

DENVER UNION STATION PROJECT AUTHORITY
MEETING OF THE BOARD OF DIRECTORS
January 5, 2012
MINUTES

BOARD MEMBERS PRESENT

Elbra Wedgeworth
Mark Imhoff
Jerry Glick
Cary Kennedy
Bill Bianco
Steve Kaplan
Marla Lien
Kent Bagley
George Scheuernstuhl (for Jennifer Schaufele)
Michael West

BOARD MEMBERS ABSENT

Judy Montero
Laura Aldrete
Barbara Grogan

I. CALL TO ORDER

Elbra Wedgeworth, DUSPA Board President, called the Meeting of the Board of Directors of DUSPA to order at 1:33 p.m.

II. WELCOME AND INTRODUCTION OF GUESTS

Elbra Wedgeworth welcomed the Board Members and guests to today's meeting and wished everyone a happy New Year.

III. PUBLIC COMMENT

President Wedgeworth asked for public comment. There was no public comment. President Wedgeworth announced that the Federal District Court finally found in favor of the FTA in the lawsuit by Colorado Rail that challenged the Final Environmental Impact Statement for the DUS Project.

IV. ROLL CALL

Dawn Bookhardt called roll. Please see above.

V. APPROVAL OF MEETING MINUTES

Elbra Wedgeworth asked for comments to the December 1, 2011 meeting minutes. There were no comments.

Jerry Glick moved to approve the minutes. Kent Bagley seconded the motion. The motion carried unanimously.¹

VI. DISCUSSION ITEMS

A. Finance Committee Report

None.

B. Owner's Representative Report

i) Project Progress

Bill Mosher reported that as of the end of December, 2011, the completion percentages were as follows:

Entire project is 52 percent complete
LRT is 99 percent complete
Bus Facility is 50 percent complete
The CRT is 37 percent complete
The Streets and Plazas are 36 percent complete

Mr. Mosher reported that DUSPA has spent a total of \$255 million, which is 52 percent of the overall budget.

Mr. Mosher reported that DUSPA, CDOT and the City of Denver received a favorable ruling from the Water Quality Control Commission on the arsenic standard for the NPDES discharge permit and that DUSPA will save between \$250,000 and \$500,000 due to the return of the standards to the previous concentrations.

He reported that he has been asked about the plastic on the vent tubes at the LRT plaza. He reported that, because DUSPA will not accept the vent tubes until the bus facility is completed, Kiewit is protecting the tubes with the plastic.

Alex Brown reported that the LRT-L5 package is only three months from final acceptance by RTD and that it may be possible for Kiewit to remove the plastic at that time.

¹ Cary Kennedy arrived shortly after this vote.

Bill Mosher reported that the bus bays and west concourse in the bus facility look great. He reported that the structural caps and caissons at the eastern end of the bus facility are installed and that installation of CRT structural roof can begin.

Mr. Mosher reported that the mud slab for the bottom of the east portion of the bus facility should be installed next week.

Mr. Mosher reported that the streets and plaza's work is mostly on 16th Street and that one shuttle lane is still closed.

He thanked Jerry Nery and RTD for their work on the 18th Street acquisitions and reported that the land is purchased and that work will start this week.

Mr. Mosher reported that the parking lots at DUS are closed and that demolition will start next week. He added that a map of access and function prepared by CRL has been handed out and shows how DUS will be accessed during construction.

Elbra Wedgeworth reported that there are still communication issues with the parking and that she has spoken to Roger Sherman about additional outreach efforts.

Bill Mosher added that on January 18th there will be a public meeting at RTD and that the parking issues will be on-going.

ii) Project Issues List

Bill Mosher reported the following from the corresponding DUSPA Issues List that was handed out today:

1. The environmental risk is close to done.
2. Drafting of the agreements is in progress. Still discussing under-build issues.
3. The DUS Developer is selected and discussions have started.
4. Marla Lien will have a conversation with Amtrak in Washington.

Jerry Glick asked who pays for Amtrak to move into DUS.

Bill Mosher replied that it is his understanding that DUSPA pays to move Amtrak back into the building and that the Stadium District will not renew the lease for the temporary facility.

Jerry Glick asked if DUSPA uses FASTER grant funds for the move.

Marla Lien reported that RTD needs to figure this out. She added that while DUSPA could put Amtrak back where they were before in DUS, it is preferred that they coordinate with the developer for a new location.

5. This is on-going
6. This is on-going and issues with 17th Street need to get worked out.

7. In progress.
8. DUSPA is working with East – West Partners.
9. We are getting paid.
10. The plans are under review by RTD and DUSPA, but they have not been approved yet.
11. 18th Street is resolved.
12. DUSPA is in good shape with DTP and RTD.

iii) Proposed Change Orders

Bill Mosher reported that there is only one change order that will convert Allowance #3 from the LOI to a lump sum. He reported that this will take \$2.157 million from unallocated contingency, and that you can see in lines 106 and 124 in the budget that DUSPA has been carrying funds for the LOI.

Mr. Mosher recommended approval of this change order to make this item a fixed price. He reported we have a letter from USNC signing off on these LOI items.

iv) Year End Budget Report

Bill Mosher reported that the budget is in the best shape it has ever been. Mr. Mosher referred to the DUSPA Budget Forecast handed out today and reported the following:

Line 8 See the payments by Amtrak and USNC. He added that the removal of the mail tunnel may be performed by Kiewit and paid for by USNC.
Lines 76 to 82 are the approved change orders. Line 82 is pending signatures.
Line 99 is the PA system.
Line 101 is the visual paging system.

Mr. Mosher reported that the budgets for the PA system and the visual paging system are tight, but that the estimates look like we will be okay.

Line 142 is the Owner's Unallocated Contingency.
Line 167 is the CRT Signals. The deferral amount has changed to match the RRIF loan. DUSPA is working with Jerry Nery and Rick Clark to make this work.
Line 192 is for art and the Board will see in today's presentation.
Line 200 is a final number for the R.O.W.
Lines 308 to 315 are all approved change orders.
Line 316 shows the balance of the contingency.

He reported that the new list of possible change orders is shorter and that if DUSPA approved all of this list, it will still have \$800,000.

Lines 352 and 353 show the deferrals for Blocks A&B. He added that if Block A sells this year, these numbers will change and there could be a release of a \$1.5 million deposit.

He reported that the deferrals include about \$1 million for the tail tracks and \$1.1 million for parking.

Mr. Mosher reported that DUSPA is in arrears on payment of the USNC fees. He added that if there are no land sales, then DUSPA will not have local funds to pay the fees.

Mr. Mosher reported that there is a new section on the budget report for work on the historic DUS building to track this budget. He added that DUSPA is reserving \$1 million for an Amtrak TI allowance. These items have increased the remaining budget for now, but that it may change.

Jerry Glick asked Mr. Mosher to discuss line 162, the DUS Overhead and operating expenses.

Bill Mosher responded that this number should not be zero (as is shown on the budget report) and that funds should be budgeted for operating DUS at some point in time. He added that this needs to be revisited and that the reason is that there is no longer any parking revenue from the lots at DUS, so an operating budget is necessary.

Alex Brown reported that Mike Sullivan should know for certain, but that the budgets should have been swapped.

Jerry Glick asked about the current budget for the A & B under-builds.

Mr. Mosher replied that it is about \$500,000, which includes \$50,000 for design. He added that the goal is to have a wall so that the developer can go down two stories. Mr. Mosher reported that USNC does not believe the under builds should be their expense and that DUSPA disagrees with USNC's current position. He added that no one wants an excavation to collapse.

Marla Lien reported that the DUSPA contract with USNC says that USNC must design and construct these under builds or DUSPA can deduct these costs from the USNC fees.

Bill Mosher reported that he recalled "access point" language - the cost was to be borne by USNC for access, but that USNC has pulled the access point away from the CRT. He added that this issue should be worked out in the A & B purchase and sale agreements if not sooner. He also added that it needs to be resolved in the next 30 to 60 days.

Jerry Glick reported that, with respect to the parking issues, not all of the current Board Members will remember the letting go of Lot G.

Bill Mosher reported that the FEIS requires 150 public parking spaces. The FEIS does not require the parking to be free and that it may not require parking to be public 24/7 and that DUSPA should work with the developer for parking. He added that the costs will go up to about \$6 million if DUSPA pays the entire amount to construct these 150 spaces. He added that DUSPA needs to resolve the definition of public parking in the FEIS.

Jerry Glick added that DUSPA needs to deal with this issue now.

Bill Mosher agreed with Mr. Glick and added that it is a 30 year obligation.

Kent Bagley asked whether the provision of surface parking on Lot A or B is an option.

Bill Mosher replied that surface parking is an option, but that it would be temporary. He added that spending \$300,000 for surface parking may make sense for now, but since it is not a long term solution, we could not satisfy the 2030 EIS requirement. He also added that \$1.1 million is all that we have budgeted for parking.

C. Artist Contract for Services at DUS.

Bill Mosher reported that the FEIS required historical interpretive displays of DUS and its environs. He added that DUSPA budget \$500,000 for this work and that the \$100,000 contemplated for the work of artist Kevin Curry is to satisfy the interpretive signage requirement. He added that RTD selected Mr. Curry through a public process.

Mr. Mosher suggested that Mr. Curry make his presentation before the Board discusses the contract. Bill Mosher introduced Kevin Curry to the Board.

Artist Kevin Curry conducted a slide presentation of his proposed interpretive displays. He reported that he proposes five locations and described the displays as follows:

1. A large scale sun dial modeled after a train conductors stop watch to be located at the north end of the Wynkoop Plaza.
2. Acid etching of tree shadows to be located on the platform at the east end of the pedestrian bridge.
3. Use eight of the old cast iron doors that were located in the pedestrian tunnel to make a pavilion at the west end of the Wewatta Plaza. The doors will be in a circular pattern and be placed upon old bricks from the pedestrian tunnel for the display base.
4. A large scale iron sculpture of a train track at the south end of the station. The scale of the train track will be about the size of the park bench and the track is shown as though it is emerging from the ground.
5. Re-create the bases of the pedestals at the base of the Mizpah Arch. The original proposal was to have the pedestals be two to four feet high, but because of fire lane issues, the proposal is now to have the outlines of the pedestal footprints on the plaza at Wynkoop. The outline proposals are brass, stone or acid etching.

Brenda Tierney, RTD Public Information Manager, introduced herself asked whether there were any questions.

Steve Kaplan asked whether these proposals were a done deal.

Bill Mosher responded that they were not a done deal and that our contract with Mr. Curry provides that there will be public presentations and feedback prior to the start of fabrication of any display.

Steve Kaplan reported that he has concerns about the proposals and that it seems to him like a lost opportunity. He stated that he is thinking about the Highline in New York City, but that perhaps this Board Meeting may not be the proper venue to discuss his concerns.

Jerry Glick asked whether DUSPA can develop and implement a public process to help with the art proposals.

Steve Kaplan reported that there already has been a public process and that he wants to be respectful of that process and certainly to Mr. Curry.

Bill Bianco asked Mr. Kaplan to continue with his discussion about a lost opportunity.

Steve Kaplan asked to compare the DUS with other iconic places such as the Highline in New York where they did something remarkable. He added that he may be too subjective about the project and that he is glad that it is not a blue mustang.

Kent Bagley stated that the Highline is a one to two mile long park situated on an elevated former rail track that is very different from the DUS project. He added that the drawings at this phase of the proposal process are relatively sterile.

Bill Mosher stated that Mr. Kaplan's issue is not Kevin Curry or the process, but that the integration has been slow. He suggested that DUSPA really has two options. DUSPA can stay on the path that it is on to satisfy the FEIS requirement and respect the RTD selection process and have the three party contract wherein RTD owns the artwork with rights of removal and DUSPA pays to have the artist design, fabricate and install from the five pieces that are proposed from now to October 2013 for \$90,000.

Mr. Mosher suggested that on the current path, DUSPA may be able to stretch the funds by providing help to the artist by adding funds for the structural, electrical and access costs. He reported that DUSPA's design team can participate in this and that DUSPA could pay for the engineering and review above the \$90,000. He added that regardless of the funding, DUSPA's roll in the art process needs to be tied to Mr. Curry's work.

Mr. Mosher reported that the idea here is to get the base contract in place for Mr. Curry and allow Mr. Curry to coordinate with SHPO and Denver Planning. He added that RTD's attorney has signed off on the base contract in the form here today.

Mr. Mosher reported that, of the five proposed pieces, it appears the iron door pavilion is the one that will require evaluation for ADA, structural and electrical issues.

Bill Mosher reported that the second alternative would be to return to the drawing board with Mr. Curry. He added that the issues raised by Steve Kaplan could be addressed by perhaps reducing the number of pieces under the \$90,000 contract and look to adding funds for each piece selected. He emphasized that there are still funds in the art budget for other works and this contract is intended to address the FEIS interpretative signage requirement only.

Elbra Wedgeworth reported that many people undertook a long process for selecting the artist and that DUSPA does not have funding to start a new selection process. She suggested that DUSPA wants to respect the RTD process and move this forward rather than return to the selection process.

Jerry Glick asked about the time frame for any decisions.

Kevin Curry replied that for him to install the pieces during construction makes the most sense, otherwise demolition may be required.

Marla Lien reported that she appreciates the committee's work and selection of Mr. Curry and that DUSPA still has \$300,000 budgeted for art over and above this contract. She reported that she supports the idea of reducing the number of pieces because we have small spaces and that using Mr. Curry and perhaps even adding funds for Kevin's work may make sense.

Kevin Curry reported that reducing the number of pieces will improve the quality of each piece under the same budget. He added that he wants to work with the DUSPA Board to solve problems.

Elbra Wedgeworth asked Marla Lien if she would make a motion regarding the artists contract.

Marla Lien suggested that the contract should be sent back to committee.

Bill Mosher reported that the RTD committee selected the artist and that DUSPA needs to select the art.

Elbra Wedgeworth suggested that it sounds like fewer pieces with the same budget or adding funds to the budget, as described by Marla Lien, is preferred by the Board.

Bill Mosher asked Brenda Tierney whether the Union Station Advocates ("USA") was on the selection committee.

Brenda Tierney reported that USA, Judy Montero and others were on the selection committee.

Jerry Glick asked whether the form of the artist's contract is acceptable so that the Board understands and can approve it in substantially final form.

Bill Mosher responded that, given the new direction this meeting is taking us, the contract should go to the finance committee before a Board vote. He added that the contract is a good form and that Article 6 and Exhibit A can be changed to reflect today's meeting.

D. Annual Conflicts Disclosure Reminder

Dawn Bookhardt reported that the new Policy and Disclosure form will come out soon for the Board Members to complete.

VII. ACTION ITEMS

A. Proposed Change Orders

Jerry Glick made a motion to approve the proposed change order on today's Pending Change Order Items Requiring Board Approval list.

Kent Bagley seconded the motion. The vote to approve the change orders was unanimous.

B. Year End Budget Report

Jerry Glick moved to approve the January 2012 budget report.

Kent Bagley seconded the motion. The vote to approve the budget report was unanimous.

VIII. EXECUTIVE SESSION

None.

IX. ACTION ITEMS RESULTING FROM EXECUTIVE SESSION

None.

X. CARRYOVER AND FUTURE AGENDA ITEMS

XI. ADJOURNMENT

Elbra Wedgeworth announced that the next two meetings are February 2nd and March 1st. There being no further business, the meeting was adjourned at 2:52 p.m.

Approved by Vote of the Board and
accepted by:

Elbra Wedgeworth, President

TCC's DUSPA Issues
January 5, 2012

	Item	Target Date	Comments
	ISSUES		
1	Environmental Risk in Bus Box Excavation	March 2012	Water Quality Commission Hearing on De-Watering Standards - standard adjusted
2	Blocks A & B – Purchase & Sale Agreements	November 2011	Drafting in Process – Target 1/12 Deposits, Environmental, Exhibits
3	Coordination with Selected DUS Developer	2013	Cooling Tower(s) - LPC/Station Impacts
4	Amtrak Move to DUS	4 th Qtr. 2013	<ul style="list-style-type: none"> Updated MOU for New Space Determine Location DUSPA Role in Amtrak TIs
5	DUS Public Parking	2013	Location and Budget
6	Maintenance and Programming Responsibilities/Budgets	2012	CPV District/USNC/RTD/City 17 th Gardens – CPV/RTD Agreement
	IN PROGRESS		
7	Interpretive Display Projects	January 2012	ID Final Projects; Finalize DUSPA Contract w/Artist
8	Tail Track Plaza Design/Construction	March 2012	Defer & Pay w/Land Sale Proceeds; PSA Similar to Stair/Elevator; Sole Source
9	Funding Issues: Cost Allocations; Forecasts	On-going	WBS Forecasts On-going
10	Finalize North Wing Stair/Elevator Design	1 st Qtr. 2012	Design Documents Prepared 12/11 Under Review
	RESOLVED		
11	18 th Street Acquisition	December 2011	Complete
12	DTP Enhancements – Train Hall OCS	On-going	Coordinating with DTP & RTD

PENDING CHANGE ORDER ITEMS REQUIRING BOARD APPROVAL

January 5, 2012

DUSPA ITEMS				
CM #	PR/CCD #	Description of Change	Contingency	
			Allocated	Unallocated
CM 855		LOI to Lump Sum Converts Existing Allowance #3 - LOI to a Lump Sum line item. (3" Granite for Wynkoop Plaza and Water Quality/Detention)		\$2,157,528
			Allocated Subtotal:	\$0
			Unallocated Subtotal:	<u>\$2,157,528</u>
			TOTAL:	\$2,157,528

Denver Union Station
Interpretive Display Project
January 5, 2012

- FEIS requirement for comprehensive interpretive display of importance of DUS and its environs.
- RTD's Denver Union Station Art Selection Committee selected Kevin Curry, Artist.
- Contract by and among RTD, DUSPA and Kevin Curry (the Artist).
- RTD will own the interpretive displays upon completion and acceptance of the displays and sites; retains rights for removal of displays.
- Artist to design, fabricate and install 6-12 interpretive displays between January, 2012 and October, 2013 for \$90,000; payment in 7 installments.
- DUSPA to provide engineering review and support infrastructure (electrical, structural), by change order subject to prior review, available budget (public art budget), and approval by DUSPA. Exhibit A (scope of service) to be finalized for Board approval in February in alignment with compensation schedule outlined in Article VI.
- Artist to take responsibility for permits, including coordination of consultations with the State Historic Preservation Office and the City's Landmark Preservation Commission (as required).
- Contract includes termination (30 day notice to cure), insurance and federal contract provisions.
- Contract term expires December 31, 2013 unless an extension is negotiated among RTD, DUSPA and the Artist.

DENVER UNION STATION REDEVELOPMENT PROJECT
CHANGE ORDER COST TRACKING

As of January 5, 2012

Change Order (#)	(Date)	Description	Owner's Contingency (Allocated)	(Unallocated)	Additional Funds	DUSPA Cost	GMP Scope	Total Amount	Forecasted GMP
Original Values from Approved Budget			\$8,552,716	\$10,000,000					\$336,404,283
		Transfer to budget to cover reforecast changes as of 2nd Qtr 2010		\$4,978,432					
		Increase due to higher RRIF loan amount		(\$2,874,151)					
		Increase due to higher TIFIA loan amount		(\$6,952)					
		Increase due to higher grant amounts		(\$101,790)					
		Transfer from budget to cover reforecast changes as of 3rd Qtr 2010	(\$1,710,106)						
		Transfer to budget to include PA/EVAC System required by DFD		\$350,000					
		Transfer to budget for RTD's Utility Relocation Costs at 18th Street Ped Bridge		\$196,000					
		Transfer from budget to cover reforecast changes as of 4th Qtr 2010	(\$697,288)						
		Transfer from budget to cover reforecast changes as of 1st Qtr 2011	(\$1,575,000)						
		Transfer to budget to increase budget amount for contaminated soil		\$750,000					
		Balance Budget due to reforecast changes as of 2nd Qtr 2011		(\$4,000,000)					
		Transfer to budget to increase budget amount for contaminated water remediation		\$750,000					
		Transfer to Budget for stairs and elevator from N Wing Bldg Group		\$848,008					
		Transfer to Budget: new line item for Interpretive Signage		\$100,000					
		Transfer to Budget: new line item for New Streetlights: Chestnut, Wewatta, LRT, CRT/HOV, 17th St., 18th St.		\$500,000					
		Transfer to Budget: new line item for Third Party Testing and Inspections oversight / Peer Review Design Reviews for selected construction activities		\$100,000					
		Transfer to Budget: new line item for Additional project Transformers (to date we have bought 2 of 9)		\$525,000					
		Transfer from Budget: receipt of \$2M + mark ups for early shared savings		(\$2,306,969)					
		Transfer from Budget: reduction in purchase price for 18th Street ROW		(\$700,000)					
		Transfer to Budget: Additional Asbestos Costs		\$500,000					
		Transfer to Budget: new line item reducing Owner's Contingency to offset some of the \$5M we are NOT getting now from Kiewit, as agreed		\$1,000,000					
		Transfer to Budget: new line item for differing site conditions at back of DUS after canopy removal		\$200,000					
		Transfer to Budget: new line item for A & B Block underbuild construction costs (NDC 121)		\$500,000					
		Transfer to Budget: new line item for FRSC's design changes for OCS (PR28)		\$250,000					
		Transfer to Budget: new line item for Block G deletion construction price (PR 39 / NDC 80)		\$500,000					
		Transfer to Budget: new line item for Plaza @ Millennium Bridge / DaVita property line		\$450,000					
		Transfer to Budget: new line item for CRT dry fire protection system versus wet		\$275,000					
		Transfer to Budget: new line item for additional LOI scope added by DUSPA		\$1,700,000					
		Transfer to Budget: new line item for Ped Bridge re-design (PR 35 / CRT A4)		\$500,000					
		Transfer from budget to cover reforecast changes as of 2nd Qtr 2011	(\$529,608)						
		Transfer to Phase Two Budget for Tail Tracks Plaza		\$1,013,951					
		Transfer to Budget for DOT Legal Fees		\$182,872					
		Transfer from budget to cover reforecast changes as of 3rd Qtr 2011	(\$56,094)						
		Balance Through Oct '11 (minus CO's listed below):	\$13,120,812	\$3,820,599					
1	11-Sep-09	RTD & TCC DUS Office Build-Out, 100-Yr Master Drainage Study & 30% LRT Canopy Changes per Peer Review						\$485,620	\$336,889,903
2	17-Nov-09	Preconstruction Survey, Wewatta Wall Analysis, Block B Overbuild Deletion, 18th Street Acquisition legal descriptions, ESO Loading Impacts & Final RTD & TCC DUS Office Build-Out						\$779,262	\$337,669,165
3	02-Dec-09	30% CRT Structure Changes per Peer Review & 100% LRT Canopy Changes per Peer Review						\$704,317	\$338,373,482
4	03-Dec-09	Design Build Contract revision for Snow & Ice Report						\$0	\$338,373,482
5	12-Jan-10	LEED Certification (Sustainable Improvements Including Design)						\$681,218	\$339,054,700
6	17-Feb-10	Ramp Snow Melt, HOV Detour, Amtrak Run Around Track, Block G CFD Analysis & Video Detection Cameras (VDC) & Closed Circuit Television Cameras (CCTV)						\$1,487,038	\$340,551,739
7	17-Mar-10	Railroad Flagging						\$500,000	\$341,051,739
8	23-Mar-10	Contaminated Dewatering & Contaminated Soil						\$3,500,000	\$344,551,739
9	06-May-10	Permit Fees, Chiller Relocation, EIS Mitigation, 100 Yr Storm, Amtrak Platform Shortening & Bond Premium	\$807,818	\$76,406			(\$247,311)	\$636,913	\$345,188,652
10	20-May-10	Additional GC's due to delayed NTP (RMR Only)					\$436,474	\$436,474	\$345,625,126
11	14-Jul-10	TVRA, Blast Column Hardening, Plumbing Under Bus Box, Utility Relocation Work Orders, Hotel Power, Amtrak Runaround			\$252,298		\$353,638	\$605,936	\$346,231,062
12	05-Aug-10	Additional GC's due to delayed NTP (CSI Only)					\$165,807	\$165,807	\$346,396,869
13	12-Aug-10	The date of Substantial Completion for the entire Work is 48 months from the effective date of the Complete (full) Notice to Proceed					\$0	\$0	\$346,396,869
14	02-Sep-10	Increase to the Contaminated Dewatering Allowance	\$500,000					\$500,000	\$346,896,869
15	02-Sep-10	Throat Area Re-Design			\$478,880			\$478,880	\$347,375,749
16	29-Sep-10	PR #9-Block A & B Underbuild Design, Wewatta Wall Foundation Construction, PR #1.1-LRT Canopy Construction w/o Tubes, UPRR Easement-Rail Rehandle, PR #22-100 YR Flood Drainage Construction, PR #1.2-Vent Tubes Construction, AECOM Range Points, STE-ITS Conduit-15th & Wewatta, CCD-Comprehensive Signage Plan, Signal House Change @ LRT, CCD #14-18th Street Traffic Study, Direct Fixation vs. Ballast, Adj. of Calculation of Fee on Bond, Concrete Chunks in Bus Box Excav., Incorporate Correct Amendment No. 2, PR #25-Elimination of Moving Walks, PR #26-LPC Requirements at the Backside of DUS	\$792,156	\$933,025		\$83,150	(\$6,895,951)	(\$5,087,620)	\$342,288,129
17	14-Oct-10	Increase to Allowance #2 - Temporary Train Service	\$950,000					\$950,000	\$343,238,129
18	25-Oct-10	UPRR Grading in Throat			\$33,666			\$33,666	\$343,271,795
19	22-Nov-10	PR #24-Stainless Steel Fixtures, PR #28-CRT Systems Reqmts-Design, PR #1.3-Vent Tubes Lighting & Grating, CCD #19-Asbestos Investigation (part 1),CCD #18-Sanitary Sewer @ N&S Wing, Track 8 over Wewatta Wall Fnd, PR 15.1-CRT Changes-Const, PR #29-Redundant Pumps-Bus Box, PR #39-Delete Block G-Design	(\$966,732)	\$374,646			\$11,299	(\$580,787)	\$342,691,008
20	27-Dec-10	Increase Temp Amtrak Allowance #2 to Lump Sum Line Item	\$3,323,043					\$3,323,043	\$346,014,051
21	06-Jan-11	Delay Notice To Proceed Impact to the GMP based upon 4/29/10 Full NTP	\$1,187,148				\$7,000,000	\$8,187,148	\$354,201,199
22	06-Jan-11	Payment of Drug Testing, 18th Street-Rodizio patio/wall - Design, Relocate RTD HOV Fiber - Wynkoop, Delete N-5 Leg Ped Bridge - Design, Increase to Allowance No. 5 - Dewatering	\$750,000	\$444,566				\$1,194,566	\$355,395,765
23	06-Jan-11	Credit - No Paint in Mechanical Rooms						(\$169,379)	\$355,226,386
24	25-Feb-11	Block B Delete - System & Canopy, CRT Canopy to Historic DUS	\$102,609	\$519,594				\$822,203	\$356,048,589
25	09-Mar-11	Install Bullet Proof Glass, ADA Loading-Wynkoop & Wewatta-Design, Waterline Lowering-CRT@19th St.-Design, Voice Evac PA System-Design		\$98,469			\$361,898	\$460,367	\$356,508,956
26	17-Mar-11	Increase to Allowance #7 - Asbestos (part 2)	\$150,000					\$150,000	\$356,658,956
27	15-Apr-11	Increase to Allowance #7 - Asbestos (part 3)						\$500,000	\$357,158,956
28	15-Apr-11	Credit Part of PR #13 - EIS Mitigation		\$500,000				(\$401,514)	\$356,757,442
29	15-Apr-11	Credit Delete Stairs & Elevator (LOI)		(\$848,008)				(\$848,008)	\$355,909,434
30	21-Apr-11	Throat Area Re-Design Part II - AECOM-DTP/DUS OCS Coordination			\$177,898			\$177,898	\$356,087,332
31	24-May-11	Sanitary - N&S Wing - Construct, Traffic Signal Revisions, Millennium Bridge Plaza - Design, ADA Loading - Wynkoop & Wewatta - Construct, 16th Street Utility Relocations, Waterline Lowering - CRT @ 19th St. - Construction, (3) Alarm Points - DDC System, CRT Automatic Dry Standpoints - Design, Redesign Shuttle Loop		\$416,689		\$273,261	\$88,309	\$778,259	\$356,865,591
32	24-May-11	Contaminated Dewatering - Phase III Excavation	\$850,000					\$850,000	\$357,715,591
33	24-May-11	Boiler in Lieu of Steamline - Design & Construction				\$870,620		\$870,620	\$358,586,211
34	24-May-11	CRT Underdrain under Tracks			\$339,080			\$339,080	\$358,925,291
35	14-Jul-11	Early Cost Savings Disbursement (Part II)					(\$2,306,969)	(\$2,306,969)	\$356,618,322
36	11-Aug-11	Extend Temporay Amtrak Platform South (at Amtrak expense)						\$309,865	\$356,928,187
37	26-Aug-11	DF Fastener, Asphalt Pavement @ CRT Turnouts, 3" Overhang Platform Edges (at DTP expense)			\$309,865			\$435,657	\$357,363,844
38	17-Oct-11	Permit Fees-Out of Scope, Retaining Wall @ Platform 2 & 4, Millennium Bridge Crescent Wall Demo, Crosswalks (Project Wide)	\$36,094	\$588,612				\$624,706	\$357,988,550
39	17-Oct-11	Tail Tracks Plaza Credit		(\$1,013,951)				(\$1,013,951)	\$356,974,599
40	18-Oct-11	Increase to Allowance #7 - Asbestos	\$700,000					\$700,000	\$357,674,599
41	04-Nov-11	EVA Lane Sanitary Sewer Upsizing (at SWB expense)			\$28,846			\$28,846	\$357,703,445
42	01-Dec-11	Delete Block G-Construct, Automatic Dry Standpipe-Construct, Stair/Pavilion Admin Mod-Design, MicroFab Root Barrier Credit, Historic DUS Canopy Removal-Design, Additional Demo for CRT Tunnels, 36"		\$215,326		\$333,145	\$857,399	\$1,405,870	\$359,109,315
43	01-Dec-11	Amtrak Platform Add Work (at Amtrak expense)			\$15,639			\$15,639	\$359,124,954
44	21-Dec-11	Early Cost Savings Disbursement (Part II)					(\$1,845,575)	(\$1,845,575)	\$357,279,379
45	21-Dec-11	Throat Redesign-Track Construction, Throat Redesign-OCS Foundations, Throat Redesign-Track Credit, CRT Bumping Posts, CRT OCS Structural Evaluation & Enhancement, Additional CRT Signage, CCTV Enhancement			\$1,171,770			\$1,171,770	\$358,451,149
Current Contingency Balance:			\$3,908,055	\$1,664,441					
46	PENDING	Block A & B Underbuild-Construct, 18th-Rodizio Patio Wall-Construct, Pedestrian Bridge-Construct, DUS Basement Ramp Post/Panel Wall		\$194,633		\$24,381	\$1,328,856	\$1,547,870	\$359,998,519
Remaining Contingency Balance:			\$3,908,055	\$1,469,808					

DUSPA BUDGET REFORECAST AS OF FIRST QUARTER 2012

PROJECT BUDGET REFORECAST AS OF: 5 JANUARY 2012
WITH PHASE ONE AND PHASE TWO SHOWN TO ACCOUNT FOR THE NEW BLOCK A & B SALE DATE

Line Items or Amounts that have changed since the 6 October 11 budget are shown as this color below:

Project Name: DENVER UNION STATION REDEVELOPMENT		29-Apr-10		Adjustments		Revised Budget	
Project Address: 1701 Wycliff, Denver, Colorado 80202							
Potential Available Project Revenue Sources:							
PHASE ONE REVENUES / SOURCES OF FUNDS							
LINE#							
1	TIFIA Loan	\$145,593,048	\$6,952			\$145,600,000	
2	RRIF Loan	\$152,125,849	\$2,874,151			\$155,000,000	
3	Grants	\$102,984,752	\$101,790			\$103,086,542	
4	CDOT PASTER Grant	\$0	\$4,000,000			\$4,000,000	
5	RTD Commitment	\$40,832,729	\$0			\$40,832,729	
6	New Money to be contributed by RTD	\$0	\$2,636,951			\$2,636,951	
7	New Money to be contributed by AMTRAK	\$0	\$325,503			\$325,503	
8	Miscellaneous Revenue (USNC, Xcel, Comcast, Sprint, S. Wing Bldg)	\$0	\$196,383			\$196,383	
9	Land Sales (Market Street, North Wing, South Wing, Triangle)	\$38,400,000	(\$20,000,000)			\$18,400,000	
10	Earnest Money Deposits for A & B Block	\$0	\$0			\$0	
11	CPV Infrastructure Bond Funds Transfer	\$1,084,029	(\$31,000)			\$1,053,029	
12							
13	TOTAL PROJECT REVENUES	\$481,020,407	(\$9,889,270)			\$471,131,137	
14							
15							
PHASE ONE EXPENSES / USES OF FUNDS							
16		29-Apr-10	DELTA				Revised Budget
17							
18							
19							
20							
21	KIEWIT GMP COSTS						
22	LRT	\$20,781,197	\$0			\$20,781,197	
23	CRT	\$74,783,382	\$0			\$74,783,382	
24	Bus Box	\$113,125,932	\$0			\$113,125,932	
25	Streets	\$26,072,592	\$0			\$26,072,592	
26	Plazas	\$20,511,656	\$0			\$20,511,656	
27	100 Year Storm	\$5,325,241	\$0			\$5,325,241	
28	Contingency	\$20,000,000	\$0			\$20,000,000	
29	Escalation	\$12,000,000	\$0			\$12,000,000	
30	Project Specific E&O (non OCIP)	\$785,000	\$0			\$785,000	
31	Additional Bond Cost for 3 year warranty	\$150,000	\$0			\$150,000	
32	Warranty Call Back Costs for 3 year warranty	\$300,000	\$0			\$300,000	
33	G&A	\$19,099,283	\$0			\$19,099,283	
34	Fee	\$23,470,000	\$0			\$23,470,000	
35							
36	TOTAL GMP AT CONTRACT SIGNING:	\$336,404,283					
37	Change Order 1 (executed)	\$485,620	\$0			\$485,620	
38	Change Order 2 (executed)	\$779,262	\$0			\$779,262	
39	Change Order 3 (LRT & CRT peer review design changes) (executed)	\$704,317	\$0			\$704,317	
40	Change Order 4 (no cost change order) (executed)	\$0	\$0			\$0	
41	Change Order 5 (LEED) (executed)	\$681,218	\$0			\$681,218	
42	Change Order 6 (snow melt / HOV detour / ramparound track / block G CPD / VDC & CCTV) (executed)	\$1,497,039	\$0			\$1,497,039	
43	Change Order 7 (railroad flagging allowance)(executed)	\$500,000	\$0			\$500,000	
44	Change Order 8 (allowance for contaminated soil (SSM) and water (SS00KS)) (executed)	\$3,500,000	\$0			\$3,500,000	
45	Change Order 9 (redo chiller; EIS #90-92-93; shorter Amtrak Platform, etc)(executed)	\$0	\$636,913			\$636,913	
46	Change Order 10 (DBE #1 Subsidy)(executed)	\$0	\$436,474			\$436,474	
47	Change Order 11 (TYRA Bus Box; Bus Box drainage; Hotel Power; URA Work Orders)(executed)	\$0	\$605,936			\$605,936	
48	Change Order 12 (CCSD)(executed)	\$0	\$165,807			\$165,807	
49	Change Order 13 (fires contractual TCO items)(executed)	\$0	\$0			\$0	
50	Change Order 14 (increase dewatering allowance by \$500K)(executed)	\$0	\$500,000			\$500,000	
51	Change Order 15 (NTE design number for track change layout in throat)(RTD to put this \$ in)	\$0	\$478,880			\$478,880	
52	Change Order 16 (various items)(executed)	\$0	(\$5,087,620)			(\$5,087,620)	
53	Change Order 17 (increase amount of Amtrak Allowance)(executed)	\$0	\$950,000			\$950,000	
54	Change Order 18 (padding for UPRR in throat area)(executed)	\$0	\$33,666			\$33,666	
55	Change Order 19 (executed)	\$0	(\$580,787)			(\$580,787)	
56	Change Order 20 (executed) (Temp Amtrak Allowance to hard number)	\$0	\$3,323,043			\$3,323,043	
57	Change Order 21 (delay request for NTD) (executed)	\$0	\$8,187,148			\$8,187,148	
58	Change Order 22 (misc items including increase dewatering allowance)(executed)	\$0	\$1,194,566			\$1,194,566	
59	Change Order 23 (credit for not painting the mechanical room interior walls) (executed)	\$0	(\$169,379)			(\$169,379)	
60	Change Order 24 (Block B delete construction impacts: CRT canopy to DUS) (executed)	\$0	\$822,203			\$822,203	
61	Change Order 25 (bulletproof glass: ADA loading design to lower 19th St water line; PRD's PA) (executed)	\$0	\$460,367			\$460,367	
62	Change Order 26 (increase amount of Asbestos allowance for a second time)(executed)	\$0	\$150,000			\$150,000	
63	Change Order 27 (increase asbestos allowance for a third time)(executed)	\$0	\$500,000			\$500,000	
64	Change Order 28 (reversal of EIS mitigation items)(executed)	\$0	(\$401,514)			(\$401,514)	
65	Change Order 29 (delete stairs and elevator at N Wing Bldg) (executed)	\$0	(\$848,003)			(\$848,003)	
66	Change Order 30 (DTP / AECOM OCS coordination)(To be paid by new RTD money)(executed)	\$0	\$177,898			\$177,898	
67	Change Order 31 (Various issues)(executed)	\$0	\$778,259			\$778,259	
68	Change Order 32 (increase the dewatering allowance)(executed)	\$0	\$850,000			\$850,000	
69	Change Order 33 (new boiler for DUS)(executed)	\$0	\$870,620			\$870,620	
70	Change Order 34 (RTD requested CRT under drains)(executed)(new RTD money)	\$0	\$339,080			\$339,080	
71	Change Order 35 (Early Shared Savings)(executed)	\$0	(\$2,306,969)			(\$2,306,969)	
72	Change Order 36 (AMTRAK request to lengthen temp track, platform)(executed)(new AMTRAK money)	\$0	\$309,865			\$309,865	
73	Change Order 37 (DTP requested items)(executed)(new RTD money)	\$0	\$435,657			\$435,657	
74	Change Order 38 (various items requested by RTD / DUSPA)(executed)	\$0	\$624,706			\$624,706	
75	Change Order 39 (delete Tail Tracts Plaza scope)(executed)	\$0	(\$1,013,951)			(\$1,013,951)	
76	Change Order 40 (increase to adhere to allowance)(executed)	\$0	\$700,000			\$700,000	
77	Change Order 41 (increase size of cantenary line for S. Wing/new S. Wing money)(executed)	\$0	\$28,846			\$28,846	
78	Change Order 42 (various)(executed)	\$0	\$1,405,870			\$1,405,870	
79	Change Order 43 (Additional Amtrak temp station work)(executed)	\$0	\$15,638			\$15,638	
80	Change Order 44 (Additional Shared Savings)(executed)	\$0	(\$1,845,575)			(\$1,845,575)	
81	Change Order 45 (DTP requested items)(new RTD money)(executed)	\$0	\$1,171,770			\$1,171,770	
82	Change Order 46 (various A&B underbuild; Redbird walk; Ped Bridge; basement ramp & wall)(pending)	\$0	\$1,547,370			\$1,547,370	
83	Change Order 47 ???	\$0	\$0			\$0	
84							
85	TOTAL GMP TO DATE:					\$59,998,518	
86							
87	Additional General Conditions based upon a 2 month delay	\$7,000,000				\$7,000,000	
88	CPV Infrastructure Assumption per DUSPA-CPV Agreement	\$1,084,029				\$1,084,029	
89							
90	Change Order (delete Market Street storm scope; add throat storm sewer scope)	(\$4,699,845)	\$4,699,845			\$0	
91	Change Order (VE Bus Box: moving walkways)	(\$1,300,000)	\$1,300,000			\$0	
92	Change Order (A & B Block underbuild - deeper, wider catwalks: DESIGN ONLY)	\$136,160	(\$136,160)			\$0	
93	Change Order (Reduce Contingency / Escalation by \$4,500,000 plus fee / G&A)	(\$5,169,375)	\$5,169,375			\$0	
94	Change Order (Ballasted tracks vs. direct fraction at CRT)	(\$700,000)	\$700,000			\$0	
95	Change Order (relocate chiller)	\$533,839	(\$533,839)			\$0	
96	Change Order (VE metal panels in bus box; don't paint mechanical rooms) (NOTE: Only not painting mech rooms)	(\$650,000)	\$650,000			\$0	
97	Change Order (Wewatta Wall Foundation)	\$183,865	(\$183,865)			\$0	
98	Change Order (shorten length of AMTRAK platform as per MOA)	\$707,490	\$707,490			\$0	
99	Change Order (add PA system for emergency eyes at CRT) (PR42 / CM392)	\$300,000	\$325,000			\$25,000	
100	Change Order (placeholder for North & South Wing Parcels closing responsibilities)	\$500,000	(\$500,000)			\$0	
101	Change Order (placeholder for return of unused portion of flagging allowance)	\$0	\$150,000			\$150,000	
102	Change Order (placeholder for visual pricing system requested by DPTD)	\$0	(\$250,000)			(\$250,000)	
103	Transfer to Budget: new line item for differing site conditions at back of DUS after canopy removal	\$0	\$250,000			\$250,000	
104	Transfer to Budget: new line item for PRSC's design changes for OCS (PR28)	\$0	\$100,000			\$100,000	
105	Transfer to Budget: new line item for Plaza @ Millennium Bridge / DeVita property line	\$0	\$400,000			\$400,000	
106	Transfer to Budget: new line item for additional LOI scope added by DUSPA	\$0	\$1,582,528			\$1,582,528	
107							
108	TOTAL GMP	\$341,062,922	\$21,793,124			\$362,856,046	
109							

110	FINANCING COSTS				
111	TIPIA Fees	\$456,000	(\$25,000)	\$431,000	
112	RRIF Fees	\$200,000	\$0	\$200,000	
113	Rating Fees	\$100,000	\$25,000	\$125,000	
114	Financial Advisor	\$325,000	\$0	\$325,000	
116	Feasibility Study Peer Review	\$26,470	\$0	\$26,470	
117	Savings from within these Financing Cost line items	\$0	(\$450,000)	(\$450,000)	
118	TOTAL FINANCING COSTS	\$1,107,470	(\$450,000)	\$657,470	
119	OWNER'S ALLOCATED CONTINGENCY				
121	Asbestos	\$150,000	\$110,000	\$260,000	
122	Contaminated Soil	\$1,000,000	\$200,000	\$1,200,000	
123	Utility Relocates	\$900,000	\$725,000	\$1,625,000	
124	Detection and Water Quality	\$0	\$575,000	\$575,000	
125	Dewatering Treatment	\$0	\$300,000	\$300,000	
126	Bike Lockers	\$100,000	\$50,000	\$50,000	
127	RTD Furniture for Sales & Marketing	\$50,000	(\$12,500)	\$37,500	
128	Shuttle Starter Booth	\$50,000	(\$50,000)	\$0	
129	Ticket Vending Machines	\$750,000	(\$50,000)	\$700,000	
130	Historic Assessment Grant Matching Funds	\$33,325	\$0	\$33,325	
131	EIS Mitigation	\$807,818	(\$807,818)	\$0	
132	Water and Sewer Taps (one 3", one 2", seven 3/4")	\$500,000	\$0	\$500,000	
133	Threat and Vulnerability Requirements (steel piloting of columns only)	\$350,594	(\$350,594)	\$0	
134	LRT Peer Group Changes	\$285,979	(\$285,979)	\$0	
135	CRT Peer Group Changes PR 08.1	(\$500,000)	\$500,000	\$0	
136	Vent Tube Changes	\$500,000	(\$500,000)	\$0	
137	CRT Canopy to Historic DUS PR 27	\$125,000	(\$125,000)	\$0	
138	Light Ball Supply Costs	\$650,000	(\$650,000)	\$0	
139	Additional Amtrak Requirements	\$2,800,000	(\$2,800,000)	\$0	
140	subtotal	\$8,552,716	(\$8,271,891)	\$5,280,825	
141					
142	OWNER'S UNALLOCATED CONTINGENCY	\$10,000,000	(\$7,446,226)	\$2,553,774	
143		\$18,552,716	(\$10,718,117)	\$7,834,599	
144	TOTAL OWNER'S CONTINGENCY				
145					
146	RTD COSTS AS OF 30 APRIL 2009				
148	CML Land Purchase	\$11,017,420	\$0	\$11,017,420	
149	Architectural/Engineering	\$12,023,088	\$0	\$12,023,088	
150	Public Process (CPL)	\$544,865	\$0	\$544,865	
151	RTD Staff Costs to Date	\$419,543	\$0	\$419,543	
152	USNC Developer Fees	\$4,200,000	\$0	\$4,200,000	
153	Kenel Preconnection Fees	\$1,546,717	\$0	\$1,546,717	
154	18th Street Tunnel	\$1,824,589	\$0	\$1,824,589	
155	Xcel / Denver Water Early Utility Relocates	\$1,520,798	\$0	\$1,520,798	
156	Early Environmental Work	\$3,979,900	\$0	\$3,979,900	
157	EIS Prep (PB)	\$671,521	\$0	\$671,521	
158	Systems Design to 30%	\$2,332,271	\$0	\$2,332,271	
159	subtotal	\$40,080,712	\$0	\$40,080,712	
160	Additional RTD Costs				
161	RTD Construction Management Fees	\$11,000,000	\$0	\$11,000,000	
162	Union Station Overhead	\$1,500,000	(\$1,500,000)	\$0	
163	Amtrak lease payments to RTD to offset Union Station Overhead (month 7 thru month 48)	(\$1,232,542)	\$1,232,542	\$0	
164	PB Amendment #13	\$5,000,000	\$0	\$5,000,000	
165	RTD's utility relocate costs for 18th Street Ped Bridge (Kramer)	\$0	\$196,419	\$196,419	
166	Comm at LRT	\$500,000	\$0	\$500,000	
167	CRT Signals	\$12,000,000	(\$5,565,060)	\$6,434,940	
168	Shuttle Vehicles	\$1,905,000	(\$5,000)	\$1,900,000	
169	RTD controlled FASTER Grant Budget for DUS	\$0	\$4,000,000	\$4,000,000	
170	RTD Accounting Fee	\$0	\$500,000	\$500,000	
171	subtotal	\$30,672,458	(\$1,141,099)	\$29,531,359	
172					
173	TOTAL RTD COSTS	\$70,753,170	(\$1,141,099)	\$69,612,071	
174					
175	DUSPA COSTS				
176	Insurance (OCIP)	\$7,500,000	\$200,000	\$7,700,000	
177	Legal Fees for DUSPA	\$2,000,000	\$1,500,000	\$3,500,000	
178	Legal Fees for DOT	\$0	\$182,872	\$182,872	
179	Directors & Officers Insurance for DUSPA	\$240,000	\$0	\$240,000	
180	General & Administrative	\$144,129	(\$51,066)	\$93,063	
181	Internal Audits	\$250,000	\$0	\$250,000	
182	DUS Renovation - (including AMTRAK TTs / moves, permit licensing, system CM485, CM364) (See DUS Historic Structure-Recap of Funds)	\$17,000,000	(\$16,895,001)	\$104,999	
183	Let G Overbuild (Total Costs estimated to be \$5.5M) DESIGN & CONSTRUCT	\$2,500,000	(\$2,500,000)	\$0	
184	Project Management Fees	\$5,940,000	(\$500,000)	\$5,440,000	
185	Permit/Fees	\$5,000,000	(\$700,946)	\$4,299,052	
186	Public Art (match FTA grant)	\$300,000	\$0	\$300,000	
187	USNC Developer Fees starting January 09	\$6,300,000	(\$1,155,000)	\$5,145,000	
188	DUS Metro District Reimbursable Expenses (Per USNC Agreement)	\$400,000	\$0	\$400,000	
189	Peer Review Group Stipend	\$20,000	\$0	\$20,000	
190	Public Info Consultant	\$450,000	\$0	\$450,000	
191	Payment to N Wing Bldg Group for stairs and elevator	\$0	\$848,000	\$848,000	
192	Interpretative Signage	\$0	\$100,000	\$100,000	
193	Third Party Testing and Inspections oversight / Peer Review Design reviews for selected construction activities	\$0	\$75,000	\$75,000	
194					
195					
196					
197	TOTAL DUSPA COSTS	\$48,044,129	(\$18,896,143)	\$29,147,986	
198					
199	ADDITIONAL LAND				
200	Ice House / 18th Street ROW	\$1,400,000	(\$275,000)	\$725,000	
201	Temporary Easements	\$500,000	(\$400,000)	\$100,000	
202	Pedestrian Transit Plaza, 16th & Chestnut at Millennium Bridge (\$52.50)	\$0	\$197,965	\$197,965	
203					
204	TOTAL LAND COST	\$1,500,000	(\$477,035)	\$1,022,965	
205					
206	SUB TOTAL ORIGINAL DUSPA PROJECT COSTS	\$481,020,407	(\$9,889,270)	\$471,131,137	
207	check:				\$0
208					

	Owner's Unallocated Contingency Uses	as of:	5 JANUARY 2012
		Item Cost	Balance
209			
210			
211			
212			
213	Starting Balance	LINE # 98	\$10,000,000
214			
215	Change Order 9 - Credit for shorter platform was greater than anticipated	(SG,098)	\$10,006,098
216	Change Order 9 - debit for bond premium	\$82,504	\$9,923,594
217		Balance thru Change Order 10:	\$9,923,594
218			
219	Change Order 11 - Bus Box Under Slab Plumbing	\$166,687	\$9,756,907
220	Change Order 11 - Hoist Tower Anticrack Runaround Track	\$26,618	\$9,730,289
221	Change Order 11 - URA Work Orders	\$58,993	\$9,671,296
222		Balance thru Change Order 11:	\$9,671,296
223			
224	Transfer to budget to cover reforecast changes as of 2nd Qtr 2010	\$4,978,432	\$4,692,864
225	Increase due to higher RRJF loan amount	(\$2,874,151)	\$7,567,015
226	Increase due to higher THFA loan amount	(SG,952)	\$7,573,967
227	Increase due to higher grant amounts	(\$1,017,901)	\$7,675,757
228		Balance thru 23 July 2010:	\$7,675,757
229			
230	Change Order 16 ITS conduits		
231	Change Order 16 CCD Comprehensive Sign Plan	\$11,024	\$7,664,733
232	Change Order 16 Concrete Rubble in Bus Box	\$8,767	\$7,655,966
233	Change Order 16 Additional LRT Signal House from FRSC	\$9,599	\$7,646,367
234	Change Order 16 18th Street TIS	\$156,078	\$7,490,289
235	Change Order 16 LPC Comments to book of DUS - Design and Contract	\$21,448	\$7,468,841
236	Change Order 16 Credit for Fee on Bond in previous change orders	\$689,880	\$6,778,961
237	Change Order 16 Rail realigning due to no UPRR easement	(\$10,803)	\$6,789,764
238		\$47,032	\$6,742,732
239			
240	Change Order 19 - stainless steel shiners		
241	Change Order 19 -OCS Systems changed from FRSC PR28 - Design	\$11,024	\$7,664,733
242	Change Order 19 - Vent Tube lighting and metal	\$8,767	\$7,655,966
243	Change Order 19 - Wood ties ILO concrete at track & Wevalla wall foundation	\$9,599	\$7,646,367
244	Change Order 19 - redundant pumps for bus box mechanical system	\$156,078	\$7,490,289
245	Change Order 19 - additional credit from CRT peer review changes	\$21,448	\$7,468,841
246		\$689,880	\$6,778,961
247		(\$10,803)	\$6,789,764
248		\$47,032	\$6,742,732
249			
250			
251			
252			
253	Change Order 22 - Payment of additional drug testing costs, as per OCIP		
254	Change Order 22 - AECOM design Redizio patio wall CM 360	\$41,526	\$5,780,560
255	Change Order 22 - RTD HOV fiber PR 36	\$95,701	\$5,684,859
256	Change Order 22 - Ped Bridge Changes PR 35 DESIGN ONLY	\$252,105	\$5,432,754
257	Change Order 24 - block b deletion over CRT and Pod Bridge- Construction Impact PR 69.1	\$55,234	\$5,377,520
258		\$519,594	\$4,857,926
259			
260	Changes Order 25 - Bullet Proof Glass		
261	Change Order 25 - ADA loading design	\$42,990	\$4,814,936
262	Transfer to budget to increase budget amount for contaminated soil	\$28,873	\$4,786,063
263	Balance Budget due to reforecast changes as of 2nd Qtr 2011	\$26,606	\$4,759,457
264	Transfer to budget to increase budget amount for contaminated water remediation	\$750,000	\$4,009,457
265		(\$4,000,000)	\$8,009,457
266		\$750,000	\$7,259,457
267			
268	Change Order 27 - Increase asbestos allowance in GMP		
269	Change Order 28 - reversal of EIS mitigation items	\$500,000	\$6,759,457
270	Transfer to Budget for stairs and elevator from N Wing Bldg Group	(\$401,514)	\$7,160,971
271		(\$848,008)	\$8,008,979
272			
273	Change Order 31 - Plaza at base of Millennium Bridge near DaVita - design (CM 423)		
274	Change Order 31 - construct 7 handicapped parking spaces per CCD (CM434.1)	\$29,902	\$7,131,069
275	Change Order 31 - Utility Reloc at Triangle Property	\$17,604	\$7,113,465
276	Change Order 31 - CM464 / CCD 21 lower the 16" water line @CART and 19th Street	\$91,867	\$7,021,598
277	Change Order 31 - PR 47 - add 3 DDC control points in bus box	\$138,728	\$6,882,870
278	Change Order 31 - CRT Automatic Dry Standpipes (CM503) NDC 126	\$36,358	\$6,846,512
279	Change Order 31 - redesign bus shuttle loop	\$83,463	\$6,763,049
280	Transfer to Budget: new line item for Interpretative Signage	\$18,767	\$6,744,282
281	Transfer to Budget: new line item for New Streetlights: Chestnut, Wavona, LRT, CRT/HOV, 17th Street, 18th Street	\$6,644,282	\$6,644,282
282	Transfer to Budget: new line item for Third Party Testing and Inspections oversight / Peer Review Design reviews for selected construction activities	\$500,000	\$6,144,282
283	Transfer to Budget: new line item for Additional Project Transformers (to date we have bought 2 of 9)	\$100,000	\$6,044,282
284		\$525,000	\$5,519,282
285			
286	Transfer from Budget: receipt of \$2M + mark ups for early shared savings		
287	Transfer from Budget: reduction in purchase price for 18th Street ROW	(\$2,306,969)	\$7,826,251
288	Transfer to Budget for additional asbestos costs	(\$700,000)	\$8,526,251
289	Transfer to Budget: new line item reducing Owners Contingency to offset some of the \$5M we are NOT getting now from Kievit, as agreed	\$500,000	\$8,026,251
290	Transfer to Budget: new line item for differing site conditions at bank of DUS after canopy removal	\$7,026,251	\$7,026,251
291	Transfer to Budget: new line item for A & B Block underbuid construction costs (NDC 121)	\$1,000,000	\$6,026,251
292	Transfer to Budget: new line item for FRSC's design changes for OCS (PR28)	\$200,000	\$6,826,251
293	Transfer to Budget: new line item for Block G deletion construction price (PR39 / NDC 89)	\$500,000	\$6,326,251
294	Transfer to Budget: new line item for Plaza @ Millennium Bridge / DaVita property line	\$6,076,251	\$6,076,251
295	Transfer to Budget: new line item for CRT dry fire protection system versus wet	\$5,126,251	\$5,126,251
296	Transfer to Budget: new line item for additional LDI scope added by DUSPA	\$4,851,251	\$4,851,251
297	Transfer to Budget: new line item for Ped Bridge re-design (PR 35 / CRT A4)	\$3,151,251	\$3,151,251
298		\$2,651,251	\$2,651,251
299			
300	Change Order 38 - State permits and fees paid by Kievit		
301	Change Order 38 - Retaining walls at platforms 2 & 4	\$26,117	\$2,625,134
302	Change Order 38 - Enhanced Crosswalks	\$492,016	\$2,133,118
303	Change Order 39 - Delete Tail Tracks Plaza scope	\$70,479	\$2,062,639
304	Transfer to Phase Two Budget for Tail Tracks Plaza	(\$1,013,951)	\$3,076,590
305	Transfer to budget for DOT legal fees	\$1,013,951	\$2,062,639
306		\$182,872	\$1,879,767
307			
308	Transfer from Budget: receipt of 50% of 2nd issuance of car's shared buy out savings		
309	Change Order 42 - admin mod - design only for smoke curtains	(\$1,845,575)	\$3,725,342
310	Change Order 42 - roof barrier credit	\$63,199	\$3,662,143
311	Change Order 42 - redesign for canopy removal (differing site conditions)	(\$44,608)	\$3,706,751
312	Change Order 42 - additional demo for CRT abandoned tunnels	\$55,177	\$3,651,574
313	Change Order 42 - transfer CCD's shortfall for brick pipe issue at 72' storm pipe	\$97,449	\$3,554,125
314	Change Order 46 - 18th Street Redizio Patio Wall construct NDC 123	\$441,109	\$3,510,016
315	Transfer to Phase Two Budget for deferred Future Parking	\$194,633	\$3,315,383
316		\$761,609	\$2,553,774
317			
318	Potential Contingency Uses		
319	Dejeney Quest Observation delay		
320	Replace one 900' gallon and one 1400' gallon grease traps with two 2000' gallon grease traps	\$48,630	\$2,505,144
321	cell phone upgrades for bus box	\$100,000	\$2,405,144
322	Small tools and Equipment for RTD Operating Engineers	\$150,000	\$2,255,144
323	Chestnut Utility coordination	\$100,000	\$2,155,144
324	Dejeney Uniformen site conditions	\$50,000	\$2,105,144
325	Stairs, Payllon, smoke curtain from Bus Box Admin Mod - Construction Cost	\$173,685	\$1,931,459
326	Erosion Control for CPV	\$150,000	\$1,781,459
327	Bus Box Sealing	\$300,000	\$1,481,459
328	Additional Potential RTD Expenses	\$454,405	\$1,027,054
329	Block A - Mail Tunnel Removal	\$198,709	\$828,345
330	Block A - Mail Tunnel Removal	\$0	\$828,345
331	Bus Box LED functions	\$0	\$828,345
332	Add two granite crosswalks in EVA	\$0	\$828,345
333		\$0	\$828,345
334		\$0	\$828,345
335		\$0	\$828,345
336		\$0	\$828,345
337		\$0	\$828,345
338			
339			
340			
341			
	ENDING BALANCE:	check	\$0
	TOTAL POTENTIAL CONTINGENCY USES		\$9,171,655
			\$928,345.00

5 JANUARY 2012		DELTA	Revised Budget
PHASE TWO REVENUES / SOURCES OF FUNDS			
342	TTTIA Loan	\$0	\$0
343	RRIF Loan	\$0	\$0
344	Grants	\$0	\$0
345	CDOT FASTER Grant	\$0	\$0
346	RTD Commitment	\$0	\$0
347	New Money to be contributed by RTD	\$0	\$0
348	New Money to be contributed by AMTRAK	\$0	\$0
349	Land Sales (A Block and B Block, less the earnest deposits paid in phase one)	\$18,500,000	\$18,500,000
350	Earnest Money Deposits for A & B Block	\$0	\$1,500,000
351	CPV Infrastructure Bond Funds Transfer	\$0	\$0
352			
353			
354			
355			
356	TOTAL PROJECT REVENUES	\$0	\$20,000,000

361	PHASE TWO EXPENSES / USES OF FUNDS			5 JANUARY 2012	DELTA	Revised Budget
362	Deferred Scope to add back in upon receipt of phase two revenues					
363	Tall Tractes Plaza	\$0	\$1,013,951	\$1,013,951		
364	Future Parking	\$0	\$1,136,609	\$1,136,609		
365	CRT Signals	\$0	\$5,565,060	\$5,565,060		
366	Remaining DUS Budget (less bollers, PASTER Grant, and Local Match)	\$0	\$11,129,380	\$11,129,380		
367	Remaining USNC fees(Oct 2011-June 2013)	\$0	\$1,155,000	\$1,155,000		
368						
369	TOTAL PROJECT REVENUES	\$0	\$70,000,000	\$70,000,000		\$70,000,000
370					check=	\$0

372	AMOUNT STILL TO DEFER:	\$0
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DUS HISTORIC STRUCTURE-RECAP OF FUNDS			
	5 JANUARY 2012	USE	Remaining Budget
DUS HISTORIC STRUCTURE BUDGET STATUS			
Original Budget	\$17,000,000	\$0	\$17,000,000
Boiler Installation actual expense	\$0	\$870,620	\$16,129,380
Anticipated additional Boiler work	\$0	\$65,000	\$16,064,380
Wall and Ramp at ped tunnel opening (to be completed 1st Qtr 2012)	\$0	\$24,380	\$16,040,000
AMTRAK TI Allowance / Move back into DUS (placeholder)	\$0	\$1,000,000	\$15,040,000
	\$0	\$0	\$15,040,000
REMAINING AMOUNT OF UNCOMMITTED BUDGET, as of:			5 JANUARY 2012
			\$15,040,000

DUS HISTORIC STRUCTURE BUDGET STATUS			
	5 JANUARY 2012	USE	Remaining Budget
391			
392			
393	\$17,000,000	\$0	\$17,000,000
394	\$0	\$870,620	\$16,129,380
395	\$0	\$65,000	\$16,064,380
396	\$0	\$24,380	\$16,040,000
397	\$0	\$1,000,000	\$15,040,000
398	\$0	\$0	\$15,040,000
399			
400	5 JANUARY 2012		\$15,040,000

NOTE: see the most current WBS for the exact source of the remaining funds. However, \$4M comes from CDOT's FASTER Grant, and \$11.04M comes from land sale proceeds.