

August TIP Subcommittee Written Comments and DRCOG Responses

Section A: Project Information

- A4: Will the walk audit requirement prescribe specific elements that must be investigated?
- Will there be a template for the walk audit to help applicants frame the walk audit?

DRCOG Response: Walk audits require a review of safety, accessibility and comfort for pedestrians. DRCOG will develop a list of items applicants should observe when conducting the audit, as well as reference materials, though a specific template will not be required. Walk audit results will not be used for scoring applications and should be considered a tool for applicants to assist project scoping and cost estimation.

Section B: Impact of Proposed Project

- B3: Suggest moving the “respond to community input” item to the Community Impacts section.

DRCOG Response: Staff infers this question pertains more to the importance of what is being proposed and if the community accepts the solution (B3), rather than how the proposed solution may affect the residents, businesses and community resources located near the project location (B7), though staff ultimately understands how it could be placed as part of either question.

- Support a Regional Significance question even if regionalism lacks definition. Applicants should be able to explain interjurisdictional benefits.

DRCOG Response: Interjurisdictional partnerships and benefits should be part of the applicant’s response in B4. Section E: Regionalism is meant to address regional significance.

- B4 is a wide-open question. Recommend focusing more so responses are more consistent.
- B6: Will the housing and employment data be based on year 1 of project completion or year 2050?

DRCOG Response: The Data Tool will provide population, household and employment data for the current year (2025) and projections for 2050. Equity-related demographic data is only available for the current year (2025) based on the most recent ACS estimates.

Section C: RTP Priorities

- Prefer to list or discuss reliability as part of the actual investment priority category as stated in the RTP.
- Do not agree with eliminating Multi-modal Mobility because the RTP specifically lists multimodal as one of the primary investments.
DRCOG Response: The TIP questions in this section directly mirror the six investment priorities as outlined in the draft 2050 RTP, as the TIP is federally required to implement the RTP. The updated 2050 RTP is anticipated to be adopted prior to the TIP calls opening. A project's multimodal aspects will still be important and reflected in the scoring criteria.
- Why (is there) no bullet that addresses a pinch point or lack of capacity on a major regional arterial? There seems to be very little in these TIP questions to address needs of growing communities.
DRCOG Response: The reliability section can address these concerns, in addition to other sections of the application, depending on the specific elements of a proposal. This section also includes a checkbox related to the top 10 bottleneck segments, which will be a consideration in Section E: Regionalism.

Reliability

- Suggest adding "& Resiliency" to this category.
DRCOG Response: The naming conventions in this section are tied directly back to the RTP investment priorities and have not been altered from the language used in that document.
- What will be the data sources for hazards, both natural and manmade? How to ensure all applications are working from a similar data source?
DRCOG Response: Applicants are welcome to find additional information via CDOT at: <https://www.codot.gov/programs/planning/cdot-resilience-program>. This link will be provided within the application. Applicants will also be directed to the Environment and Hazards layer on the Data Tool, which includes Superfund sites, burn probability and flood data.
- Consider flooding impacts, wildfire risk, heat impacts, and network resiliency.
DRCOG Response: C12 directly relates to this statement, while C15 indirectly relates.

- C10: “Improve asset management” could be reworded as “project extends the service life of...”

DRCOG Response: Adjustments have been suggested to the application question.

Air Quality

- C18: How do we calculate VMT reduced for pedestrian/bicycle projects?

DRCOG Response: The response for the C18 checkbox will be a yes or no. For C20, applicants will have access to a spreadsheet where they can add specific inputs for all the elements of their proposed project. A spreadsheet tab will be provided for both bicycle and pedestrian facilities, where one of the outputs will be VMT reduced.

- C-23: Reducing traffic congestion and reducing VMT are very different approaches to improving AQ and should be separate questions.

DRCOG Response: The question was formed keeping in mind the federal funding source DRCOG has allocation authority over, Congestion Mitigation/Air quality, or CMAQ. To be eligible for CMAQ funding, a project must reduce air pollutants (C22) and/or congestion (C23). While traffic congestion and VMT are closely linked and can have a direct relationship, it doesn’t automatically mean reducing congestion will reduce VMT. C23 has been proposed to be altered slightly.

Regional Transit

- C31: Suggest adding “reliability”.

DRCOG Response: Reliability has been proposed to be included within the question.

Safety

- C34: What is meant by safety analysis? Can this be more specific? Is it an audit?

DRCOG Response: A safety analysis is meant to be any previous review (study, audit, plan, etc.) of traffic safety at the proposed project location by planners or engineers.

- For the safety section, consider moving it up in the application as the first category.

DRCOG Response: The order listed in the TIP application is the same order as it is listed in the proposed 2050 RTP. The order of the priorities is not a reflection of any regional priority importance.

Active Transportation

- Level of Traffic Stress (LTS) is a planning metric used to evaluate how comfortable and safe a roadway feels for bicyclists or pedestrians interacting with motor vehicle traffic.

DRCOG Response: Referencing and/or citing the Level of Traffic Stress would be a perfect way to respond to any question related to active transportation comfort and safety within a sponsor's application.

- C60: Appreciate the distinction between safety and comfort.
- The plan appears to prioritize multiuse paths to directional facilities. Is that true? There are crash trends associated with bicycles going against traffic on multiuse paths.

DRCOG Response: The regional active transportation network does not specify what facilities should be constructed in any given alignment to allow local planning flexibility, but that facilities should be of high comfort for most users. On-street facilities (approximately 47% of the regional active transportation corridors) should be planned and designed based on local context and safety issues and may be directional or bi-directional at the sponsor's discretion.

- C60: How is "comfort" defined?

DRCOG Response: A comfortable active transportation facility is generally described as one that is low stress for the user and separates different types of users of the facility (people walking, biking, or rolling) from fast or heavy vehicle traffic.

Section D: Project Readiness

- D-1: Why is overmatch or leverage being removed? This has always been used to stretch limited TIP funds.
- Seems that if an applicant can provide more local match, more points should be awarded.

DRCOG Response: Instead of being in a specific section with a weighting, the question is now incorporated into question D10, and the weighting has been added into Section D. Question D10 is proposed to autofill with the entered response in Section A. Scorers will be provided guidance as to what level of overmatch constitutes high-medium-low scores.

- D5: Not sure what the point is of asking the first part (how long do you expect the IGA to take?).

DRCOG Response: This section is meant to prepare the applicant for receiving funds. Applicants should be aware of the time it generally takes to execute an IGA to properly schedule the time and cost associated with their projects, especially if other outside elements are involved, like partnerships and other nearby projects. The timeliness in executing an IGA can also have an impact on any potential TIP delays.

Section E: Regionalism

- Section E is silent about serving major economic generators or major job centers. Consider adding an economic element.

DRCOG Response: Currently, DRCOG has limited data and lacks the comfort in using any of this data on a regional scale for TIP calls for projects. However, applicants are welcome to highlight access to jobs in other locations as appropriate.

- E2: does the project add or extend transit service? The question was asked about improving the assets like bus stops. vs. adding new. Do we want to be open to maintenance needs or just new capital needs?
- E-2: Add “does this improve, or add new and enhanced transit service?”

DRCOG Response: DRCOG is recommending this question be altered to relate to implementing a portion of the fiscally constrained rapid transit network of the draft 2050 RTP.

Overall Application

Weighting

- Impact should be the highest at 35% because it is providing a public improvement. A TIP project should not be about how many policy boxes can be checked but making measurable improvements.
- My recommended percentages: 40% impact, 35% for RTP, 15% readiness, and 10% regionalism.

DRCOG Response: For reference, the weightings are currently proposed at: Impact of Proposed Project: 25%, RTP Priorities 50%, Project Readiness 15%, Regionalism 10%. A proposed project can still have an impact by meeting regional priorities. Since applicants are applying to a regional agency for regional funds, we believe regional goals (RTP Priorities) should be prioritized overall.