DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Regional Share (Call #3)
Surface Transportation Block Grant (STBG) Project Application
APPLICATION OVERVIEW

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #3)
Funding Available: $28,089,000 for this application, split fairly evenly over all four years.
$21,105,000 is available in the AQ/MM track; $49,194,000 overall for call 3. All funding levels are estimated as of the open date
Eligibility: Surface Transportation Block Grant (STBG) eligible projects only.
Major Project Eligibility Exceptions: Transit operations projects *(Note: these types of projects are only allowed to be submitted with the AQ/MM application)*
Call Dates: August 22, 2022 until October 11, 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 1) this application, 2) one location map/graphic, 3) cost estimate (your own or the CDOT cost estimate form), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or peer agency support. Please DO NOT attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than September 23, 2022

Other Notable items:

- Eligibility: Projects must align with the eligibility guidelines in Appendices B and C of the TIP Policy. Proposed work on roadways must primarily be located on the DRCOG Regional Roadway System to be eligible for TIP funding (the DRCOG RRS can also be viewed within the TIP Data Tool)
- 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 September 2, 2022, with CDOT/RTD providing a response no later than September 30, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, joann.mattson@state.co.us; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, chris.quinn@rtd-denver.com
- If a submitted application in Calls #1 or #2 was not funded, and you wish to resubmit the same application for this call, please contact DRCOG at tipapplications@drcog.org. In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- Application Data: To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. 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 no later than September 23, 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 provide a score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a 1) recommended funding list within the funding available, and 2) a ranked wait list. The panels' recommendations will then be forwarded to the DRCOG committee process for approval. Following Call #4 (FY 2024-2027 TIP Subregional Share Call for Projects), all Call #3 and Call #4 projects will be incorporated into the new FY 2024-2027 TIP in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The STBG Regional 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. Regional Impact of Proposed Projects..... 30%

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

5	The project benefits will **substantially** address a **major** regional problem and benefit people and businesses in multiple subregions.
4	The project benefits will **significantly** address a **major** regional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either **moderately** address a **major** regional problem or **significantly** address a **moderate**-level regional problem.
2	The project benefits will **moderately** address a **moderate**-level regional problem.
1	The project benefits will address a **minor** regional problem.
0	The project does not address a regional 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 **substantial** benefits in the 2050 MVRTP priority area and is determined to be in the **top fifth** of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable **significant** benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable **moderate** benefits in the 2050 MVRTP priority area and is determined to be in the **middle fifth** of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable **modest** benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable **slight** benefits in the 2050 MVRTP priority area and is determined to be in the **bottom fifth** 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-Regional Share funds).

Score	% non-Regional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	30-39.9%
1	20.1-29.9%
0	20%

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

Project Information

1. Project Title	Federal Boulevard BRT Design, NEPA, and Early Action Implementation
2. Project Location *Provide a map, as appropriate (see Page 1)*	Start point: Englewood Station End point: Wagon Road Park-n-Ride OR Geographic Area:
3. Project Sponsor *(entity that will be financially responsible for the project)*	Colorado Department of Transportation (CDOT)

4. Project Contact Person:

Jessica Myklebust	Title: Region 1 Transportation Director
Phone: 303-757-9929	Email: jessica.myklebust@state.co.us

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?	☒ Yes ☐ No *If yes, provide applicable concurrence documentation*

6. What planning document(s) identifies this project? *Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement*	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP), provide the staging period: 2020-2029	
	Local/Regional plan:	Planning Document Title: **2022 CDOT 10-Year Plan (September 2022)** - CDOT adopted a major update to the department's Ten Year Plan to include a $170 Million commitment to BRT investments in the Denver area that respond to needs for more multimodal choices. - **Project ID:** 2638 - **Link:** https://www.codot.gov/programs/your-transportation-priorities/your-transportation-plan/assets/cdot_10yearplan_september2022-finalv3.pdf **DRCOG 2050 Regional Transportation Plan (April 2021)** - Federal Blvd. - 120th to Santa Fe/Dartmouth –-BRT service and supporting safety/multimodal improvements. - Federal Boulevard multi-modal improvements – 52nd Ave. to 120th Ave – Bicycle/pedestrian/transit improvements; turn lanes; bus/business access lanes **RTD Regional BRT Feasibility Study (2019)** - Existing land use and future land use projections are transit supportive along most of the alignment. - Of 21 corridors in the final Regional BRT Network recommendations, only eight were deemed to be promising for FTA Small Starts funding, and Federal Blvd was the only one of those that checked all the evaluation boxes for land use, right-of-way, partnerships, transit-supportive policies, and corridor study evaluation

		completeness **Denver Moves: Transit Plan (January 2019)** - Identifies Federal Boulevard as a High-Capacity Network with Very Frequent Service (5-10 minutes) from Hampden to Colfax, and Frequent (15 minutes) service from Colfax to northern Denver boundary. **City of Westminster Transportation and Mobility Plan (August 2021).** - Federal Boulevard identified as a Priority Transit Corridor in the Westminster Transportation and Mobility Plan **Adams County Transportation Master Plan (September 2022)** - Identifies several sidewalk, bicycle, and station improvements to Federal Boulevard. (August 2022). Adopting agency (local agency Council, CDOT, RTD, etc.): CDOT, DRCOG, RTD, City and County of Denver, City of Westminster, Adams County. Provide date of adoption by council/board/commission, if applicable: See specific Plan listed above for adoption date.
	Please describe public review/engagement to date:	Two studies conducted along the corridor have provided substantial public review and engagement to the proposed Federal Boulevard BRT project. 1) **The 2022 (Denver) Federal Boulevard BRT Alternatives Analysis (AA)** focused on improving transit service and access along the Federal Boulevard corridor within the City and County of Denver (the City) and to create a complete street for Federal, integrating transit and other modes. The analysis included convening a community advisory team (CAT). Participants included Registered Neighborhood Organizations (RNO), bicycle advocates, neighborhood associations, local elected officials, health and mental health care providers, house providers, education leadership, business organizations, ethnic organizations, and senior representation. The team met four times over the course of project to guide development of the Purpose and Need statement, understand community needs, review background research, define the project study area and termini, and provide final input on the revised purpose need statement, provide critical feedback on the initial and final technology and corridor screening results. In addition to the CAT, a technical team, comprising staff from the City, RTD, CDOT, and DRCOG, met as needed to address and resolve specific technical issues associated the development and screening of alternatives. In December 2021, Adams County, Federal Heights, and the City of Westminster published the results from the **Federal**

		Boulevard Multimodal Transportation Study (Multimodal Study). The project team convened 4 meetings with representatives from 19 groups, including public agencies, advocacy groups, developers, and community organizations. The team also provided an online questionnaire that garnered 250 responses. Further, 9 interviews with stakeholders were conducted, and a project website and hotline were established and monitored. The team published a self-guided virtual public meeting towards the end of the project that incorporated community and stakeholder feedback and presented the goals, issues, priorities, and recommendations identified in the study. The meeting garnered 679 visits, and 347 engaged sessions.
	Other pertinent details:	Outcomes from additional studies that informed the scope of the Federal Boulevard BRT project and this application include: *1)* ***2021-2022 Greenhouse Gas Pollution Reduction, Rulemaking, and Implementation:*** The State, through HB 19- 1261 and SB 21-260, and DRCOG through its air quality conformity and Metro Vision Regional Transportation Plan (MVRTP) processes have established comprehensive goals for the Denver metropolitan region which includes the accelerated development of multiple BRT corridors in the 2021-2030 staging period to meet both Ozone and GHG air quality goals. *2)* ***2020-2022 DRCOG Regional Vision Zero / High Injury Network****:* DRCOGs Regional Vision Zero work has identified most of Federal Boulevard as part of the high injury network in the region. While pedestrians represent 2% of all crashes in the region, pedestrians represent 19% of the fatalities in those crashes. The bus stop improvements proposed for the Federal Boulevard BRT project will address many locations along Federal Boulevard which reflect the signalized intersections where pedestrian conflicts most often occur. *3)* ***2018 – 2019 Other Denver Planning Studies*****:** Providing full BRT along Federal Boulevard is highly consistent with multiple adopted Denver plans, including *(1) Denver Blueprint, (2) Denver Moves: Transit and (3) the West Area Neighborhood Plans* – each calling for High-Capacity Transit, mobility hubs at key transit stops and future transit-supportive land uses along and adjacent to Federal Boulevard.

7. Identify the project's **key phases and the anticipated schedule of phase milestones**.
(phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
☒ Preconstruction (including studies) ☐ Construction ☐ Both		
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	
☒ Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	10/2023
	Design scoping meeting held with CDOT (if no consultant):	
☒ Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	10/2023
	Environmental scoping meeting held with CDOT (if no consultant):	
☒ Right-of-Way	Initial set of ROW plans submitted to CDOT:	01/2026
	ROW acquisition completed: Estimated number of parcels to acquire:	
☐ Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
☐ Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
☐ Bus Service	Service begins:	
☐ Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
☐ Other Phase not Listed:	First invoice submitted to CDOT/RTD:	

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

Completion of the Federal Boulevard BRT is a key success component for the GHG compliance by 2030 for all the local agencies within the DRCOG area and CDOT Region 1. BRT will significantly improve mobility along this regional corridor and beyond.

The variety of challenges facing residents and visitors traveling along Federal Boulevard have been well documented in previous planning efforts and echoed during community outreach efforts conducted during the two studies that informed this request for funding. Efforts by local agencies, CDOT, and RTD to address safety and mobility issues in recent years have resulted in piecemeal improvements, leaving significant gaps for all user types. Many areas still have missing sidewalks, traffic conflict and congestion points, unsafe pedestrian crossings, inconsistent speed zones, limited bicycle facilities, and limited transit infrastructure.

In response to these significant and corridor-long issues, partnering organizations conducted two studies – the Denver Moves: Federal Boulevard Transit Study (AA), finalized in May 2022, and the Federal Boulevard Multimodal Transportation Study (Multimodal Study) completed December 2021. Both studies identified the same preferred alternative: high-capacity bus service that is substantially more comfortable, frequent, and reliable for transit patrons to a variety of destinations along the corridor. As part of these studies, a 5%

design concept has been completed.

Safety

The entire length of Federal Boulevard within the study area is on DRCOG's High Injury Network. Portions of the Boulevard are also designated High Injury Network Critical Corridor. The corridor has a high rate of crashes, areas of vehicular congestion, missing sidewalks, and large gaps in traffic signal spacing. Federal Boulevard is also the site of a disproportionate number of serious crashes (those where one or more people sustained serious injuries or was killed). The Multimodal Study found that there was an average of 12 crashes involving pedestrians and 3 crashes involving bicycles each year in the segment of the study area north of 52nd Avenue. The AA found a similar pattern in Denver. Between January 2013 and June 2020, there were 212 serious crashes on Federal Boulevard within the city's limits, which is 8 percent of all such crashes citywide. During the same time, there were 769 serious crashes involving pedestrians (10 percent of the citywide total) and 255 serious crashes involving bicyclists (5 percent of the citywide total). For context, Federal Boulevard comprises approximately 3 percent of the Denver's major roadway mileage (defined as roadways classified as arterials). Since completion of the two studies spanning the corridor, several pedestrian fatalities have occurred along Federal in the BRT proposed corridor, highlighting the need for improvement.

Equity

Feedback obtained during public outreach and hearings for both studies identified past transportation investment inequities given the auto-centered nature of the Federal Boulevard and the corresponding lack of frequent and reliable transit service. More specifically, the combination of unreliable and non-competitive speed of transit service, unsafe conditions for pedestrians, and lack of safe crossings for bicycles led to a general pattern of inequity for non-automobile users throughout the corridor. Further, the demographic profile of the corridor – with 54% of residents being people of color, and 13% of households falling into the low-income category indicates the corridor passes through communities that have been historically underserved by transportation investments.

Air Quality

Greenhouse gas (GHG) emissions from vehicular traffic are a major contributor to air quality issues in the region. Federal Boulevard carries an average of 34,000 vehicles at any given point each weekday. A major goal of the Federal Boulevard BRT project is to provide mobility alternatives to help reduce the GHG impact of the corridor.

Speed and Reliability

RTD reports that ridership along Federal Boulevard has the third highest average weekday boardings in the entire service area – including during the pandemic. Despite the heavy demand for transit, for most users' bus speeds are not competitive with trips made with autos. The AA found that, in the Denver portion of the corridor, when there is little or no traffic congestion, transit riders can expect to spend almost 50% more time traveling along the corridor as compared with people in cars. This suggests that stop spacing and location relative to intersections, as well as traffic signal cycles, could be altered to make transit travel more competitive with car travel. In addition, variations in general traffic have a significant impact on transit travel. During the PM peak hours (3 p.m. to 6 p.m.), the average northbound local bus route serving the Federal Boulevard corridor takes more than 11 minutes longer than it does when there is no traffic – a 27% increase in travel time. About half of that additional time comes from delay in the travel lanes, and the other half is spent loading and unloading passengers.

In terms of unreliability from the rider's perspective, RTD's 2018 Priority Corridor Analysis, which included three routes that operate on Federal Boulevard (30, 30L, and 31) found that on average buses access stops approximately two minutes behind schedule on average during peak commuting hours. Additionally, schedule deviation for buses at the 50th percentile ranged between 51 second to 5 minutes and 22 seconds during AM and PM peak periods (depending on direction and route).

Bus Stop Quality and Access

Of the 250+ bus stops serving routes along Federal Boulevard, half have no amenities other than a sign. Approximately 33 percent of the corridor's stops have a sign and a bench, and only 21 percent have a sign, bench, and shelter.

Additionally, many of the bus stops along Federal Boulevard are not situated directly adjacent to a signalized intersection or underpass (midblock locations), which creates situations where passengers are more likely to attempt a dangerous crossing of six or more lanes of traffic to save time and walking distance. Currently, there are no signalized mid-block crossings on Federal Boulevard.

Sidewalks and Bicycle Facilities

A significant amount of missing, and/or narrow sidewalks creates an uncomfortable and disconnected pedestrian network throughout the corridor. In addition, a high presence of driveways and/or curb cuts interrupt the sidewalk network and creates potential conflicts between vehicles and pedestrians. Further, highway interchanges (US 36, I-70, and I-76) with Federal Boulevard create voids in the urban form and eliminates segments of the pedestrian network creating difficult and unsafe walking conditions to bus stops.

Throughout the corridor, the ability to cross Federal Boulevard as a pedestrian is limited and is often stressful. The Multimodal Study determined that the average distance between signalized crossings in the segment north of 52nd Avenue was a quarter mile, or a six-minute walk. The longest distance between crossings is a 22-minute walk or one mile

Federal Boulevard is not a designated bicycle route and generally lacks the required infrastructure to facilitate north- south connections to destinations along the corridor for bicyclists. There are some adjacent north-south streets with bike lanes (along Irving Street, Lowell Boulevard, Pecos Street, and Decatur Street), but they are discontinuous and only provide short connections between existing facilities.

Identifying and Securing Construction Funding

Finding sufficient construction funding to complete a project of this scope and length will be challenging. Current cost estimates to implement the capital improvements recommended in the two studies are approximately $400 million. While the partner agencies have made initial commitments to help fund this next phase of the project, implementing the needed infrastructure will require strong regional support, as well as investment from state and federal sources.

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

Roadway

- ☒ Operational Improvements
- ☐ General Purpose Capacity (2050 MVRTP)
- ☐ Managed Lanes (2050 MVRTP)
- ☒ Pavement Reconstruction/ Rehab
- ☐ Bridge Replace/Reconstruct/Rehab

Grade Separation

- ☐ Roadway
- ☐ Railway
- ☐ Bicycle
- ☐ Pedestrian

Regional Transit[1]

- ☒ Rapid Transit Capacity (2050 MVRTP)

☒ **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**

☒ Mobility Hub(s)
☒ Transit Planning Corridors
☒ Transit Facilities (Expansion/New)

☐ **Other**, briefly describe:

[1]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.

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.

Provide project analysis, advance design, conduct required NEPA analysis and clearance, develop a detailed project definition, capital cost estimates and risk assessment required for the Federal Transit Administration's Small Starts Project Development Process to implement side running BRT. The proposed project will include significant upgrades to transit stops, pedestrian and bicycle access, and enhanced ADA-compliant facilities.

Specifically, the TIP-funded project will accomplish the following scope items:

- Detailed project definition, confident capital and O&M cost estimates, and risk assessment
- Design for BRT and related improvements, including roadway operational modifications, new and updated traffic signals/transit signal priority (TSP), raised medians, transit stop/station amenities and access, and sidewalk improvements
- NEPA analysis and clearance
- Striping plan to accommodate transit-dedicated lanes, business-access and transit lanes, intersection modifications, and other operational changes as needed
- Subsurface utility engineering (SUE)
- Right-of-way survey
- Stormwater analysis
- Safety analysis
- Transit service planning, including integration with existing/future bus and rail connections
- Implementation of early action items identified during design

10. 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 TIP-funded Federal Boulevard BRT project will advance design based on numerous previous studies, most significantly the alternatives analysis and conceptual design completed during the Denver Moves: Federal study, as well as visioning and conceptual design completed during the Federal Boulevard Multimodal Study. CDOT is working in partnership with RTD, the City and County of Denver, the City of Westminster, Adams County, and Federal Heights to complete the proposed scope of work.

11. 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: **$12 million**

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

The Federal Boulevard BRT project depends on completing all elements and connections outlined in the conceptual designs (which will be revisited and refined in the TIP-funded project). A scaled-back version that does not connect as many regional destinations or limits pedestrian access would not create the ridership demand or improve safety according to the goals of the partners. Therefore, a reduction in DRCOG funding would require the partners to seek other funding sources later to complete the necessary improvements.

A DRCOG funding level $8 million below the request would result in a lower level of design and analysis overall. This could delay the obligation of federal funds for capital improvements. Additionally, the reduced scope would not allow for the finalization of right-of-way survey or subsurface utility engineering within this phase of the project.

Finally, completion of the Federal Blvd BRT is a key component of the region's GHG goals by 2030. Funding this project at a lower level creates a larger funding gap that puts GHG compliance by 2030 at risk.

Project Financial Information and Funding Request

(All funding amounts in $1,000s)

Total amount of Regional Share Funding Request (in $1,000's) *(No greater than **$20 million** and not to exceed **80% of the total project cost**)*	**$20,000**	**50.00%** **of total project cost**
Match Funds (in $1,000's) List each funding source and contribution amount.	**Contribution Amount**	**% Contribution to Overall Project Total**
CDOT	$14,300	35.75%
City and County of Denver	$2,500	6.25%
City of Westminster	$1,000	2.50%
Regional Transportation District	$1,000	2.50%
Adams County	$1,000	2.50%
Federal Heights	$200	0.50%
Total Match *(private, local, state, subregional, or federal)*	**$20,000**	**50.00%**
Project Total	**$40,000**	

Funding Breakdown (in $1,000s) (by program year)[1] (Total funding should match the Project Total from above)					
	FY 2024	**FY 2025**	**FY 2026**	**FY 2027**	**Total**
DRCOG Requested Funds[2]	$5,000	$10,000	$5,000	$0	**$20,000**
CDOT or RTD Supplied Funds[3]	$ 4,575	$3,575	$3,575	$3,575	**$15,300**
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	$2,950	$1,750	$0	$0	**$4,700**
Total Funding	$12,525	$15,325	$8,575	$3,575	**$40,000**
Phase to be Initiated	Design	Choose an item	ROW	Choose an item	
Notes:	1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). 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 a recommended 3% inflation factor. 2. For the 2024-2027 Regional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027 3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.				
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or 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. ☒				

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 Federal Boulevard corridor is a critical north-south connection in the region. The roadway is a multi-jurisdictional principal arterial in the central metro area; it serves as a detour route for I-25 when the interstate is closed during emergencies. The existing roadway design and infrastructure prioritizes vehicle movement. It is also RTD's third highest ridership bus corridors, and the need for transit is expected to grow in the future based on corridor population and employment trends as well as regional transit network plans.

With the proposed BRT project improvements in transit speed, reliability and convenience, Federal Boulevard corridor transit ridership is expected to nearly double, while also providing better pedestrian and bicycle access and improved overall mobility and safety in the corridor (more information about ridership estimates used in this application can be found in the Air Quality and Regional Transit sections below). The project will connect seven of DRCOG's designated urban centers with fast, reliable transit service and multimodal improvements. It will also greatly improve regional transit connectivity with the existing four rail lines and forty-plus bus routes along the corridor.

The project corridor spans twenty miles and crosses through Denver, Unincorporated Adams County, Federal Heights, and Westminster. All four jurisdictions, as well as RTD and CDOT, have committed to providing funds for the design, NEPA, and early action implementation project. The scope of work for which these partners are requesting TIP funding will position the region to reshape a corridor that serves hundreds of thousands of people every day.

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 proposed design, NEPA, and early action implementation project will advance the Federal Boulevard BRT by providing project details and analysis required to request entry into the FTA's Capital Investment Grant Program Project Development Phase. Federal funding will be crucial to completing the BRT project as identified in the two corridor studies. The proposed BRT project was the strongest potential alternative for funding because of its lower cost versus benefits (considering FTA Small Starts criteria) over other transportation alternatives considered for the corridor. The Federal Boulevard BRT project will address the transportation problems identified in the Problem Statement as well as the key elements of the FTA's funding priorities as identified in the Bipartisan Infrastructure Law and in the merit criteria of the Small Starts application process.

The project addresses the transportation problems across the segments of the corridor. More specifically, the project has distinct segments with different physical/geometric configurations as detailed below from north to south. All segments include improvements to major intersections, bicycle and pedestrian infrastructure, and enhanced bus stops.

- Westminster, 120th to 105th Avenue. (0.9 miles) Dedicated Business Access & Transit (BAT lane) enhanced trail connections to parks & greenways.
- Westminster & Federal Heights, 105th to 68th Avenue. (4.5 miles) Dedicated BAT lane.
- Adams County, 68th Avenue to 52nd Avenue. (1.8 miles). Combination of dedicated BAT lane and mixed-traffic operations with transit priority improvements.

- Denver, 52nd Avenue to Mile High Stadium/20th Avenue. (3.2 miles) Mixed-traffic operations with transit priority improvements.
- Denver, Mile High Stadium/20th Avenue to Dartmouth. (6.0 miles) Dedicated Transit-only lane with transit priority improvements.
- Englewood, Dartmouth/Inca. (2.0 miles) Connection with Englewood LRT station; guideway condition to be refined through design.

Project benefits and data analysis in this application are based on these recommendations, which were advanced through a community and stakeholder-driven process. These benefits are outlined below and detailed elsewhere in the application. If funded, the proposed project would advance a detailed design that would allow for more specific and confident exploration of potential impacts and benefits.

Safety

The proposed alternative will increase safety along the corridor by providing:

- Enhanced Stops & Supportive Infrastructure - providing additional infrastructure improvements such as more frequent pedestrian crossings and sidewalk improvements throughout the length of the corridor.
- Pedestrian/bike crossing improvements at both roadway and trail crossings to reduce conflict points between pedestrians and other modes with.
- Transit lanes/Transit Signal Prioritization (TSP) that can control speeds and smooth the flow of traffic.

Equity

The proposed project will provide affordable and equitable transportation options along the Federal Boulevard corridor. The project will provide high-speed frequent transit and higher level of integration with regional transit services, providing access to the regional network. The proposed provides better integration of transit into the existing urban realm (sidewalk) with simple access on the curbside between transit and local neighborhoods, businesses, and services. These improvements will rectify previous transportation investment inequities that resulted in infrastructure predominately focused on single-occupancy vehicles at the expense of pedestrian and bicycle safety, and transit performance.

Air Quality

The project is expected to make a significant contribution to the region's GHG reduction goals. Preliminary ridership estimates conducted based on the conceptual designs indicate that Federal Boulevard BRT will result in a reduction of over 200,000 kg of carbon monoxide per day. More broadly, this project is a critical link in the envisioned BRT network. Completing this network will reduce the region's overall reliance on vehicular travel and is essential to meeting the GHG reduction targets identified in DRCOG's 2050 MVRTP and CDOT's 10-Year-Plan.

Speed and reliability

According to traffic analysis conducted during the Multimodal Study, the improvements would significantly reduce bus travel times, making a transit trip comparable to a vehicular one during most times of the day. Initial analysis indicates that travel time savings could be up to 16 minutes compared with no build alternative. Transit reliability also provides for better connectivity to the other transit routes that cross the corridor.

Transit Stop Quality and Access

The recommendations to be studied further in this project include upgrades to bus stop amenities and access. Depending on the location and need for additional connectivity, improvements might range from benches and wayfinding to full-scale mobility hubs, with connections to other transit service as well as other modes.

Sidewalks and Bicycle Enhancements

The most significant proposed improvement for pedestrians is the installation of 10-foot detached sidewalks

where possible within ROW constraints. Additional recommendations include modifications to intersection geometry, adherence to ADA requirements, and signal upgrades. These improvements will help to close the existing gaps in the pedestrian network and provide for a safe, comfortable, welcoming environment for people walking or rolling along the corridor.

Positioning for Federal funding

This TIP application requests funding to advance design and NEPA process, which will allow the partners to enter the project in FTA's Capital Improvement Grants (CIG) Project Development Pipeline and develop financial plans to identify and secure federal funds.

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.

Stretching 20 miles along the western spine of Metro Denver, the proposed alignment of the project includes three subregions: Adams, Denver, and Arapahoe. The four jurisdictions with the largest share of the corridor are Denver, Federal Heights, unincorporated Adams County, and the City of Westminster. Each of these partners has been involved in previous studies supporting the implementation of BRT on Federal Boulevard and is providing funding for the project. The project's study area also includes the City of Sheridan, which has expressed its support for this effort in a letter included as an attachment to this application. CDOT owns 90% of the right of way along the corridor.

The improved transit service and associated improvements to pedestrian and bicycle safety and access will create new mobility choices for the tens of thousands of people who live and work along the corridor within the partner agencies' jurisdictions and beyond.

4. Disproportionately Impacted and Environmental Justice Communities
This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (***In the TIP Data Tool, use a 0.5 mile buffer***)	a. Total population	210,206	-	-
	b. Total households	85,487	-	-
	c. Individuals of color	113,918	54%	33%
	d. Low-income households	11,492	13%	9%
	e. Individuals with limited English proficiency	16,171	8%	3%
	f. Adults age 65 and over	23,438	11%	13%
	g. Children age 5-17	34,721	17%	16%
	h. Individuals with a disability	12,187	6%	9%
	i. Households without a motor vehicle	7,150	8%	5%
	j. Households that are housing cost-burdened	27,596	32%	32%

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 how this project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table above, *including the required quantitative analysis.*

Federal Boulevard is a very diverse corridor, with significantly more individuals of color represented within the study area than within the region overall. The Federal Boulevard BRT project will improve local and regional

accessibility and mobility by providing a cost-effective way to travel throughout the corridor that provides comparable travel time to automobile travel. In addition, the project will enhance transfer connections to more than forty bus routes along Federal Boulevard. Finally, the BRT service will allow for regional connectivity via access to four rail stations, providing passengers direct access to the C-Line, D-Line, W-Line, G-Line, and B-Line, as well as transfer access to the remainder of the existing rail and future BRT network.

ADA accessibility and safety and security will be design priorities at the stations. Throughout the corridor, intersection improvements will enable transit users to cross safely thereby transit access particularly for the 12,187 corridor residents who have a disability and may be mobility impaired. Frequent and reliable transit service will allow the 8% of housholds without an automobile along the corridor to access opportunities at employment centers, health and recreation, and eduction.

5. How will this project move the region toward achieving the shared regional transportation outcomes established in Metro Vision in terms of…

- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*

Many segments of Federal Boulevard are identified as targets for dense residential and small commercial growth in regional and local-agency plans (as discussed elsewhere in this application). There are already areas focused on TOD surrounding the four rail stations along the corridor, and BRT will help encourage that evolution. Studies have shown that multifamily construction and employment opportunities increases significantly within a half-mile of BRT corridors.

At the same time, the corridor serves many distinct neighborhoods with deep cultural roots, reflected in restaurants, homes, and institutions. The partners have worked hard through early project development work to engage with people living and working along Federal Boulevard and advance recommendations that address specific mobility challenges they have articulated. Future design and analysis will continue to engage a diverse range of stakeholders and seek opportunities to protect existing communities.

- Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*

As a top priority in the region's proposed BRT network, this project will greatly expand the number of regional trips that do not require a car. The reliability, consistency, and ease of the BRT service (detailed in the Regional Transit section of this application) will help maximize existing and future high-capacity transit connections along the corridor. Preliminary ridership estimates based on conceptual designs and initial RTD modeling show a reduction of over five million vehicle miles traveled per year, which will contribute to the region's greenhouse gas reduction goals.

Additionally, sidewalk and intersection improvements will reduce the likelihood of pedestrian and bicycle crashes. The dedicated bus lanes will further enhance safety by eliminating some conflict points and reducing the time pedestrians must spend crossing general-purpose traffic lanes. The project will also improve safety and security by installing consistent lighting and improvements to bus stops/stations.

- Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*

The project's critical role in the region's transit network will improve connections for residents and visitors by creating new linkages to the region's parks and open spaces. Along Federal Boulevard specifically, the project will make it easier to access the many parks, recreation facilities, and health care services within walking

distance of the corridor. Finally, the project will support healthy, active choices by making it easier to walk along Federal Boulevard and safer to use the many bike routes and multimodal trails that cross the street.

6. 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: West 120th Ave Activity Center (Westminster), South Westminster Activity Center (Westminster), Decatur-Federal TOD (Denver), 10th & Osage Station (Denver), Federal and Evans (Denver), City Center (Englewood)
- Does the project connect two or more urban centers?*
  ☒ Yes ☐ No If yes, please provide the names: West 120th Ave Activity Center (Westminster), South Westminster Activity Center (Westminster), Decatur-Federal TOD (Denver), 10th & Osage Station (Denver), Federal and Evans (Denver), City Center (Englewood)
- Is there a transit stop or station within ½ mile of the project limits?*
  Bus stop: ☒ Yes ☐ No If yes, how many? 442
  Rail station: ☒ Yes ☐ No If yes, how many? 5
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
  ☒ Yes ☐ No
  If yes, provide a link to the relevant planning document: Blueprint Denver: https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Community-Planning-and-Development/Planning/Blueprint-Denver

  Westminster 2013 Comprehensive Plan: https://www.cityofwestminster.us/Government/Departments/CommunityDevelopment/Planning/LongRangePlanningandUrbanDesign/ComprehensivePlan

  Adams County Comprehensive Plan: https://adcogov.org/sites/default/files/2022-09/Advancing-Adams-Comp-Plan_2022.09.27.pdf

  If yes, provide how the area is defined in the relevant planning document: The Federal corridor is identified as a focus area for high-density housing and commercial development in all local plans referenced.

Provide households and employment data*	2020	2050
Households within ½ mile	85,487	114,477
Jobs within ½ mile	109,342	148,276
Household density (per acre) within ½ mile	3.70	5.44
Job density (per acre) within ½ mile	5.69	7.70

Describe how this project will improve transportation options in and between key geographic areas including DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas, *including the required quantitative analysis*:

The Federal Boulevard corridor does not have single-point concentrations of housing or employment destinations. Rather, key locations are scattered along the 20-mile stretch, making BRT the ideal transit solution to meet the travel demands along the corridor. The project improves transportation in and between the seven DRCOG Urban Centers shown in the data fields above.

Currently, Federal Boulevard represents a significant barrier to non-vehicular travel. The thoughtful implementation of high-capacity transit, as well as addressing deficient sidewalk and intersection crossing facilities throughout the corridor, will help to remove that barrier and encourage more multimodal travel.

The recommendations from the AA and Multimodal Study include both the enhancement of existing transit hubs (such as Decatur-Federal and the rail stations) as well as the implementation of new mobility hubs at key locations. The exact range of improvements will be determined through the design and NEPA process, allowing for coordination with neighborhood organizations to maximize TOD potential.

The project area includes several areas prioritized by one or more partner agencies for future growth. These include Loretto Heights, the Sun Valley neighborhood, Clear Creek Valley TOD, Westminster Station TOD, Westminster Heights, and Northglenn City Center.

Finally, Federal Boulevard offers connections to destinations throughout the region. Improved transit service along the corridor will enable more reliable, consistent, and faster one-transfer trips that connect to the four rail lines and forty-plus bus routes connected to the project corridor.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

The AA conducted initial analysis of employment variables along the Denver portion of the corridor to offer another lens through which to view potential commute patterns. That analysis found significantly more small businesses (i.e. those with fewer than 50 employees) than in the City as a whole. Small businesses with 1-49 employees make up 37% of the businesses in the study area, compared with 25% percent for the City of Denver. Businesses with 50-500 employees make up 24% of the total businesses for the corridor, as compared with 22% for the City. And large businesses with more than 500 employees make up 38% of the businesses along the corridor, as compared with the City with 54%. These factors help illustrate the scattered destination travel pattern along Federal Boulevard within Denver. Employment opportunities are similarly dispersed in other segments of the study area.

In addition to the employment centers along the corridor, the faster frequency and improved connections to other transit services provide reliable transportation to other employment centers along the regional transportation network. As the region's BRT network is advanced in the coming years, Federal Boulevard will serve a critical role in overall connectivity.

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 an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?
  ☒ Walking ☒ Bicycling ☒ Transit ☒ SOV ☐ Freight ☐ Other:
  - List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.): Walking: widen sidewalks, station access, bus stop access & improvements | Bicycling: crossing at key active transportation corridors and other intersections, mobility hubs with bike parking, & sidewalk widening that could accommodate bicycle travel | Transit: Dedicated guideway, transit signal priority, stops/stations improvements, improved frequency| SOV - safety improvements
-
- 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 roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
  ☒ Yes ☐ No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
  ☒ Yes ☐ No

Question: Describe how this project will help increase mobility choices for people, goods, and/or services. Please include quantitative information, including any items referenced above, in your response. *Note that a majority of the proposed roadway operational improvements must be on the DRCOG Regional Roadway System and/or Regional Managed Lanes System.*

Mobility

To better understand the kinds of trips that could be served by future transit service, a travel study analysis conducted during the Alternatives Analysis on select locations along the Federal Boulevard corridor from 52nd to Hampden identified the origins and destinations of vehicle trips along the corridor, particularly at the AM and PM peak hours. The results suggest how the proposed BRT could improve mobility along the corridor.

Thirty-two percent of the trips in the morning peak started within a walk/roll distance, or one-half mile, of the AA Study area, and 33% of the trips in the afternoon peak. Similarly, 35% of the trips ended within walking/rolling of the corridor both in the morning and in the evening. Six percent of the trips in the morning, started and ended

within walk/roll distance of the corridor and 7% of the trips in the evening. Finally, 24% (morning peak) and 25% (evening peak) of the trips had possible first/last mile connections.

The critical takeaways from this "select link analysis" are as follows:

1. **First and last mile connections are critical.** Because there are no major single-point concentrations of employment or residential destinations along Federal Boulevard, it stands to reason that many trips will require some connection to dispersed concentrations. The travel demand model results confirmed this logic, suggesting that only five percent of all trips could be completed entirely within walking or rolling distance of Federal Boulevard itself. However, a much greater percentage – approximately 25% of the trips – start and end within one or two miles of the corridor. This suggests that any future transit service should emphasize "first and last mile connections" such as bike facilities or micromobility service connections.
2. **Federal Boulevard is a two-way corridor.** In the Denver segment of the Federal Boulevard corridor, there is almost no difference in the flow of travel along Federal Boulevard in the AM peak as compared with the PM peak. This observation pairs with the previous note regarding the lack of concentrated employment destinations and is further confirmed by an online survey conducted as part of the AA (with over 200 participants) revealing that stakeholders rely on Federal Boulevard for non-commute trips at least as much as for commute trips. The implication of this finding for future transit service is to understand that a) service patterns should not focus on peak hours and b) amenities should be focused on recreational and community-based activity at least as much as commuting.
3. **North Federal Boulevard is a cut-through for regional trips.** A significant number of trips along Federal Boulevard between Speer Boulevard and US-36 (beyond City boundaries) start *and* end on one of the highway facilities nearby: I-25, I-70, I-76, and US-36. This suggests that this northern segment of the corridor serves many "cut-through" trips. If vehicular capacity were reduced along this segment, these trips would be unlikely to re-route through neighborhood streets, because the highways are likely to offer more expedient service.

Complete Streets

The proposed project contains many of the elements of a Complete Street, as defined by the DRCOG Regional Complete Streets Toolkit. Design plans for pedestrian facilities and access include lighting, street furniture at the transit stations and mobility hubs, sufficient space for shade. As the proposed BRT service calls for side-running vehicles, existing roadway capacity will be altered to minimize delay for vehicles, while providing for the safety and comfort of vulnerable roadway users. When available, the plans include medians to provide for traffic calming. And finally, the plan includes balancing the needs of pedestrians with access to local businesses.

Asset Management

The operations and maintenance (O&M) costs for this corridor are significant. On average CDOT, spends over $950,000 per year on maintenance activities in the study area. The project will build on recent and ongoing efforts to improve roadway condition and include material selection and design standards that minimize future O&M costs.

All new transit, bicycle/pedestrian, and roadway infrastructure associated with this project will be incorporated into relevant asset management and associated financial plans.

Bus Stop Conditions

The proposed project would invest heavily in existing and new bus stops to serve the BRT Service. In 2019, a joint effort between the City, WalkDenver, and graduate students in the University of Colorado Denver's Urban and Regional Planning program conducted a detailed assessment of stops along Federal Boulevard. Their work, which included a visual inventory of stops along Federal Boulevard along with rider interviews, generally details the need for addressing gaps in basic amenities (such as benches and bus pads) throughout the corridor. In addition, the study found significant opportunity for broader improvements,

such as improved landscaping.

Resiliency

Federal Boulevard was scored in the highest tier of criticality for resiliency to I-25 (https://dtdapps.coloradodot.info/resilience/). Criticality is a measure of the importance of an asset to the resilience of the system. The project increases the resiliency of the metro area's transportation network by keeping transportation options open and functional in the face of unexpected events and challenges. Federal Boulevard currently serves as a parallel detour to other North-South corridors including Sheridan and Broadway, as well as I-25 in the event of closure.

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.

- 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	CO_2e
	235,753.38	101.17	7,642.65	-583.41	2,717.34

Use the FHWA CMAQ Calculators or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.
Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

Question: Describe how this project helps reduce congestion and air pollutants, including but not limited to carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions. Please include quantitative information, including any items referenced above, in your response.

The BRT project will reduce congestion and improve air quality by creating a frequent, reliable, faster transit alternative that will be competitive to vehicular travel. The proposed project will also help the state meet CDOT's GHG rule. Preliminary vehicle miles traveled (VMT) reduction estimates for an average day in 2040 are based on RTD COMPASS modeling of the AA and Multimodal Study recommendations.

The methodology for quantifying emission reduction is based on the calculations and values included in the FTA's Small Starts Templates. While key inputs to generate an "FTA ready estimate" using the Template calculations, including the BRT's ridership and capital cost estimates and a decision on the level of federal funds that will be requested, the approach to generate an emission reduction estimate based on the Template's calculations was developed as part of the AA technical evaluation process and has been updated to reflect the full corridor alignment from Englewood Station to Wagon Road Park-n-Ride. The key input variables for the modified FTA Small Starts Templates approach are as follows:

Increased Ridership. The estimated increase in bus ridership from the No Build (existing service) to the Build (BRT Project) over the 2019 to 2040 period reflects a combination of RTD's actual 2019 ridership for the Federal Boulevard corridor and outputs from RTD's COMPASS model that was applied during the Multimodal Study including the calculated average annual increase in ridership over the 2019 and 2040 period and the difference in ridership between the Build and the No Build. The RTD Compass model forecast includes the recommended improvements from both the AA and the Multimodal Study.

Decreased Car VMT. VMT for passenger vehicles is a function of the ridership forecast estimate. A certain percentage of new transit trips are assumed to be replacing passenger vehicle trips. The share of such trips was estimated using FTA's simplified calculation methodology for determining Environmental Benefits in projects making use of Project Justification Warrants. (https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FAST_Updated_Interim_Policy_Guidance_June%20_2016.pdf, p. 32)

Increased Bus VMT. The more frequent bus service used in the RTD COMPASS Model results in an increase in VMT from Buses. This increase is calculated using the service plan detailed in the transit section below, which reflects both the AA and Multimodal Study recommendations. For the purpose of the air quality impacts estimated for this application, it is assumed that buses are diesel-powered in the opening year.

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, 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.

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 (as defined in the 2050 MVRTP)?*
  ☒ Yes ☐ No If yes, which specific corridor will this project focus on?
- Does this project involve a regional transit planning corridor (as defined in the 2050 MVRTP)?*
  ☒ Yes ☐ No If yes, which specific corridor will this project focus on?
- 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.
- Does this project add and/or improve transit access to or within a DRCOG-defined urban center?*
  ☒ Yes ☐ No

Question: Describe how this project improves connections to or expand the region's transit system, as outlined in the 2050 MVRTP. Please include quantitative information, including any items referenced above, in your response. *Note that rapid transit improvements must be on the Regional Rapid Transit System.*

Federal Boulevard is the third-highest ridership arterial bus corridor in the region, after E Colfax (15/15L) and Broadway (0/0L). Combined, the 30, 30L, 31, and 31L route patterns provided over 2.3 Million trips in 2019. These ridership numbers have been achieved without the investments that have been made on other corridors such as the dedicated lanes on South Broadway or the TSP-and enhanced shelters on East Colfax. These numbers place Federal Boulevard bus ridership in the same range as RTDs rail lines, generally 2 million to 8 million (A-Line to the Airport is the highest) riders per year, again, without any of the exclusive rights-of-way that rail lines enjoy. The COVID-19 pandemic caused a dramatic reduction in transit ridership across the country beginning in March 2020. RTD was one of many transit agencies that reduced the frequency of its buses and trains in response, switching many bus routes (including the 31) to weekend schedules on weekdays and suspending service on some routes (including some of those crossing Federal Boulevard).

Proposed Service Levels

The BRT service is expected to operate 20 hours a day, 7 days a week and will provide enhanced service frequencies compared to current service levels. Proposed operations are 5-to-10-minute frequencies during the peak, and 10-to-15 minute frequencies during most of the rest of the day. A specific operating plan and formal ridership estimates will be developed as part of the TIP-funded project.

Improved Travel Times

The previous studies estimated improvements in transit travel times based on a combination of factors. In segments where the bus is operating in a dedicated lane and benefits from TSP and stop improvements, the bus is expected to travel 20% faster. In the segment where buses would travel in mixed traffic, but still benefit from TSP and stop improvements, the speed increase is expected to be 10%.

Increased Ridership

The RTD ridership modeling estimated that the improvements to transit service quality (based on frequency and speed of the new bus service) would result in approximately double the existing ridership along the corridor

Regional Networks

Federal Boulevard is a busy transit corridor and one of the most important transit connections in the region. With five rail stations in the study area (four of which are directly connected to the BRT corrirdor) and more than 40 connecting bus routes, there is ongoing interest in maximizing transit connectivity. Federal BRT will significantly increase transit connectivity throughout the region. Through existing connections, as well as proposed future expansions of high-capacity transit networks, this project will facilitate transit travel to nearly any regional destination.

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.

Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project address a location on the DRCOG High-Injury Network or Critical Corridors or corridors defined in a local Vision Zero or equivalent safety plan?*
  ☒ 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**)* *NOTE: if constructing a new facility, report crashes along closest existing alternative route*		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices *(e.g., CMF Clearinghouse, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	38	
Serious Injury crashes	233	
Other Injury crashes	2,015	
Property Damage Only crashes	7,040	
Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		Provide the methodology below:
Fatal crashes reduced	4.90	Baseline estimate derived from Federa Blvd Multimodal Study. Further safety analysis will be conducted during the
Serious Injury crashes reduced	30.30	
Other Injury crashes reduced	262.00	
Property Damage Only crashes reduced	915.20	

Question: Describe how this project will implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in Taking Action on Regional Vision Zero. Please include quantitative information, including any items referenced above, in your response. *Note that any improvements on roadways must be on the DRCOG Regional Roadway System.*

As part of the Vision Zero efforts, the City and County of Denver installed ten traffic signals with pedestrian signal timing improvements along Federal Boulevard. Following these changes, the corridor experienced a 17% reduction in crashes and zero fatalities recorded in 2018-2019. The proposed project could continue the safety enhancements begun by Vision Zero with the BRT lanes and sidewalk improvements constructed along the corridor as part of the build-out.

The proposed side-running alignment would limit use of the BRT lanes to transit vehicles and traffic entering or exiting businesses and residences along the corridor; as well as right turning traffic at intersections. This would introduce higher predictably and traffic control over existing conditions.

The BRT Project will increase safety along the corridor by providing:

- Enhanced Stops & Supportive Infrastructure - providing additional infrastructure improvements such as shorter pedestrian crossings and sidewalk improvements throughout the length of the corridor.
- Pedestrian/bike crossing improvements at both roadway and trail crossings to reduce conflict points between pedestrians and other modes with.
- Transit lanes/TSP that can control speeds and provide traffic calming for vehicles.

ESTIMATION OF CRASH REDUCTION

Crashes from 2015-2019 were summarized using the DRCOG TIP Data Tool.

Detailed analysis of estimated safety impacts of the Federal Boulevard BRT project will be conducted during the design and NEPA phases of the project. However, the preceding studies offer a method for estimating potential crash reduction.

The Multimodal Study conducted analysis of likely safety benefits from the improvements proposed in the segment of the project from 52nd Ave north to 120th Ave. The full analysis can be found in the study's Appendix D: Technical Analyses Memorandum.

That analysis used a combination of Crash Modification Factors (CMF) and Safety Performance Function (SPF) to estimate the reduction of crashes based on the implementation of transit lanes and TSP in locations where no dedicated transit lane previously existed.

This condition is tentatively proposed for the full alignment of the Project along Federal Boulevard from Dartmouth Ave in the south to 120th Ave in the north, with the exception of a segment between Mile High Stadium/20th Ave to 52nd Ave, where only TSP improvements are recommended by the Denver Moves: Federal Transit Study.

The previous safety analysis suggests that overall crashes will be reduced by approximately 13% for all crash types, based on CMF ID 7275 and location-specific SPFs. The analysis also speculates that the true potential for crash reduction associated with the project is likely greater, because of proposed improvements beyond the transit lane and TSP such as raised medians.

For this TIP application, that 13% reduction is applied to the full corridor, recognizing that variations in existing conditions as well as nuances of the ultimate design will create inconsistent safety impacts.

These results are designed to offer a preliminary sense of the Project's potential to impact safety on a corridor that is on DRCOG's High Injury Network, with much of the study area identified as a Critical Corridor. The advancement of design and NEPA, as well as future safety analysis, will offer a more refined estimate.

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: bridge improvements, improved turning radii, increased roadway capacity, etc.

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: I-25 North and Downtown Denver
- 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.
- Is the project located on the Tier 1 or Tier 2 Regional Highway Freight Vision Network?*
  ☒ Yes ☐ No
- 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 ☒ Highway Bottleneck
  ☐ Low-Clearance or Weight-Restricted Bridge
  Please provide the location(s) being addressed: Reliability issue areas between I-70 and 120th Ave. Potential bottleneck issues at several spots along corridor
- 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.

Question: Describe how this project will improve the efficient movement of goods. In your response, identify those improvements identified in the Regional Multimodal Freight Plan, include quantitative information, and include any items referenced above. *Note that any improvements on roadways must be on the DRCOG Regional Roadway System*.

Federal Boulevard is an important local and regional commuter and freight corridor with connections to US 36, I-76, and I-70. The corridor also provides retail and business access to businesses. This project is not primarily focused on freight accommodations. However, throughout the public outreach process for both the AA and the Multimodal Study, the need to facilitate freight movement along the corridor and access to business was a clear emphasis.

The Multimodal Study found that traffic congestion along the corridor can more than double travel time for passenger and freight vehicles at peak hours. Acknowledging this challenge, the initial recommendations from the previous studies call for maintaining a high level of service for general-purpose lanes as well as creating transit lanes that would allow for continued access to businesses by trucks and passenger vehicles.

The project will allow for refinement of traffic operations along the corridor. This presents an opportunity to improve reliability for truck movement, which is identified as a need for the I-25 North freight focus area. Additionally, the safety improvements proposed in the conceptual designs address a need identified in the Downtown Denver focus area. Finally, the project will consider opportunities to integrate cargo bike infrastructure and related small freight distribution opportunities at mobility hob locations identified and refined through the design process.

Active Transportation	**Expand and enhance active transportation travel options.** (drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.

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 or locally-defined priority 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 *NOTE: if constructing a new facility, report bike usage along closest existing alternative route*		
1. Current Average Single Weekday Bicyclists:		
Bicycle Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2. Enter estimated additional average 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. (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	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 a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: **{#4 X 30%}** *(or other percent, if justified on line 10 below)*	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) *(Values other than 2 miles must be justified by sponsor on line 10 below)*	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: N/A		
10. If different values other than the suggested are used, please explain here: N/A		

Pedestrian Use *NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route*		
1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		34,000
Pedestrian Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	2,000	2,300
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	0	0
4. = Number of new trips from project (#2 – #3)	2,000	2,300
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: **{#4 X 30%}** *or other percent, if justified on line 10 below)*	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	2,000.00	2,300.00
7. Enter the value of **{#6 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor on line 10 below)*	3,892.80	4,668.80
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	3,698.16	4,435.36

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

N/A

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

True impacts on pedestrian activity will be evaluated during the Design and NEPA project. For this application, increase in pedestrian activity attributable to the project is based exclusively on the number of new transit riders who previously drove, according to the transit ridership analysis in Appendix X. Therefore, none of the trips included in the analysis come from other walking routes or other non-SOV modes.

Question: Describe how this project helps expand the active transportation network, closes gaps, improves comfort, and/or improves connections to key destinations, particularly improvements in line with the recommendations in the Denver Regional Active Transportation Plan. Please include quantitative information, including any items referenced above, in your response.

Bicycle Travel

Federal Boulevard is not a designated bicycle route and generally lacks the required infrastructure to facilitate north- south connections to destinations along the corridor. Previous studies indicate that biking along and across the Federal corridor is difficult and potentially dangerous, because of the high speed of traffic and limited or nonexistent bike facilities. The previous studies did consider bike facilities along Federal Boulevard, but ultimately concluded that these were not advantageous, and instead suggest developing parallel routes and accommodating bicycle connections to the proposed transit stops/stations.

The recommended project would close gaps in the active transportation corridors by establishing safe bicycle crossings of Federal at key intersections identified on regional or local bicycle networks, as well as clear access to new and existing transit stops/stations.

Pedestrian Benefits

Along with extensive transit investment, the proposed alternatives recommend improvements to the non-motorized traveler along the length of the Federal corridor. Proposed improvements for pedestrians include: head start walk signals, Americans with Disabilities Act (ADA) improvements, better curb ramps and sidewalk connections, pedestrian push buttons accessible for all users, improve sidewalk lighting, improved crosswalks and median extensions (refuge islands) to protect crossing pedestrians and where possible detached 10-foot wide sidewalks. In the northern section of Federal Boulevard, installing 10' wide sidewalks is recommended whenever possible to accommodate short-bike trips shared with walkers. These improvements will rectify the gaps and lack of coordination found in the current condition and provide for a safe, comfortable, welcoming environment for pedestrians along the corridor.

Access to Natural Resources and Recreational Areas

The project 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: (listed south to north)

- Bear Creek Trail – Jefferson County to Platte River Trail
- Harvard Gulch – Federal Blvd to Platte River Trail
- Sanderson Gulch Trail – Sheridan to Platte River Trail
- Barnum Mountain Bike Park, Dog Park and Barnum Recreation Center
- Weir Gulch – Barnum Park to Platte River Bike Trail
- Lakewood Gulch – Sheridan to Platte River Bike Trail
- Paco Sanchez Park
- Rude Park and Rude Park Recreation Center
- Jefferson Park
- Highland Park
- Rocky Mountain Lake Park

- Clear Creek Trail – Golden to Platte River Bike Trail
- Little Dry Creek Trail
- Westminster Station Park
- Hyland Hills Sports Complex
- Mushroom Pond Trail Head and the Niver Canal
- The Ranch Open Space

ESTIMATION OF BICYCLE AND PEDESTRIAN USE

Bicycle

Because Federal Boulevard is not identified as a future bicycle facility on its own and would instead accommodate crossings and access to transit stops, bicycle activity is not estimated as part of this application.

Pedestrian

The design, NEPA, and early action implementation project would conduct more detailed analysis of pedestrian activity and likely impact. For this application, existing pedestrian activity was estimated as a function of existing vehicle activity using a methodology as follows:

- AADT data collected by CDOT at 30 locations along the corridor show an average daily count of 34,000 vehicles in 2021.
- Using a vehicle occupancy factor of 1.67 as suggested by FHWA, there are 56,000 person-trips by vehicle at any given point along the corridor.
- The US Census American Community Survey 5-year estimates for the Denver-Aurora-Lakewood Metropolitan Area from 2016-2020 suggest that 91% of people who leave home for work drive, whereas 2.5% of people walk. For this analysis, commute trips are used as a proxy for all trip types.
- As a result of this mode share, there are estimated to be 1,400 pedestrians traveling per day at any given point along Federal Boulevard.
- The National Household Travel Survey suggests that the average length of a pedestrian trip is 0.86 miles.
- Given these variables, the estimated number of pedestrian trips along the Federal Boulevard corridor is 34,000 per day.

The capital project is likely to induce future pedestrian travel along Federal Boulevard by creating a more inviting, connected, and consistent environment throughout the corridor. However, the specifics of these impacts are unknown. For this application, the increase in pedestrian activity is based entirely on transit ridership modeling detailed in the Air Quality and Transit sections above. The assumption shown here is that each new transit trip that used to be made using a single-occupancy-vehicle also creates a new pedestrian trip associated with a person walking from the bus stop to her origin or destination (or both) during that trip.

The resulting increase in pedestrian trips shown in this application is likely to be an underestimation of the true benefits of the project. The Design and NEPA phases will further refine this analysis.

C. Project Leveraging

WEIGHT **10%**

What percent of outside funding sources (non-Regional Share funding) does this project have? *(number will automatically calculate based on values entered in the Funding Request table)*	**50.00%**	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 30-39.9% ..... 2 pts 20.1-29.9% ..... 1 pt 20% ..... 0 pts

D. Project Readiness

WEIGHT **10%**

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 to date before this 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:
The proposed project is a request for funding for design, NEPA, and other project development activities. The consideration of alternatives in the two preceding studies included an evaluation of risks associated with utility relocation, utilities, railroads, ROW, historic and environmental resources. The recommended improvements that resulted from the two completed studies were advanced to conceptual design by licensed engineers.

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- Utilities: No utility efforts have been made to date, anticipate SUE requirement
- Railroad: No impacts anticipated
- Right-of-Way: Anticipate partial or temporary easements, but no full business or residential acquisition
- Environmental/Historic: Anticipate historic resources, hazardous materials, and other resource impacts
- Other:

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: Choose an item

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 being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), 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 ☐ N/A

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

If yes, who are the stakeholders?

FUNDING

City and County of Denver – Department of Transportation & Infrastructure
City of Westminster
Federal Heights
Adams County
RTD

SUPPORT

Sheridan

Please provide any additional details on any of the items in Section 1, if applicable.

The six communities that the proposed BRT passes through have been involved in the previous studies, in crafting this application, and will be providing the funding as outlined in Project Funding Section. The City of Sheridan, while not on the corridor will be impacted by the project and has provided a letter of support.

Section 2. Local Match Availability

a. Is all the local match identified in your application currently available and not contingent on any additional decisions, and if a partnering agency is also committing match, do you have a commitment letter?

☒ Yes ☐ No

Please describe:

All matching funds from the five funding partners identified previously are committed through actions by elected boards (City Councils or County Commissioners). Funding commitments are confirmed in concurrence forms attached to this application.

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

☒ Yes ☐ No

Please describe:

This project is included in CDOT's 10-year plan as part of the State's commitment to regional BRT service (Project ID: 2638).

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:

For the Multimodal Study, published in December 2021, the project team convened four meetings representing nineteen groups, including public agencies, advocacy groups, developers, and community organizations. The team also provided an online questionnaire that garnered 250 responses. They conducted nine interviews with stakeholders and provided a project website and hotline. Once the project had identified recommendations through a process that included community representatives, relevant public agencies, and technical staff, a self- guided virtual public meeting presented the recommendations to the public. The meeting garnered 679 visits, and 347 engaged sessions.

The AA, finalized in May 2022, was the result of a similar multi-faceted public-engagement approach. The project convened a community advisory team (CAT) comprising residents, registered neighborhood organizations (RNO), local decision makers and representatives from local governments, mobility advocacy groups, housing organizations, and other critical transit and specialized transportation stakeholders. The group met four times over the course of project. Additional input was solicited from a technical team, comprising City staff from a wide range of departments as well as representatives from RTD, CDOT, and DRCOG. Additionally, the study presented key information and solicited input from the general public through a website, email blasts, social media posts, and public questionnaires. More than 300 people responded to at least one questionnaire.

The outreach efforts for both studies included engagement with property owners along the corridor, including business owners, representatives from schools, and homeowners. These groups were represented in stakeholder committees and included in information-gathering interviews. They were also a key focus of the solicitations for public input.

Materials for the studies were presented in English, Spanish, and Vietnamese. Additional translation services were offered as needed for the diverse communities along the Federal Boulevard Corridor.

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.

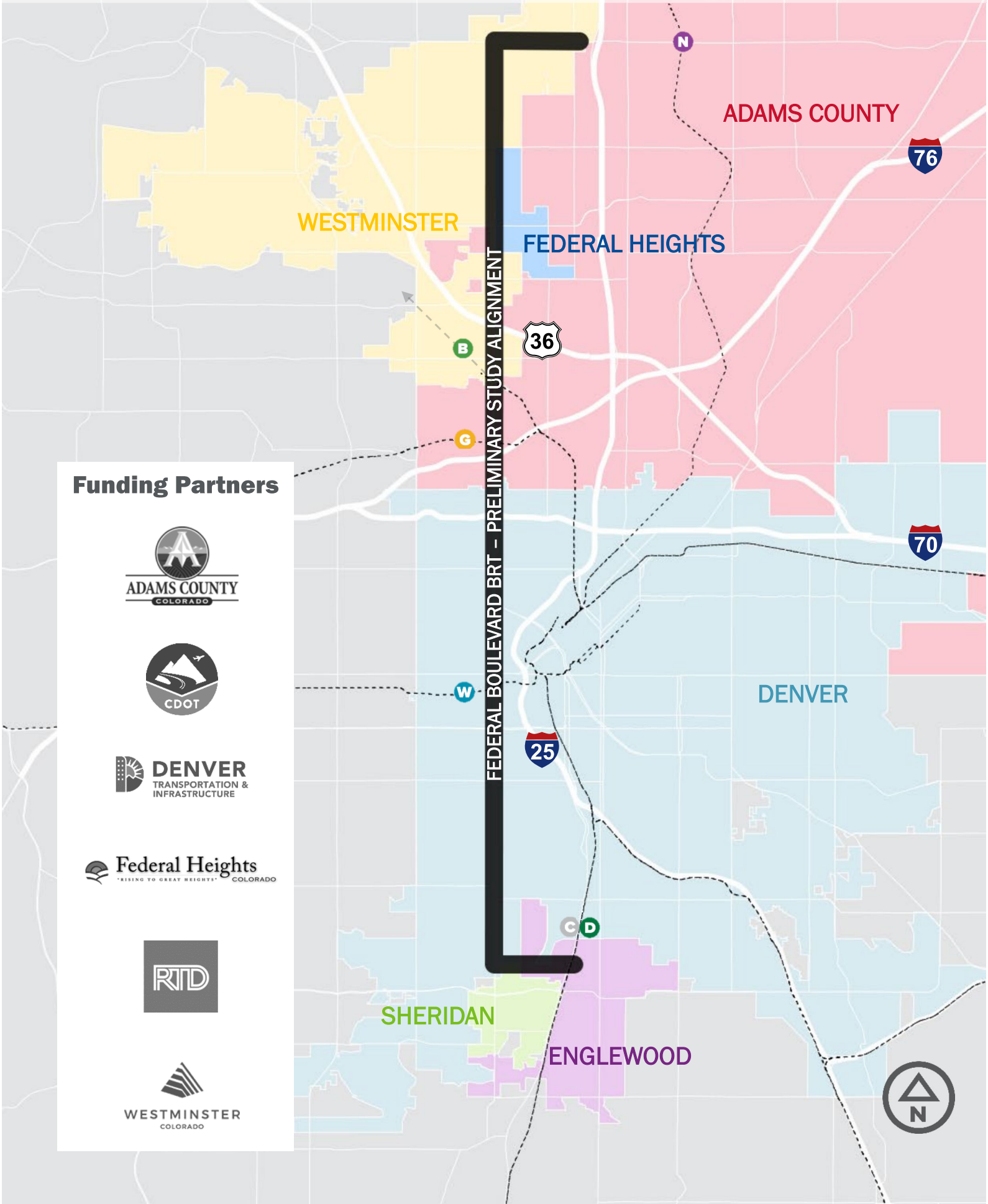
The partner jurisdictions have spent years laying the foundation for a new vision for Federal Boulevard that integrates a regional vision for transit connectivity while accommodating detailed community needs. This design, NEPA, and early action implementation project is supported by a funding commitment from six of the region's public agencies, all of whom recognize the opportunity to work collaboratively to achieve that vision.

Submit completed applications through the TIP Data Hub no later than 3pm on October 11, 2022.

Project Location Map

Federal Boulevard BRT

Design, NEPA, and Early Action Improvements



Funding Partners

ADAMS COUNTY COLORADO

CDOT

DENVER TRANSPORTATION & INFRASTRUCTURE

Federal Heights "RISING TO GREAT HEIGHTS" COLORADO

RTD

WESTMINSTER COLORADO

Cost Estimate

Cost Estimate

Federal Boulevard BRT: Design, NEPA, and Early Action Improvements

The cost estimate presented here is based on the capital improvement costs developed during conceptual design activities completed during the Denver Moves: Federal Transit Study alternative analysis and the Federal Boulevard Multimodal Study.

The partners applied escalation rates based on the market changes since the completion of those initial cost estimates, and used previous CDOT project experience to estimate the share of cost associated with the project development activities detailed below.

Total Cost %	Dollar amount	Task
50%	$20,000,000	Design plan set (for 18 miles, minimum of 30% level)
17%	$7,000,000	NEPA Analysis and Decision Document & FTA Small Starts Project Development Activities
10%	$4,000,000	Public and Stakeholder Involvement
15%	$6,000,000	Subsurface Utility Investigation
7.5%	$3,000,000	Corridor LiDAR and Survey
100.00%	$40,000,000	Total Project Cost

RTD Concurrence Response

We make lives better
through connections.

September 29, 2022

DRCOG TIP Evaluation Committee

Subject: CDOT Federal Boulevard Bus Rapid Transit Preliminary Engineering and NEPA TIP Application

Dear Selection Committee Member:

This letter is written in support of CDOT's Federal Boulevard Bus Rapid Transit (BRT) Preliminary Engineering (PE) and NEPA application. Completion of these activities will allow the project to advance forward for eligibility with potential federal Small Starts Funding and future construction.

The 2019 Regional BRT Feasibility Study identified the Federal Boulevard Corridor as one of the strongest corridors for future BRT investments in the region. BRT in the Federal Boulevard corridor would provide faster, more reliable transit service along this heavily travelled transportation corridor. The BRT would connect to several existing RTD rapid transit corridors, including the B Line, the G Line, the W Line and the D Line, in addition to several major local bus corridors. The corridor is multi-jurisdictional, serving Unincorporated Adams County, Denver, Englewood, Federal Heights, Sheridan and Westminster. The Federal Boulevard Corridor is currently the third-highest ridership arterial bus corridor. Combined, the Routes 30, 30L, 31, and 31L route patterns provided over 2.3 million transit trips in 2019. Additionally, this corridor serves a sizable low-income and minority population.

Alongside CDOT and the other project partners, RTD is eager to participate in the advancement of the project. Through the Board-adopted 2023-2028 Mid-Term Financial Plan, **RTD is committed to contributing $1 million toward the project's local match.** Advancing BRT in the corridor and strengthening the partnership between stakeholders and partners such as CDOT, RTD and local jurisdiction satisfies a portion of the strategic priorities of the agency.

Your consideration of the Federal Boulevard Bus Rapid Transit Preliminary Engineering and NEPA TIP Application is appreciated.

Please let me know if I can provide any additional information.

Sincerely,

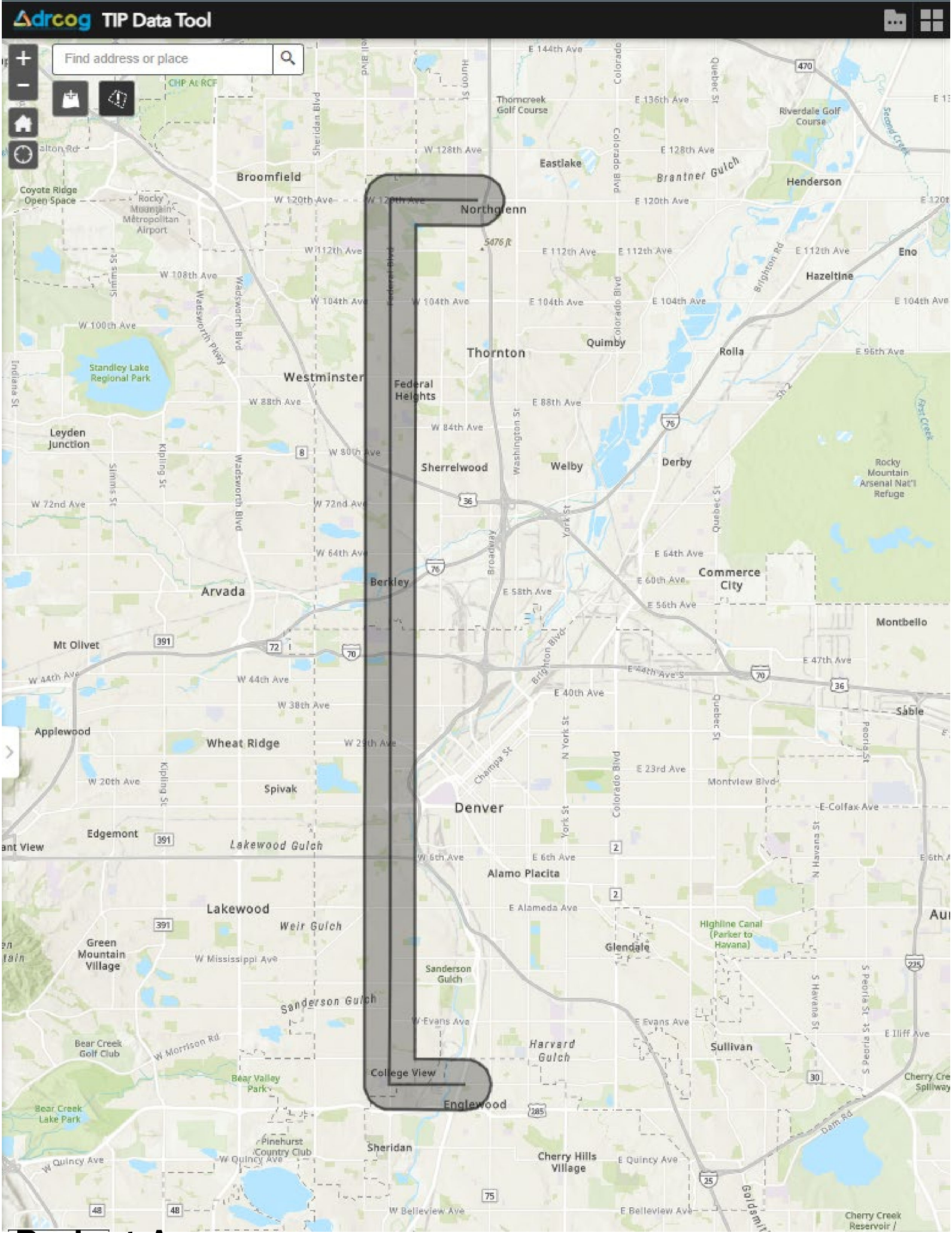
Brian T. Welch

Digitally signed by Brian T. Welch
Date: 2022.09.30 12:58:47 -06'00'

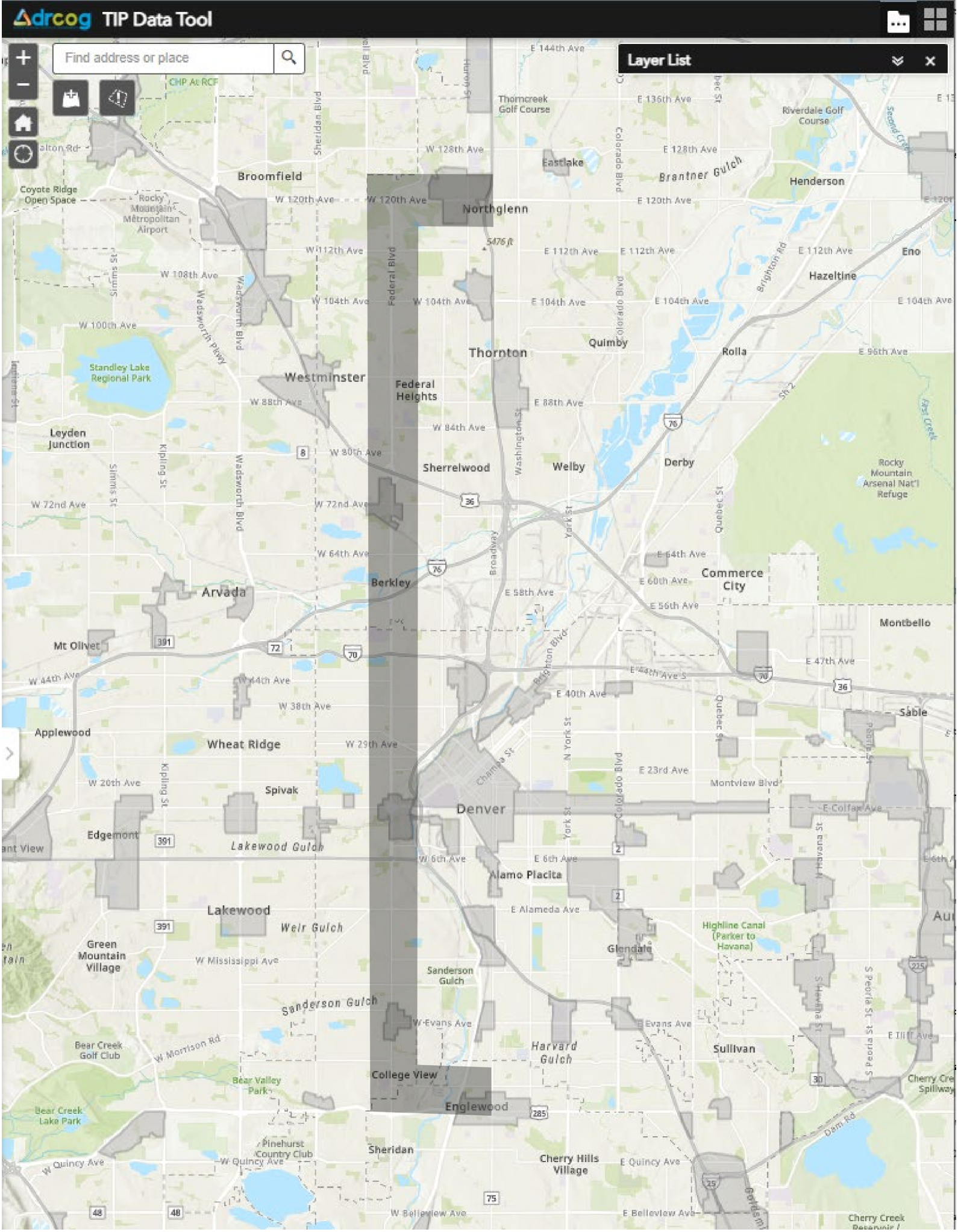
Brian T. Welch
Acting Assistant General Manager, Planning

cc: Chris Quinn, Planning Project Manager

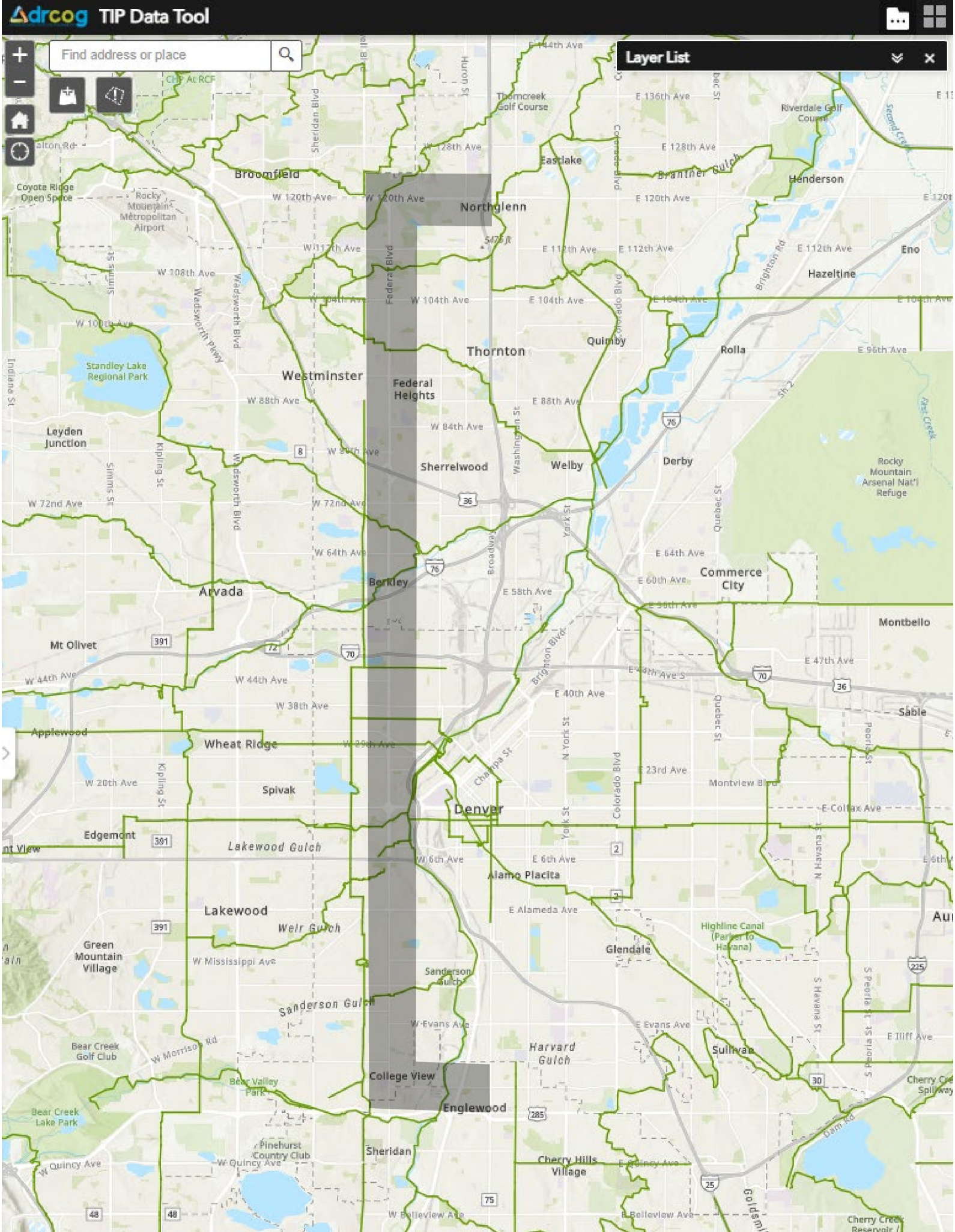
Required Documentation



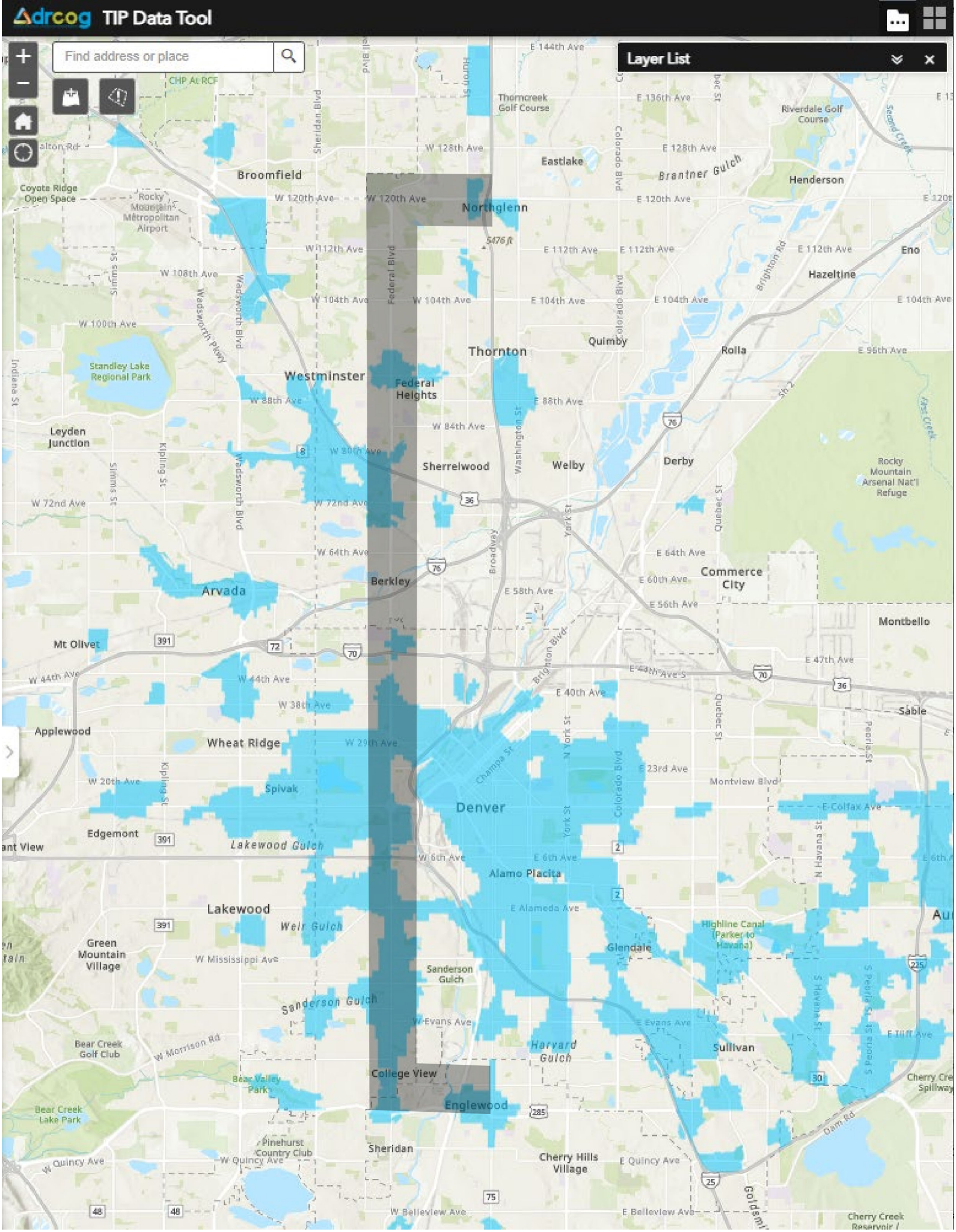
Project Area



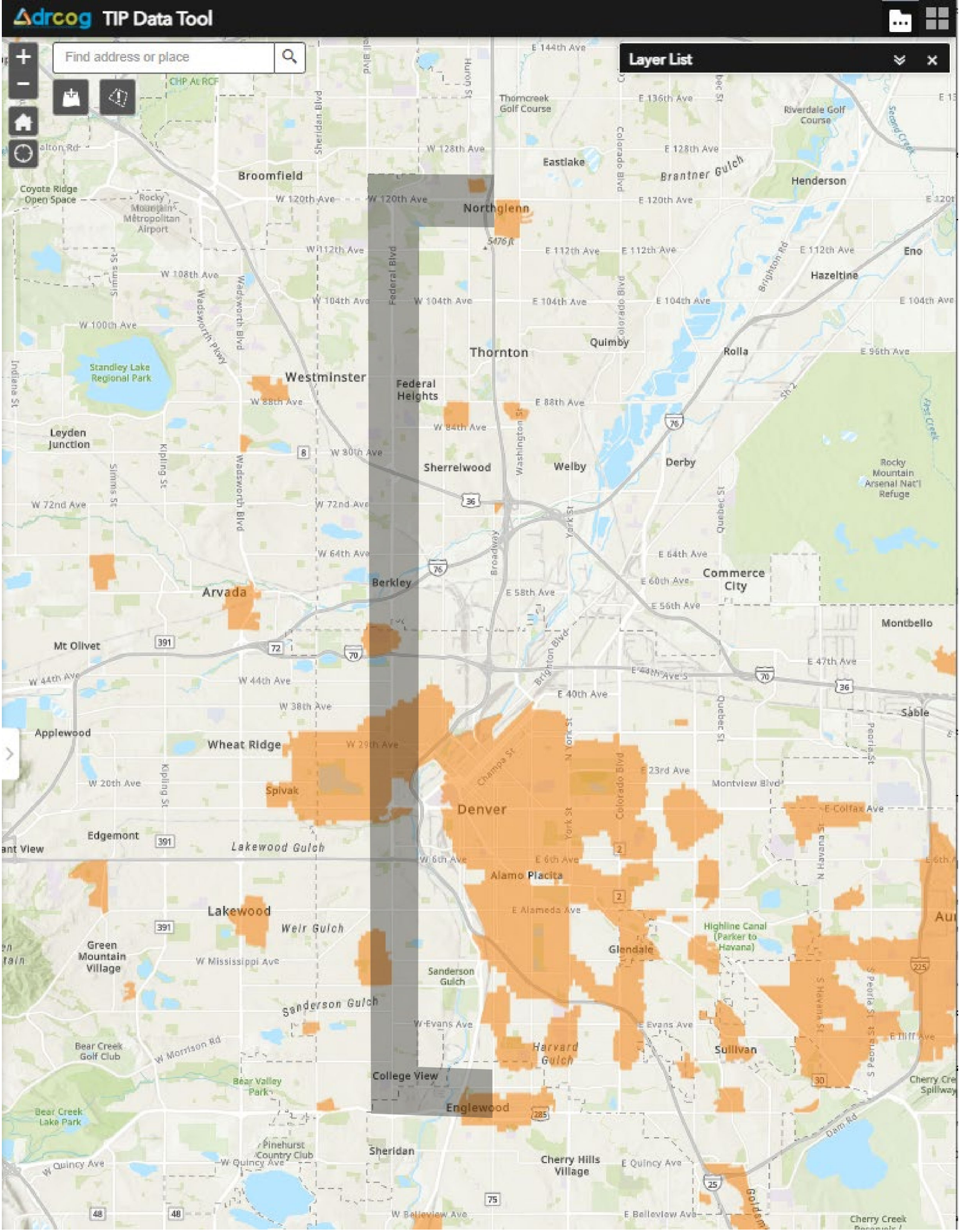
Urban Centers



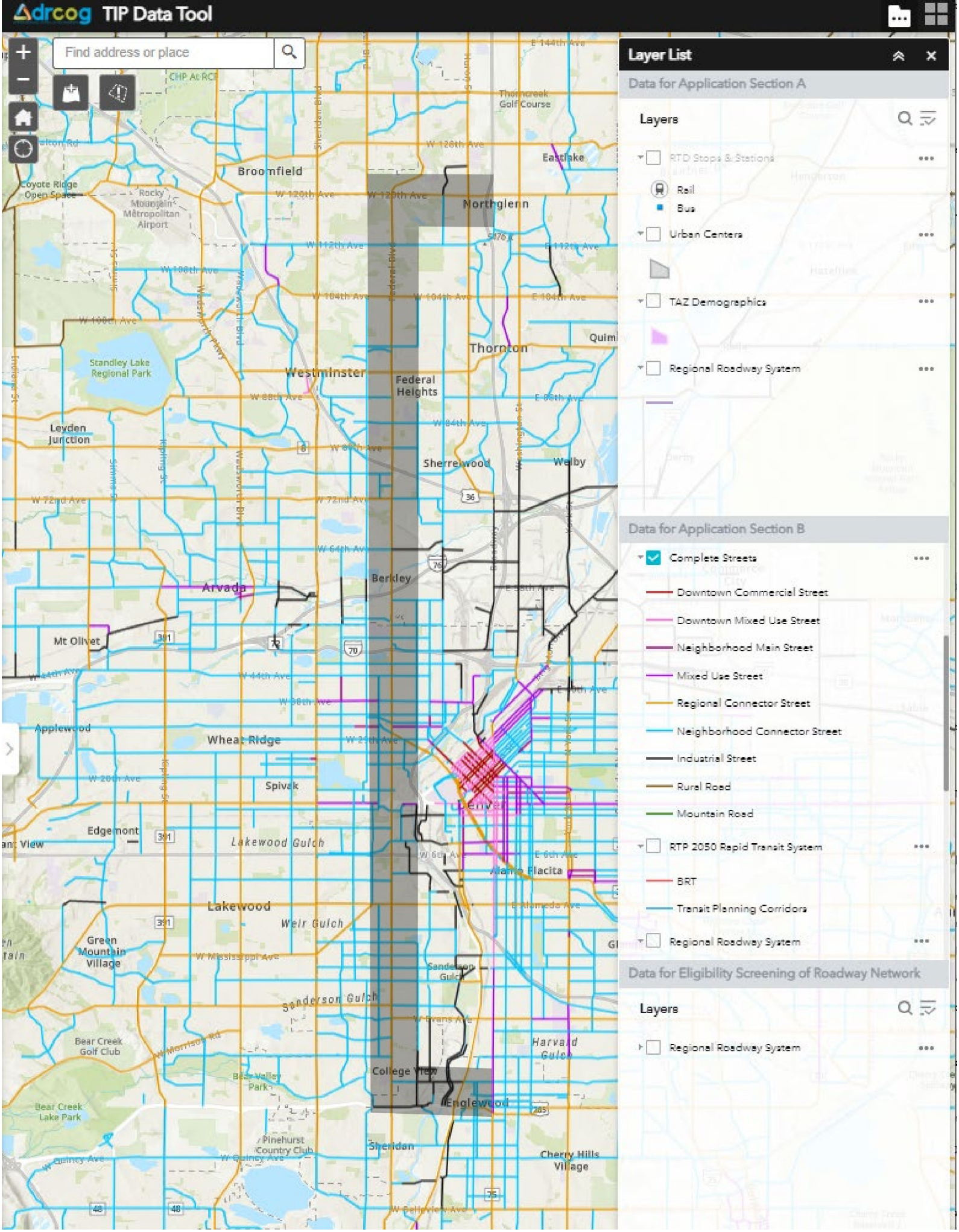
Active Transportation Corridors



Pedestrian Focus Areas

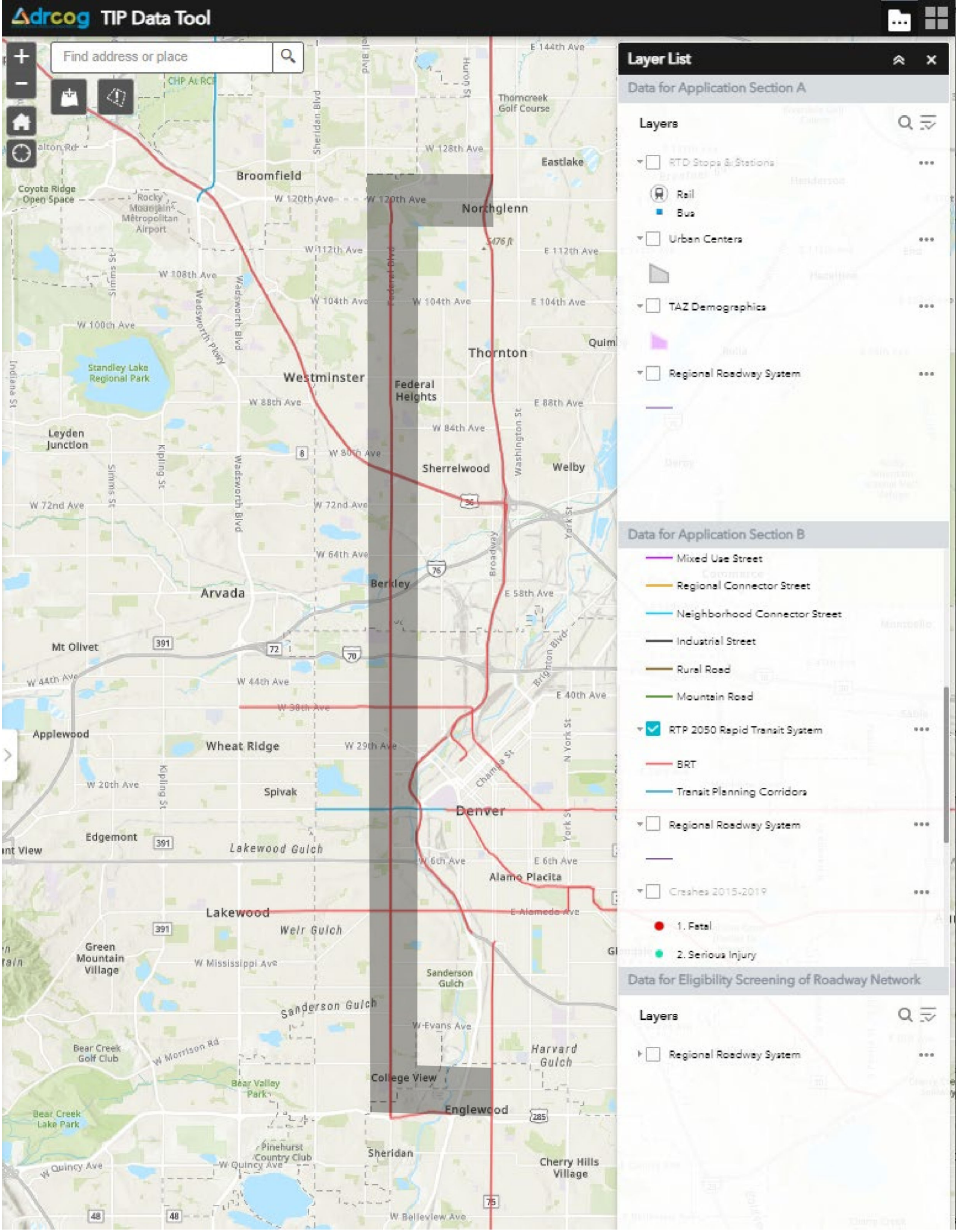


Short Trip Opportunity Zones



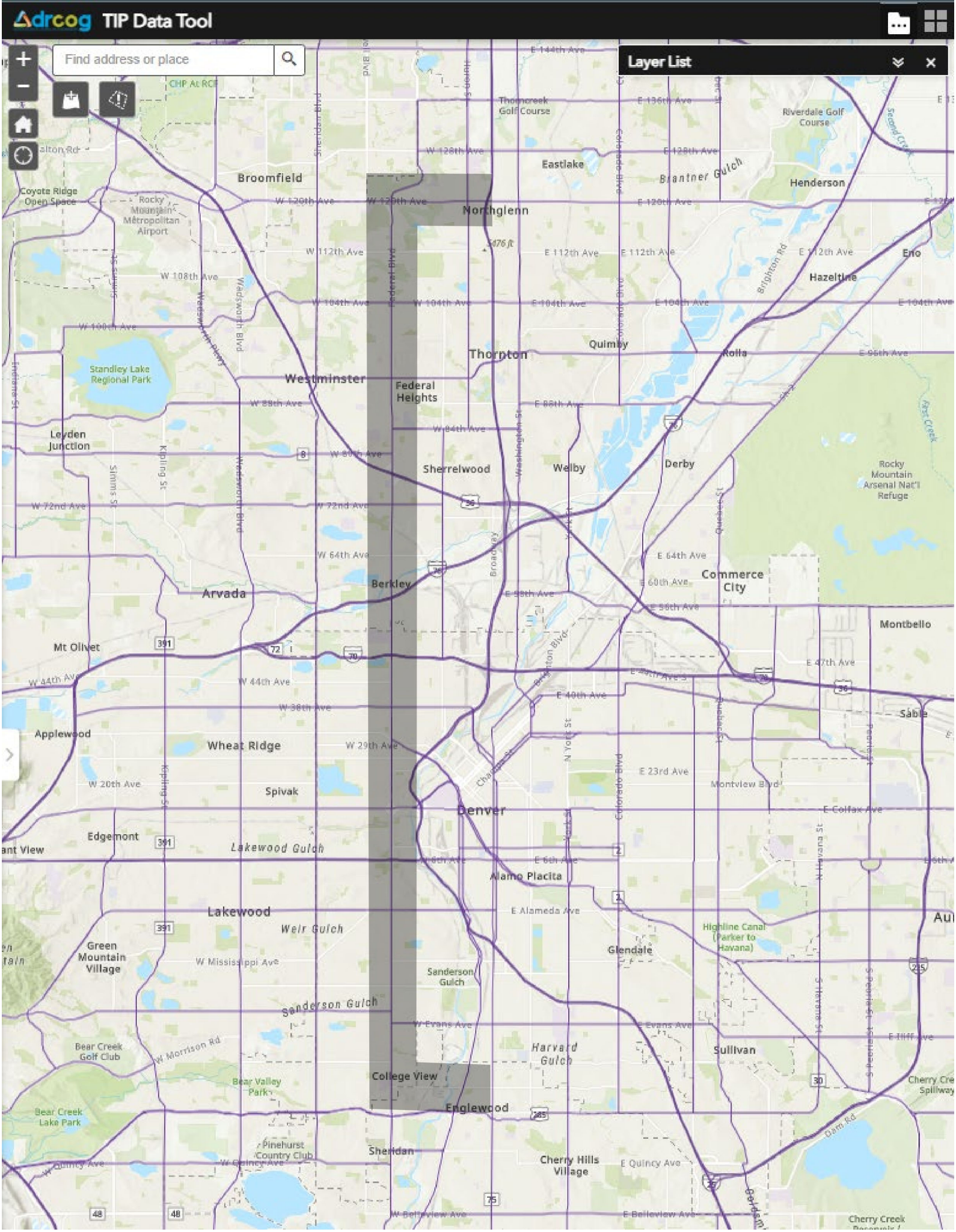
Complete Streets

Federal Boulevard – Regional Connector Street

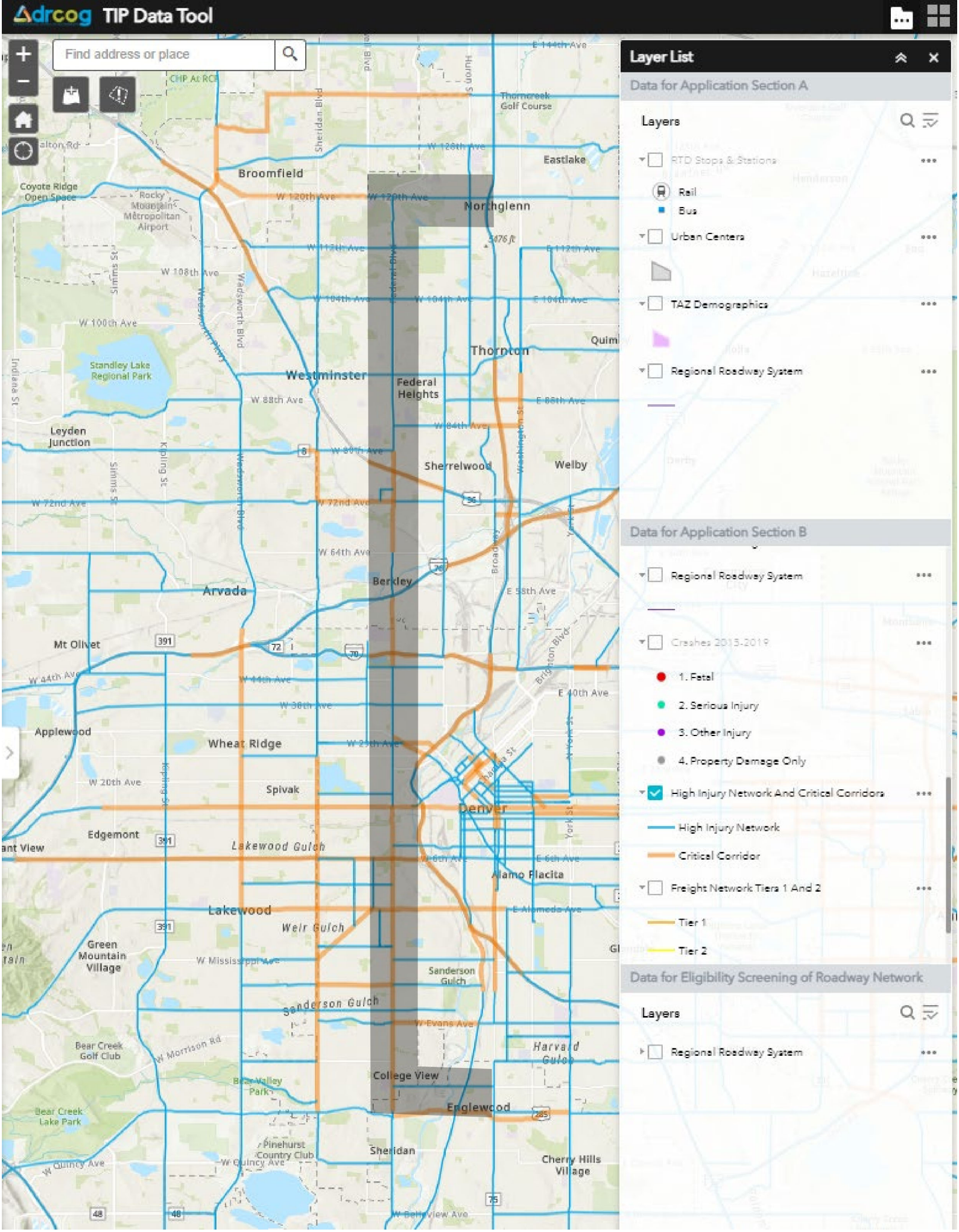


RTP 2050 Rapid Transit System

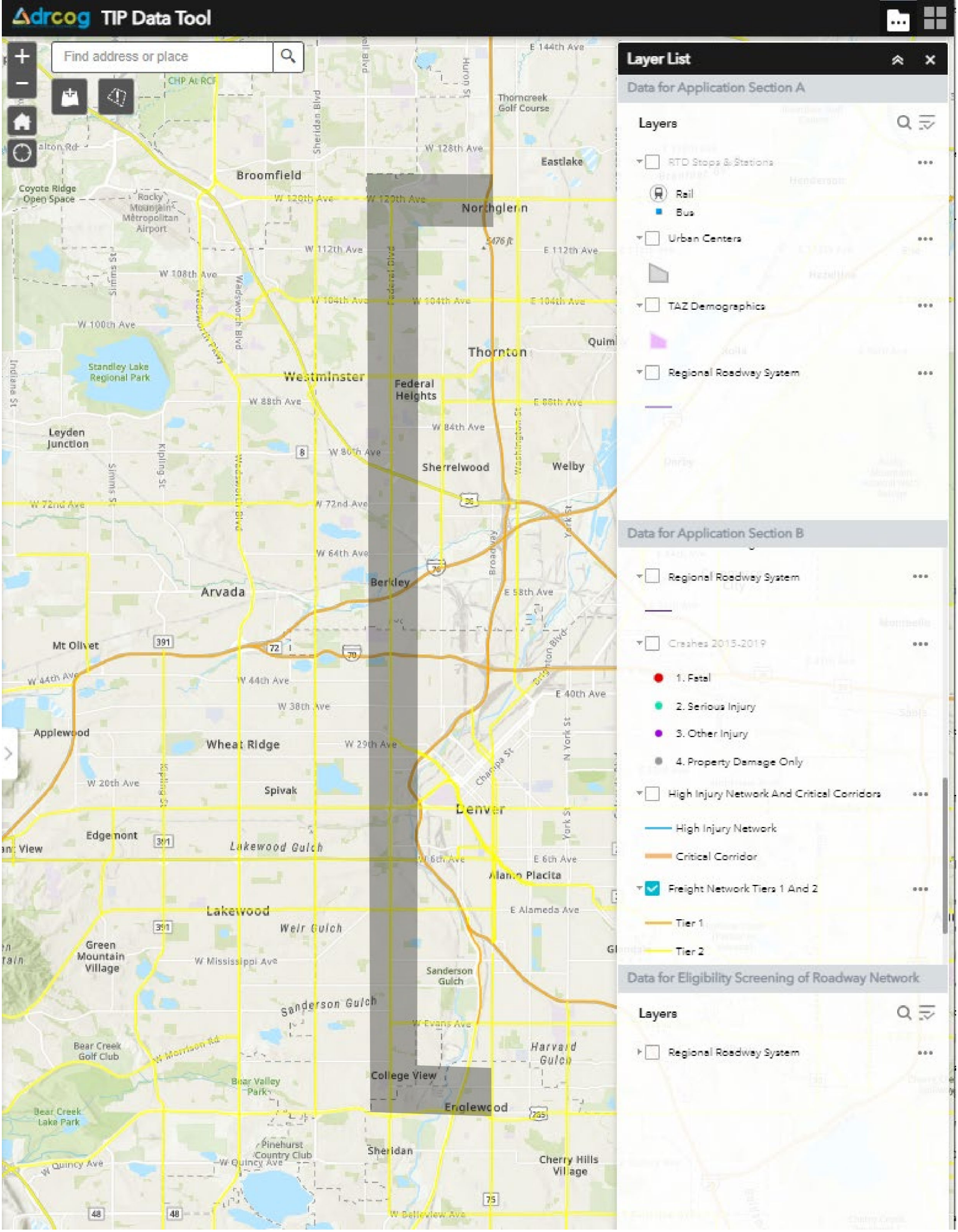
Federal Boulevard – BRT



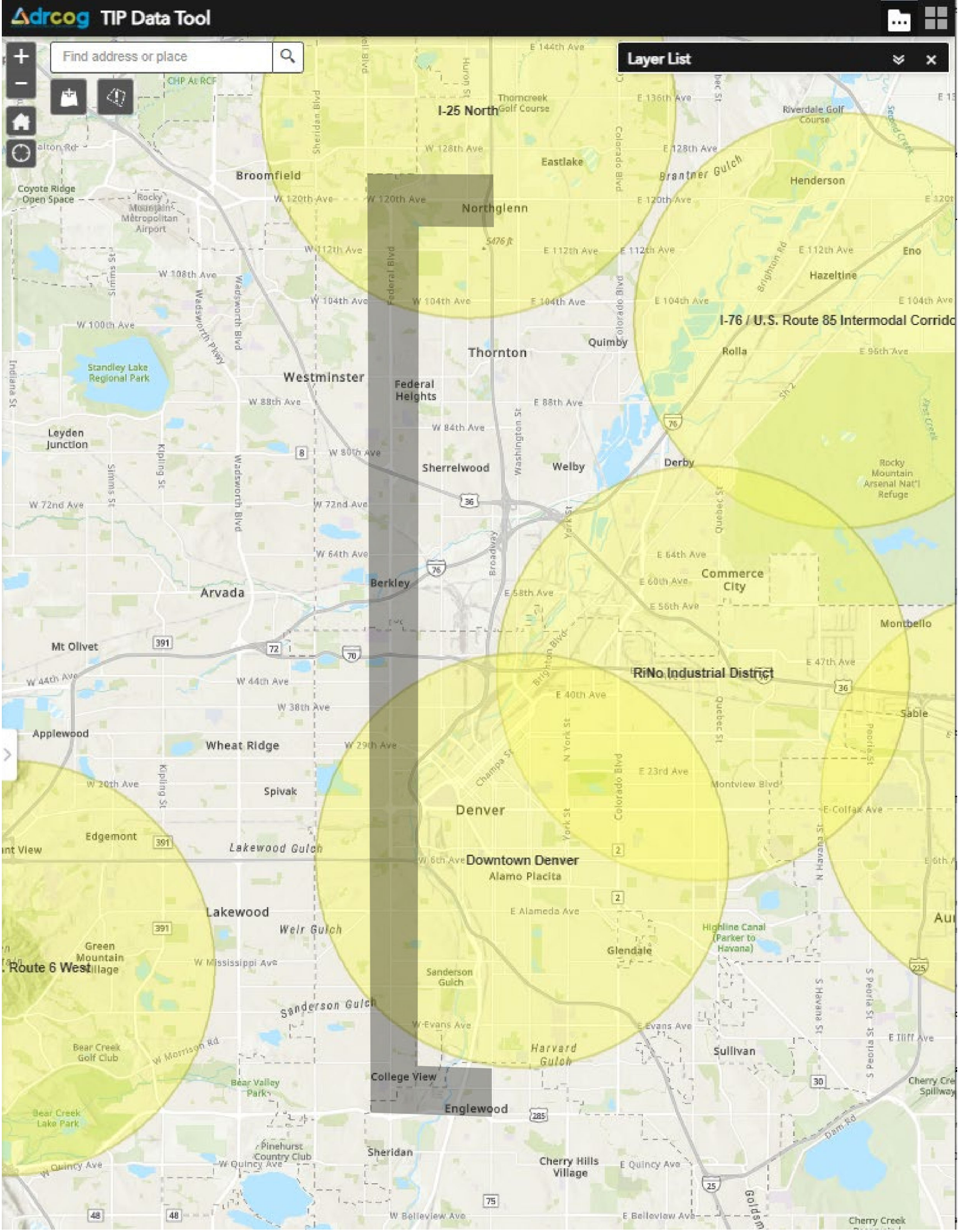
Regional Roadway System



High Injury Network & Critical Corridors



Freight Network Tiers 1 & 2



FREIGHT FOCUS AREAS

SMALL STARTS MOBILITY, COST-EFFECTIVENESS, AND CONGESTION RELIEF TEMPLATE

PROJECT NAME:	

Mobility Improvements

Line	Item	Values		Source/Calculation
		Current Year (2020)	Horizon (20 Years)	
1	Annual linked trips on the project with double weight for trips by transit-dependent persons	4,329,150	5,398,650	Travel Forecasts Template, Line 7a + 2 * Line 7b
2	Value used in rating	4,863,900		If a 10- or 20-year horizon is used: 50 percent * Line 1 current year value + 50 percent * Line 1 horizon year value If no horizon year is used: Line 1 current year value
		MEDIUM-LOW		

Cost Effectiveness

Line	Item	Values		Source/Calculation
		Current Year (2020)	Horizon (20 Years)	
3	Annualized Federal share of project capital cost (constant 2022 dollars)	$6,960,943	$6,960,943	Source: SCC Build Annualized worksheet
4	Annual linked trips on the project	2,965,150	3,697,680	Travel Forecasts Template, Line 8a
5	Annualized Federal share of the project per annual linked trip on the project	$2.35	$1.88	Line 6 / Line 5
6	Value used in rating	$2.12		If a 10- or 20-year horizon is used: 50 percent * Line 7 current year value + 50 percent * Line 7 horizon year value If no horizon year is used: Line 7 current year value
		MEDIUM		

Congestion Relief

Line	Item	Values		Source/Calculation
		Current Year (2020)	Horizon (20 Years)	
7	New Weekday Linked Transit Trips	4,866	5,836	Travel Forecasts Template, Line 9
8	Value used in rating	5,351		If a 10- or 20-year horizon is used: 50 percent * Line 7 current year value + 50 percent * Line 7 horizon year value If no horizon year is used: Line 7 current year value
		MEDIUM		

SMALL STARTS TRAVEL FORECASTS TEMPLATE

PROJECT NAME:

Trips on the Project

Line	Transit market	Trips made by:	Daily linked trips: Current Year (2020)	Daily linked trips: Horizon (20 Years)	Annualization factor	Annual linked trips (daily trips * annualization factor): Current Year (2020)	Annual linked trips (daily trips * annualization factor): Horizon (20 Years)	Brief description of the process used to develop travel forecasts (e.g., local model, FTA simplified national model, incremental data-driven method, direct demand model)
1a	Modeled trips: home-based work (HBW)	Non-transit dependents	5,165	6,441	310	1,601,150	1,996,710	Local model
1b		Transit dependents	4,400	5,487		1,364,000	1,700,970	
2a	Modeled trips: all other trip purposes	Non-transit dependents			310	0	0	Local model
2b		Transit dependents				0	0	
3a	Special market 1 (specify)	Non-transit dependents				0	0	
3b		Transit dependents				0	0	
4a	Special market 2 (specify)	Non-transit dependents				0	0	
4b		Transit dependents				0	0	
5a	Special market 3 (specify)	Non-transit dependents				0	0	
5b		Transit dependents				0	0	
6a	Special market 4 (specify)	Non-transit dependents				0	0	
6b		Transit dependents				0	0	
7a	Subtotal (lines 1 through 6)	Non-transit dependents				1,601,150	1,996,710	
7b		Transit dependents				1,364,000	1,700,970	
8a	**Total annual linked trips with special markets (lines 7a through 7b)**					**2,965,150**	**3,697,680**	
8b	**Total daily linked trips without special markets (lines 1a through 2b)**		**9,565**	**11,928**				
9	New transit trips		4,866	5,836				

Vehicle-Miles of Travel (VMT)

Line	Mode / Technology	Daily VMT: Current Year (2020) No-build	Daily VMT: Current Year (2020) Build	Daily VMT: Horizon (20 Years) No-build	Daily VMT: Horizon (20 Years) Build	Annualization factor	Annual VMT (for automobile, calculation is daily VMT * annualization factor; for transit, source is service plans for each mode/technology): Current Year (2020) No-build	Annual VMT: Current Year (2020) Build	Annual VMT: Horizon (20 Years) No-build	Annual VMT: Horizon (20 Years) Build	VMT change (Build minus No-build VMT): Current Year (2020)	VMT change (Build minus No-build VMT): Horizon (20 Years)
10	Automobile	274,194	258,115	358,065	338,781	310	85,000,000	80,015,650	111,000,000	105,022,110	-4,984,350	-5,977,890
11	Diesel bus						713,856	1,233,024	713,856	1,233,024	519,168	519,168
12	Hybrid bus										0	0
13	CNG bus										0	0
14	Electric bus										0	0
15	Heavy rail [1]										0	0
16	Light rail / streetcar [1]										0	0
17	Commuter rail (new diesel locomotive or DMU) [1]										0	0
18	Commuter rail (used diesel locomotive) [1]										0	0
19	Commuter rail (electric or EMU) [1]										0	0

[1] For rail transit modes, report VMT in terms of total rail passenger car mileage, not train mileage. (As an illustration of the difference, the rail passenger car mileage for a commuter rail or heavy rail train with six passenger cars would be six times the train mileage.)

SMALL STARTS ENVIRONMENTAL BENEFITS TEMPLATE

PROJECT NAME:	

Attainment Status

Line	Item	Values	Source/Calculation
1	Regional air quality attainment status, carbon monoxide (CO)	Maintenance	Source: EPA Green Book
2	Regional air quality attainment status, nitrogen dioxide (NO_2)	Attainment	
3	Regional air quality attainment status, ozone (O_3) (2008 8-hour standard)	Nonattainment	
4	Regional air quality attainment status, particulate matter ($PM_{2.5}$) (2006 standard)	Attainment	

ADDITIONAL ENVIRONMENTAL BENEFITS INPUTS REQUIRED FOR WARRANTED SMALL STARTS PROJECTS ONLY

Line		Values	Source/Calculation
A	Existing Annual Transit Ridership in the Corridor Today		Input by project sponsor
B	Percentage Change in Corridor Annual Transit Vehicle Hours That Would Result from Implementation of the Proposed Project		Input by project sponsor
C	Elasticity Factor		TCRP Report 95, Traveler Response to Transportation System Changes: Transit Scheduling and Frequency (2004)
D	Estimated Increase in Annual Project Ridership		Line A * Line B * Line C
E	Average share of transit users that previously drove		Factor based on data from past projects in the CIG program
F	Estimated new transit ridership coming from autos		Line D * Line E
G	Average auto occupany factor		Nation-wide average for work trips from the 2009 National Household Travel Survey
H	Estimated decrease (increase) in auto trips		Line F / Line G
I	Project Length		From Project Description Template
J	Average trip length factor		Factor based on data from past projects in the CIG program
K	Estimated decrease (increase) in Annual Auto Vehicle Miles Travelled		Line H * Line I * Line J

Summary Results

		Current Year (2020)	Horizon (20 Years)	
5	Value of environmental benefits	$534,216	$924,598	Sum of lines 19, 30, 41, 52, 63, 74, 85 and 96 for current and applicable (if any) horizon year
6	Annualized Federal share of project	$6,960,943	$6,960,943	Mobility and Cost Effectiveness Template, Line 3
7	Ratio of environmental benefits to annualized Federal share of project	7.7%	13.3%	Line 5 / Line 6
8	Value used in rating	10.5%		If a 10- or 20-year horizon is being used: 50 percent * Line 7 current year value + 50 percent * Line 7 horizon year value If no horizon year is being used: Line 7 current year value
		HIGH		

SMALL STARTS ENVIRONMENTAL BENEFITS TEMPLATE (page 2)

VALUE OF BENEFITS BY FACTOR

Air Quality: Carbon Monoxide (CO)

		Current Year					Horizon - 10 Years					Horizon - 20 Years				
Line	Mode	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]
9	Automobile	4,984,350	0.01677	83,587.55	$0.10	**$8,358.75**	---	0.01146	---	$0.10	---	5,977,890	0.01026	61,333.15	$0.10	**$6,133.32**
10	Diesel Bus	(519,168)	0.00583	(3,026.75)	$0.10	**($302.67)**	---	0.00326	---	$0.10	---	(519,168)	0.00289	(1,500.40)	$0.10	**($150.04)**
11	Hybrid Bus	0	0.00583	0.00	$0.10	**$0.00**	---	0.00326	---	$0.10	---	0	0.00289	0.00	$0.10	**$0.00**
12	CNG Bus	0	0.03962	0.00	$0.10	**$0.00**	---	0.02030	---	$0.10	---	0	0.01716	0.00	$0.10	**$0.00**
13	Electric Bus	0	0.00645	0.00	$0.10	**$0.00**	---	0.00539	---	$0.10	---	0	0.00504	0.00	$0.10	**$0.00**
14	Heavy Rail	0	0.00706	0.00	$0.10	**$0.00**	---	0.00685	---	$0.10	---	0	0.00673	0.00	$0.10	**$0.00**
15	Light Rail / Streetcar	0	0.01051	0.00	$0.10	**$0.00**	---	0.01020	---	$0.10	---	0	0.01001	0.00	$0.10	**$0.00**
16	Commuter Rail - New diesel locomotive or DMU	0	0.01680	0.00	$0.10	**$0.00**	---	0.01680	---	$0.10	---	0	0.01680	0.00	$0.10	**$0.00**
17	Commuter Rail - Used diesel	0	0.01680	0.00	$0.10	**$0.00**	---	0.01680	---	$0.10	---	0	0.01680	0.00	$0.10	**$0.00**
18	Commuter Rail - Electric or EMU	0	0.01281	0.00	$0.10	**$0.00**	---	0.01243	---	$0.10	---	0	0.01219	0.00	$0.10	**$0.00**
19	TOTAL CHANGE	**4,465,182**	---	**80,560.80**	---	**$8,056.08**	---	---	---	---	---	**5,458,722**	---	**59,832.76**	---	**$5,983.28**

Air Quality: Mono-Nitrogen Oxides (NO_x)

		Current Year					Horizon - 10 Years					Horizon - 20 Years				
Line	Mode	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]
20	Automobile	4,984,350	0.00091	4,535.76	$12.96	**$58,783.43**	---	0.00028	---	$15.66	---	5,977,890	0.00020	1,195.58	$16.20	**$19,368.36**
21	Diesel Bus	(519,168)	0.00867	(4,501.19)	$12.96	**($58,335.38)**	---	0.00208	---	$15.66	---	(519,168)	0.00114	(591.85)	$16.20	**($9,587.99)**
22	Hybrid Bus	0	0.00867	0.00	$12.96	**$0.00**	---	0.00208	---	$15.66	---	0	0.00114	0.00	$16.20	**$0.00**
23	CNG Bus	0	0.00384	0.00	$12.96	**$0.00**	---	0.00341	---	$15.66	---	0	0.00335	0.00	$16.20	**$0.00**
24	Electric Bus	0	0.00583	0.00	$18.36	**$0.00**	---	0.00439	---	$22.95	---	0	0.00398	0.00	$23.76	**$0.00**
25	Heavy Rail	0	0.00638	0.00	$18.36	**$0.00**	---	0.00558	---	$22.95	---	0	0.00532	0.00	$23.76	**$0.00**
26	Light Rail / Streetcar	0	0.00950	0.00	$18.36	**$0.00**	---	0.00831	---	$22.95	---	0	0.00791	0.00	$23.76	**$0.00**
27	Commuter Rail - New diesel locomotive or DMU	0	0.01320	0.00	$12.96	**$0.00**	---	0.01320	---	$15.66	---	0	0.01320	0.00	$16.20	**$0.00**
28	Commuter Rail - Used diesel	0	0.09300	0.00	$12.96	**$0.00**	---	0.04300	---	$15.66	---	0	0.02090	0.00	$16.20	**$0.00**
29	Commuter Rail - Electric or EMU	0	0.01157	0.00	$18.36	**$0.00**	---	0.01012	---	$22.95	---	0	0.00964	0.00	$23.76	**$0.00**
30	TOTAL CHANGE	**4,465,182**	---	**34.57**	---	**$448.05**	---	---	---	---	---	**5,458,722**	---	**603.73**	---	**$9,780.37**

SMALL STARTS ENVIRONMENTAL BENEFITS TEMPLATE (page 3)

Air Quality: Volatile Organic Compounds (VOCs)

Line	Mode	Current Year					Horizon - 10 Years					Horizon - 20 Years				
		VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]
31	Automobile	4,984,350	0.00060	2,990.61	$4.53	**$13,547.46**	---	0.00027	---	$5.63	---	5,977,890	0.00021	1,255.36	$5.84	**$7,331.28**
32	Diesel Bus	(519,168)	0.00073	(378.99)	$4.53	**($1,716.84)**	---	0.00024	---	$5.63	---	(519,168)	0.00016	(83.07)	$5.84	**($485.11)**
33	Hybrid Bus	0	0.00073	0.00	$4.53	**$0.00**	---	0.00024	---	$5.63	---	0	0.00016	0.00	$5.84	**$0.00**
34	CNG Bus	0	0.00146	0.00	$4.53	**$0.00**	---	0.00115	---	$5.63	---	0	0.00111	0.00	$5.84	**$0.00**
35	Electric Bus	0	0.00012	0.00	$4.53	**$0.00**	---	0.00010	---	$5.63	---	0	0.00010	0.00	$5.84	**$0.00**
36	Heavy Rail	0	0.00013	0.00	$4.53	**$0.00**	---	0.00013	---	$5.63	---	0	0.00013	0.00	$5.84	**$0.00**
37	Light Rail / Streetcar	0	0.00019	0.00	$4.53	**$0.00**	---	0.00019	---	$5.63	---	0	0.00020	0.00	$5.84	**$0.00**
38	Commuter Rail - New diesel locomotive or DMU	0	0.00055	0.00	$4.53	**$0.00**	---	0.00055	---	$5.63	---	0	0.00055	0.00	$5.84	**$0.00**
39	Commuter Rail - Used diesel	0	0.00436	0.00	$4.53	**$0.00**	---	0.00126	---	$5.63	---	0	0.00044	0.00	$5.84	**$0.00**
40	Commuter Rail - Electric or EMU	0	0.00024	0.00	$4.53	**$0.00**	---	0.00023	---	$5.63	---	0	0.00024	0.00	$5.84	**$0.00**
41	TOTAL CHANGE	**4,465,182**	---	**2,611.62**	---	**$11,830.63**	---	---	---	---	---	**5,458,722**	---	**1,172.29**	---	**$6,846.17**

Air Quality: Particulate Matter ($PM_{2.5}$)

Line	Mode	Current Year					Horizon - 10 Years					Horizon - 20 Years				
		VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (kg) / VMT	Emissions Decrease (Increase) (kg)	Monetization Factor ($ / kg)	Value of Improvement [1]
42	Automobile	4,984,350	0.000010	49.84	$680.40	**$33,913.52**	---	0.000010	---	$861.30	---	5,977,890	0.000010	59.78	$896.40	**$53,585.81**
43	Diesel Bus	(519,168)	0.000480	(249.20)	$680.40	**($169,556.12)**	---	0.000090	---	$861.30	---	(519,168)	0.000030	(15.58)	$896.40	**($13,961.47)**
44	Hybrid Bus	0	0.000480	0.00	$680.40	**$0.00**	---	0.000090	---	$861.30	---	0	0.000030	0.00	$896.40	**$0.00**
45	CNG Bus	0	0.000010	0.00	$680.40	**$0.00**	---	0.000010	---	$861.30	---	0	0.000010	0.00	$896.40	**$0.00**
46	Electric Bus	0	0.000378	0.00	$561.60	**$0.00**	---	0.000313	---	$688.50	---	0	0.000299	0.00	$712.80	**$0.00**
47	Heavy Rail	0	0.000413	0.00	$561.60	**$0.00**	---	0.000398	---	$688.50	---	0	0.000399	0.00	$712.80	**$0.00**
48	Light Rail / Streetcar	0	0.000615	0.00	$561.60	**$0.00**	---	0.000593	---	$688.50	---	0	0.000593	0.00	$712.80	**$0.00**
49	Commuter Rail - New diesel locomotive or DMU	0	0.000190	0.00	$680.40	**$0.00**	---	0.000190	---	$861.30	---	0	0.000190	0.00	$896.40	**$0.00**
50	Commuter Rail - Used diesel	0	0.004600	0.00	$680.40	**$0.00**	---	0.001330	---	$861.30	---	0	0.000470	0.00	$896.40	**$0.00**
51	Commuter Rail - Electric or EMU	0	0.000750	0.00	$561.60	**$0.00**	---	0.000722	---	$688.50	---	0	0.000723	0.00	$712.80	**$0.00**
52	TOTAL CHANGE	**4,465,182**	---	**(199.36)**	---	**($135,642.60)**	---	---	---	---	---	**5,458,722**	---	**44.20**	---	**$39,624.34**

SMALL STARTS ENVIRONMENTAL BENEFITS TEMPLATE (page 4)

Greenhouse Gases (Carbon Dioxide Equivalent [CO_2e])

		Current Year					Horizon - 10 Years					Horizon - 20 Years				
Line	Mode	VMT Decrease (Increase)	Conversion Factor: Emissions (ton) / VMT	Emissions Decrease (Increase) (tons)	Monetization Factor ($ / ton)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (ton) / VMT	Emissions Decrease (Increase) (tons)	Monetization Factor ($ / ton)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Emissions (ton) / VMT	Emissions Decrease (Increase) (tons)	Monetization Factor ($ / ton)	Value of Improvement [1]
53	Automobile	4,984,350	0.000532	2,651.67	$38.00	**$100,763.62**	---	0.000434	---	$38.00	---	5,977,890	0.000397	2,373.22	$38.00	**$90,182.45**
54	Diesel Bus	(519,168)	0.003319	(1,723.12)	$38.00	**($65,478.51)**	---	0.002854	---	$38.00	---	(519,168)	0.002721	(1,412.66)	$38.00	**($53,680.93)**
55	Hybrid Bus	0	0.002655	0.00	$38.00	**$0.00**	---	0.002283	---	$38.00	---	0	0.002177	0.00	$38.00	**$0.00**
56	CNG Bus	0	0.002935	0.00	$38.00	**$0.00**	---	0.002524	---	$38.00	---	0	0.002406	0.00	$38.00	**$0.00**
57	Electric Bus	0	0.002934	0.00	$38.00	**$0.00**	---	0.002441	---	$38.00	---	0	0.002303	0.00	$38.00	**$0.00**
58	Heavy Rail	0	0.003211	0.00	$38.00	**$0.00**	---	0.003106	---	$38.00	---	0	0.003073	0.00	$38.00	**$0.00**
59	Light Rail / Streetcar	0	0.004779	0.00	$38.00	**$0.00**	---	0.004623	---	$38.00	---	0	0.004574	0.00	$38.00	**$0.00**
60	Commuter Rail - New diesel locomotive or DMU	0	0.007970	0.00	$38.00	**$0.00**	---	0.007970	---	$38.00	---	0	0.007970	0.00	$38.00	**$0.00**
61	Commuter Rail - Used diesel	0	0.007970	0.00	$38.00	**$0.00**	---	0.007970	---	$38.00	---	0	0.007970	0.00	$38.00	**$0.00**
62	Commuter Rail - Electric or EMU	0	0.005821	0.00	$38.00	**$0.00**	---	0.005632	---	$38.00	---	0	0.005572	0.00	$38.00	**$0.00**
63	TOTAL CHANGE	**4,465,182**	**---**	**928.56**	**---**	**$35,285.11**	**---**	**---**	**---**	**---**	**---**	**5,458,722**	**---**	**960.57**	**---**	**$36,501.52**

Energy Use (British Thermal Units [Btu])

		Current Year					Horizon - 10 Years					Horizon - 20 Years				
Line	Mode	VMT Decrease (Increase)	Conversion Factor: Energy Use (million Btu) / VMT	Energy Use Decrease (Increase) (million Btu)	Monetization Factor ($ / million Btu)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Energy Use (million Btu) / VMT	Energy Use Decrease (Increase) (million Btu)	Monetization Factor ($ / million Btu)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Energy Use (million Btu) / VMT	Energy Use Decrease (Increase) (million Btu)	Monetization Factor ($ / million Btu)	Value of Improvement [1]
64	Automobile	4,984,350	0.007559	37,676.70	$1.72	**$64,803.93**	---	0.006167	---	$1.72	---	5,977,890	0.005633	33,673.45	$1.72	**$57,918.34**
65	Diesel Bus	(519,168)	0.041436	(21,512.25)	$1.56	**($33,559.10)**	---	0.035635	---	$1.56	---	(519,168)	0.033978	(17,640.29)	$1.56	**($27,518.85)**
66	Hybrid Bus	0	0.033149	0.00	$1.56	**$0.00**	---	0.028508	---	$1.56	---	0	0.027182	0.00	$1.56	**$0.00**
67	CNG Bus															
68	Electric Bus															
69	Heavy Rail															
70	Light Rail / Streetcar															
71	Commuter Rail - New diesel locomotive or DMU	0	0.096138	0.00	$1.56	**$0.00**	---	0.096138	---	$1.56	---	0	0.096138	0.00	$1.56	**$0.00**
72	Commuter Rail - Used diesel	0	0.096138	0.00	$1.56	**$0.00**	---	0.096138	---	$1.56	---	0	0.096138	0.00	$1.56	**$0.00**
73	Commuter Rail - Electric or EMU															
74	TOTAL CHANGE	**4,465,182**	**---**	**16,164.46**	**---**	**$31,244.82**	**---**	**---**	**---**	**---**	**---**	**5,458,722**	**---**	**16,033.16**	**---**	**$30,399.49**

SMALL STARTS ENVIRONMENTAL BENEFITS TEMPLATE (page 5)

Safety: Fatalities

Line	Mode	Current Year					Horizon - 10 Years					Horizon - 20 Years				
		VMT Decrease (Increase)	Conversion Factor: Fatalities / VMT	Fatality Decrease (Increase)	Monetization Factor ($ / fatality)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Fatalities / VMT	Fatality Decrease (Increase)	Monetization Factor ($ / fatality)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Fatalities / VMT	Fatality Decrease (Increase)	Monetization Factor ($ / fatality)	Value of Improvement [1]
75	Automobile	4,984,350	0.000000013	0.06	$9,100,000	**$589,648.61**	---	0.000000013	---	$9,100,000	---	5,977,890	0.000000013	0.08	$9,100,000	**$707,184.39**
76	Diesel Bus	(519,168)	0.000000004	(0.00)	$9,100,000	**($18,897.72)**	---	0.000000004	---	$9,100,000	---	(519,168)	0.000000004	(0.00)	$9,100,000	**($18,897.72)**
77	Hybrid Bus	0	0.000000004	0.00	$9,100,000	**$0.00**	---	0.000000004	---	$9,100,000	---	0	0.000000004	0.00	$9,100,000	**$0.00**
78	CNG Bus	0	0.000000004	0.00	$9,100,000	**$0.00**	---	0.000000004	---	$9,100,000	---	0	0.000000004	0.00	$9,100,000	**$0.00**
79	Electric Bus	0	0.000000004	0.00	$9,100,000	**$0.00**	---	0.000000004	---	$9,100,000	---	0	0.000000004	0.00	$9,100,000	**$0.00**
80	Heavy Rail	0	0.000000007	0.00	$9,100,000	**$0.00**	---	0.000000007	---	$9,100,000	---	0	0.000000007	0.00	$9,100,000	**$0.00**
81	Light Rail / Streetcar	0	0.000000009	0.00	$9,100,000	**$0.00**	---	0.000000009	---	$9,100,000	---	0	0.000000009	0.00	$9,100,000	**$0.00**
82	Commuter Rail - New diesel locomotive or DMU	0	0.000000012	0.00	$9,100,000	**$0.00**	---	0.000000012	---	$9,100,000	---	0	0.000000012	0.00	$9,100,000	**$0.00**
83	Commuter Rail - Used diesel	0	0.000000012	0.00	$9,100,000	**$0.00**	---	0.000000012	---	$9,100,000	---	0	0.000000012	0.00	$9,100,000	**$0.00**
84	Commuter Rail - Electric or EMU	0	0.000000012	0.00	$9,100,000	**$0.00**	---	0.000000012	---	$9,100,000	---	0	0.000000012	0.00	$9,100,000	**$0.00**
85	**TOTAL CHANGE**	**4,465,182**	**---**	**0.06**	**---**	**$570,750.89**	**---**	**---**	**---**	**---**	**---**	**5,458,722**	**---**	**0.08**	**---**	**$688,286.67**

Safety: Injuries

Line	Mode	Current Year					Horizon - 10 Years					Horizon - 20 Years				
		VMT Decrease (Increase)	Conversion Factor: Injuries / VMT	Injury Decrease (Increase)	Monetization Factor ($ / injury)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Injuries / VMT	Injury Decrease (Increase)	Monetization Factor ($ / injury)	Value of Improvement [1]	VMT Decrease (Increase)	Conversion Factor: Injuries / VMT	Injury Decrease (Increase)	Monetization Factor ($ / injury)	Value of Improvement [1]
86	Automobile	4,984,350	0.000000195	0.97	$490,000	**$476,254.64**	---	0.000000195	---	$490,000	---	5,977,890	0.000000195	1.17	$490,000	**$571,187.39**
87	Diesel Bus	(519,168)	0.000001824	(0.95)	$490,000	**($464,011.59)**	---	0.000001824	---	$490,000	---	(519,168)	0.000001824	(0.95)	$490,000	**($464,011.59)**
88	Hybrid Bus	0	0.000001824	0.00	$490,000	**$0.00**	---	0.000001824	---	$490,000	---	0	0.000001824	0.00	$490,000	**$0.00**
89	CNG Bus	0	0.000001824	0.00	$490,000	**$0.00**	---	0.000001824	---	$490,000	---	0	0.000001824	0.00	$490,000	**$0.00**
90	Electric Bus	0	0.000001458	0.00	$490,000	**$0.00**	---	0.000001458	---	$490,000	---	0	0.000001458	0.00	$490,000	**$0.00**
91	Heavy Rail	0	0.000000155	0.00	$490,000	**$0.00**	---	0.000000155	---	$490,000	---	0	0.000000155	0.00	$490,000	**$0.00**
92	Light Rail / Streetcar	0	0.000001696	0.00	$490,000	**$0.00**	---	0.000001696	---	$490,000	---	0	0.000001696	0.00	$490,000	**$0.00**
93	Commuter Rail - New diesel locomotive or DMU	0	0.000001746	0.00	$490,000	**$0.00**	---	0.000001746	---	$490,000	---	0	0.000001746	0.00	$490,000	**$0.00**
94	Commuter Rail - Used diesel	0	0.000001746	0.00	$490,000	**$0.00**	---	0.000001746	---	$490,000	---	0	0.000001746	0.00	$490,000	**$0.00**
95	Commuter Rail - Electric or EMU	0	0.000001746	0.00	$490,000	**$0.00**	---	0.000001746	---	$490,000	---	0	0.000001746	0.00	$490,000	**$0.00**
96	**TOTAL CHANGE**	**4,465,182**	**---**	**0.02**	**---**	**$12,243.05**	**---**	**---**	**---**	**---**	**---**	**5,458,722**	**---**	**0.22**	**---**	**$107,175.80**

[1] Value will be positive for decreases and negative for increases.

Peer Agency Support Forms & Project Support Letter

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 22-25 Regional Call ☐ 22-25 Subregional Call ☒ 24-27 Regional Call ☐ 24-27 Subregional Call

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum:		Local Agency: CDOT
2. Project Sponsor: CDOT	3. Current Supporting Agency(ies): City and County of Denver, City of Westminster, Federal Heights	
4. Contact Person: Jessica Myklebust Email: jessica.myklebust@state.co.us	Title: CDOT Region 1 Transportation Director Phone: 303 757 9929	
PROJECT DESCRIPTION		
5. Project Title: Federal Boulevard BRT Design, NEPA, and Early Action Implementation		Total Project Cost: $40 million
Project Location: Federal Boulevard		Project Limits: (mileposts, intersecting roads, rivers, etc.) Connecting Englewood Station in the south to 120th Ave./Wagon Road Park-n-Ride to the north along Federal Boulevard.
County: Denver, Adams	Municipality(ies): Denver, Westminster, Federal Heights, Sheridan, Englewood	Project Length: 20 miles
Brief Description of Project: Provide project analysis, advance design, conduct required NEPA analysis and clearance, develop a detailed project definition, capital cost estimates and risk assessment required for the Federal Transit Administration's Small Starts Project Development Process to implement side running BRT. The proposed project will also include significant upgrades to transit stops, pedestrian and bicycle access, and enhanced ADA-compliant facilities.		
SUPPORT REQUEST		
6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*. ☐ Subregional Forum, Specify: ☒ Local Agency, Specify: Adams County		
7. Type of Support Requested: ☐ Support Only ☒ Financial Pledge: ☐ Subregional Funds: Amount: ☒ Local (non-DRCOG) Funds: Amount: $1,000,000		
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Jessica Myklebust	Date: 9/19/2022	

RESPONSE (to be completed by agency/subregion from whom support is requested)	
9. The forum/agency in #1 above has requested for you to support their project. Who are you? Subregional Forum:	Local Agency: Adams County
10. Contact person at supporting forum/agency: Chris Chovan	

Title: Senior Transportation and Mobility Planner, Public Works	Email: cchovan@adcogov.org	Phone: 720.523.6851

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $1,000,000 Fiscal year(s) funds are provided in: 2024
    If yes, where are funds coming from:
    ☒ Local Agency (i.e., non-DRCOG funds)
    ☐ Subregional Funding Target (forum must approve)
13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:
    Name: Lynn Baca, Chair, Adams County Date: 9/29/2022

DENVER
THE MILE HIGH CITY

DRCOG TIP Evaluation Committee

Subject: CDOT Federal Boulevard Bus Rapid Transit Preliminary Engineering and NEPA TIP Application

Dear Selection Committee Member:

This letter is written in support of CDOT's Federal Boulevard Bus Rapid Transit (BRT) Preliminary Engineering (PE) and NEPA application. Completion of these activities will allow the project to advance forward for eligibility with potential federal Small Starts Funding and future construction.

The 2019 Denver Moves Transit study identified the Federal Boulevard Corridor as one of the strongest corridors for future BRT investments in City & County of Denver (CCD). BRT in the Federal Boulevard corridor would provide faster, more reliable transit service along this heavily travelled transportation corridor. The BRT would connect to several existing RTD rapid transit corridors and other major bus lines serving Denver employment centers. Approximately 70% of persons holding jobs officed in Denver come from outside CCD boundaries. So, it is important that this corridor is multi-jurisdictional, linking unincorporated portions of Adams County, Denver, Englewood, Federal Heights, Sheridan and Westminster.

Alongside CDOT and the other project partners, CCD is eager to participate in the advancement of the project. CCD is fully supportive of advancing BRT in this corridor along with our partners CDOT, DRCOG, FTA, RTD, and other local jurisdictions. Development of BRT on Federal Blvd. supports DRCOG's MetroVision goals and CCD's goals related to mobility, equity, affordability, and air quality. **CCD has committed to contributing $2.5 Million toward the project's local match.**

Your consideration of the Federal Boulevard Bus Rapid Transit Preliminary Engineering and NEPA TIP Application is appreciated.

Please let me know if I can provide any additional information.

Sincerely,

David Krutsinger

David Krutsinger
Transit Director

Cc: Adam Phipps, DOTI Executive Director

City and County of Denver — Department of Transportation & Infrastructure
201 West Colfax Ave. Dept. 608 | Denver, CO 80202
www.denvergov.org/doti
Phone: 720-865-8630

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 22-25 Regional Call ☐ 22-25 Subregional Call ☒ 24-27 Regional Call ☐ 24-27 Subregional Call

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum:		Local Agency: CDOT
2. Project Sponsor: CDOT	3. Current Supporting Agency(ies): City and County of Denver, City of Westminster, Federal Heights	
4. Contact Person: Jessica Myklebust Email: jessica.myklebust@state.co.us	Title: CDOT Region 1 Transportation Director Phone: 303 757 9929	

PROJECT DESCRIPTION		
5. Project Title: Federal Boulevard BRT Design, NEPA, and Early Action Implementation		Total Project Cost: $40 million
Project Location: Federal Boulevard		Project Limits: (mileposts, intersecting roads, rivers, etc.) Connecting Englewood Station in the south to 120th Ave./Wagon Road Park-n-Ride to the north along Federal Boulevard.
County: Denver, Adams	Municipality(ies): Denver, Westminster, Federal Heights, Sheridan, Englewood	Project Length: 20 miles

Brief Description of Project: Provide project analysis, advance design, conduct required NEPA analysis and clearance, develop a detailed project definition, capital cost estimates and risk assessment required for the Federal Transit Administration's Small Starts Project Development Process to implement side running BRT. The proposed project will also include significant upgrades to transit stops, pedestrian and bicycle access, and enhanced ADA-compliant facilities.

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   - ☐ Subregional Forum, Specify:
   - ☒ Local Agency, Specify: Federal Heights

7. Type of Support Requested:
   - ☐ Support Only
   - ☒ Financial Pledge: ☐ Subregional Funds: Amount:
     ☐ Local (non-DRCOG) Funds: Amount:

8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Jessica Myklebust Date: 9/19/2022

RESPONSE (to be completed by agency/subregion from whom support is requested)

9. The forum/agency in #1 above has requested for you to support their project. Who are you?
   Subregional Forum: Adams County Local Agency: City of Federal Heights

10. Contact person at supporting forum/agency: Tim Williams
    Title: Com. Dev. Director Email: twilliams@fedheights.org Phone: 303-412-3558

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $200,000 Fiscal year(s) funds are provided in: 2024
    If yes, where are funds coming from:
    ☒ Local Agency (i.e., non-DRCOG funds)
    ☐ Subregional Funding Target (forum must approve)
13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:
    Name: Tim Williams Date: 9/22/2022

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 22-25 Regional Call ☐ 22-25 Subregional Call ☒ 24-27 Regional Call ☐ 24-27 Subregional Call

APPLICANT INFORMATION

1. Who is requesting support? Subregional Forum: Local Agency: CDOT
2. Project Sponsor: CDOT
3. Current Supporting Agency(ies): Denver, Adams County, Federal Heights
4. Contact Person: Jessica Myklebust Title: CDOT Region 1 Transportation Director
   Email: jessica.myklebust@state.co.us Phone: 303 757 9929

PROJECT DESCRIPTION

5. Project Title: Federal Boulevard BRT Preliminary Engineering and NEPA
   Total Project Cost: $ 40 M
   Project Location: Federal Boulevard
   Project Limits: (mileposts, intersecting roads, rivers, etc.) From 120th Avenue to Santa Fe Drive/Dartmouth Avenue
   County: Denver, Adams
   Municipality(ies): Denver, Westminster, Federal Heights, Sheridan, Englewood
   Project Length: 18 miles

Brief Description of Project: Provide project analysis, advance design to 30% level, conduct required NEPA analysis and clearance, develop a detailed project definition, capital cost estimates and initial risk register required to request entry into the Federal Transit Admistrations Small Starts Project to implement side running BRT. The proposed project also include significant upgrades to transit stops, pedestrian and bicycle access, and enhanced ADA-compliant facilities.

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   ☐ Subregional Forum, Specify:
   ☒ Local Agency, Specify: City of Westminster
7. Type of Support Requested:
   ☐ Support Only
   ☒ Financial Pledge: ☐ Subregional Funds: Amount:
   ☒ Local (non-DRCOG) Funds: Amount: $ 1 M
8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Jessica Myklebust Date: 9/19/21

RESPONSE (to be completed by agency/subregion from whom support is requested)

9. The forum/agency in #1 above has requested for you to support their project. Who are you?
   Subregional Forum: Local Agency: x
10. Contact person at supporting forum/agency: Debra Baskett
    Title: Senior Transportation and Mobility Planner Email: dbaskett@cityofwestminster.us Phone: 303 658 2129

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $1 M Fiscal year(s) funds are provided in: 24/25
    If yes, where are funds coming from:
    ☒ Local Agency (i.e., non-DRCOG funds)
    ☐ Subregional Funding Target (forum must approve)
13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:
    Name: Jody Andrews, Interim City Manager Date: 9/27/21

From the Office of the City Manager

October 4, 2022

CDOT Region 1
Attn: Jessica Myklebust, Regional Director
2829 W. Howard Pl.
Denver, CO. 80204

RE: Support for Federal Blvd. Bus Rapid Transit (BRT); DRCOG TIP Regional Application for FY 2024-2027

Dear Ms. Myklebust,

Please accept this letter as the City of Sheridan's support of the application for DRCOG TIP funds to advance the Federal Boulevard BRT project. If awarded, these funds will be used to complete preliminary engineering, 30% design documents, and NEPA compliance for the project.

The City of Sheridan is excited to be engaged in efforts to establish a BRT line along Federal Boulevard. Recently, the City has invested heavily in both transportation studies and upgrades to improve access both within and across Sheridan's borders. These include completion of Sheridan's $31 million-dollar Driving Change Bond Improvement Project in 2019 and a $500,000 project to improve 14 RTD bus stops within the City—which will be completed this month. Additionally, Sheridan has participated in the US-85/Santa Fe PEL Study, the US-285/Hampden Avenue Mobility and Safety Study, and will be kicking off a study of Federal Blvd. within Sheridan early next year.

The City of Sheridan has been involved in conversations regarding BRT service on Federal Blvd. dating back to the Regional BRT Network Feasibility Study commissioned by RTD and completed in January 2020. This study identified the Federal Blvd. corridor as a prime candidate for BRT service due to several factors, including high ridership potential, equity considerations, and comparative ease of implementation. This study also concluded that BRT service on Federal Blvd. has a high degree of competitiveness for FTA Small Starts grant funding.

The City of Sheridan enthusiastically supports the request for 2024-2027 DRCOG TIP Regional funds and looks forward to future collaboration with CDOT and other communities along the Federal Boulevard corridor for this crucial project.

Sincerely,

C. Devin Granbery
City Manager
dgranbery@ci.sheridan.co.us