the ghost station at 8th Avenue? – That will be eliminated.
- What is the plan for security cameras? – We will match the level of cameras that was used on the T-REX line. There will be adequate coverage and the infrastructure will be included for future expansion.
- Is VE a routine process that every project goes through? – Yes, it is required by the FTA. We have to do it because West Corridor will be receiving FTA funds.
- Where in the process are we in terms of receiving federal funds? – West Corridor is on the list to receive federal funding, but RTD must submit an application for a Full Funding Grant Agreement to FTA, which must be approved, then congress needs to appropriate dollars each year to fulfill the grant agreement.
- Comment: I think the VE process is necessary. However, I am uncomfortable that over the course of the past 6-7 years, through the EIS process, the neighborhood has made compromises on features and amenities. Each exercise we go through seems to whittle away at the concessions we got from RTD. This project is turning into what we feared all along. We don't want cookie cutter stations but at this point it seems there is nothing left for station design.
- Comment: It makes me nervous that we may be moving toward the lowest common denominator.
- Comment: There isn't enough design detail yet to understand what there is to cut and save - There is detailing left to do. I am confident we will maintain the level you are expecting.
- Comment: You are not looking at each station individually. You are not building them around the use at each station. Stations are getting smaller.
- Will the Denver Federal Station stay? – Yes, it will stay. We will keep the promised we made to the public.
- Comments: In terms of station design, I hope aesthetics are not going down the drain. I support public art and like the idea of integrated art in the materials, floors, benches, etc.
- If Wadsworth goes under ground, I am concerned about snow removal and weather protection. – Snow removal happens because the trains run continuously.
- Is RTD exempted from ringing bells at crossings? – That will go to the PUC this year.
- Comment: VE should improve design, not just lower costs. For example, there could be two sides to a sidewalk, one for walking and the other for bikes. There could be one longer shelter instead of two. We need dedicate bus pull-outs but need to be sure there are no bikes where the pull-outs are. I am concerned about integrated art because I think it becomes dated. I think art is better in the transition areas where you can see it when you walk or drive by.
- What is the plan for parking now that the Sheridan station is being redesigned? – The parking will stay where it is planned.

- Has the land been purchased at the Federal Center? – We are working on the purchase of 15 acres for the park-n-Ride. The alignment will be handled under and easement agreement.
- Comment: I like elevated light rail at Sheridan. I think there is greater opportunity for TOD and better connectivity to the neighborhood.
- What will the pedestrian access at Sheridan be? – There will be sidewalks on both sides of the street and on the bridge.

Action Items

- None