

# West Corridor Elected Officials Meeting

March 2, 2007

## Value Engineering

- Due to escalation in material costs, cost savings are necessary for the West Corridor to stay on budget
- Throughout the environmental phase, RTD was called upon to fix a variety of problems along the corridor with this project that weren't transit related
- When budget appeared to be available, RTD agreed to consider these items
- Now that budget is stretched, some of these external "fixes" need to be modified or eliminated so that the core transit project can be built in a cost-effective, efficient and quality manner

## West Corridor Scope

The overall goals and intent of the project WILL NOT change

- Light Rail line from Auraria to Jeffco
- Denver, Lakewood, Golden and Jeffco will be served by the West Corridor.
- Remains a part of the FasTracks program
- Construction will still be complete in late 2012

## West Corridor VE Process

- External VE Team met in mid-December and developed 61 proposed changes
- Subsequently, staff recommended 22 additional changes
- Numerous meetings with stakeholders & public were held and comments collected
  - 175 Stakeholder comments
  - 410 Public comments

## VE Evaluation Criteria

- Impacts to the affected communities
- Impacts to the traveling public
- Redesign Costs
- Environmental Impacts
- Schedule Impacts
- Impacts to Safety, Operations & Ridership
- Cost Savings to the Project

## VE Proposed Changes

### *Total of 83 Proposed Changes*

- 40 Accepted “As Is” or with Modifications
- 39 Rejected
- 4 Tabled for further study

# Proposed Changes Rejected



- RTD will not eliminate any stations.
- RTD will not change the Wadsworth alignment. Light rail will remain on a bridge over Wadsworth
- RTD will not eliminate any pedestrian bridges through the parks, although we will do some cost sharing with Denver
- RTD will not relocate the Jeffco station to the east side of Johnson Avenue
- RTD will not change the material on the bike path from concrete to asphalt, although RTD will be doing some cost sharing with Denver

# Recommended for Acceptance



- RTD will only build single track between DFC and Jeffco - Will continue coordination with Jeffco
- Auraria station will change from three-track, four platform to two-track, side platform station
- RTD will leave Sheridan at-grade and build light rail on a bridge over the roadway, continuing to work with Denver and the public to mitigate concerns

# Recommended for Acceptance



- RTD will use alternative material for sound walls working with the community and the noise consultant to determine material options
- RTD will build 3-car stations
- RTD will provide an option to the community to have privacy fences in lieu of sound walls
- Drainage criteria changes from 100 year to 5 year event – consistent with local jurisdiction criteria

## Drainage

- Original VE proposal was 100 to 50 year event, but upon further analysis, didn't achieve much cost savings
- Understanding that all affected jurisdictions only have criteria to a 5 year event, staff is considering changes to the RTD criteria in some locations.
- No changes are proposed east of the drop structure (just west of Federal)
- No property owners will be adversely affected – either upstream or downstream
- Discussion will continue with all affected stakeholders

We've heard the following concerns

- Neighborhood & Trails connectivity
- Station and neighborhood access
- Compatibility with TOD planning
- Visual impacts
- Safety
- Public Involvement regarding changes

RTD will continue to work with Denver, Lakewood and the community to mitigate concerns in the vicinity of the station as redesign takes place

## Next Steps



### *West Corridor Final Design and VE Efforts*

- VE items that require environmental review will be included in the EA, which will remain open until impacts and mitigation are determined. (April/May 2007)
- Specific concerns regarding recommended VE items will continue to be addressed with stakeholders as design continues.
- Recommendations for VE items will go to the RTD board for approval in March.

West Corridor continues to face budget challenges even after VE recommendations

The project must meet federal Cost Effectiveness Index (CEI)

Additional Cost Mitigation Measures

- Contractor Negotiations
- Innovative Financing
- Advance Procurement of Materials
- Others

# Local Commitments



We realize that some VE items are very important to the stakeholders

If jurisdictions commit local funds to restore VE items

RTD\* will commit to reimbursing those funds to the local jurisdictions, if funds are available at the end of the project.

- Louisiana Lid on T-REX
- Park Ped bridges and bike path materials from Denver on West Corridor
  
- Subject to Board approval

# Cost Estimate Update



Mar-June Evaluate and finalize cost and design of VE items

June Finalize EA

August Final cost estimate determined

If budget challenges still exist, additional federal or local funding opportunities will be examined