

7 Next Steps

With the recommendation of a Preliminary LPA, the Colfax Corridor Connections project is ready to move to its next steps toward implementation. This chapter outlines the next steps that project sponsors can take to ensure the proposed project keeps moving forward.

Refinement of Preliminary LPA and Environmental Analysis and Documentation Pursuant to NEPA: As noted earlier, the recommended BRT option was modeled and costed with the assumption that the exclusive lanes are constructed for the entire ten-mile length of the East Colfax corridor within the study area (from the Auraria campus on the west to the Anschutz Medical Campus on the east). The actual extent of the exclusive lanes if and when any of these alternatives are implemented will be the subject of additional analysis and discussions between key stakeholders during the environmental clearance phase including but not limited to the public, the Federal Transit Administration, the Colorado Department of Transportation, RTD, and the City and County of Denver (the City of Aurora has determined that BRT Exclusive Lanes will not be implemented for the segment of East Colfax Avenue within Aurora). Those design and operational features to be agreed upon and specified in more detail during the environmental clearance phase (including Preliminary Engineering) include but are not limited to:

- The termini (starting and ending points) of exclusive lanes on both the east and west ends of the proposed project and how those points interact with existing roadway operations and signalization;
- The location of operational features such as queue jumps and transit signal priority;
- The location and designs of passenger stops and related amenities;
- Maintenance and operations issues, including the determination of the need for a new bus maintenance facility to accommodate the East Colfax BRT fleet if one is required;
- The definition of BRT vehicle operational features such as improved headways along with exact routing options at both the east and west ends of the study area.

Once an environmental clearance document is completed, it will be submitted for public review through a formal public involvement process. Upon completion of public review, a final document will be submitted to FTA for its review and comment. If approved by the FTA, the Preliminary LPA becomes the Final LPA for the proposed project.

Identify Local and Federal Funding: Subsequent to environmental clearance and approval of the Final LPA, project sponsors can initiate a number of specific activities aimed at moving the proposed project forward toward implementation, including but not limited to:

- Continuing to work closely with the FTA on subsequent project funding requests, including formal requests and related documentation to enter Project Development related to the New Starts or Small Starts program, and continuing to examine the potential for additional local, regional, state, and federal funding sources.
- Developing internal approvals for local matching funding and development of a local financial plan to demonstrate local financial commitment and support for the proposed project.



- Continuing to work with the Denver Regional Council of Governments (DRCOG) to provide more details on project specifics, including geographic extent and costs, and adding the proposed project to the short-range Transportation Improvement Program (TIP).
- Working with FTA to secure a Full Funding Grant Agreement (if New Starts) or Project Construction Grant Agreement (if Small Starts).

Design and Implementation: Following identification of funding for the proposed project, sponsors can move toward activities geared to implementation, including:

- Developing formal requests for – and conducting – final design for the proposed project.
- Developing formal requests and approvals for – and conducting – construction of the proposed project.

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