



1560 Broadway, Suite 700, Denver, CO 80202 Phone: 303-299-6990

October 2, 2013

Mr. Ed Nichols
State Historic Preservation Officer
1200 Lincoln St.
Denver, CO 80202

Subject: Denver Union Station (DUS) Memorandum of Agreement (MOA) Annual Report for 2013

Dear Mr. Nichols,

The purpose of this submittal is to provide all parties and signatories to the DUS MOA a summary report detailing the work undertaken pursuant to its terms, since the last update provided December 5, 2012.

This report shall be made available for public review by copies being sent to all consulting parties and signatories and being posted at www.denverunionstation.org. Therefore, potentially interested members of the public will be made aware of its availability and are invited to provide comments to the State Historic Preservation Officer (SHPO), the Regional Transportation District (RTD) and the Federal Transit Administration (FTA) within a 30 day comment period. Following the 30-day comment period and any necessary meetings; FTA, RTD, CDOT and SHPO shall determine whether this MOA shall continue in force, be amended or terminated. Assuming it shall continue in force, we will provide a final MOA Annual Report in 2013 once the Union Station project is complete and the final conditions of the MOA are completed.

Comments on the attached report are requested by November 4, 2013.

If you have any questions regarding this report, please contact me at (303) 299-2437.

Sincerely,

A handwritten signature in blue ink, appearing to read "Liz Telford".

Liz Telford
Manager Corridor Planning (Environmental)

Cc: All consulting parties and signatories
Jerry Nery, DUS Engineering Project Manager
Dave Beckhouse, FTA
Jason Longsdorf, DUS Environmental Compliance Monitor
Project File



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1. Project Status

The DUS MOA was completed in September 2008 and included in the DUS Record of Decision (ROD) published in November 2008. Since then the administration for the project has been delegated to the Denver Union Station Project Authority (DUSPA). The DUSPA has secured full funding for the \$480 million project and construction began in February 2009. At this point the construction is approximately 90% complete and all aspects of the station are expected to be fully functional in 2014, with a grand opening planned for May 9, 2014.

2. Status of MOA Mitigations

Numbering in this section replicates the numbering in the MOA for easy reference.

I.A Archival Documentation – Completed in 2010

I.B Additional Information – Completed in 2010

I.C Salvage - Completed in 2011

I.D Interpretive Display

A comprehensive interpretive display on the importance of DUS and its environs is required to be prepared in consultation with the SHPO. It requires 6-12 interpretive signs to be placed around the station area. Items to be addressed in the comprehensive interpretive display shall include, but not be limited to, tunnels at DUS, the railroad tracks behind DUS and the Delgany Street Sewer. The displays will be installed within one year of completion of the project.

In 2011, RTD provided a walking tour for potential artists to visit the site and see the salvaged materials that would be available for their use. In June 2011, a selection committee chose an artist who prepared several versions of proposed installations that would serve as art and interpretive display. In September 2012, the DUSPA chose not to complete any of those proposed installations.

In early 2013, the project team initiated a second process to design and produce the displays. DUSPA hired a historian to develop a Denver Union Station Historic Interpretive Plan (Plan). On June 6, 2013 RTD and the historian provided an overview of the plan to the DUSPA Board and the Board requested that the plan move forward for consideration by the SHPO and Denver Landmark Preservation Commission (LPC). On July 11, 2013 the project team reviewed the Plan with LPC staff and Amy Pallante from the SHPO. After requested modifications to the plan were made, the Plan was presented to LPC on August 6, 2013.

Though the LPC supported the interpretive display program in general, it provided several suggestions so the project team is currently amending the recommended locations and designs for the interpretive display. The project team anticipates providing an update to the DUSPA Board on October 3, 2013 and seeking approval from LPC and final consultation with SHPO in early 2014. The project is still anticipating construction to be complete within one year of the May 9, 2014 opening day.

I.E Review and Comment – Completed in 2010

I.F Consideration of Additional Measures – Completed in 2009

3. Problems or Unexpected Issues

The west façade stone masonry was adversely effected and removed during the construction of the Amtrak facilities. Renovation of the west façade was also required as a result of the removal of the previous RTD bus stop facility that had been attached to the west side of the building. The renovation which was completed this year required the replacement of the Terra Cotta and Ryholite stone with matching Terra Cotta and Ryholite. The stone masonry is being removed in a manner that prevents damage. The stone masonry will be stored in a safe and secure location to ensure that it is available for later stone restoration and rehabilitation projects at DUS. Safe removal and storage of the stone masonry will be completed in 2013.

The west façade renovation work began in early 2013 and was completed in July 2013. Prior to initiating this work a pre-activity meeting was conducted to review construction submittals, specifications and scheduling. As the work progressed during the various phases several site visits were conducted to review the quality of the work. These on site meetings consisted of initial field review and inspection to review existing conditions, Terra Cotta sample review and approval, Terra cotta mock-up on site and final review and acceptance. In addition to these meetings RTD conducted quality assessments throughout all phases of the renovation and repair work to ensure adherence to the specifications and submittals. All work was found to be in conformance during the conduct of these quality assessments.

As part of a separate process which is not subject to this MOA, the Union Station Alliance, a private development entity, is seeking certain tax credits as part of their renovation and reuse of the station. In a letter dated November 26, 2012, the National Park Service determined that the project meets the Secretary of Interior Standards for Rehabilitation. A formal Certification of Rehabilitation will be issued after the rehabilitation work is completed.

4. Changes that FTA or RTD believe should be made in the implementation of this MOA

No changes were deemed necessary by FTA and RTD in the implementation of this MOA

5. Disputes Regarding RTD and FTAs ability to carry out the terms of the MOA

To date, there have been no disputes regarding RTD and FTA's ability to carry out the terms of this MOA.