



Policies for TIP Program Development

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TABLE OF CONTENTS

I.	INTRODUCTION.....	1
A.	Authority of the MPO	1
B.	Geographic Area of the TIP.....	1
C.	Time Period of the TIP	2
D.	TIP Development Schedule.....	2
II.	AGENCY ROLES AND REQUIREMENTS	4
A.	Agency Roles.....	4
B.	Requirements and Commitments for All TIP Projects	5
III.	DRCOG INITIAL PROGRAMMING.....	8
A.	Overview, Funding Assessment, and Initial Programming	8
IV.	DRCOG CALLS FOR PROJECTS.....	11
A.	Requirements for All DRCOG-Selected TIP Projects	11
B.	Regional Share Call for Projects.....	15
C.	Subregional Share Call for Projects.....	18
V.	TIP DEVELOPMENT, ADOPTION, AND REVISIONS.....	24
A.	TIP Development	24
B.	Adoption	25
C.	TIP Revisions	25
D.	Changes in Funding Allocations	27
	APPENDIX A.....	28
	RTD AND CDOT SELECTION PROCESSES.....	28
A.	RTD Process	28
B.	CDOT Process.....	29
	APPENDIX B - ELIGIBLE PROJECTS BY FUNDING SOURCE	32
	APPENDIX C - ELIGIBLE 2050 MVRTP PROJECTS	34
	APPENDIX D – BASE TIP APPLICATION	39

LIST OF FIGURES

Figure 1. Geographic Area of Transportation Improvement Program..... 3

LIST OF TABLES

Table 1. Transportation Improvement Program Development Schedule..... 2
Table 2. TIP Set-Aside Programs..... 9
Table 3. Project Categories Eligible for Regional Share Funding..... 16
Table 4. Funding Target Percentage..... 19
Table 5. Project Categories Eligible for Subregional Share Funding 20
Table 6. Maximum Applications DRCOG will Assist in Scoring..... 22

I. INTRODUCTION

The Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) specifically programs the federally- and state-funded transportation improvements and management actions to be completed by the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other project sponsors over a four-year period.

[Metro Vision](#) serves as a comprehensive guide for future development of the region with respect to growth and development, transportation, and the environment. One component of *Metro Vision* is the Metro Vision Regional Transportation Plan (MVRTP). It presents the vision for a multimodal transportation system that is needed to respond to future growth, as well as to influence how the growth occurs. It specifies strategies, policies, and major capital improvements that advance the objectives of *Metro Vision*. The Fiscally Constrained MVRTP defines the specific transportation elements and services that can be provided throughout the years identified in the adopted MVRTP based on reasonably expected revenues.

As required by federal and state law, the TIP must be fiscally constrained to funds expected to be available. All projects selected to receive federal and state surface transportation funds, and all regionally significant projects regardless of funding type, must be identified in the TIP.

The TIP specifically identifies programs and projects for federal and state funding based on the adopted MVRTP. It takes the multimodal transportation vision of the adopted MVRTP and begins to implement it through projects funded in the adopted TIP. The TIP is programmed using a dual model selection process for all funds allocated by DRCOG. This process splits available funding into two shares - regional and subregional. The regional process is conducted similar to previous DRCOG allocations, while the subregional process proportionally targets funding for planning purposes to each county and all the eligible applicants within, to recommend projects that meet the regional vision of DRCOG and the needs of each individual subregion. Due to changing federal, state, and local laws and regulations, including shifts in regional priorities, this document can be amended by the Board at any time.

The TIP is prepared and adopted by DRCOG, the region's Metropolitan Planning Organization (MPO), in cooperation with CDOT and RTD. This document establishes policies and direction for developing the TIP and selecting projects to be included.

A. AUTHORITY OF THE MPO

Federal law charges MPOs with the responsibility for developing and approving the TIP. DRCOG directly selects projects with federal and state funding, and reviews CDOT- and RTD-submitted projects for consistency with regional plans.

B. GEOGRAPHIC AREA OF THE TIP

The TIP is prepared for the area shown in Figure 1. Projects must be located within the MPO boundaries (the blue outline) for all funding types except Multimodal Transportation and Mitigation Options Fund (MMOF), though projects within eastern Adams and Arapahoe Counties are eligible for Congestion Mitigation/Air Quality (CMAQ) funding only. Note the MPO boundary is different than the DRCOG boundary.

C. TIME PERIOD OF THE TIP

Each TIP developed contains four years of committed and programmed projects. TIP projects may also contain prior and future funding for years before and after the identified TIP. Prior and future funding is not fiscally constrained, and typically is used to financially align CDOT and RTD planning products, in addition to DRCOG-selected TIP projects that were selected outside of an identified TIP.

D. TIP DEVELOPMENT SCHEDULE

Table 1 shows the typical schedule for developing a TIP. A more detailed schedule, along with DRCOG funding request application forms and instructions, will be distributed with the solicitation for funding requests.

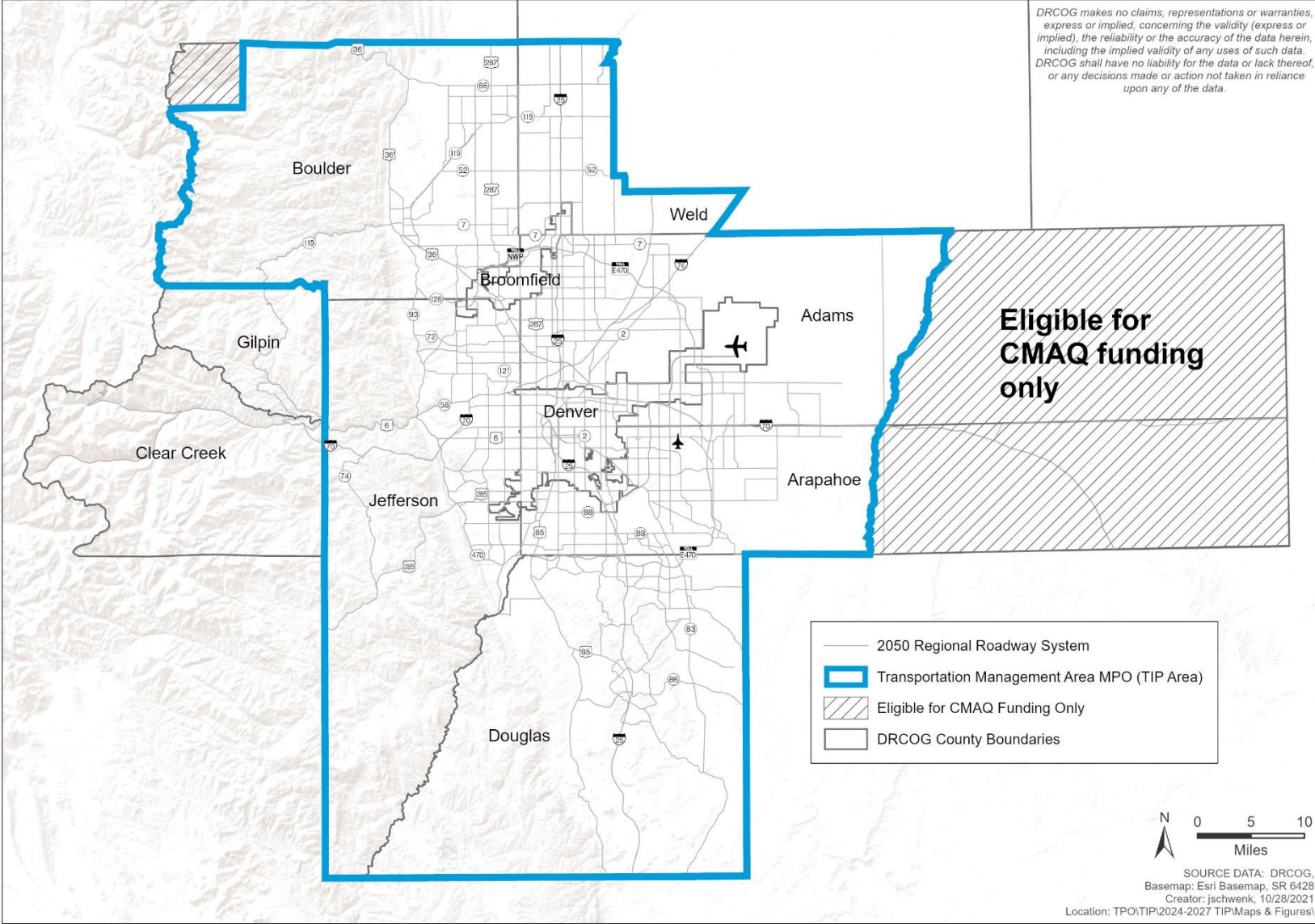
Table 1. Transportation Improvement Program Development Schedule

TIP Process Element	Month
TIP Policy Revisions	Month 1-6
Solicitation for DRCOG Regional Share Funding Requests, Initial Evaluation, and Draft Project Listing	Month 7-11
Required TIP Trainings	Month 7
Solicitation for DRCOG Subregional Share Funding Requests, Initial Evaluation, and Draft Project Listing	Month 13-17
Draft TIP Document Preparation	Ongoing
Public Hearing on Draft TIP	Month 18
Committee Review of Draft TIP	Month 19
Board Action for TIP Adoption	Month 20

Figure 1. Geographic Area of Transportation Improvement Program



Geographic Area of Transportation Improvement Program



II. AGENCY ROLES AND REQUIREMENTS

This section identifies the funding programmed by DRCOG, CDOT, and RTD, the steps taken to integrate the three processes, and common requirements for all TIP projects, regardless of funding source.

A. AGENCY ROLES

Each of the three regional transportation planning partners—**DRCOG, CDOT, and RTD**—select projects for the funds over which it has authority. These three selection processes are conducted separately until they are integrated into a draft TIP by DRCOG staff. See Section V.A for additional details. All project sponsors are strongly encouraged to discuss their potential project with relevant agencies before their funding requests are submitted.

DRCOG selects projects to receive Federal-Aid Highway and state funding from the following five programs. Please see Appendix B for examples of projects by funding source. DRCOG is also the Designated Recipient for FTA 5310 large urban funds, though this is conducted outside of the TIP call for projects process.

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives (TA)
- Congestion Mitigation/Air Quality (CMAQ)
- Carbon Reduction Program (CRP)
- State Multimodal Transportation and Mitigation Options Fund (MМОF)

CDOT selects projects for inclusion into the TIP using a variety of federal, state, and local revenues. Though not an exclusive list, the programmatic categories listed below are typically used to fund CDOT projects and local projects via pass-through funds. These programs and responsibilities for selecting projects typically evolve with each new federal transportation act.

- Americans with Disabilities Act (ADA)
- Bonds/Loans
- Bridge (on-system, off-system, discretionary)
- Congestion Relief Program (regional CDOT priorities to reduce congestion on the state highway system)
- Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) Bridge, Safety, and Transit (state revenues for eligible projects)
- National Highway Freight Program (NHFP)
- FTA Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities – Small urban transit capital projects)
- FTA Section 5311 (Formula Grants for Rural Areas – transit planning, operating, and capital)
- FTA Section 5339 (Grants for Buses and Bus Facilities Program - transit capital projects)
- Intelligent Transportation Systems
- Permanent Water Quality Facilities (PWQF)
- Regional Priorities Program (RPP) (strategic regional priorities)
- Safe Routes to School
- Safety Projects
- Surface Treatment (repaving projects)
- SB18-001
- SB09-228
- SB17-267
- SB21-260
- Transportation Infrastructure Finance and Innovations Act (TIFIA)
- Transportation Alternatives (CDOT allocation)
- Transportation Commission Contingency
- Other projects using federal discretionary funds

RTD selects projects using a variety of federal funds and RTD revenues to fund regional transit system construction, operations, and maintenance. The projects follow their Mid-Term Financial Plan. Projects are listed in the TIP under the following categories:

- FTA Section 5307 (transit capital, operations, capital maintenance, studies)
- FTA Section 5309 (transit Capital Investment Grants (CIG))
- FTA Section 5337 (transit State of Good Repair)
- FTA Section 5339 (transit capital improvements)
- FasTracks
- Other projects using federal discretionary funds

B. REQUIREMENTS AND COMMITMENTS FOR ALL TIP PROJECTS

This section outlines any specific or special requirements necessary for a project to be placed within the TIP, regardless of selection agency (DRCOG, CDOT, or RTD) or funding source.

1. Eligible Applicants

Eligible applicants for DRCOG-selected projects are listed in Section IV.A. CDOT and RTD establish applicant eligibility for the programs for which they select projects.

2. Project Eligibility

All projects to be granted funds through the TIP must:

- be consistent with *Metro Vision* and the MVRTP,
- abide by federal, state, and local laws,
- be consistent with locally-adopted plans, and
- have required matching funds (if any) available or reasonably expected to be available.

The types of projects eligible for specific funding sources are established in the current federal transportation legislation and state statute. Some are further defined by each selection agency. DRCOG project eligibility is defined within each Call for Projects section and further detailed in Appendix B.

3. Air Quality Commitments

The TIP must implement any submitted State Implementation Plan (SIP) Transportation Control Measures (TCMs), which are detailed in the air quality conformity finding. No TCMs are currently included within the adopted MVRTP. The TIP must also comply with any outcomes of Colorado House Bill 19-1261 (greenhouse gas pollution reduction roadmap) and Colorado Senate Bill 21-260 (pollution reduction planning framework), including Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22).

4. Capital Project Eligibility

Capital projects must be identified in particular air quality staging periods in the adopted Fiscally Constrained RTP of the current MVRTP to be eligible for Regional and Subregional Share TIP funding. Appendix C of this document lists the current eligible and ineligible projects and elements. Please see Chapter IV, Sections B and C for how the currently eligible capital projects fit into the Regional and Subregional Calls for Projects. Capital projects and eligible activities extend to the following:

- Roadway capital projects (e.g., lane mile changes of one mile or greater or new interchanges),
- Bus Rapid Transit (BRT) capital projects involving either a fixed guideway or a bus lane one mile or greater in length, and

- Rail rapid transit projects which add a new rail station or build a new section of line connecting to a station.

This section only deals with capital projects. Roadway operational projects less than one mile in length and bus (service and operational) projects (e.g., stops, signage, Transit Signal Priority, rolling stock, queue-jump lanes, and similar project types) less than one mile in length are eligible regardless of their inclusion in the adopted MVRTP.

5. Eligibility Requirements of Transportation Technology Projects

All transportation technology projects selected by DRCOG to receive federal funding shall clearly help achieve the goals and objectives in an adopted DRCOG regional operations plan and must follow specific guidance outlined in the call for projects eligibility criteria. Such projects must also be based on a systems engineering analysis [[23 CFR § 940.11 \(a\)](#)]. A specific process for design, implementation, and operations & maintenance must be accounted for by the applicant pursuing TIP funds. The first step is the identification of portions of the [DRCOG regional ITS architecture](#) being implemented. Early coordination with DRCOG staff regarding the architecture is recommended.

6. Freight

In the DRCOG selection process, freight facility projects, freight-related pollutant reduction projects, roadway projects, and studies may benefit freight movement or freight facilities. For example, projects selected for the current Fiscally Constrained MVRTP were evaluated based on several criteria, such as improving total and/or truck travel time reliability, reducing emissions, and improving the region's competitive position, each of which is important to freight movement. Projects benefiting freight movement will be discussed in the interagency review of projects (See Section V.A).

7. Commitment to Implement Project

Since the TIP is dependent on a satisfactory air quality conformity finding, inclusion of a project in the TIP shall constitute a commitment to complete the project in a manner consistent with the years of funding identified in the TIP.

Any additional funding necessary to complete the project scope *beyond* the already identified DRCOG allocation in the TIP must be borne by the project sponsor. If any anticipated matching funds become unavailable, the project sponsor must find other non-DRCOG funds to replace them. If project costs increase on CDOT- and RTD-selected projects, CDOT or RTD may provide additional federal, state, or local funds equal to the increase. If project costs increase on the scope elements defined within DRCOG-selected projects, sponsors must make up any shortfalls with non-DRCOG-allocated funds.

All project components (within each funded TIP phase) contained within Environmental Impact Statements (EISs)/Records of Decision (RODs), Environmental Assessments (EAs)/Findings of No Significant Impact (FONSI), or other National Environmental Policy Act (NEPA) decision documents must be funded as part of the project.

8. Public Involvement

Public involvement is expected at all stages of project development and the responsibility for seeking it lies with the project sponsor. For projects seeking DRCOG-selected funding, early public input is key as the sponsoring agency is preparing its funding request submittal in either the regional or subregional project selection process. The DRCOG committee review process through the Transportation Advisory Committee (TAC) and Regional Transportation Committee (RTC), and a public hearing at the regional level, provide opportunities for public comment prior to DRCOG Board action on adoption of the TIP. The TIP public

involvement process also serves as the public involvement process for RTD's program of projects using FTA Section 5307 funding, and the public hearing is noticed accordingly.

9. Advance Construction

For projects selected for TIP funding, a sponsor wishing to accelerate the completion of a project with non-federal funds may do so through a procedure allowed by FHWA referred to as advance construction.

Through advance construction, a project sponsor can independently raise upfront capital for a project and preserve eligibility for future federal funding for that project. At a later point, federal funds can be obligated for reimbursement of the federal share to the sponsor. This technique allows projects that are eligible for federal aid to be implemented when the need arises, rather than when obligation authority for the federal share has been identified. The project sponsor may access capital from a variety of sources, including its own funds and private capital in the form of anticipation notes, commercial paper, and bank loans.

If any sponsor wishes to advance construct a project in the TIP, it must seek CDOT and FHWA permission to do so.

III. DRCOG INITIAL PROGRAMMING

This section outlines the DRCOG TIP process that takes place before the Regional and Subregional Share calls are issued.

A. OVERVIEW, FUNDING ASSESSMENT, AND INITIAL PROGRAMMING

1. Dual Model Overview

The dual project selection model has two TIP project selection elements - regional and subregional. In the Regional Share, funding goes towards projects that have a regional benefit and implement elements of the MVRTIP.

Within the Subregional Share, funds are proportionally targeted for planning purposes to predefined geographic units (counties) for project prioritization and recommendations to the DRCOG Board. Each county subregion can add criteria specific to their subregional application accounting for local values. Additional details are provided in Section IV.

2. Funding Assessment

DRCOG staff will estimate how much funding will be available, by funding source, for the federal fiscal years the TIP is programming in consideration of control totals provided by CDOT and other sources. The total four-year program funding must include the federal share of all carryover projects, set-aside programs, and other funding commitments as outlined below, in addition to any new funding requests (as outlined in Section IV). If programming activities need to take place outside of the Regional and Subregional Calls for Projects or wait list process, DRCOG staff will inform and/or seek DRCOG Board approval.

DRCOG, through its calls for projects, funds projects with:

- Surface Transportation Block Grant Program (STBG) funds. This federal funding type is the most flexible and can be used for a variety of transportation projects and programs, including roadways, bridges, active transportation infrastructure, and transit capital purchases.
- STBG set-aside for Transportation Alternatives (TA) funds. Federal TA funds are primarily for active transportation infrastructure.
- Congestion Mitigation/Air Quality (CMAQ) funds. Federal CMAQ funds are for projects and programs that provide an air quality benefit by reducing emissions and congestion. Major project type exceptions include roadway capacity and reconstruction projects.
- Carbon Reduction Program (CRP) funds. Federal CRP funds are for projects that support a reduction in greenhouse gas emissions. Major project type exceptions include roadway capacity and reconstruction projects.
- State Multimodal Transportation and Mitigation Options Funds (MMOF). State MMOF funds are to be used for transit, TDM programs, multimodal mobility projects enabled with new technology, studies, modeling tools, projects that decrease vehicle miles traveled (VMT) or increase multimodal travel, and active transportation projects.

Both Calls for Projects are conducted using a dual track method, with separate application tracks for STBG and TA/CMAQ/CRP/MMOF. Within the TA/CMAQ/CRP/MMOF track, applicants will not define the specific funding type, though they may indicate a wish to utilize state MMOF solely within their successful application. After all projects have been recommended for inclusion into the draft TIP document, staff will assign the appropriate funding type to each project.

3. Carryover Projects

DRCOG staff will continue to fund all approved projects from the previous TIP that were delayed or were selected from a TIP wait list and receive permission from the DRCOG Board of Directors to proceed. No new TIP funding will be used. Instead, funding for the projects continuing into a TIP will be carried over from the previous TIP.

4. Set-Aside Programs

DRCOG will continue with the practice of taking funds “off-the-top” to fund regional programs. The TIP reflects the intent to fund the following set-aside programs in the amounts shown in Table 2, totaling \$63,360,000 in DRCOG-allocated funds over the four years of the TIP.

Table 2. TIP Set-Aside Programs

Set-Aside Programs	4-Year DRCOG Funding Allocations for the TIP (FY24-27)
<u>TDM Services</u>	<p align="center">\$15,440,000</p> <ul style="list-style-type: none"> • \$9,600,000 for the DRCOG Way to Go program • \$3,840,000 for 8 regional TMAs partnership @ \$120,000/year • \$2,000,000 for TDM non-infrastructure projects
<u>Regional Transportation Operations & Technology</u> (traffic signals and ITS)	<p align="center">\$20,000,000</p> <ul style="list-style-type: none"> • \$4,000,000 for DRCOG program support to develop traffic signal plans • \$16,000,000 for capital investments (call for projects)
<u>Air Quality Improvements</u>	<p align="center">\$7,920,000</p> <p>Regional Air Quality Council (RAQC) will receive:</p> <ul style="list-style-type: none"> • \$2,775,000 for ozone outreach and education • \$1,000,000 for localized community-based marketing • \$3,425,000 for other focused outreach and air quality improvement programs • \$720,000 for ozone modeling
<u>Human Service Transportation</u>	<p align="center">\$8,000,000</p> <ul style="list-style-type: none"> • \$8,000,000 to improve service and mobility options for vulnerable populations by funding underfunded/underserved trips and rolling stock expansion
Community Mobility Planning and Innovation	<p align="center">\$12,000,000</p> <ul style="list-style-type: none"> • \$3,000,000 for Transportation Corridor Planning • \$5,000,000 for Community Mobility Planning • \$4,000,000 for Innovative Mobility

Each set-aside program, apart from the Air Quality Improvements, will independently develop its own eligibility requirements and criteria, including minimum project funding requests, along with a scoring system to recommend projects to the DRCOG Board for inclusion into the TIP at appropriate times, typically every two years. All set-aside programs will be managed and Calls for Projects conducted by DRCOG, apart from the Air Quality Improvements Set-Aside, which will be managed by the RAQC.

5. Other Commitments

No current commitments were made by the DRCOG Board to fund projects “off the top”, outside of the Set-Asides and Calls for Projects.

6. Dual Model Funding Allocation

After new funding is allocated to the set-aside programs and other commitments (if any), the remaining funds are designated for new projects from the requests in the Regional Share and Subregional Share processes.

20% of the remaining funds will be allocated to the Regional Share process and 80% to the Subregional Share. Details regarding these calls are outlined in the next section.

IV. DRCOG CALLS FOR PROJECTS

DRCOG evaluates and selects projects through two calls for projects - one for the Regional Share and another for the Subregional Share. This dual model approach provides the desired flexibility for member governments to apply local values to the TIP process and still maintain DRCOG's strong commitment to implementing a TIP process consistent with *Metro Vision* and the adopted MVRTP.

A. REQUIREMENTS FOR ALL DRCOG-SELECTED TIP PROJECTS

1. Eligible Project Activities and Locations

All projects submitted through DRCOG, regardless of which call for projects, must be eligible for one of the funding types that DRCOG allocates (see Appendix B) and located in and/or provide benefits to the MPO geographical area (see Figure 1). Project eligibility is specific for each of the calls for projects (Regional and Subregional). Detailed information on each respective call is listed further on in this section.

2. Projects Requiring Concurrence by CDOT or RTD

If any eligible applicant wishes to apply for any project on a state highway or within state right-of-way, they must have the written concurrence of CDOT before the application deadline. Funding requests in need of RTD involvement (for either capital projects, service operations, or to access RTD property) must have the written concurrence of RTD. Applicants are strongly encouraged to contact CDOT or RTD early in the application process.

3. Projects Requiring an Intergovernmental Agreement (IGA) with CDOT or RTD

For any projects requiring the sponsor to contract with CDOT or RTD to receive DRCOG-allocated funds, submittal of the application is an agreement by the sponsor to use the applicable IGA without revision. It is expected that a sponsor, after receiving notification from DRCOG their project is funded, will begin the IGA process immediately.

4. Eligible Applicants

Eligible applicants for projects to be selected by DRCOG, in either the Regional or Subregional Share, include:

- county and municipal governments,
- regional agencies; specifically, RTD, RAQC, DRCOG, and transportation management organizations/associations (TMO/A's) (non-infrastructure projects only), and
- the State of Colorado offices and agencies, including CDOT, public colleges, and universities.

5. TIP Connection and Implementation of the Adopted MVRTP

The adopted MVRTP includes project and program investment priorities. These investment priorities will guide TIP development to support implementation of the policies and programs established in *Metro Vision* and the MVRTP. The following MVRTP priorities are part of the Regional and Subregional Share evaluation criteria and will assist project applicants in investment decisions.

- Safety
 - Increase the safety for all users of the transportation system
 - Drawn from RTP priorities, Vision Zero, federal performance measures
 - Example project types: Any type, assuming safety is improved

- Active Transportation
 - Expand and enhance active transportation travel options
 - Drawn from RTP priorities, Active Transportation Plan, Metro Vision objectives
 - Example project types: Bike/Pedestrian, TDM, first/last mile; projects can be stand alone or elements of a larger project
- Air Quality
 - Improve air quality and reduce greenhouse gas emissions
 - Drawn from RTP, federal performance measures, Metro Vision objectives
 - Example project types: Any type, assuming the element is justified, except standalone roadway capital/reconstruction and a bridge rehabilitation/replacement
- Multimodal Mobility
 - Provide improved travel options for all modes
 - Drawn from RTP priorities, federal performance measures, Metro Vision objectives
 - Example project types: Any type
- Freight
 - Maintain efficient movement of goods within and beyond the region
 - Drawn from RTP priorities, Freight Plan, federal performance measures, Metro Vision objectives
 - Example project types: Any type. Projects can be location-based (improvements at a location) or projects designed to improve freight mobility
- Regional Transit
 - Expand and improve the region's transit network
 - Drawn from RTP priorities, Coordinated Transit Plan, Regional Bus Rapid Transit Feasibility Study
 - Example project types: BRT, new/enhanced bus service, mobility hub, stop enhancements

6. Financial Requirements

Sponsors must commit a **minimum of 20% match** from non-federal financial resources for STBG, CMAQ, CRP, and TA funding requests submitted for consideration.

The State MMOF program requires a 50% non-MMOF match. MMOF will be matched with CMAQ, TA, or CRP funds, plus the required 20% match on those funds. Based on CDOT Transportation Commission action, local match requirements for the MMOF funding program may be reduced for certain jurisdictions and will be reviewed at the beginning of each TIP Call for Projects cycle.

Additionally, sponsors must request a **minimum of \$100,000 in DRCOG allocated funds** to be a candidate for DRCOG selection. All submitted requests must be reflected in year of expenditure dollars using a 3% inflation factor.

Subregions may place additional restrictions on the amount of local match and the federal/state funding request. Please see the following two subsections for additional details.

7. Commitment to Implement a Project

Inclusion of a project in the TIP shall constitute a commitment by the sponsor to complete their project in a timely manner. A sponsor's submittal of a funding request for DRCOG selection shall constitute a commitment to complete each project phase as described in the application form if the project is selected for funding. The adopted TIP scope at a minimum must be implemented.

Sponsors with funding requests selected for inclusion in the TIP shall work with CDOT or RTD to ensure that all federal and state requirements are followed, and the project follows the project phases programmed in the TIP.

8. Next Meaningful Phase

Most of the regionally significant roadway and transit projects in the adopted Fiscally Constrained MVRTP are quite costly. To allow more flexibility in funding consideration in the Regional Share TIP process, applicants can submit implementation funding requests for only the “next meaningful phase” of such projects. The “next meaningful phase” should be jointly established by the sponsor, CDOT or RTD, and DRCOG staff in advance of the submittal. The functional implication of a “meaningful phase” is that a completed phase creates something usable. If additional funding is allocated to an existing project for new or revised project scope elements, the new scope element(s) will be added to the existing TIP project with funding years and project phases adjusted accordingly.

9. Required Training

At the initiation of the Regional Share TIP Call for Projects, DRCOG, CDOT, and RTD staff shall jointly conduct mandatory training workshops (a mixture of in-person and virtual, as warranted) to cover and explain the submittal process, eligibility and evaluation, construction and development requirements for construction projects, sponsor responsibilities, and basic requirements for implementing federal projects for both the regional and subregional processes. Applicants are only required to attend one of the trainings. Each training will cover the same material and include the two calls for projects, so if applicants are not anticipating submitting a Regional Share application, but are for the Subregional Share, they are required to attend one of the trainings.

During the training, CDOT, RTD, and DRCOG staff will be available to assist jurisdictions in preparing funding request applications, as needed. As an outcome of this required training, those in attendance will become “certified” to submit TIP applications for either call. Only those applications prepared by eligible sponsors in attendance at one of the mandatory trainings will be considered as “eligible” submittals.

10. DRCOG-Selected Project Phase Initiation Delays

DRCOG has a project tracking program that tracks the initiation of a project phase. A delay occurs when a project phase, as identified during project submittal and contained within the TIP project description, has not been initiated in the identified year. For example, a project that has only one year of DRCOG-selected funding receives a delay if the project did not go to bid (construction projects), did not hold its kick-off meeting (studies), or didn’t conduct similar project initiation activities (other types of projects) by the end of the federal fiscal year for which it was programmed. For projects that have more than one year of DRCOG-selected funding, each phase (year) will be reviewed to see if the objectives defined for that phase have been initiated.

DRCOG defines the initiation of a project phase in the following manner as of September 30 for the year with DRCOG-selected funding in the TIP that is being analyzed:

- Design: IGA executed with CDOT AND if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with CDOT project staff
- Environmental: IGA executed with CDOT AND if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with CDOT project staff
- ROW: IGA executed with CDOT AND ROW plans turned into CDOT for initial review
- Construction: project publicly advertised
- Study: IGA executed AND kick-off meeting has been held
- Bus Service: IGA executed AND service has begun

- Equipment Purchase (Procurement): IGA executed AND RFP/RFQ/RFB (bids) issued
- Other: IGA executed AND at least one invoice submitted to CDOT/RTD for work completed

On October 1 (beginning of the next fiscal year), DRCOG will review the project phase status with CDOT and RTD to determine if a delay has occurred. If a delay is encountered (project phase being analyzed has not been initiated by September 30), DRCOG, along with CDOT or RTD, will discuss the project and the reasons for its delay with the sponsor. The result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all its DRCOG-selected projects.

Sponsors will be requested to appear before the TAC, RTC, and DRCOG Board to explain the reasons for the delay(s) and receive TAC and RTC recommendation, and ultimately DRCOG Board approval to continue. Any conditions established by the DRCOG Board in approving the delay become policy.

On the following July 1, nine months after the project phase(s) was initially delayed, DRCOG staff will review the project status with CDOT or RTD to determine if the phase is still delayed. If it's determined the project sponsor, as identified in the adopted TIP, is the cause of the continued delay (phase not being initiated by July 1), the project's un-reimbursed DRCOG-selected funding for the delayed phase will be returned to DRCOG for reprogramming (federal funding reimbursement requests by the sponsor will not be allowed after July 1).

If it's determined that another agency or an outside factor beyond the control of the project sponsor not reasonably anticipated is the cause of the delay (phase not being initiated by July 1), the future course of action and penalty will be at the discretion of the Board of Directors.

Board action may include, but is not limited to:

- Establishing a deadline for initiating the phase.
- Cancel the phase or project funding and return to DRCOG for reprogramming.
- Reprogram the project funding to future years to allow other programmed projects to advance.

B. REGIONAL SHARE CALL FOR PROJECTS

1. Regional Share Intent

Regional Share projects and programs serve to achieve the regional outcomes and objectives of Metro Vision and the regionally-funded project and program investment priorities set by the adopted MVRTP.

2. Funding Availability

Once all set-aside programs and commitments are allocated, the remaining funds are designated to new projects from the requests in the regional and subregional share process. Of the available funds, the Regional Share will be comprised of 20%. Exact funding levels will be available before the Regional Share Call for Projects opens. Funds that remain unallocated from the Regional Share Call for Projects will be added to the total Subregional Share allocation.

For the Regional Share Call for Projects, sponsors must commit **a minimum of 20% match** from non-federal financial resources for STBG, CMAQ, CRP, and TA funding requests submitted for consideration through their subregion. The MMOF program requires a 50% match from non-MMOF funds. MMOF will be matched with CMAQ, CRP, or TA funds plus the required 20% match on those funds. Per CDOT action, some local agencies may require less than a 50% match. Additionally, sponsors must request **a minimum of \$100,000 in federal/state funds** for any request submitted to be a candidate for DRCOG selection.

3. Eligibility Requirements

Programs funded through DRCOG's Regional Share shall address mobility issues to a level that can definitively illustrate a "magnitude of benefits" fitting of a regional program. Participation within the proposed program, along with the anticipated services and benefits, must be available within the entire DRCOG TIP planning area (the MPO area). Proposed initiatives and other efforts which cover the entire region will also be eligible. Regional programs will focus on optimizing the multimodal transportation system by increasing mobility and access, and/or programmatic efforts to ensure that people of all ages, incomes, and abilities are connected to their communities and the larger region.

Projects funded through DRCOG's Regional Share shall include eligible transportation improvements that implement the elements of the adopted MVRTP as specified in Table 3 below.

Table 3. Project Categories Eligible for Regional Share Funding

MVRTP Eligible Categories	Eligible Projects/Programs for the Regional Share As adopted in Table 3.1 of the 2050 MVRTP at the time of TIP Call for Projects	
	Any Project Phase	Pre-Construction Activities
Multimodal Capital (Projects & Programs DRCOG Administered Funds only)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Regional BRT Projects	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Corridor Transit Planning (Projects & Programs)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period Regional mobility hubs Any other regional strategic transit improvement* 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Arterial Safety /Regional Vision Zero (Projects & Programs)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period Any other safety project located on the Taking Action on Regional Vision Zero Plan High Injury Network (arterial or higher classification)* 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Active Transportation (Projects & Programs)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period Any other active transportation project that closes a gap or extends a facility on the regional active transportation corridors 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Freight (Projects & Programs)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period Any other project located on the Tier 1 or Tier 2 Regional Highway Freight Vision Network that primarily improves freight movement or access to a Regional Freight Focus Area* 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Studies	<ul style="list-style-type: none"> Study limits must include the entire MPO boundary at a minimum <u>and</u> specifically address one of the categories listed above. 	
<p>* Must not be an air quality Regionally Significant Project as defined in the 2050 MVRTP; roadway projects must be located on a principal arterial or higher classification.</p>		

Projects on roadways must be on the [DRCOG Regional Roadway System](#), which contains roadways that have a classification of a principal arterial or higher.

For projects that require an Environmental Assessment (EA) or an Environmental Impact Statement (EIS), the EA or Draft EIS Disclosure Document must be signed or be reasonably expected to be signed by the relevant federal agency within the TIP years being programmed. TIP funding for a study does not constitute a commitment to expedite funding for implementation in a coming TIP cycle. Funding for implementation will be based on relevant evaluation criteria in that (future) TIP process.

4. Regional Share Criteria

Projects are evaluated based on qualitative and quantitative responses to questions in four application sections.

- Section A: Regional Impact of Proposed Projects (30%)
The degree to which the project addresses a significant regional problem or benefits people throughout the Denver region, including how the project will improve access and mobility for disproportionately impacted and environmental justice population groups.
- Section B: Metro Vision Regional Transportation Plan Priorities (50%)
The degree to which the project addresses the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit.
- Section C: Project Leveraging (10%)
The amount of non-Regional Share funds contributed toward the overall cost of the project.
- Section D: Project Readiness (10%)
The degree to which the project sponsor demonstrates the ability to deliver the project within the proposed timeframe.

The Regional Share criteria to be used in the evaluation of projects is contained within Appendix D.

5. Application Form

DRCOG staff will make TIP application materials and instructions publically available. The Regional Share will utilize a parallel track application process to keep the overall match for federal funds at a minimum of 20%.

- The “STBG” track will utilize an application that will solicit and select projects eligible for STBG funds.
- The “Air Quality and Multimodal” track will utilize an application that will solicit and select projects eligible for MMOF, CMAQ, CRP, and TA funds. Federal, state, and local funding types may be combined to reduce the overall required match to 10%, so long as a 20% match is provided for CMAQ, CRP, and TA funds.

6. Required Training

Training shall be required for any eligible sponsor who wishes to submit an application in the Regional Share Call for Projects. See Section IV.A for additional details.

7. Call for Projects and Application Submittals

The Regional Share Call for Projects will be announced by DRCOG and be open for 8 weeks. Regional Share project applications from individual sponsors will be due to DRCOG and must be submitted on behalf of and in concurrence of the subregional forums, and CDOT and RTD, as warranted. Each subregion will be permitted a maximum of three submittals. Two submittals will be allowed from RTD, and two from CDOT.

Any agency contemplating applying which has data questions/needs related to the completion of the application, must contact DRCOG staff **at least three weeks prior to the application deadline**. The information that is required by the sponsors to complete applications is noted within the application. All applications must be complete when submitted to DRCOG as candidates for selection. Incomplete applications will NOT be accepted.

Applications from eligible sponsors must be prepared by those that have been certified as having attended the required training. 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.

8. DRCOG Review/Scoring of Applications

After receiving the applications, DRCOG will review the submittals for eligibility. DRCOG will also consult and share applications with CDOT, RTD, and any other regional agencies as appropriate.

After applications are reviewed for eligibility, DRCOG will make a comprehensive evaluation of all applications submitted, before turning the applications over to the project review panel.

9. Project Review Panel Consideration and Recommendation

After all projects have been evaluated by DRCOG, a project review panel will discuss and prioritize projects for a funding recommendation to the DRCOG Board. The project review panel will consist of one technical/non-DRCOG director from each of the eight subregions, one CDOT representative, one RTD representative, and up to five regional subject matter experts. As part of the panel decision-making process, project sponsors may be asked to make brief presentations to the panel to further assist in project recommendations.

Once project recommendations are made by the panel, its recommendation will be forwarded to TAC, RTC, and the Board (the MPO planning process) to incorporate the draft Regional Share projects into the draft TIP. The remaining rank-ordered submittals will become the Regional Share wait list should additional revenues become available during the TIP timeframe.

10. DRCOG Board Draft Project Considerations

The action taken by the Board will be to recommend Regional Share projects into the draft TIP. Further action will be necessary, after the Subregional Share Call for Projects, to finalize the project recommendations into an adopted TIP. After the Board makes a recommendation, DRCOG staff will begin to evaluate the draft project list and assign the appropriate funding types.

C. SUBREGIONAL SHARE CALL FOR PROJECTS

1. Subregional Share Purpose

The purpose of the Subregional Share is to allow for further collaboration and local values of each geographic region to be part of the project recommendation process, while keeping the overall principles of Metro Vision and the adopted MVRTP. The geographic-units for the Subregional Share are county boundaries and all the incorporated units of government within.

2. Funding Availability

As previously mentioned, once all programs and commitments are allocated, the remaining funds are designated to new projects from the requests in the Regional and Subregional Share process. Of the available funds, the Subregional Share will be comprised of 80%.

The 80% allocated to the Subregional Share is further proportionally targeted for planning purposes to each county. The breakdown targeted to each county is configured by the average of three factors as compared to the regional total. The three factors are *population* (source: 2019 DOLA), *employment* (source: 2019 DOLA), and *vehicle miles traveled* (VMT) (source: 2020 base year from the 2020 model run for the 2050 MVRTP). The average for each county is:

Table 4. Funding Target Percentage

County	Avg. of Factors
Adams	15.44%
Arapahoe	18.61%
Boulder	9.92%
Broomfield	2.44%
Denver	24.22%
Douglas	10.37%
Jefferson	16.50%
SW Weld	2.50%

For the Subregional Share Call for Projects, sponsors must commit a **minimum of 20% match** from non-federal financial resources for STBG, CMAQ, CRP, and TA funding requests submitted for consideration through their subregion. The MMOF program requires a 50% match from non-MMOF funds. MMOF will be matched with CMAQ, CRP, or TA funds plus the required 20% match on those funds. Per CDOT action, some local agencies may require less than a 50% match. Additionally, sponsors must request a **minimum of \$100,000 in federal/state funds** for any request submitted to be a candidate for DRCOG selection.

Each subregion may increase the local match and the federal/state funding request if they wish. Funding targeted to any one specific county forum can be proposed for projects outside of its boundaries, to further foster regional or subregional collaboration, as long as the project also provides benefits to the MPO. Exact funding levels will be available before the Subregional Share Call for Projects opens.

3. County Forums

The geographic unit being used for this call is counties and includes all the incorporated areas within. Each county shall use the established forums by inviting all DRCOG-member local governments who are partially or entirely within its boundaries to participate. DRCOG, RTD, and CDOT shall also be invited. Each forum may invite other agencies and stakeholders to participate if they wish. Each forum member may select one voting member and alternate to participate.

All standing meetings identified by a subregion (forums or subcommittees) must be open to the public and contain time in their agenda to receive public comment. DRCOG, the meeting's host agency, and the host agency's county shall post agenda materials for all standing meetings on their websites and/or other appropriate locations as determined by the public meeting guidelines for the host agency.

Each forum will establish their governance structure, membership and representatives, other entities invited to attend, and quorum rules. Voting shall be established by the forum and be given to all forum members, except for CDOT and RTD. Voting rights for regional agencies and other stakeholders will be defined by each subregion. While informal discussion may take place through alternative means, such as email or online polling, official votes must be cast at a meeting (in-person or virtual) that is publicly advertised, open to the public, and contains time on the agenda to receive public comment. Forums are not specifically required to adopt an agreement outlining these items.

DRCOG encourages all forums to coordinate with CDOT, RTD, DRCOG, and other county forums in project development and for funding partnerships.

4. Eligibility Requirements

All projects, programs, and studies submitted for the Subregional Share Call for Projects must be eligible as outlined in Table 5 below. Projects submitted for the Regional Share that were not recommended for funding and meeting eligibility under the Subregional Share are eligible to be submitted for consideration. A new application will be required to resubmit the Regional Share project into the Subregional Share.

Table 5. Project Categories Eligible for Subregional Share Funding

Eligible Categories	Eligible Projects/Programs for the Subregional Share As adopted in Table 3.1 of the 2050 MVRTP at the time of TIP Call for Projects	
	Any Project Phase	Pre-Construction Activities
Multimodal Capital (Projects & Programs DRCOG Administered Funds only)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Regional BRT Projects	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Corridor Transit Planning (Projects & Programs)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period Regional mobility hubs Any other regional strategic transit improvement* 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Arterial Safety/Regional Vision Zero (Projects & Programs)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period Any other safety project* 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Active Transportation (Projects & Programs)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period Any other active transportation project 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Freight (Projects & Programs)	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period Any other project improving freight movements* 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Studies	<ul style="list-style-type: none"> No eligibility limitations Funding of a study does not constitute a DRCOG commitment to expedite funding for implementation in a coming TIP cycle, unless decided upon by the individual subregion 	
Other	<ul style="list-style-type: none"> Other project categories not listed, as long as they're eligible under one of the funding types.* 	
<p>* Must not be an air quality Regionally Significant Project as defined in the 2050 MVRTP; roadway projects must be located on a principal arterial or higher classification.</p>		

Projects on roadways must be on the [DRCOG Regional Roadway System](#), which contains roadways that have a classification of a principal arterial or higher. For projects that require an Environmental Assessment (EA) or an Environmental Impact Statement (EIS), the EA or Draft EIS Disclosure Document must be signed or be reasonably expected to be signed by the relevant federal agency within the TIP years being programmed.

5. Subregional Share Criteria

Projects are evaluated based on qualitative and quantitative responses to questions in four application sections.

- **Section A: Subregional Impact of Proposed Projects (30%)**
The degree to which the project addresses a significant subregional problem or benefits people throughout the Denver region, including how the project will improve access and mobility for disproportionately impacted and environmental justice population groups.
- **Section B: Metro Vision Regional Transportation Plan Priorities (50%)**
The degree to which the project addresses the six priorities identified in the 2050 MV RTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit.
- **Section C: Project Leveraging (10%)**
The amount of non-Subregional Share funds contributed toward the overall cost of the project.
- **Section D: Project Readiness (10%)**
The degree to which the project sponsor demonstrates the ability to deliver the project within the proposed timeframe.

The Subregional Share criteria to be used in the evaluation of projects is contained within Appendix D. Each subregional forum has two options for consideration in the development of its project evaluation criteria:

Option 1: Subregions must use the Regional Share criteria as is, including the scoring and weighting method, for their subregional process as contained within Appendix D.

OR

Option 2: Subregions must use the Regional Share criteria for the subregional process, but with an alternative scoring/weighting system and/or supplemental criteria to reflect local subregional values as agreed to by the subregional forum. Any forum who selects Option 2, must submit their criteria to DRCOG staff for review.

6. Application Form

DRCOG staff shall make TIP application materials and instructions available publicly to all those who wish to apply. Each subregional forum will receive the applications in advance of the Call for Projects so they can adjust their application(s) as outlined above if they choose.

Before the call is issued within each subregion (only if option 2 is selected from above), each forum must present its project selection criteria and application packet to the DRCOG Board to ensure a fair and competitive process for all stakeholders and project sponsors.

Similar to the Regional Share, the Subregional Share will utilize a parallel track application process to keep the overall match for federal funds at a minimum of 20%.

- The “STBG” track will utilize an application that will solicit and select projects eligible for STBG funds.
- The “Air Quality and Multimodal” track will utilize an application that will solicit and select projects eligible for MMOF, CMAQ, CRP, and TA funds. Federal, state, and local funding types may be combined to reduce the overall required match to 10%, so long as a 20% match is provided for CMAQ, CRP, and TA funds.

7. Required Training

Training shall be required for any eligible sponsor who wishes to submit an application in the Subregional Share Call for Projects. The training will take place soon after the Regional Share Call for Projects is issued. See Section IV.A for additional details.

8. Call for Projects and Application Submittals

The Subregional Share Call for Projects will be announced by DRCOG and will be open for 8 weeks. Subregional Share project applications from individual eligible sponsors must be submitted to DRCOG first. DRCOG staff will review for eligibility, post the applications, develop the scoring sheets, and then return the eligible applications to each appropriate subregional forum. While there is no limit on the number of applications any one sponsor can submit for funding to a subregion, each subregion can restrict to a manageable number. If any subregions request to have DRCOG staff assist with application review and scoring, the following table outlines the maximum number of applications from each subregion that DRCOG will aid on prior to subregions formally submitting their project recommendations.

Table 6. Maximum Applications DRCOG will Assist in Scoring

County	Max. Number
Adams	20
Arapahoe	20
Boulder	15
Broomfield	10
Denver	20
Douglas	15
Jefferson	20
SW Weld	10

Any agency contemplating applying which has data questions or requests to complete the application must contact DRCOG staff **at least three weeks prior to the application deadline**. The information required by the sponsors to complete applications is noted within the application.

Applications from eligible sponsors must be prepared by individuals certified as having attended one of the required training opportunities. 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.

9. Application Review

DRCOG will review project submittals from each subregion for eligibility, post to the website, and develop the scoring sheets. DRCOG will also consult and share application information with CDOT, RTD, and any other regional agencies as appropriate. After applications are reviewed for eligibility, each subregion will make a comprehensive evaluation of all eligible applications.

10. Application Evaluations and Project Selection

After each subregion has reviewed and evaluated submitted and eligible applications, they will rank order their submittals. Each subregional forum will identify their recommended projects for funding up to their funding

target. The remaining rank-ordered submittals will become the subregion's wait list should additional revenues become available during the TIP timeframe.

Once project recommendations are made by each subregion, each set of forum recommendations will be forwarded to DRCOG staff and compiled together for TAC, RTC, and Board (the MPO planning process) recommendation to incorporate the draft Subregional Share projects into the draft TIP. Each forum will have time allotted at a preceding Board meeting to present their portfolio of project recommendations.

11. DRCOG Board Draft Project Considerations

The action taken by the Board will be to recommend Subregional Share projects into the draft TIP. Further action will be necessary to finalize both sets of project recommendations (Regional and Subregional Share) into an adopted TIP.

After the Board makes a recommendation, DRCOG staff will begin to evaluate the draft project list and assign potential funding types.

V. TIP DEVELOPMENT, ADOPTION, AND REVISIONS

This section describes the processes for developing the draft TIP, adoption, and how amendments to the adopted TIP happen.

A. TIP DEVELOPMENT

1. Peer and Interagency Discussion

Applicants are encouraged to discuss potential funding requests with CDOT and/or RTD as appropriate as early as possible. At a minimum, this discussion should take place for any submittal for which CDOT or RTD concurrence is required (see Section IV.A). Sponsors may also benefit from discussing other potential submittals that do not need their concurrence to better understand the implications of federal and state requirements on a specific submittal.

After the completion of both the Regional and Subregional Share Calls for Projects, staff from DRCOG, CDOT, and RTD will discuss preliminary recommendations, as well as requests not selected. The objective of this discussion is to look for conflicts, synergies, and opportunities among projects. Each agency may consider feedback to revise selection decisions or adjust implementation scheduling.

2. Wait List

Projects not funded for the Regional Share and each Subregional Forum will be incorporated into the TIP via a wait list. Wait list projects may be funded in the event additional funding becomes available during the TIP time period. Wait lists are maintained as part of an adopted TIP and also posted on the DRCOG TIP website.

3. Draft TIP Preparation

After the Board has made preliminary funding recommendations on regional and subregional share projects, DRCOG staff will prepare a draft TIP. The draft program will be referred to the TAC and RTC for recommendations, and made available for public comment at a public hearing by the DRCOG Board of Directors.

The draft TIP will include:

- all DRCOG-selected, RTD, and CDOT federally-funded projects,
- all DRCOG-selected and CDOT state-funded projects, and
- any regionally significant transportation projects, regardless of funding source.

The draft TIP will demonstrate adequate resources are available for program implementation. It will indicate public and private resources that are reasonably expected to be available to carry out the program. The document will also include all other federally required elements.

The Clean Air Act requires that DRCOG find that the TIP conforms to the State Implementation Plan for Air Quality. The finding must be based on the most recent forecasts of emissions determined from the latest population, employment, travel, and congestion estimates by DRCOG. DRCOG staff will prepare the technical documentation supporting a conformity finding coinciding with preparation of the draft TIP. The conformity document will list regionally significant non-federally funded projects anticipated to be implemented within

the TIP time horizon. After the Governor approves the TIP, FHWA/EPA make a conformity determination approval that allows the TIP to be incorporated in the STIP. The approval letter is the start of the clock for the four-year expiration date of the TIP.

B. ADOPTION

1. Public Involvement and Hearings

A public hearing to consider the draft TIP and the air quality conformity finding will be held at the Board meeting one month prior to anticipated Board action in adopting a new TIP or making major amendments to an existing TIP. Other public outreach opportunities may also take place as warranted to collect input on the process and proposed projects to be funded.

2. Appeals

Applicants can appeal the draft Regional Share and/or Subregional Share list of recommended projects to be included within the draft TIP. Time will be set aside within the TAC meeting agenda when each share's draft recommendation is to be considered. Applicants may also make an appeal during the public hearing of the draft TIP, or during any public comment opportunity in which the recommended projects are being discussed. Applicants are strongly encouraged to work with their subregions first before considering an appeal.

3. TIP Adoption

Adoption of the TIP by the Board of Directors shall be upon recommendation of the RTC, following consideration by the TAC.

Once the TIP is approved by DRCOG, and air quality conformity is demonstrated, federal law requires the TIP also be approved by the Governor and incorporated directly, without modification, into the STIP by CDOT.

C. TIP REVISIONS

The TIP is subject to revision, either by an administrative modification by staff, or through TIP amendments (commonly referred to as Policy Amendments) adopted by the DRCOG Board of Directors. Revisions reflect project changes that may affect the TIP's programming. Listed below are two levels of revisions that can be made to the TIP.

DRCOG staff will process any TIP revision by:

- requesting TIP revisions at the end of every month, typically the 4th Monday of the month,
- entering and processing the requested draft revisions into the TIP project database (TRIPS) and appropriate committee agenda materials,
- posting the revisions on the DRCOG website, and
- emailing a summary to the TIP notification list.

If a sponsor submits a TIP revision and DRCOG staff denies it, the sponsor may appeal DRCOG staff's decision to the Board of Directors. To do so, the sponsor shall have its DRCOG Board representative transmit a letter to the DRCOG Board Chair and DRCOG's Executive Director requesting its appeal be put on a future Board agenda. The letter shall identify the specifics of the appeal and the sponsor's justification.

1. TIP (Policy) Amendments

TIP amendments are required for the following actions:

- Adding a new project or changing an existing project that would affect the air quality conformity finding,
- Changing a regionally significant project:
 - delete or significantly change a feature (for example, change the project termini)
 - delete or defer it from the four years of the TIP,
- Changing a project to be inconsistent with Metro Vision or the adopted MVRTP,
- Net funding changes for any project or individual pool project by more than \$5 million over the four years of the TIP,
- Changes as deemed by the DRCOG Transportation Planning and Operations Director and/or Executive Director.

TIP amendments will be processed as soon as possible after they are received, considering committee schedules. TIP amendments will be recommended by the TAC and RTC for DRCOG Board consideration and action. Public input (in person, writing, email, etc.) will be accepted per the adopted DRCOG Public Involvement Plan, and during the public comment period of any of the committee or Board meetings considering the amendments.

TIP amendments requiring a new conformity finding may only be processed as necessary, but only concurrent with a MVRTP amendment process. These major amendments are subject to formal public hearings by the DRCOG Board prior to TAC and RTC recommendation and Board adoption.

2. Administrative Modifications

Administrative modifications include all revisions other than those listed under TIP Amendments and will be processed as they are received by DRCOG staff, typically monthly. Administrative modifications do not require committee review or approval. However, administrative modifications are presented to the Board as informational items.

As stated in Section IV.A.7, there is an expectation that DRCOG-selected projects will be implemented, at a minimum, with the scope defined in the funding request application (and in the adopted TIP). Sometimes sponsors desire to change scope elements within the same budget. If this is the case, projects selected in the Regional Share must have confirmation by a majority of the Regional Share project review panel to change scope elements. If the project was recommended from the Subregional Share process through a subregional forum, the forum must confirm the scope change by a vote. If the project review panel or subregional forum agrees to the scope changes, DRCOG staff will process the request as an administrative modification. If scope changes are deemed significant by the DRCOG TPO or Executive Director (i.e., the new proposed scope is vastly different than the approved scope), DRCOG reserves the right to reject the scope change altogether or bring the scope change through the TIP amendment process (see above).

In circumstances when the revisions are to add items to the scope within the current project budget (i.e., when project costs were less than expected), or if the request to add scope is a meaningful addition to the project and the cost is modest (in comparison to the overall budget), DRCOG staff will concur with the request and may (if necessary) process the request as an administrative modification. In either instance, if the proposed revisions affect air quality conformity, they will be treated as TIP amendments.

3. Project Cancellations

In the event a TIP project is cancelled by the project sponsor or project savings are realized and funding is returned to DRCOG for reprogramming, the funding will return to where it was originally funded (Regional Share, Subregional Share forum, or set-aside).

D. CHANGES IN FUNDING ALLOCATIONS

Under federal law and state statute, actual allocations are determined annually with no guaranteed amount. A TIP is prepared under the best estimate of available funds to CDOT, DRCOG, and RTD. As funds change, it may be necessary to add, advance, or postpone projects through TIP revisions.

1. Funding Increase

If revenues increase, the additional revenues will be allocated to projects as follows:

- First, existing funds will be advanced for projects already awarded funds in the TIP, as applicable. In some circumstances, funds may be flexed between types to advance projects.
- After options for advancing currently funded projects have been exhausted, new projects will be selected from the established wait lists with remaining monies in the following way:
 - All new revenues will be split according to the established funding split; 20% to the Regional Share and 80% to the Subregional Share processes. Subregional funds will be further broken down and targeted according to the established breakdown in Section IV.C.
- A new Call for Projects may be necessary to select new projects if the wait list projects are exhausted or if the amount of new funding greatly exceeds the wait list funding requests. DRCOG Board approval will be required to issue a new call beyond the Regional and Subregional calls outlined in this document.

2. Funding Decrease

If revenues decrease, some TIP projects will need to be deferred to maintain fiscal constraint. The method to obtain deferrals is as follows:

Step 1 - Voluntary Deferrals

DRCOG staff will first query project sponsors to discern if they will voluntarily defer one or more of their current TIP projects. Any project deferred will NOT be subject to involuntary deferral at a later date.

Step 2 - Involuntary Deferrals

If voluntary deferrals are insufficient, involuntary deferrals will be necessary.

- A. DRCOG staff will FIRST create lists of relevant projects that will be EXEMPT from involuntary deferral according to the following:
 - Previously granted project immunity
 - Project readiness (projects, regardless of sponsor, that are or will be ready for ad in the next 3 months, as jointly determined by CDOT/RTD and the sponsor)
- B. DRCOG staff will query the Regional Share project review panel and each subregional forum to submit to DRCOG projects that either were the lowest scored or have the lowest priority to be deferred. Any project deferral, either voluntary or involuntary, will not be counted as a project delay.

APPENDIX A

RTD and CDOT Selection Processes

This section describes the processes that RTD and CDOT undertake to include projects into the TIP.

A. RTD PROCESS

All projects submitted by RTD for inclusion into the TIP first must be included in RTD's adopted Mid-Term Financial Plan (MTFP). The fiscally constrained MTFP documents RTD's six-year capital and operating plan. It is updated and adopted each year by the RTD Board of Directors.

1. RTD Solicits MTFP Projects

RTD solicits projects both internally and from local governments. The project form requires a detailed project description and project justification as well as the respective capital and or operating and maintenance costs per year of the MTFP cycle.

INTERNAL PROJECTS—In January of each year, RTD solicits MTFP projects from each division. Project applications are submitted to the Finance department for review of completeness. The majority of internally submitted projects are projects necessary to keep the existing transit system in a state of good repair and are not regionally significant from a TIP standpoint.

2. Regionally Significant Projects are Identified

RTD staff will compile a list of all submitted projects. Using the criteria noted below, the project list is reviewed to determine which projects can be classified as Regionally Significant Projects or as being required to be in the TIP.

- Does the project enhance or advance the goals of FasTracks?
- Is the project required to be put into the TIP? (This would include projects that rely on grant funding.)
- Does the project serve more than one facility or corridor?
- Does the project serve several jurisdictions or a large geographic area?
- Will the project have a positive impact on regional travel patterns?

Upon completion of the MTFP process, those projects identified as Regionally Significant will then be submitted to DRCOG for inclusion in the TIP. Projects that are not considered to be regionally significant will be considered in RTD's internal MTFP process.

3. Projects Subjected to Screening Criteria

RTD staff compiles all regionally significant projects into two lists: one for capital projects and one for operating projects. Items in the lists are grouped according to the category of the project, such as Park-n-Rides, Information Technology, Vehicle Purchases, etc. The projects are then scored based on the following screening criteria by RTD's Senior Leadership:

- Does the project conform to RTD's mission statement?
- Safety Benefit
- Provision of Reliable Service
- Provision of Accessible Service
- Provision of Cost-Effective Service
- Meets Future Needs
- Operational Benefit
- Business Unit Benefit
- Risk of No-Action

4. Subject Projects to Fiscal Constraints/Develop Cash Flow

RTD's Finance Division subjects the remaining project list to a cash flow analysis. Since cash flow will vary from year-to-year depending on availability of federal funds, grants, outstanding capital and operating commitments, and debt, available project funds may vary considerably by year. Typically, additional cuts or project adjustments must be made to satisfy the cash flow requirements. Lower rated projects are deleted while others may be reduced in scope or deferred in order for them to be carried forward into the final MTFP.

5. Title VI Review

After the cash flow analysis has been completed, the project list is then reviewed by RTD's Manager of Transit Equity. The manager evaluates the project list for environmental justice considerations. The primary focus is to ensure projects are distributed in a manner that provides benefit to all segments of the RTD district population, including low-income and minority neighborhoods.

6. Board Review and Adoption

Following final review by RTD's senior staff, financial review and Title VI review, the complete MTFP is presented first to the RTD Finance Committee for review and then to the full RTD Board for review and adoption.

B. CDOT PROCESS

1. Basic Underlying Premises

Projects that are currently funded in the TIP and/or CDOT's 10-year Plan, along with ones that are part of a NEPA decision document commitment, will have a top priority for funding.

CDOT will provide documentation to DRCOG, as requested, describing the factors considered, assumptions used, and underlying rationale for projects selected for inclusion for the TIP document (adoption or amendment). This documentation will be submitted to DRCOG when projects are submitted for inclusion in the TIP.

2. Detail by Funding Program

REGIONAL PRIORITY PROGRAM—CDOT uses a qualitative assessment to determine RPP funding priorities. The assessment is based on several factors, including but not limited to the priorities discussed at the county hearings, availability of funding, project readiness (design, environmental and right of way clearances), pertinent Transportation Commission policies, coordination with the CDOT 10-year plan, and geographic equity. CDOT Regions have a need for a small, unprogrammed pool of RPP funds to address unplanned needs that require relatively small funding investments. Therefore, CDOT also may choose to reserve a small pool of RPP funds to address these needs. For every RPP project selected, CDOT will also consider how well the project supports the adopted MVRTP. The CDOT region will prepare documentation describing the factors used for RPP projects selected for inclusion in the TIP.

BRIDGE—The selection of projects eligible for bridge pool funding is performance-based. Other factors that affect bridge project selection include public safety, engineering judgment, and other funding sources available to repair/replace selected bridges, project readiness, and funding limits.

SAFETY—CDOT Traffic & Safety Branch selects hazard elimination safety projects based on a variety of factors including cost/benefit ratios, recent public safety concerns, engineering judgment, and funding limits. The projects constitute the Colorado Integrated Safety Plan. The Traffic & Safety Branch also selects projects for

the Federal Rail-Highway Safety Improvement Program. This grant program covers at least 90% of the costs of signing and pavement markings, active warning devices, illumination, crossing surfaces, grade separations (new and reconstruction), sight distance improvements, geometric improvements to the roadway approaches, and closing and/or consolidating crossings. Projects are selected based on accident history, traffic counts and engineering judgment.

CDOT Regions are also provided safety funds for hot spot and traffic signal programs.

SURFACE TREATMENT—The selection of projects for surface treatment funding is based on a performance management system known as the Drivability Life. CDOT regions work to select project locations and appropriate treatments as identified by the statewide system. Projects considered for selection will be based upon management system recommendations, traffic volumes, severe pavement conditions, preventative maintenance that delays or eliminates further major investments in the near future, public safety, and funding limitations/efficiencies.

FASTER BRIDGE PROJECTS—This program is comprised of bridge replacement projects for bridges statewide that are considered to be structurally deficient and have a sufficiency rating below 50. Factors that affect bridge project selection include public safety, engineering judgment, project readiness, and funding limits. The funding for this program comes from the fees generated through the FASTER legislation and is directed by the Bridge Enterprise.

FASTER SAFETY PROJECTS—The Transportation Commission adopted guidelines for the selection of FASTER Safety projects based on the FASTER legislation. The guiding principles for selection of these projects include a focus on safety, preservation of the system and optimizing system efficiency, and enhancing multi-modal and intermodal mobility. Projects selected must address a safety need.

FASTER TRANSIT PROJECTS—The FASTER legislation required a portion of the state and local FASTER revenues totaling \$15 million/year be set aside for transit projects. The Transportation Commission adopted guidelines for the selection of projects using \$5 million/year designated for local transit grants. The evaluation criteria are: criticality, financial capacity, financial need, project impacts, and readiness. Project calls and recommendations are conducted by the Division of Transit and Rail (DTR). DRCOG and the CDOT regions may jointly review and recommend eligible projects as part of DTR's calls for projects process.

TRANSIT PROGRAM—CDOT administers Federal Transit Administration (FTA) awards through DTR. There are multiple programs covering a variety of eligible project types and subrecipients in both rural and small-urbanized areas. RTD and DRCOG administer their respective FTA funds in the large-urbanized areas.

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE—CDOT is pursuing an aggressive strategy of upgrading curb ramps through regular program delivery as well as committing dedicated funding toward curb ramp upgrading to achieve ADA compliance.

BRIDGE OFF-SYSTEM (BRO)—CDOT administers the Bridge Off-System local agency bridge program. This program provides bridge inspection and inventory services to cities and counties, as well as grants for bridge replacement or bridge rehabilitation projects. CDOT maintains a select list of local agency bridges to determine eligibility for bridge replacement and major rehabilitation grants. The grants are authorized by the Special Highway Committee.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)—CDOT uses advanced technology and information systems to manage and maintain safe and free-flowing state highways and to inform motorists in Colorado about traffic and roadway conditions. Travel information is provided to the public by a variety of methods including:

- The COTrip.org website and app displaying Closed Circuit Television (CCTV) images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts), and more
- 511 Interactive Voice Response (IVR) system providing up-to-date road and weather conditions, construction, special events, travel times, and transfers to bordering states and other transportation providers
- Automated email and text messages using GovDelivery as third-party provider
- CDOT App: official CDOT endorsed Smartphone application developed through a public-private partnership
- Variable Message Signs (VMS) providing travel messages including: closures, alternative routes, road condition information, special events, and real-time trip travel time information

PERMANENT WATER QUALITY FACILITIES (PWQF)—CDOT’s Permanent Water Quality Facilities Program is both federally and state mandated as part of CDOT’s Municipal Separate Storm Sewer System (MS4) permit, which requires CDOT to control pollutants from entering the storm sewer system and state waterways. As part of the MS4 permit CDOT must implement the New Development and Redevelopment (NDRD) program that requires CDOT install PWQF Best Management Practices (BMPs) to treat CDOT’s MS4 area. The PWQF program is funded by reductions in Surface Treatment, which contributes 75% of the funding and the Regional Priorities Program, which contributes 25%.

TRANSPORTATION ALTERNATIVES (TA)— The TA program set-aside provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The program replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Trails by wrapping some elements of those programs into a single funding source. CDOT receives 50% of the funding allocated to the state, with the remaining split among the MPOs.

REGION DESIGN PROGRAM (RDP)—Funds from the Transportation Commission Contingency Reserve Fund were used to establish this new program. This pool of preconstruction funds will allow achievement of selected significant preconstruction milestones in order to advance future projects.

SAFE ROUTES TO SCHOOL (SRTS)— Since 2005, Congress has passed several transportation bills that have impacted SRTS. Currently the program does not have dedicated federal funding, but it’s eligible for federal funding from other programs. Additionally, in 2015, CDOT’s Transportation Commission resolved to commit \$2.5 million annually for the program (\$2 million to infrastructure projects that are within 2 miles of a school and \$0.5 million for non-infrastructure projects). This program enables and encourages children to walk and bicycle to school. Eligible applicants include any political subdivision of the state (school district, city, county, state entity). Nonprofits may also apply by partnering with a state subdivision as the administrator. Funds are awarded through a statewide competitive process for projects impacting students in K-8 grades. Projects are selected by a 9-member appointed panel consisting of bicyclists, pedestrians, educators, parents, law enforcement, and MPO and TPR representatives.

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)— Projects submitted for consideration must be related to commercial vehicle safety, mobility, or truck parking. A multi-objective decision analysis tool with peer review will evaluate all submitted projects. Input related to the direct impact of freight movement provided by Colorado Freight Advisory Council is also considered. Other considerations include project readiness, additional funding sources, and programmatic balance.

APPENDIX B

Eligible Projects by Funding Source

The funding categories established by federal transportation legislation and the types of projects eligible for funding within each category, provided they are consistent with the RTP, are summarized below.

1. Congestion Mitigation/Air Quality (CMAQ)

All CMAQ projects must have a transportation focus and reduce congestion and improve air quality. The following are example projects, methods, strategies, and transportation system management actions that are eligible:

- Those likely to contribute to the attainment of a national ambient air quality standard
- Those described in section 108(f) of the Clean Air Act (except clauses (xii) and (xvi))
- Those included in an approved State Implementation Plan for air quality
- Traffic signal coordination
- Intelligent transportation systems
- Vehicle to infrastructure communication equipment
- Arranged ridesharing
- Trip reduction programs
- Travel demand management
- Vehicle inspection and maintenance programs
- Variable work hours programs
- Bicycle and pedestrian travel projects
- Rapid and bus transit improvements (new/expanded/capital service)
- HOV/HOT lanes
- Traffic flow improvements
- Extreme low-temperature cold start programs
- Alternative fuels infrastructure and vehicles
- Diesel engine retrofits
- Truck stop electrification
- Idle reduction projects
- Intermodal freight facilities that reduce truck VMT or overall pollutant emissions (examples include: transportation-focused rolling stock, ground infrastructure, rail, etc.)
- Studies as necessary to plan and implement the above

Detailed guidance is available at: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.pdf>

2. Surface Transportation Block Grant (STBG) Program

The following types of projects are eligible:

- Construction/reconstruction, rehabilitation, resurfacing, restoration, preservation, and operational improvements of the existing system (located on the DRCOG Regional Roadway System; roadway classification of principal arterial and higher)
- Capital costs for transit projects
- Vehicle to infrastructure communication equipment
- Carpool projects
- Fringe and corridor parking facilities and program
- Highway and transit safety infrastructure improvements and programs
- Highway and transit research programs
- Capital and operating costs for traffic monitoring, management, and control
- Transportation alternatives activities
- Transportation control measures listed in the Clean Air Act
- Wetland mitigation associated with project construction
- Transportation system management actions
- Studies as necessary to plan and implement the above

Detailed guidance is available at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.pdf>

3. Transportation Alternatives (TA)

The following types of projects are eligible:

- Construction, planning, and design of on-road and off-road trail facilities and related infrastructure
- Conversion and use of abandoned railroad corridors for trails
- Turnouts, overlooks, and viewing areas
- Community improvement activities (outdoor advertising, historic transportation facilities, vegetation management practices, archaeological activities)
- Environmental mitigation activity (stormwater management, vehicle-caused wildlife mortality)
- Recreational trails program
- Safe routes to school program

Detailed guidance is available at: <https://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.pdf>

4. Carbon Reduction Program (CRP).

Details to be provided at a future date.

5. SB-1 State Multimodal Transportation and Mitigation Options Funds (MMOF)

The following types of projects are eligible:

- Capital or operating costs for fixed route and on-demand transit
- Transportation Demand Management programs
- Multimodal mobility projects enabled by new technology
- Multimodal transportation studies
- Modeling tools
- Greenhouse gas (GHG) mitigation projects that decrease VMT or increase multimodal travel
- Bicycle or pedestrian projects

APPENDIX C

Eligible 2050 MVRTP Projects

The following projects from the currently-adopted DRCOG 2050 MVRTP are eligible to be submitted. If a project is listed as “Preconstruction Activities Only”, it is not eligible to submit for construction, but all other phases are eligible. Note that this table only includes the major projects listed in the 2050 MVRTP, other projects may be eligible as long as they are not [regionally significant](#) in regard to air quality. Projects or project segments already funded with DRCOG funds in previous TIPs have been removed.

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
DRCOG-funded Multimodal Capital Projects (Project must be listed to be eligible for TIP funding)				
All Project Phases Eligible				
Adams	88 th Ave.	I-76 northbound ramps to SH-2	Widen from 2 to 4 lanes	\$21,500
Adams	104 th Ave.	Colorado Blvd. to McKay Rd.	Widen from 2 to 4 lanes	\$8,100
Adams	120 th Ave.	US-85 to E-470	Widen to 4 lanes	\$24,000
Adams	SH-7	164 th Ave. to Dahlia St.	Widen from 2 to 4 lanes	\$24,000
Arapahoe	Gun Club Rd.	Quincy to Aurora Pkwy.	Widen from 2 to 6 lanes	\$15,000
Arapahoe	I-225/Yosemite	DTC Blvd. to I-25 on-ramp	Interchange and ramp reconstruction	\$60,000
Broomfield	US-287/120 th Ave.	Midway Blvd. to Lowell Blvd.	Improve circulation, safety, active transportation access, business access, congestion and transit operations	\$15,000
Denver	I-25	Broadway	Interchange capacity	\$50,000
Douglas	I-25	Lincoln Ave.	Interchange capacity	\$49,400
Douglas	I-25	Happy Canyon Rd.	Interchange reconstruction	\$30,000
Douglas	I-25	Crystal Valley Pkwy.	New interchange and south frontage road	\$80,000
Jefferson	US-6	Heritage Rd.	New interchange	\$30,000
Preconstruction Activities Only				
Arapahoe	Gun Club Rd.	SH-30 to 6 th Ave.	Widen from 2 to 4/6 lanes, includes stream crossing upgrade at Coal Creek	\$32,000
Arapahoe	SH-30	Airport Blvd. to Quincy Ave.	Widen from 2 to 6 lanes	\$175,000
Boulder	SH-66	US-287/Main St. to E. County Line Rd. (WCR-1)	Capacity, operations and bicycle/pedestrian	\$15,000
Denver	Peña Blvd.	I-70 to 64 th Ave.	Add 1 managed lane in each direction	\$139,000
Denver	Peña Blvd.	64 th Ave. to E-470	Add 1 managed lane in each direction	\$124,000
Douglas	Lincoln Ave.	Oswego to Keystone	Widen 4 to 6 lanes	\$24,000
Jefferson	Indiana (SH-72)	W. 80 th Ave. to W. 86 th Pkwy.	Widen to 4 lanes	\$39,000
Jefferson	SH-93	SH-58 to SH-170	Widen to 4 lanes and safety/transit improvements	\$200,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
CDOT-funded Multimodal Capital Projects (Project must be listed to be eligible for TIP inclusion)				
All Project Phases Eligible				
Adams	US-85	120 th Ave.	New interchange	\$100,000
Adams	US-85	104 th Ave.	New interchange	\$100,000
Denver	I-25	Santa Fe Dr. (US-85) to Alameda Ave.	Interchange capacity	\$30,000
Jefferson	US-6	Wadsworth Blvd.	Interchange capacity	\$80,000
Jefferson	US-285	Shaffers Crossing to Kings Valley Dr.	Widen from 3 to 4 lanes (add 1 southbound lane)	\$60,000
Jefferson	US-285	Kings Valley Dr.	New interchange	\$15,000
Jefferson	US-285	Kings Valley Dr. to Richmond Hill Rd.	Widen from 3 to 4 lanes (add 1 southbound lane)	\$25,000
Weld	I-25 North (Segment 5)	SH-66 to WCR-38 (DRCOG boundary)	Add 1 toll/managed lane each direction	\$175,000
Preconstruction Activities Only				
Adams	I-270	I-25/US-36 to I-70	New managed lanes	\$500,000
Adams	I-270	I-25/US-36 and I-70	New freeway "direct connects" at each end of I-270	\$300,000
Arapahoe	I-25	Bellevue	Interchange reconstruction and pedestrian connections	\$112,000
Arapahoe/ Douglas	SH-83 (Parker Rd.)	SH-86 to E. Mississippi Ave.	Corridor planning/investment for multimodal mobility, operations and safety	\$150,000
Boulder	SH-66	Lyons to Main St. (US-287)	Widen from 2 to 4 lanes (Hover St. to Main St.) and operational/safety improvements from Lyons to Longmont in alignment with PEL	\$10,000
Broomfield	I-25 North	E-470 to SH-7	Managed lanes, SH-7 interchange reconstruction and SH-7 mobility hub	\$200,000
Broomfield /Weld	I-25 North (Segment 4)	SH-7 to SH-66	Managed lanes, SH-119 mobility hub (Firestone-Longmont Mobility Hub), ITS, bicycle and pedestrian trail connections	\$150,000
Jefferson	C-470	Wadsworth to I-70	New managed lanes	\$410,000
Jefferson	C-470	US-285/Morrison/Quincy	Interchange complex reconstruction	\$150,000
Jefferson	US-285	Pine Valley Rd. (County Rd. 126)/ Mt. Evans Blvd.	New interchange	\$40,000
Jefferson	US-285	Parker Ave.	New interchange	\$25,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
Regional Bus Rapid Transit Projects (Project must be listed to be eligible for TIP funding)				
All Project Phases Eligible				
Adams/ Arapahoe/ Denver	Colfax Ave. BRT	Osage to I-225	Bus rapid transit service (dedicated lanes) and supporting safety/multimodal improvements	\$250,000
Denver	Colorado Blvd. BRT	RTD University of Colorado A Line to I-25	Bus rapid transit service and supporting safety/multimodal improvements	\$35,000
TBD	New bus maintenance facility	TBD (RTD northern area)	Construction of a new bus maintenance facility in RTD's northern service area	\$50,000
Preconstruction Activities Only				
Adams/ Denver	Federal Blvd. BRT	120 th to Santa Fe/Dartmouth	Bus rapid transit service and supporting safety/multimodal improvements	\$94,000
Arapahoe/ Denver	Speer/ Leetsdale/ Parker BRT	Colfax to I-225	Bus rapid transit service and supporting safety/multimodal improvements	\$95,000
Arapahoe/ Denver/ Jefferson	Alameda BRT	Wadsworth to RTD R Line	Bus rapid transit service and supporting safety/multimodal improvements	\$61,000
Boulder	SH-119 BRT	Downtown Boulder to downtown Longmont	Bus rapid transit service and supporting safety/multimodal corridor improvements	\$250,000
Boulder/ Weld	SH-119 BRT Extension	Downtown Longmont to I-25/SH-119 mobility hub	Bus rapid transit service and supporting safety/multimodal improvements	\$100,000
Corridor Transit Planning Projects (Other projects are eligible for TIP funding as long as they're not regionally significant for air quality)				
All Project Phases Eligible				
Jefferson	Golden/Mines autonomous circulator	Downtown Golden, School of Mines, RTD W Line	Autonomous circulator	\$3,500
Preconstruction Activities Only				
Adams/ Boulder/ Broomfield	SH-7	Boulder to Brighton	Multimodal corridor improvements	\$100,000
Boulder/ Broomfield	US-287	US-36 to Larimer County Line	Safety, operational and multimodal improvements	\$200,000
Douglas	Castle Pines transit mobility corridor	Castle Pines to RidgeGate RTD Station	Transit corridor	\$20,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
Arterial safety/Regional Vision Zero Projects				
(Other projects are eligible for TIP funding as long as they're not regionally significant for air quality)				
All Project Phases Eligible				
Adams	Federal Blvd. multimodal improvements	52 nd Ave. to 120 th Ave.	Bicycle/pedestrian/transit improvements; turn lanes; bus/business access lanes	\$50,000
Arapahoe/ Denver	US-285 congestion mitigation improvements	Knox Ct./Lowell Blvd. (west) to Havana (east)	Speed and reliability corridor and Vision Zero improvements	\$88,200
Boulder	US-36	Boulder to Lyons	Corridor safety improvements	\$20,000
Denver	Chambers Rd.	E. 56 th Ave. to E. 40 th Ave.	Vision Zero corridor improvements	\$16,713
Denver	W. Mississippi Ave.	S. Federal Blvd. to S. Broadway	Vision Zero and pedestrian improvements	\$18,600
Denver/ Jefferson	Sheridan safety improvements	52 nd to Hampden	Vision Zero corridor improvements	\$17,100
Jefferson	Colfax safety improvements	Wadsworth to Sheridan	Multimodal arterial safety	\$12,000
Weld	US-85 operational and safety improvements	WCR-2 to WCR-10	Safety and operational improvements	\$6,100
Preconstruction Activities Only				
Boulder	SH-42	Louisville and Lafayette	Safety and operational improvements	\$50,000
Boulder	US-36/28 th St. and SH-93/ Broadway	US-36/28 th St. and SH-93/Broadway	Corridor safety improvements	\$15,200
Active Transportation Projects				
(Other projects are eligible for TIP funding as long as they're not regionally significant for air quality)				
All Project Phases Eligible				
Adams	Smith Rd. bicycle/ pedestrian facilities	Peoria St. to Powhaton Rd.	New shared-use path	\$4,000
Boulder	McCaslin Regional Trail	Rock Creek Pkwy. to SH-128	Regional trail	\$3,000
Boulder	RTD Rail Trail	Boulder to Erie	Regional trail	\$6,000
Boulder	St. Vrain Greenway	Longmont to Lyons	Regional trail	\$4,000
Preconstruction Activities Only				
Denver	S. Platte River Trail	(not specified)	Complete missing links and upgrade trail section	\$50,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
Freight Projects				
(Other projects are eligible for TIP funding as long as they're not regionally significant for air quality)				
All Project Phases Eligible				
Adams	Peoria St. Bridge	Sand Creek	Bridge reconstruction	\$19,000
Arapahoe	Alameda Pkwy. Bridge over I- 225	Between Potomac St. and Abilene St.	Bridge reconstruction	\$20,000
Jefferson	Ward Rd./BNSF	I-70 frontage road north and Ridge Rd.	Multimodal grade separation	\$60,000

APPENDIX D

Base TIP Application

Project Information

1. Project Title			
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point:	
		End point:	
		OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>			
4. Project Contact Person:			
Name		Title	
Phone		Email	
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
6. What planning document(s) identifies this project? <i>Provide link to document/s and referenced page number if possible, or provide documentation in the supplement</i>	<input type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:		
	<input type="checkbox"/> Local/Regional plan:	Planning Document Title: Adopting agency (local agency Council, CDOT, RTD, etc.): Provide date of adoption by council/board/commission, if applicable:	
	Please describe public review/engagement to date:		
	Other pertinent details:		
7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:	Anticipated completion date (Based on DRCOG approval date): (MM/YYYY)	
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/ RTD; assumed process is 4-9 months)		
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		
	Design scoping meeting held with CDOT (if no consultant):		
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		
	Design scoping meeting held with CDOT (if no consultant):		
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:		

	ROW acquisition completed: Estimated number of parcels to acquire:	
<input type="checkbox"/> Construction	FIR (Field Inspection Review):	<input type="checkbox"/>
	FOR (Final Office Review):	<input type="checkbox"/>
	Required clearances:	<input type="checkbox"/>
	Project publicly advertised:	<input type="checkbox"/>
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	<input type="checkbox"/>
<input type="checkbox"/> Bus Service	Service begins:	<input type="checkbox"/>
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	<input type="checkbox"/>
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	<input type="checkbox"/>

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

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

Roadway

Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

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

Safety Improvements

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

Complete Streets Improvements

Study

Other, briefly describe:

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

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

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

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

Yes No

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

Smaller DRCOG funding request:

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

Project Financial Information and Funding Request

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

Total amount of Regional Share Funding Request

(No greater than \$20 million and not to exceed 90% of the total project cost)

Check box if requesting **only state MMOF funds** (requires minimum 50% local funds)¹

\$

of total project cost

Match Funds

List each funding source and contribution amount.

Contribution Amount

% Contribution to Overall Project Total

<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	\$ <input type="text"/>	<input type="text"/>
<input type="text"/>	\$ <input type="text"/>	<input type="text"/>

Total Match

(private, local, state, subregional, or federal)

\$0

Project Total

\$0

Notes:

- Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge.
The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward.
All sponsors will still be required to have 20% match on any added federal funds.

Funding Breakdown in \$1,000s (by program year)¹				
	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$0
CDOT or RTD Supplied Funds²	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$0
Total Funding	\$0	\$0	\$0	\$0
Phase to be Initiated	Choose an item	Choose an item	Choose an item	
Notes:	<ol style="list-style-type: none"> 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 an 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			

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

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

	DI and EJ Population Groups	Number within ½ mile	% of Total
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	0	100%
	b. Total households	0	100%
	c. Individuals of color	0	
	d. Low-Income households	0	
	e. Individuals with limited English proficiency	0	
	f. Adults age 65 and over	0	
	g. Children age 5-17	0	
	h. Individuals with a disability	0	
	i. Households without a motor vehicle	0	
	j. Households that are housing cost-burdened	0	

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

Describe, including the required quantitative analysis:

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

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

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name:
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?*
- Yes No
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document:
- If yes, provide how the area is defined in the relevant planning document:
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No If yes, please provide the zoning district designation(s):

Provide households and employment data*	2020	2050
Households within ½ mile	0	0
Jobs within ½ mile	0	0
Household density (per acre) within ½ mile	0.00	0.00
Job density (per acre) within ½ mile	0.00	0.00

Describe, *including the required quantitative analysis*:

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

B. MVRTP Priorities

WEIGHT

50%

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

Multimodal Mobility

Provide improved travel options for all modes.

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

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

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

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

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

Air Quality

Improve air quality and reduce greenhouse gas emissions.

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

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

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

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

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10
	0.00	0.00	0.00	0.00

Use [FHWA CMAQ Calculators](#) to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.
 Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.

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

Regional Transit	Expand and improve the region’s transit network. (drawn from 2050 MVRTP priorities , Coordinated Transit Plan , RTD’s Regional Bus Rapid Transit Feasibility Study) Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc. Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.
<p>How does this project improve connections to or expand the region’s transit system, as outlined in the 2050 Metro Vision Regional Transportation Plan? Note that rapid transit improvements must be on the Regional Rapid Transit System. Items marked with an asterisk (*) below are available in the TIP Data Tool.</p> <ul style="list-style-type: none"> Does this project implement a portion of the regional bus rapid transit (BRT) network?* <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, which specific corridor will this project focus on? Does this project involve a regional transit planning corridor?* <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, which specific corridor will this project focus on? Does this project implement a mobility hub as defined in the 2050 MVRTP? <input type="checkbox"/> Yes <input type="checkbox"/> No Does this project improve connections between transit and other modes? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. Is this project adding new or expanded transit service? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, who will operate the service? Does this project add and/or improve transit service to or within a DRCOG-defined urban center?* <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, provide the name of the urban center: <p>Describe, include quantitative information, including any items referenced above, in your response:</p>	

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.
<p>How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in Taking Action on Regional Vision Zero? Note that any improvements on roadways must be on the DRCOG Regional Roadway System. Items marked with an asterisk (*) below are available in the TIP Data Tool.</p> <ul style="list-style-type: none"> Does this project address a location on the High-Injury Network or Critical Corridors?* <input type="checkbox"/> Yes <input type="checkbox"/> No Does this project implement a safety countermeasure listed in the countermeasure glossary? <input type="checkbox"/> Yes <input type="checkbox"/> 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)	
Fatal crashes	0
Serious Injury crashes	0
Other Injury crashes	0
Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).	

Property Damage Only crashes	0	Provide the methodology below:
Estimated reduction in crashes applicable to the project scope (per the five-year period used above)		
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

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

Freight	Maintain efficient movement of goods within and beyond the region. <small>(drawn from 2050 MVRTP priorities; Regional Multimodal Freight Plan; Colorado Freight Plan, federal freight reliability performance measure; Metro Vision objective 14)</small> <small>Examples of Project Elements: roadway operational improvements, etc.</small>
<p>How does this project improve the efficient movement of goods, specifically improvements identified in the Regional Multimodal Freight Plan? Note that any improvements on roadways must be on the DRCOG Regional Roadway System. Items marked with an asterisk (*) below are available in the TIP Data Tool.</p> <ul style="list-style-type: none"> Is this project located in or impact access to a Freight Focus Area?* <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please provide the name: Is the project located on the Tier 1 or Tier 2 Regional Highway Freight Vision Network?* <input type="checkbox"/> Yes <input type="checkbox"/> No If this project is located in a Freight Focus Area does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. Check any items from the Inventory of Current Needs which this project will address: <input type="checkbox"/> Truck Crash Location <input type="checkbox"/> Rail Crossing Safety (eligible locations) <input type="checkbox"/> Truck Delay <input type="checkbox"/> Truck Reliability <p>Please provide the location(s) being addressed:</p> <ul style="list-style-type: none"> Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. <p>Describe, include quantitative information, including any items referenced above, in your response:</p>	

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13)</small> <small>Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
<p>How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the Denver Regional Active Transportation Plan? Items marked with an asterisk (*) below are available in the TIP Data Tool.</p> <ul style="list-style-type: none"> Does this project close a gap or extend a facility on a Regional Active Transportation Corridor?* <input type="checkbox"/> Yes <input type="checkbox"/> No Does this project improve pedestrian accessibility and connectivity in a pedestrian focus area?* <input type="checkbox"/> Yes <input type="checkbox"/> No Does this project improve active transportation choices in a short trip opportunity zone?* <input type="checkbox"/> Yes <input type="checkbox"/> No Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)? 	

Yes No If yes, please describe in your response.

Bicycle Use

1. Current Weekday Bicyclists:		0
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (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 an SOV trip. (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:		
10. If different values other than the suggested are used, please explain here:		

Pedestrian Use

1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		0
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
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)	0	0
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. (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 .4 miles} . (= the VMT reduced per day) (Values other than .4 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:		
10. If different values other than the suggested are used, please explain here:		

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

C. Project Leveraging		WEIGHT	10%
What percent of outside funding sources (non-Regional Share funding) does this project have?	<input type="text"/>	60%+ outside funding sources 5 pts 50-59.9% 4 pts 40-49.9% 3 pts 20-39.9% 2 pts 10.1-19.9% 1 pt 10%..... 0 pts	

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 within the project submittal?
 Yes No N/A (for projects which do not require engineering services)
 If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:

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

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 any reason why your IGA will not be executed by Oct 1 of your first year of funding, so you can begin your project on time?
 Yes No
 Does your agency have the appropriate staff available to work on this project? Yes No
 If yes, are they knowledgeable with the federal-aid process? Yes No

e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A
 If yes, who are the stakeholders?

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

Section 2. Local Match

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

Yes No

Please describe:

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

Yes No

Please describe:

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:

- 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.