



**DRCOG FY2022-2025 (TIP) – City and County of Denver Subregion**  
**Subregional Share Air Quality/Multimodal (AQ/MM)**  
**Application Programming Federal Fiscal Years 2023-2025**

**APPLICATION OVERVIEW**

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**What:** The Subregional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

**Funding Available:** \$161,292,000 overall. Target of \$39,065,000 for the City and County of Denver (estimated as of the open date)

**Application:** Air Quality & Multimodal (AQ/MM) eligible projects only

**Major Project Eligibility Exceptions:** Roadway capacity, roadway reconstruction, bridge, interchange projects

**Call Opens:** May 2, 2022

**Call Closes:** June 24, 2022, 3 pm

**Application Submittals:** submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
  - a. this application
  - b. one location map/graphic
  - c. cost estimate (your own or the CDOT [cost estimate form](#))
  - d. CDOT/RTD concurrence response (if applicable)
  - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
  - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 2022

**Other Notable items:**

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, [joann.mattson@state.co.us](mailto:joann.mattson@state.co.us); CDOT Region 4 – Josie Hadley, [josie.hadley@state.co.us](mailto:josie.hadley@state.co.us); RTD – Chris Quinn, [chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)
- **If a submitted application in Call #1 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at [tipapplications@drcog.org](mailto:tipapplications@drcog.org). In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at [tipapplications@drcog.org](mailto:tipapplications@drcog.org)

# APPLICATION FORMAT

The AQ/MM Subregional Share application contains two parts: *project information* and *evaluation questions*.

## Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

## Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

**Scoring Methodology:** Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

**Section A. Subregional Impact of Proposed Projects..... 30%**

Projects will be evaluated on the degree to which they address a significant regional or subregional problem or benefit people throughout the subregion. Relevant quantitative data should be included within narrative responses.

5	The project benefits will <b>substantially</b> address a <b>major</b> regional or subregional problem and benefit people and businesses in multiple subregions.
4	The project benefits will <b>significantly</b> address a <b>major</b> subregional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either <b>moderately</b> address a <b>major</b> subregional problem or <b>significantly</b> address a <b>moderate</b> -level subregional problem.
2	The project benefits will <b>moderately</b> address a <b>moderate</b> -level subregional problem.
1	The project benefits will address a <b>minor</b> subregional problem.
0	The project does not address a subregional problem.

**Section B. Metro Vision Regional Transportation Plan Priorities .....50%**

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> of applications based on the magnitude of benefits in that priority area.
0	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

**Section C. Project Leveraging (“overmatch”) ..... 10%**  
 Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

**Section D. Project Readiness ..... 10%**

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	<b>Few</b> mitigation or readiness activities have been demonstrated.
0	<b>No</b> mitigation or readiness activities have been demonstrated.

## Project Information

1. Project Title		<b>East Colfax Avenue Bus Rapid Transit</b>	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Denver Union Station End point: R Line station at I-225 OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City & County of Denver, Department of Transportation and Infrastructure (DOTI)	
4. Project Contact Person:			
Name	David Krutsinger	Title	Transit Director
Phone	720-337-9924	Email	David.Krutsinger@denvergov.org
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
6. What planning document(s) identifies this project?  <i>Provide link to document/s and referenced page number if possible, or provide documentation in the supplement</i>	<input checked="" type="checkbox"/> <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> Provide MVRTP staging period, if applicable capital project: 2020-2029		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: East and East Central Area Plans Adopting agency (local agency Council, CDOT, RTD, etc.): Council Provide date of adoption by council/board/commission, if applicable: 11/16/2020 and 10/6/2020	
	Please describe public review/engagement to date:	<p>The project team has been working closely with the East Colfax community on mobility issues since 2012 and has developed strong relationships with many community partners. As part of the engagement process, the project team organized a Stakeholder Task Force, formed in 2012, to provide input and communicate with their neighbors. At the start of the project, the Task Force consisted of 32 neighborhood/community groups and 7 business groups, each of which was invited to participate in this ongoing effort.</p> <p>At the current stage, the project team has engaged and committed to a robust community engagement effort. Six touchpoints were scoped for the current phase of the project, which include a sequence of meetings with a Technical Working Group, the Stakeholder Task Force, and the general public, as well as additional opportunities for bidirectional communication, including surveys and small group workshops. To date, the project team has completed 4 of the 6 community touchpoints since the summer of 2021, with 2 more scheduled prior to engagement completion in summer 2022 for the current PE/NEPA phase. Additional outreach will occur during the final design phase.</p>	
	Other pertinent details:	See full stakeholder list included in the supplement. BID and RNO leads have been proactively engaging the community in addition to	

the project team's efforts. The project team has utilized the project website and social media to frequently disseminate project information and events. Additionally, the project team developed a high quality virtual room that has interactively informed the public of the East Colfax Avenue BRT project as it has moved forward through preliminary engineering and the NEPA process. The unique-to-Colfax graphics and user-friendly interface have facilitated an influx of positive public feedback on the project.

**7. Identify the project’s key phases and the anticipated schedule of phase milestones.**  
 (phases and dates should correspond with the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/ RTD; assumed process is 4-9 months)	
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	09/2022
	Design scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	11/2020
	Design scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire: 0	
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	06/2022
	FOR (Final Office Review):	12/2023
	Required clearances:	
	Project publicly advertised:	
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input checked="" type="checkbox"/> Bus Service	Service begins:	01/2027
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

8. **Problem Statement:** What specific subregional problem/issue will the transportation project address?

The East Colfax corridor continues to experience heavy transit travel demand with the highest average weekday boardings in the entire RTD service area, even throughout the pandemic. This high demand is expected to grow well into the future. The East Colfax BRT Project will address this continued rapid growth of transit ridership by providing a higher capacity service that is substantially more comfortable, frequent, and reliable for transit patrons to a variety of destinations along the corridor. The Project also supports the City's Vision Zero initiative to make travel safer for pedestrians, cyclists, motorists and transit riders. The East Colfax BRT Project supports future investment along the East Colfax Avenue corridor, while continuing to provide an affordable travel option to help reduce household transportation costs. Specific issues and needs to be addressed by the East Colfax BRT project include:

- Serving growing travel demand
- Improving mobility
- Providing equitable and affordable transportation choices
- Improving safety
- Improving access to major destinations
- Aligning mobility improvements with land use, neighborhood and economic plans
- Improving placemaking and ensuring operational and infrastructure sustainability

9. Identify the project's **key elements**. A single project may have multiple project elements.

**Roadway**

Operational Improvements

**Grade Separation**

- Roadway
- Railway
- Bicycle
- Pedestrian

**Regional Transit<sup>1</sup>**

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities/Service (Expansion/New)

**Safety Improvements**

**Active Transportation Improvements**

- Bicycle Facility
- Pedestrian Facility

**Air Quality Improvements**

**Improvements Impacting Freight**

**Multimodal Mobility** (i.e., accommodating a broad range of users)

Complete Streets Improvements

**Study**

**Other**, briefly describe: **Sustainability - pursuing ENVISION certification**

<sup>1</sup>For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

**10. Define the **scope** and **specific elements** of the project (including any elements checked in #9 above). *DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.***

The Colfax BRT project, the first of several BRT projects in the metro area, will design and construct a center-running alignment in dedicated fixed guideway lanes between Civic Center (Colfax/Broadway) station and Colfax/Yosemite Street. This segment, which currently has the highest number of weekday boardings in the entire RTD system, is 5.5 miles in length and includes 16 stations with an average spacing of 0.34-mile. Additional station improvements will be made in dedicated bus lanes in downtown Denver and east of Denver in Aurora.

The total \$22M request is for professional services related to preliminary design, NEPA evaluation and documentation, sustainability evaluation and final design. The City and RTD may request TIP funding in the future for construction of the project, depending on final cost estimates and available funding.

**11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.***

The project is currently in the process of completing the preliminary engineering (FIR/30% to use CDOT terminology) and NEPA clearance. The NEPA document, in concurrence with FTA, is a Categorical Exclusion. This phase of the project will conclude in June 2022 so that a Small Starts rating application can be completed and submitted to FTA in August 2022. The City & County of Denver is in the process of preparing Final Design contract documents for this next phase of the project.

**12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?**

Yes  No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request:

Outline the differences between the scope outlined above and the reduced scope:

### Project Financial Information and Funding Request

(All funding amounts in \$1,000s)

<p><b>Total amount of Regional Share Funding Request</b>  <i>(No greater than \$20 million and not to exceed 90% of the total project cost)</i></p> <p><input type="checkbox"/> Check box if requesting <b>only state MMOF funds (requires minimum 50% local funds)</b><sup>1</sup></p>	<p><b>\$3,000</b></p>	<p><b>14.00</b> of total project cost</p>
<p><b>Match Funds</b> List each funding source and contribution amount.</p>	<p><b>Contribution Amount</b></p>	<p><b>% Contribution to Overall Project Total</b></p>
<p>Denver Elevate G.O. Bond</p>	<p>\$7,000</p>	<p>32%</p>
<p>Call #1 Regional Share (request in top box of \$3m is for Subregional Share)</p>	<p>\$12,000</p>	<p>55%</p>
<p></p>	<p>\$</p>	<p>0%</p>

<b>Total Match</b> <i>(private, local, state, subregional, or federal)</i>		<b>\$19,000</b>	<b>86.00%</b>
<b>Project Total</b>		<b>\$22,000</b>	
<b>Notes:</b>	<p>1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.</p>		

**Funding Breakdown in \$1,000s (by program year)<sup>1</sup>**

	FY 2023	FY 2024	FY 2025	Total
<b>DRCOG Requested Funds</b>	\$15,000	\$	\$	\$15,000
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	\$0
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$7,000	\$	\$	\$7,000
<b>Total Funding</b>	\$22,000	\$0	\$0	\$22,000
<b>Phase to be Initiated</b>	Design	Choose an item	Choose an item	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor/County Commission Chair/City-County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

## Evaluation Questions

### A. Regional Impact of Proposed Project

WEIGHT

**30%**

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project regionally important? Relevant quantitative data in your response is required.

The East Colfax Avenue BRT project will serve Denver, Adams County, Arapahoe County and the City of Aurora along 9.9 miles of one of the region's busiest travel corridors. Current transit ridership is 22,000 per day, which is the highest in the entire RTD system. With the BRT project improvements in transit speed, reliability and convenience, Colfax corridor transit ridership is expected to increase by up to 40% by 2040 while providing better pedestrian and bicycle access and improving overall mobility and safety in the corridor. The BRT project will connect several of DRCOG's designated urban centers with substantially improved transit service.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

The East Colfax BRT project will address numerous compelling mobility problems and needs within the east Denver and west Aurora area by:

- **Serving Growing Travel Demand:** The East Colfax Avenue corridor has the highest bus ridership of any corridor in the region. The 15/15L routes combine to attract about 22,000 daily riders (or nearly 7 million boardings annually). Sustained population and employment growth in the region and along the Colfax corridor is expected to continue through 2040. Weekday corridor ridership is projected to increase by up to 40% by 2040. Bus service on East Colfax during peak periods is nearing operational capacity, meaning no additional buses can be added without significant changes in infrastructure or operations. Additionally, transit operations must remain within the existing constrained Colfax right-of-way, as there is little or no room to expand the roadway alignment beyond its current width in most areas along the corridor. The Colfax BRT project will operate in center-running dedicated lanes for 5.5 miles, which when combined with operations to Denver Union Station (DUS) in existing side-running bus lanes will result in significantly reduced transit travel times through the corridor. The 4.3-minute service frequency with a full fleet of 60' articulated buses will serve the growing travel demand by providing substantially greater person-trip capacity.
- **Improving Mobility:** Anticipated growth in the region will further impact transit travel time reliability for vehicles operating in mixed traffic. The Colfax BRT Project responds to increasing congestion and travel delay in the corridor with dedicated BRT lanes that will reduce travel time and increase reliability (as outlined in the Colfax Corridor Connections Alternatives Analysis, August 2018). The Project provides more reliable service, decreases end-to-end transit travel time by up to 15 minutes compared to 2040 "no-build" travel times, provides connections to three RTD rail stations and 16 bus routes, and improves pedestrian facilities including sidewalks and crosswalks throughout the corridor. These improvements will help serve the growing transit demand, high pedestrian activity, and connectivity between all modes along the corridor.
- **Improving Equity and Affordability:** The Colfax BRT Project will aid in relieving financial constraints of households in the corridor and the region. The Project provides an affordable travel option that works to reduce household transportation costs for transit riders and vulnerable populations in the corridor. Home ownership is quite low in the corridor where 69 percent are renters, nearly double the share of renters region-wide.
- **Improving Safety:** The Colfax BRT Project supports the City's Vision Zero initiative through enhanced and well-lit stations, shorter pedestrian crossing distances with less exposure to vehicle traffic, and the reduction in the number of conflict points.
- **Providing Improved Access to Major Destinations:** The Colfax BRT Project will provide access to approximately 94,500 households and 256,000 jobs by 2040 (within ½ mile radius of Colfax Ave.), which represents an increase of 21 percent in households and 13 percent employment compared to 2020. The project will serve many key activity centers such as Downtown Denver, the Auraria Campus, Anschutz Medical Campus,

National Jewish Health, and nearly 50 schools within the corridor. Travel demand in the corridor is bi-directional throughout the day serving a variety of trip purposes, and transit ridership is increasing throughout the day in addition to the peak and off-peak periods.

- **Aligning Mobility Improvements with Land Use, Neighborhood and Economic Plans.** The Colfax corridor serves some of the City’s most walkable and densest neighborhoods. The City’s East Central Area Plan (adopted October 2020 and extending from Broadway to Colorado along East Colfax) and the East Area Plan (adopted in November 2020 and extending from Colorado to Yosemite along East Colfax) both express support for transit investment along East Colfax. Additionally, the City’s Denver Moves: Transit plan includes Colfax Avenue as one of the City’s High Capacity Transit investment corridors. Colfax corridor transit improvements are also included in the Denver Regional Council of Governments (DRCOG) Regional Long Range Transportation Plan (LRTP).
- **Improving Placemaking and Sustainability:** The Project provides a greater sense of transit permanence, making it more likely for continued future investment in the corridor near stations and other areas desired by the community. In addition, the project will advance sustainability through providing for additional non-motorized trips (savings in greenhouse gas emissions) as well as investments in new green infrastructure along the corridor.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

The East Colfax BRT project will serve both City and County of Denver and the City of Aurora in Adams and Arapahoe Counties, as well as many major activity centers along the corridor including Denver Union Station (DUS) with its many multimodal transportation connections, Downtown Denver, Civic Center/State Capitol complex, three Business Improvement Districts (BIDs), National Jewish Health Center, Anschutz Medical Center, and the R Line LRT station. Funding partnerships are established among City and County of Denver, RTD, and City of Aurora to support the project, in collaboration with CDOT.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

*Completing the below table and referencing relevant quantitative data in your response is required.*

	DI and EJ Population Groups	Number within ½ mile	% of Total
Use 2015-2019 American Community Survey Data  <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	a. Total population	168,898	100%
	b. Total households	93,280	100%
	c. Individuals of color	75,117	44.00%
	d. Low-Income households	11,864	13.00%
	e. Individuals with limited English proficiency	10,572	6.00%
	f. Adults age 65 and over	15,438	9.00%
	g. Children age 5-17	19,316	11.00%
	h. Individuals with a disability	10,175	6.00%
	i. Households without a motor vehicle	12,502	13.00%
	j. Households that are housing cost-burdened	29,650	32.00%

*For Lines c. – i. use definitions in the [DRCOG Title VI Implementation Plan](#). For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “cost-burdened” means a household that spends more than thirty percent of its income on housing.”*

Describe, *including the required quantitative analysis*: Colfax is a very diverse corridor with 44% of the total population being individuals of color. The Colfax BRT project will improve local and regional accessibility and mobility by providing a cost-effective way to travel along the corridor and as connections to numerous other bus lines along Colfax (north/south Routes 0, 0L, 12, 24, 40, 65, 73, 105, and 121) and at the Civic Center. The service will connect to RTD rail lines at both DUS and the R Line at Colfax/I-225. ADA accessibility and safety and security are design priorities at the stations. The center running configuration enables a transit user to cross only half of the street at an intersection, thereby facilitating pedestrian access particularly for the mobility-impaired.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

The project will promote investment/reinvestment in existing communities by making this significant infrastructure investment that will move more people through and within the Colfax corridor, thereby improving diversity and livability of communities. Households are forecasted to increase 21% and employment is forecasted to increase 13% by 2040 along the corridor which is comprised of several urban centers. The Colfax BRT project will increase transit service and ridership within and to those urban centers and will invest in multimodal enhancements along the corridor. By moving forward in coordination with local and regional urban growth priorities, the project will help improve forecasting, planning, and investment decisions within these growth areas within and around the regionally important Colfax corridor.

The project will improve and expand the region's multimodal transportation system, services, and connections by improving the region's transit system as a first step in fulfilling regional BRT network goals. It will also improve pedestrian and bicycle accessibility to transit.

The project will meet the goal of operating, managing, and maintaining a safe and reliable transportation system by maintaining existing and future transportation facilities in good condition. RTD will be the BRT operator, and specific elements of maintenance are currently being coordinated through an IGA between Denver, RTD, and Aurora. The project will improve the transportation system performance and reliability by operating 24 hours a day 7 days a week at 4.3-minute headways throughout the day, not just peak periods. The project will improve safety and security by adding security cameras at stations and increased lighting both at stations and between stations. The dedicated bus lanes will further enhance safety by reducing bus/auto conflicts and reducing vehicle crash rates.

The project will improve air quality and reduce greenhouse gas emissions as demonstrated in Section B of this application.

As previously mentioned, the project will connect to numerous other bus lines along Colfax (north/south Routes 0, 0L, 12, 24, 40, 65, 73, 105, and 121) and at the Civic Center. The service will connect to RTD rail lines at both Denver Union Station and the R Line at Colfax/I-225. This promotes the connection of people to natural resource and recreational areas by improving multimodal linkages to and between the region's parks, open spaces, and developed areas. The project also increases access to amenities that support healthy, active choices, including the Carla Madison Recreation Center located directly on the corridor. The project also improves transportation connections to health care facilities and service providers via the aforementioned regional connections, while National Jewish Health Center, the Veterans Affairs Hospital, and Anschutz Medical Center are also directly located on the corridor and will be directly served by the BRT service.

The project provides access to numerous affordable housing developments along and around the corridor, which contributes to diversifying the region's housing stock and also improves access to employment opportunity.

The BRT project improves the region's competitive position as it is the first BRT in the regional BRT network plan, setting the precedent for regional BRT that aligns with the region's shared vision for the future.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?\*

Yes  No If yes, please provide the name: 1. East Colfax Main Street

2. Colorado Blvd Health Care District 3. Colfax Avenue 4. Central Business District 5. Fitzsimons 6. 13<sup>th</sup> Avenue

- Does the project connect two or more urban centers?\*

Yes  No If yes, please provide the names: 1. East Colfax Main Street

2. Colorado Blvd Health Care District 3. Colfax Avenue 4. Central Business District 5. Fitzsimons 6. 13<sup>th</sup> Avenue

- Is there a transit stop or station within ½ mile of the project limits?\*

Yes  No

- Is the project in a locally-defined priority growth and development area?

Yes  No

If yes, provide a link to the relevant planning document: Denver Community Planning and Development - East Area Plan

[https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East\\_Area\\_Plan.pdf](https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Area_Plan.pdf)

Denver Community Planning and Development - East Central Area Plan

[https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East\\_Central\\_Area\\_Plan.pdf](https://www.denvergov.org/content/dam/denvergov/Portals/646/documents/planning/Plans/East_Central_Area_Plan.pdf)

If yes, provide how the area is defined in the relevant planning document: The East Colfax corridor is defined as a Transformative Street that will expand the range of attractive transportation choices while improving regional and neighborhood connections. Accompanying Plan goals include preservation of Colfax small businesses, improving design quality, providing affordable housing and historic preservation.

- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?

Yes  No If yes, please provide the zoning district designation(s): There are a variety of transit-

supportive zone districts along the Colfax corridor, ranging from Downtown zoning to multi-unit residential. The predominant zone district on Colfax Ave. is MS (Main Street) which is intended to guide the redevelopment of the corridor into a walkable and pedestrian-friendly place with transit-supportive densities. Maximum heights range from 3 to 16 stories along the corridor with some high-rise on the western end. An incentive zoning amendment scheduled for adoption in summer 2022 will provide a by-right height bonus for providing on-site affordable housing units.

Provide households and employment data*	2020	2050
Households within ½ mile	93,280	130,956
Jobs within ½ mile	256,702	313,171
Household density (per acre) within ½ mile	13.32	19.22
Job density (per acre) within ½ mile	147.64	179.53

Describe, *including the required quantitative analysis*: There are 491 bus and 11 rail transit stops within a half mile of the project.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

The BRT project will connect several of DRCOG's designated urban centers with improved transit service. Within those urban centers are a wide variety of residential, employment, commercial/retail, institutional, education, healthcare, office, cultural, and recreational facilities and activity centers. These include Denver Union Station

and Downtown Denver - the largest employment center in the entire region; Civic Center/State Capital complex; the Ogden Theater, Bluebird Theater, Fillmore Auditorium, and Aurora Fox Art Center; Carla Madison Recreation Center; National Jewish Health Center: Anschutz Medical Campus - with more than 33,000 employees; and the Martin Luther King, Jr Library.

## B. MVRTP Priorities

WEIGHT

50%

- **Qualitative and quantitative** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer. (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

### Multimodal Mobility

#### Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  Roadway Operations  Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Sidewalk condition improvements](#), [pedestrian crosswalks](#), [bulbouts](#), [placemaking](#), [streetscaping](#), [ease of safe transit access](#), [improved bicycle storage and transport infrastructure on buses and near stations](#), [transit signal priority](#), [leading pedestrian indicators](#), [HAWK signal](#), [traffic signal progression to improve travel time](#).
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.  
 Yes  No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?  
 Yes  No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  
 Yes  No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  
 Yes  No

Describe, include quantitative information, including any items referenced above, in your response:

The Colfax BRT project will be a complete street as it includes Downtown Commercial, Downtown Mixed Use, and Mixed Use Streets and supports the development of a safe and comfortable transportation network. The project is context-sensitive by maintaining the historic, evolving, and eclectic community characteristics throughout the Colfax Avenue corridor. The project is inclusive and equitable in that the BRT will provide affordable and reliable transit service operating at a 4.3 minute frequency daily.

Denver is implementing the ENVISION sustainability evaluation process to further City, Regional and State sustainability and resiliency goals and to assist in mitigating identified hazards. Findings and recommendations from the ENVISION process can be incorporated into final design, construction and operating plans without backtracking or redesign.

**Air Quality**

**Improve air quality and reduce greenhouse gas emissions.**

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- Does this project reduce congestion?  
 Yes  No
- Does this project reduce vehicle miles traveled (VMT)?  
 Yes  No
- Does this project reduce single-occupant vehicle (SOV) travel?  
 Yes  No

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10
	91,051.98	1,774.89	1,863.64	88.74

Use [FHWA CMAQ Calculators](#) to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.

Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.

Describe, include quantitative information, including any items referenced above, in your response:

Traffic analysis is currently in progress and will be followed by air quality assessment. For this application, the FHWA calculator tool cannot be completed with current data. However, the STOPS modelling effort and data is attached to support the emissions reduced stated above (Attachment 5).

The BRT project, with its increased transit ridership, is expected to reduce daily VMT by 26,825 miles per day in the opening year and by 29,582 miles per day by 2040, with the resulting emission reductions shown above in 2040.

**Regional  
Transit**

**Expand and improve the region’s transit network.**

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 Metro Vision Regional Transportation Plan](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (\*) below are available in the [TIP Data Tool](#).

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on? [East Colfax Avenue](#)
- Does this project involve a [regional transit planning corridor](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on? [East Colfax Ave.](#)
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?  
 Yes  No
- Does this project improve connections between transit and other modes?  
 Yes  No If yes, please describe in your response.
- Is this project adding new or expanded transit service?  
 Yes  No If yes, who will operate the service? [RTD](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*  
 Yes  No If yes, provide the name of the urban center: [1. East Colfax Main Street](#)

[2. Colorado Blvd Health Care District](#) [3. Colfax Avenue](#) [4. Central Business District](#) [5. Fitzsimons](#) [6. 13th Avenue](#)

Describe, *include quantitative information, including any items referenced above, in your response:*

The project improves connections between transit and other modes in that the service frequency of a pedestrian or cyclist opportunity to catch a bus in either direction is every 4.3 minutes throughout the day. This allows the movement of more people by increasing total person-trip capacity. The project improves connections to and expands the region's transit system as the first of several BRT corridors to be implemented as part of the Regional BRT Plan, and it connects to numerous other bus lines along Colfax (north/south Routes 0, 0L, 12, 24, 40, 65, 73, 105, and 121) and at the Civic Center. The service will also connect to RTD rail lines at both Denver Union Station and the R Line at Colfax/I-225.

**Safety** **Increase the safety for all users of the transportation system.**  
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))  
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project address a location on the [High-Injury Network or Critical Corridors](#)?\*  
 Yes  No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
 Yes  No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	22	
Serious Injury crashes	211	
Other Injury crashes	1,571	
Property Damage Only crashes	4,636	
Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	0.00	Analysis is currently in progress
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Describe, include quantitative information, including any items referenced above, in your response:

The East Colfax BRT project is located on both a high-injury network and on critical corridors. Safety countermeasures include removing left turns at unsignalized intersections between Broadway and Uinta via installation of a raised barrier separating the center-running BRT lanes, near-side bus stops at center station platforms so that a BRT rider has to cross only half of the street, bus bulbouts, lighting at and in between stations and signal timing improvements. A predictive safety analysis will be conducted in the coming months using forecasted traffic volumes. This analysis will estimate the potential reduction in crashes with the BRT infrastructure improvements.

**Freight**

**Maintain efficient movement of goods within and beyond the region.**

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?\*  
 Yes  No If yes, please provide the name:
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*  
 Yes  No
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?  
 Yes  No If yes, please describe in your response.
- Check any items from the [Inventory of Current Needs](#) which this project will address:  
 Truck Crash Location  Rail Crossing Safety ([eligible locations](#))  
 Truck Delay  Truck Reliability  
Please provide the location(s) being addressed: **N/A**
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?  
 Yes  No If yes, please describe in your response.

Describe, *include quantitative information, including any items referenced above, in your response:*

The project is located on the Tier 2 Regional Highway Freight Vision Network. The project will be considering local deliveries, but is not directly affecting heavy through-freight movements.

<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> <small>(drawn from <a href="#">2050 MVRTP priorities</a>; <a href="#">Denver Regional Active Transportation Plan</a>; &amp; <a href="#">Metro Vision objectives 10 &amp; 13</a>)  Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#)?\*  
 Yes  No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?\*  
 Yes  No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?\*  
 Yes  No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?  
 Yes  No If yes, please describe in your response.

**Bicycle Use**

1. Current Weekday Bicyclists:		0
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	0.00	0.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

**Pedestrian Use**

1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		20,000
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	1,000	3,000
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	500	1,500
4. = Number of new trips from project (#2 – #3)	500	1,500
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	150.00	450.00
6. = Number of SOV trips reduced per day (#4 - #5)	350.00	1,050.00
7. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor on line 10 below)</i>	140.00	420
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	133.00	399.00

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

Similar volumes of pedestrians are expected on weekdays and weekends

10. If different values other than the suggested are used, please explain here:

*Describe, include quantitative information, including any items referenced above, in your response:*

The above are calculated using ITE trip generation rates, TRB walk trips for commuting, and RTD current and forecasted transit ridership. Pedestrian trip patterns are more influenced by the distance to their destination than other improvements. Examples of where you would get pedestrian trips replacing SOV trips are when either land use changes occur so there are more destinations within walking distance that could displace previously made longer distance trips or if a new connection is made that reduces the walking distance by a significant margin (for example a bridge, new network link, or pedestrian crossing connecting neighborhoods together that were previously only connected by a more circuitous route that would discourage walking). Other than the increase from transit, the pedestrian improvements to this project have more to do with improving pedestrian safety and comfort rather than making destinations closer together.

<b>C. Project Leveraging</b>	<b>WEIGHT</b>	<b>10%</b>
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What percent of outside funding sources (non-Regional Share funding) does this project have?	<span style="background-color: #c6e0b4; padding: 2px;">86.00%</span>	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 20-39.9% ..... 2 pts 10.1-19.9% ..... 1 pt 10% ..... 0 pts
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<b>D. Project Readiness</b>	<b>WEIGHT</b>	<b>10%</b>
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*Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.*

**Section 1. Avoiding Pitfalls and Roadblocks**

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible within the project submittal?  
 Yes  No  N/A (for projects which do not require engineering services)

If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:  
Brian McLaren, PE with CCD DOTI, and James Moore, PE, with Parsons Transportation Group

Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:  
NA

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?  
 Yes  No

If yes, are the other prerequisite phases complete?  Yes  No  N/A

If this project is for construction, please note the NEPA status: In Progress

c. Has all required ROW been identified?  Yes  No  N/A  
 Has all required ROW already been acquired and cleared by CDOT?  Yes  No  N/A

d. Based on the current status provided in Project Information, question 11, do you foresee any reason why your IGA will not be executed by Oct 1 of your first year of funding, so you can begin your project on time?  
 Yes  No

Does your agency have the appropriate staff available to work on this project?  Yes  No

If yes, are they knowledgeable with the federal-aid process?  Yes  No

e. Have other stakeholders in your project been identified and involved in project development?  
 Yes  No  N/A

If yes, who are the stakeholders? FTA, RTD, DRCOG, City of Aurora, CDOT

Please provide any additional details on any of the items in Section 1, if applicable.  
This corridor project has been under study for more than ten years and Denver has achieved strong consensus with the public, community leaders and our partner agencies.  
NEPA environmental clearance and preliminary design are underway; FTA as the lead federal agency has preliminarily identified the NEPA clearance as a Categorical Exclusion (CatEx) due to the anticipated low level of environmental impact.

The project has "Project Development" authorization from FTA, and Denver and RTD are currently doing pre-work for the federalization of contracts and contract extensions through both agencies' legal and contract groups. These have included substantive discussions of accelerated delivery, likely using CMGC methods.

## Section 2. Local Match

- a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes  No

Please describe:

Denver Elevate GO Bond funds approved by citizens in 2017 will provide the required local match. DOTI and the City of Aurora are in discussions regarding Aurora funding contributions to the Colfax BRT project which is subject to Aurora City Council approval. Denver is operating under the assumption that the total cost of the Aurora BRT station improvements (basic BRT station elements plus enhancement elements) will be funded from the FTA Small Starts program that Denver is pursuing. Any financial contribution made by Aurora would serve as a local match to the FTA Small Starts program funding for the express purpose of supporting Enhanced Station Elements located within Aurora.

- b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

Yes  No

Please describe:

All local match funds are from Denver's Elevate GO Bond program rather than from CIP.

## Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

Yes  No

- b. Has the public had access to translated project materials in relevant languages for the local community?

Yes  No

Please describe:

This project was supported by Denver voters in the Elevate GO Bond election and is supported by City of Aurora, RTD, CDOT and the Federal Transit Administration. There has been extensive stakeholder and public outreach throughout the previous planning phase and during the current NEPA/PE phase of the project with extensive in-person and virtual meetings, as well as online survey opportunities for people to express their opinions and preferences for the project elements. All written materials are presented in English and Spanish; public meetings have offered Spanish translation and American sign language opportunities. Based on feedback, there is very strong public support for the project.

- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

Yes  No  N/A

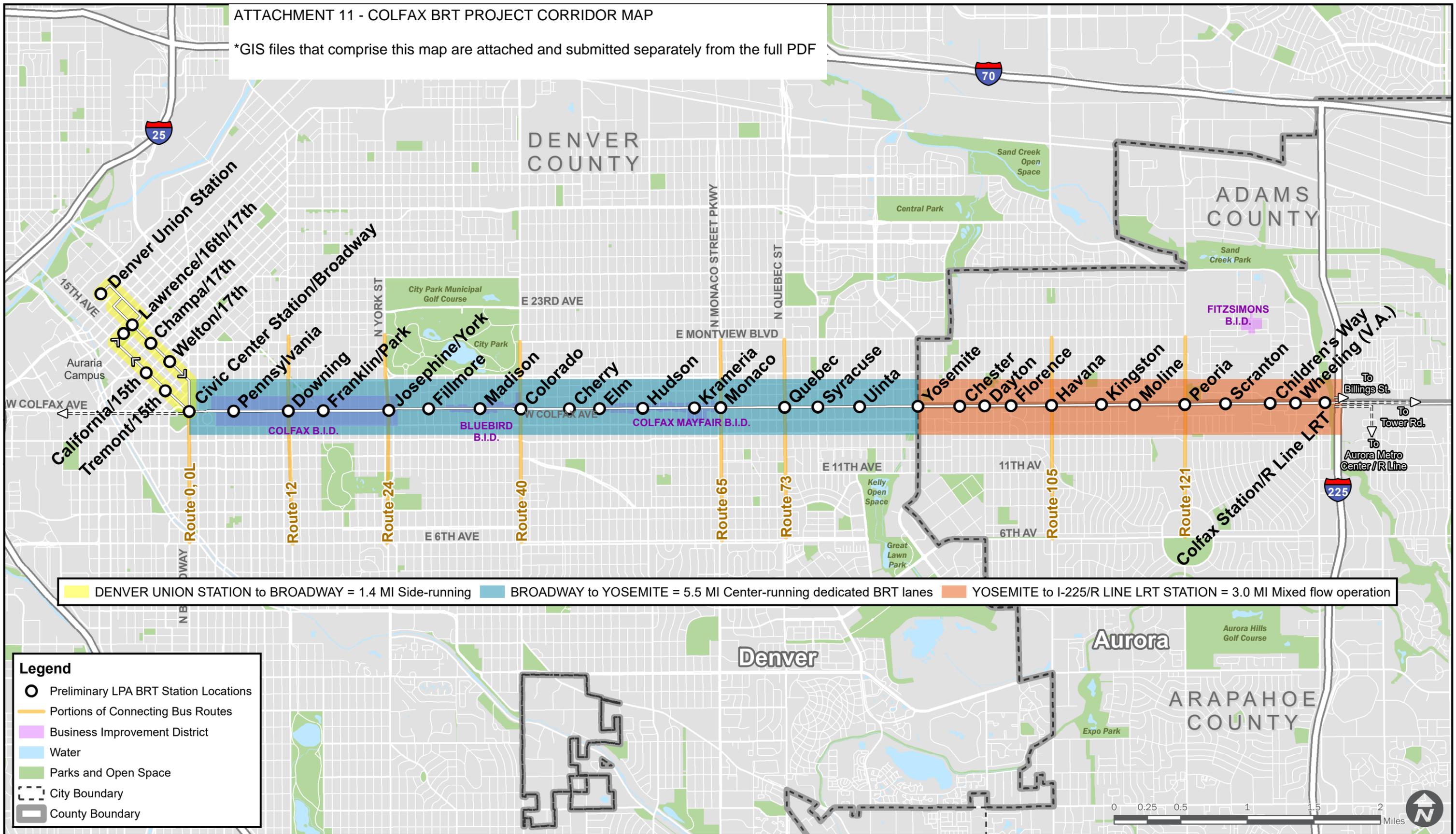
Please provide any additional details on the items in Section 3, if applicable.

The three BIDs and numerous stakeholders have been involved via a Task Force throughout the previous planning phase and during the current NEPA/PE phase of the project, along with many community members along the corridor in various public forums.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on March 18, 2022.

ATTACHMENT 11 - COLFAX BRT PROJECT CORRIDOR MAP

\*GIS files that comprise this map are attached and submitted separately from the full PDF



DENVER UNION STATION to BROADWAY = 1.4 MI Side-running | BROADWAY to YOSEMITE = 5.5 MI Center-running dedicated BRT lanes | YOSEMITE to I-225/R LINE LRT STATION = 3.0 MI Mixed flow operation

**Legend**

- Preliminary LPA BRT Station Locations
- Portions of Connecting Bus Routes
- Business Improvement District
- Water
- Parks and Open Space
- - - City Boundary
- ▭ County Boundary

ATTACHMENT 12 - Cost Estimate

Cost Category	Base Year Dollars	YOE Dollars Total (2025) - 3.5% Inflation Rate	YOE Dollars Total (2026) - 5.0% Inflation Rate
<b>CONSTRUCTION SUBTOTAL</b>		\$154,353,248	\$171,672,554
<b>PROFESSIONAL SERVICES</b>			
Final Design		\$18,600,000	
CMGC Procurement		\$3,400,000	
<b>TOTAL PROJECT COST</b>		\$235,965,857	\$262,287,827



June 10, 2022

David Krutsinger  
Transit Director, City and County of Denver  
201 W. Colfax Avenue  
Denver, CO 80202

RE: CDOT Region 1 Support Request for DRCOG TIP Subregional Call FY22-FY25

Dear Mr. Krutsinger,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following City and County of Denver application for the Denver Regional Council of Governments (DRCOG) Subregional FY22-25 Transportation Improvement Program (TIP) Call. This concurrence applies only for the East Colfax Bus Rapid Transit (BRT) project, in the event this project is selected by DRCOG as a subregional project on or around August/September 2022. If this subregional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time. The project as constructed will be maintained by the local agency, and not by CDOT. CDOT anticipates that this project will need a new or amended IGA specific to this project.

Projects impacting state highways should assume that CDOT will manage the project and that the local agency is responsible for payment of CDOT's work, including indirect charges. An accurate project cost estimation, that accounts for cost escalation, is vital to the success of a project. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects or the cost estimate is low, sponsors must make up any shortfalls. Regardless of CDOT's concurrence or support, sponsors should have no expectation of CDOT funding being available to help cover any funding shortfalls.

This concurrence is conditionally granted based on the scope as described. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence, including, but not limited to, the traffic analysis and resulting proposed mitigation measures.

This project must comply with all CDOT and/or Federal Highway Administration (FHWA) requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

[https://www.codot.gov/business/designsupport/bulletins\\_manuals/2006-local-agency-manual](https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual)

Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact JoAnn Mattson at (303) 757-9866.

Sincerely,

Jessica Myklebust  
CDOT Region 1 Transportation Director



*Michael B. Hancock*  
Mayor



# *City and County of Denver*

OFFICE OF THE MAYOR  
CITY AND COUNTY BUILDING  
DENVER, CO 80202-5390  
TELEPHONE: (720) 865-9090 • FAX: (720) 865-8787  
TTY/ TTD: (720) 865-9010

March 17, 2022

As Mayor of the City and County of Denver, I write in support of and ask for your full and fair consideration of our application for the DRCOG Transportation Improvement Program (TIP) Regional Share Air Quality/Multimodal grant for our East Colfax Avenue BRT project (Project).

The Project will aid the growth of transit ridership in this regionally important travel corridor by providing a comfortable, more frequent and more reliable service for transit patrons to a wide variety of destinations and major activity centers. The Project also supports Denver's Vision Zero initiative, making travel safer for pedestrians, cyclists, motorists and transit riders, provides an affordable travel option to help reduce household transportation costs, and will spur future investment along the East Colfax Avenue corridor.

The Project has strong local commitment and support. It will bolster and promote investment and reinvestment in the communities served by implementing significant infrastructure improvements that will move more people through and within the Colfax corridor, which will ultimately improve diversity and livability of adjacent communities. Households are forecasted to increase 21 percent and employment is forecasted to increase 13 percent by 2040 along the corridor, which is composed of several urban centers. The Project will increase transit ridership by up to 40 percent over current conditions in response to the growth in travel demand.

The Project has been under study, planning and design since 2012. The communities and corridor stakeholders are eager to see the BRT operational in revenue service. The total project cost in year-of-expenditure dollars at a 3.5 percent inflation rate is \$244 million. The City and County of Denver is requesting \$15 million in TIP grant funding and will provide a 32 percent match with local funding. This will enable us to accelerate the schedule and move directly into final design, as well as procure a Construction Manager/General Contractor (CMGC) to come onboard during the 60 percent design phase and offer additional innovation as well as constructability efficiencies to deliver this iconic project. Our current schedule targets revenue service by mid-2026.

As a key component of my Mobility Action Plan, the East Colfax BRT project will move more people, more efficiently and more safely. The Project will also improve our region's competitive position, as it is the first BRT corridor in the Regional BRT Network Plan, which sets the precedent for regional BRT that aligns with the region's shared vision for the future.

Thank you for your consideration of this critically important and transformative transit project with local and regional economic benefits.

Respectfully,

A handwritten signature in black ink, appearing to read "M. Hancock", with a long horizontal line extending to the right.

Michael B. Hancock  
Mayor