

**AGENDA**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**Monday, October 25, 2021**  
**1:30 p.m.**  
**VIDEO/WEB CONFERENCE**  
**Denver, CO**

1. Call to Order
2. Public Comment
3. October 6, 2021 TAC Meeting Summary  
(Attachment A)

**INFORMATIONAL BRIEFINGS**

4. 2024-2027 Draft TIP Policy Discussion  
(Attachment B) Todd Cottrell, Senior Transportation Planner

**ADMINISTRATIVE ITEMS**

5. Member Comment/Other Matters
6. Next Meeting – November 15, 2021
7. Adjournment

Attendees can request additional aids or services, such as interpretation or assistive listening devices, by calling 303-480-6701 or emailing [ckennedy@drcog.org](mailto:ckennedy@drcog.org). Please notify DRCOG at least 48 hours in advance so we can coordinate your request.

**ATTACH A**

**ATTACHMENT A**

MEETING SUMMARY  
**TRANSPORTATION ADVISORY COMMITTEE**  
**Wednesday, October 6, 2021**  
**Meeting held virtually via Zoom**

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**MEMBERS (OR VOTING ALTERNATES) PRESENT:**

Kent Moorman (Chair)	Adams County – City of Thornton
Melanie Choquette	Denver, City and County
Eugene Howard (Alternate)	Denver, City and County
Ron Papsdorf	Denver Regional Council of Governments
Art Griffith	Douglas County
John Cotton	Douglas County – Town of Parker
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Alex Hyde-Wright	Boulder County
Phil Greenwald	Boulder County – City of Longmont
Steve Durian (Vice Chair)	Jefferson County
Debra Baskett	Jefferson County – City of Westminster
Sarah Grant	Broomfield, City & County
Kevin Ash	Weld County
Frank Bruno	Non-RTD Transit
Carol Buchanan	Senior Special Interest Seat
Chris Quinn (Alternate)	Regional Transportation District
Aaron Bustow (Alternate) (Ex Officio)	Federal Highway Administration
Carson Priest	TDM/Non-Motorized Special Interest Seat
Frank Gray	Business Special Interest Seat
David Ulane	Aviation Special Interest Seat
Marissa Gaughan (Alternate)	CDOT DTD
Brodie Ayers (Alternate)	CDOT DTR
Paul Jesaitis	CDOT Region 1
Kristin Kenyon (Alternate) (Ex Officio)	Federal Transit Administration

**OTHERS PRESENT:**

Jean Sanson (Alternate)	Boulder County
Rob Zuccaro (Alternate)	Boulder County – City of Louisville
Tom Reiff (Alternate)	Douglas County – City of Castle Rock
Chris Hudson (Alternate)	Douglas County – Town of Parker
Jessica Ferko (Alternate)	RAQC
Mike Whiteaker (Alternate)	Jefferson County – City of Lakewood
Mac Callison (Alternate)	Arapahoe County – City of Aurora
George Hohlacov (Alternate)	Aviation Special Interest Seat

**Public:** Jordan Rudel, Danny Herrmann, JoAnn Mattson, Allison Cutting, Chris Chovan, Jan Rowe, Lauren Pulver, Trung Vo, Larry Nimmo, Jenny Gritton, Carrie Tremblatt, Lisa Nguyen, Dervis Cemal Akcicek, Janet Lundquist, Michael Davies

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**DRCOG staff:** Steve Cook, Ala Alnawaiseh, Cam Kennedy, Josh Schwenk, Emily Lindsey, Matthew Helfant, Robert Spotts, Sang Gu Lee, Brad Calvert, Todd Cottrell, Jacob Riger, Andy Taylor, Melissa Balding, Lawrence Tilong

### Call to Order

Chair Kent Moorman called the meeting to order at 1:30 p.m.

### Public Comment

Mr. Kent Moorman informed the TAC that Kelly Heaton who filled the Freight Special Interest Seat, has retired, and thanked her for her service to the committee. TAC's newest member, Frank Gray, who fills the Business & Economic Special Interest Seat was in attendance and was welcomed into the TAC.

### Summary of the August 23, 2021, TAC meeting.

The summary was accepted.

## **ACTION ITEMS**

### 2022-2025 TIP Policy Amendments

Josh Schwenk, Assistant Planner, informed the committee that DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP. The TIP projects to be amended are shown below. The proposed amendments to the *FY 2022-2025 Transportation Improvement Program* have been found to conform with the State Implementation Plan for Air Quality.

### TIP Amendments

- **2008-076 Region 1 FASTER Pool**  
Increase funding, add four new pool projects, adjust cost on five pool projects, and remove four pool projects.
- **2012-116 Region 4 2013 Flood-Related Projects Pool**  
Increase funding.

Debra Baskett MOVED to recommend to the Regional Transportation Committee the attached amendments to the *2022-2025 Transportation Improvement Program* (TIP). The motion was seconded and passed with one abstention from Frank Bruno.

### Draft Regional Complete Streets Toolkit

Jacob Riger, Manager, Long Range Transportation Planning and Trung Vo of Toole Design explained to the committee that Complete Streets are safe, context sensitive, inclusive, equitable, and flexible. They provide pedestrians, bicyclists, transit riders and other multimodal travelers the same access to safe comfortable streets as motorists. DRCOG has been developing a Regional Complete Streets Toolkit for the Denver region in collaboration with a Steering Committee, local governments, the public, and other stakeholders. The Toolkit provides guidance for local governments and project sponsors to plan, design, and implement Complete

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Streets. It provides strategies and gives support to decision makers, planners, and designers to ensure that multimodal elements are appropriately and effectively incorporated into transportation projects. The Toolkit also:

- Supports connectivity and the development of a safe and comfortable transportation network for all modes and all users.
- Promotes the use of the latest design criteria and guidelines for multimodal facilities.
- Establishes a vision for how local governments could adopt and apply a complete streets policy.
- Creates awareness and provide guidance on a variety of street design measures available to local jurisdictions in planning and engineering safe and comfortable streets for all users of the regional transportation system.

The Complete Streets Toolkit is integrated with the 2050 Regional Transportation Plan (2050 RTP) and the 2024-2027 Transportation Improvement Program (2024-2027 TIP). The Toolkit's street typologies are incorporated in Chapter 2 of the 2050 RTP to work in tandem with the Regional Roadway System. And the Toolkit is intended to assist project sponsors in developing multimodal projects for the 2024-2027 TIP that help implement the 2050 RTP's project and program investment priorities and the Metro Vision Plan's outcomes and objectives. The draft Toolkit was reviewed by the project's Steering Committee in late July. It was also the topic of a 30-day public comment review period from mid-August to mid-September.

John Cotton MOVED to recommend to the Regional Transportation Committee the draft Regional Complete Streets Toolkit. The motion was seconded and passed unanimously.

### **INFORMATIONAL BRIEFINGS**

#### **2020 Annual Congestion Report**

Robert Spotts, Program Manager, Mobility Analytics and Melissa Balding, Mobility Analytics Planner, presented the Annual Congestion Report. DRCOG maintains a federally-required congestion management process (CMP). One component of the process is the calculation of congestion measures for roadways in the DRCOG region. Since 2006, this data has been presented through an annual report on traffic congestion.

Staff presented a draft version of the *2020 Annual Report on Roadway Traffic Congestion in the Denver Region* to the TAC. In a deviation from the format of DRCOG's previous annual reports on congestion, this report addresses the extraordinary changes in regional travel that occurred in 2020 in response to the COVID-19 pandemic. It illustrates the relationship between vehicle travel and roadway congestion through changes observed in 2020. The report also addressed how observations from 2020 may inform future transportation planning activities and explored the potential long-term effects of the pandemic, primarily through changes to work locations and time-of-day travel patterns. The report concluded with regional travel projections for 2050 associated with the newly adopted 2050 Metro Vision Regional Transportation Plan.

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### 2024-2027 Draft TIP Policy Elements

Todd Cottrell, Senior Transportation Planner presented to the committee four topics for TAC discussion and input:

1. TIP Set-Asides (continued from August)
2. TIP Application: Growth and Development and Transportation Connections
3. TIP Application: Air Quality and Greenhouse Gas Integration
4. MMOF Integration Options

A discussion between Mr. Cottrell and various members of the committee followed relating to the four topics. Much of the discussion related to incorporating air quality and greenhouse gas considerations into the TIP process and prioritizing calls for projects in 2022 to projects funded with MMOF and CMAQ funds. Comments and questions were raised by committee members and subsequently answered by Todd Cottrell, Brad Calvert, and Ron Papsdorf.

### Federal Infrastructure Bill Update – Transportation Policy Changes

Ron Papsdorf, Division Director, Transportation Planning & Operations briefed the committee on the Infrastructure Investment and Jobs Act, a \$1.2 trillion infrastructure package and policy changes included in the bill that may affect DRCOG. There are changes to the Surface Transportation Block Grant Program eligibilities and funding allocations, as well as changes to project cost and federal participation limits for transit Capital Investment Grants. The bill must still pass the House before going to the President for signature and the path and the timing through the House remains uncertain.

## **ADMINISTRATIVE ITEMS**

### Member Comment/Other Matters

- AMP Working Group update

Carson Priest, TDM – Nonmotorized Special Interest Seat representative, informed the committee that the AMP Working Group met twice recently. In September they heard from the City of Aspen about their Smart Zone curbside management pilot program, received a briefing from Colorado Carshare discussing the future of its industry in Colorado and discussed DRCOG's plan for the UPWP in 2022-2023 cycle. In October, the Working Group heard from CDOT's Division of Aeronautics and the CSU Drone Center as they both spoke about the future of unmanned aerial systems in Colorado. CDOT also provided an update on its electrification charging station plan and E-470 talked about its new mobility and pilot programs.

### Next Meeting – October 25, 2021

### Adjournment

There were no additional comments from members. The meeting adjourned at 3:29pm

**ATTACH B**

## ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner  
303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
October 25, 2021	Informational Briefing	4

### SUBJECT

Discussion of the draft FY 2024-2027 TIP Policy.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The draft FY 2024-2027 TIP Policy document is included as Attachment 1.

Using the adopted FY 2020-2023 TIP Policy as a template, edits have been suggested in track-changes, not including document wordsmithing (i.e., phrase adjustment, sentence structure, year changes, etc.). These proposed edits have been informed by TAC and Board discussions that occurred since April. During the meeting, staff will provide a high-level overview of the suggested edits.

### Remaining Schedule

- November 15 TAC: continued discussion of the draft TIP Policy document, if necessary
- December 20 TAC: members will consider a recommendation on the draft document to the RTC and Board for January 2022 adoption.

### PREVIOUS DISCUSSIONS/ACTIONS

[April 26, 2021 TAC](#)

[May 24, 2021 TAC](#)

[June 28, 2021 TAC](#)

[July 26, 2021 TAC](#)

[August 23, 2021 TAC](#)

[October 6, 2021 TAC](#)

### PROPOSED MOTION

N/A

### ATTACHMENTS

1. Draft FY 2024-2027 TIP Policy
2. Staff Presentation

### ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org)



# FY2024-2027 Transportation Improvement Program (TIP) Preparation Policy

Adopted **January 19, 2022**

Denver Regional Council of Governments  
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Denver, CO 80202  
[www.drcog.org](http://www.drcog.org)



Preparation of this report has been financed in part through grants from the Federal Transit Administration and the Federal Highway Administration of the U. S. Department of Transportation

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# I. INTRODUCTION

The *2024-2027 Transportation Improvement Program* (TIP) will specifically program the federally-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 [2050 Metro Vision Regional Transportation Plan](#) (2050 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 2050 MVRTP defines the specific transportation elements and services that can be provided through the year 2050 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 2024-2027 TIP will specifically identify and program projects for federal and state funding based on the [2050 MVRTP](#). It takes the multimodal transportation vision of the [2050 MVRTP](#) and begins to implement it through projects funded in [FY 2024-2027](#). This TIP cycle ~~introduces~~ ~~continues a new~~ [the dual model selection process](#) for all funds allocated through DRCOG ~~—a dual model selection process, which was first used in the FY 2020-2023 TIP~~. This process splits available funding into two shares - regional and subregional. The regional process is conducted similar to previous [2020-2023](#) 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. Because this is viewed as a pilot process [when first implemented with the FY 2020-2023 TIP cycle](#), DRCOG has committed the testing of the dual model process ~~for~~ ~~through~~ ~~the next two~~ [FY 2024-2027 TIP cycles](#). Just like every TIP Policy, this document can be amended by the Board [at any time](#) during this TIP cycle, and the [selection](#) process will be evaluated before the document is updated for the next TIP cycle [\(FY 2028-2031\)](#).

The TIP is prepared and adopted by the Denver Regional Council of Governments (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), though projects within eastern Adams and Arapahoe Counties are eligible for Congestion Mitigation/Air Quality (CMAQ) funding only.

### C. TIME PERIOD OF THE TIP

The four years of the ~~FY 2024-2027~~ TIP contain committed, programmed projects. TIP projects may also contain prior and future funding for years before FY 2024 and after FY 2027. 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 this TIP.

### D. TIP DEVELOPMENT SCHEDULE

Table 1 shows the process and tentative schedule for developing the 2024-2027 TIP. A more detailed schedule, along with DRCOG funding request application forms and instructions, will be distributed with the solicitation for funding requests and posted on the DRCOG website.

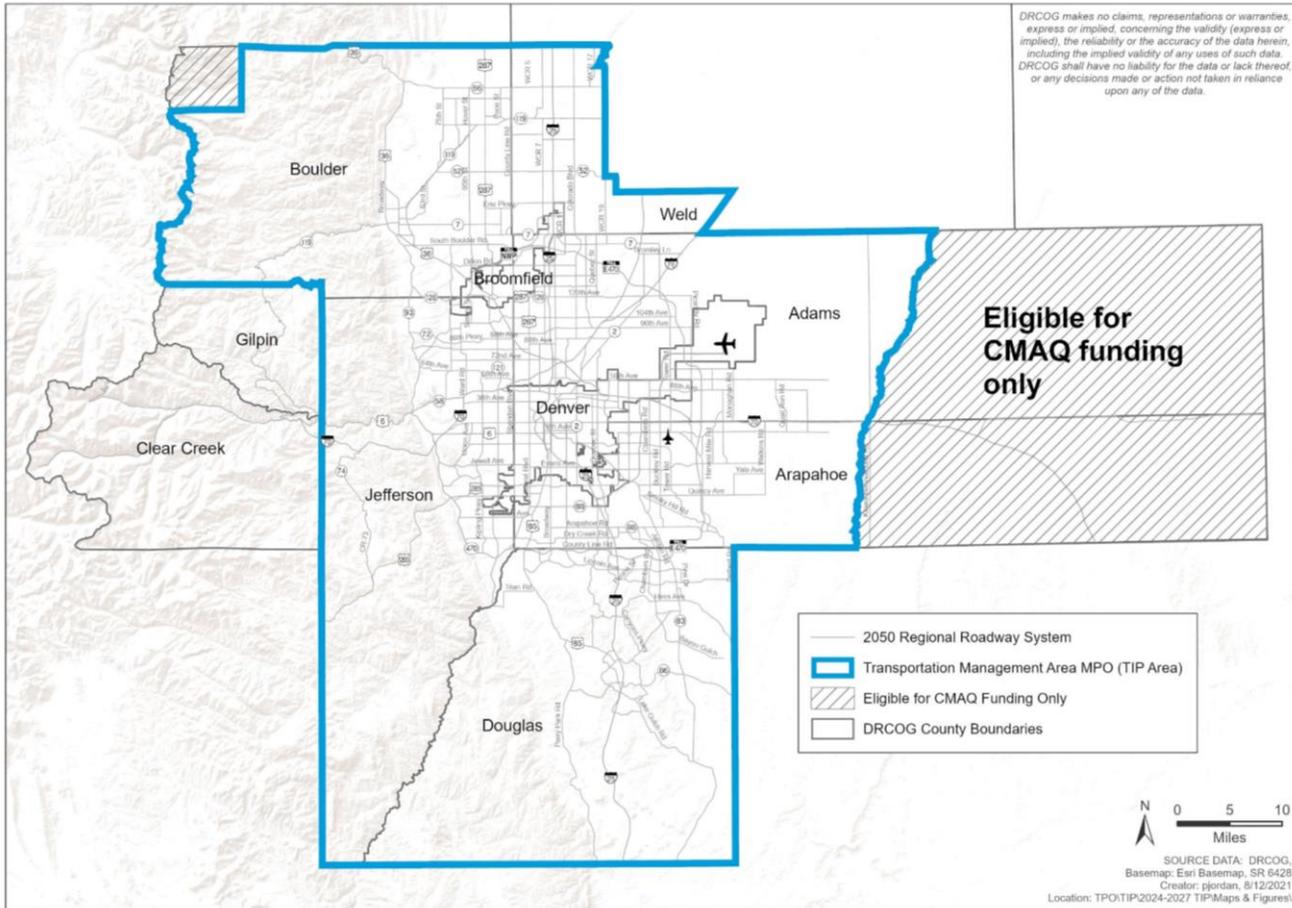
**Table 1. Transportation Improvement Program Development Schedule**

TIP Process Element	End Date
TIP Policy Development	<del>July 2018</del> TBD
Solicitation for DRCOG Regional Share Funding Requests, Initial Evaluation, and Draft Project Listing	<del>August 2018 – January 2019</del> TBD
Required TIP Trainings	<del>August 2018</del> TBD
Solicitation for DRCOG Subregional Share Funding Requests, Initial Evaluation, and Draft Project Listing	<del>February 2019 – June 2019</del> TBD
Draft TIP Document Preparation	<del>January – June 2019</del> TBD
Public Hearing on Draft TIP	<del>July 2019</del> TBD
Committee Review of Draft TIP	<del>July – August 2019</del> TBD
Board Action for TIP Adoption	<del>August 2019</del> TBD

**Commented [TC1]:** This table will be updated after the Board has had the opportunity to weigh in on a possible revised schedule (holding calls for the 22-25 TIP first) as outlined at the October 6 TAC meeting.

Figure 1. Geographic Area of Transportation Improvement Program

# 2024-2027 TIP 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 four 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)
- State Multimodal Transportation and Mitigation Options Fund (MMOF)

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.

- ADA (Americans with Disabilities Act)
- Bonds/Loans
- Bridge (on-system, off-system, discretionary)
- Congestion Relief Program (regional CDOT priorities to reduce congestion on the state highway system)
- FASTER (Funding Advancements for Surface Transportation and Economic Recovery Act of 2009) Projects: 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 for elderly & disabled services)
- 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 improvements)
- Intelligent Transportation Systems
- Permanent Water Quality Facilities (PWQF)
- RAMP (Responsible Acceleration of Maintenance and Partnerships)
- RPP (Regional Priorities Program) (strategic regional priorities)
- Safe Routes to School
- Safety Projects
- Surface Treatment (repaving projects)
- SB18-001
- SB09-228
- SB17-267
- SB21-260
- TIFIA (Transportation Infrastructure Finance and Innovations Act)
- Transportation Alternatives (CDOT allocation)
- Transportation Commission Contingency
- Other projects using federal discretionary funds

Commented [TC2]: Edit if new bill passes

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 [Strategic Business Plan \(SBP\)](#), [Mid-Term Financial Plan](#) for the base transit system and their [Annual Program Evaluation \(APE\)](#) for the FasTracks Program. Projects are listed in the TIP under the following categories:

- FTA Section 5307 (transit capital, operations, capital maintenance, studies)
- FTA Section 5309 (transit [New Starts Capital Investment Grants \(CIG\)](#))
- ~~FTA Section 5310 (transit capital for elderly & disabled services)~~
- 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 have been established in the [FAST \(Fixing America's Surface Transportation\) Act](#) 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.

**Commented [TC3]:** Update with the new bill title, as necessary

### 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 included within the 2050 MVRTP.

**Commented [TC4]:** Depending on the outcomes the state GHG rulemaking, possible location to add GHG language if required.

### 4. Capacity-Capital Project Eligibility

[Capital projects](#) must be identified [in particular air quality staging periods](#) in the 2050 Fiscally Constrained RTP ([Table 3.1](#)) of the 2050 MVRTP (April 2021) ~~as to be~~ eligible for Regional [and Subregional Share](#) funding. [Please see](#) Appendix C of this document [lists the eligible and ineligible projects and elements](#). [Any project activity identified in the FCRT 2020-2029 staging period is eligible, while those projects identified in the 2030-2039 air quality staging period are only eligible for pre-construction activities](#). [Capital projects and eligible activities extend to the following:](#)

- Roadway ~~capacity-capital~~ projects (e.g., [widening 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 transit 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 remain eligible.

Bus Rapid Transit capacity projects involving either a fixed guideway or a bus lane one mile or greater in length must also be identified in the 2050 Fiscally Constrained RTP (Figure 6.2 and Appendix 4) of the 2050 MVRTP (April 2021). Note: bus transit 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.

Rail rapid transit projects which add a new rail station or build a new section of line connecting to a station must be included in the 2050 Fiscally Constrained RTP (Figure 6.2 and Appendix 4) of the 2050 MVRTP.

#### 5. Eligibility Requirements of Transportation Technology Projects

All transportation technology projects funded selected by DRCOG to receive federal funding with federal aid Highway 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 Fiscally Constrained 2050 MVRTP were evaluated based on several criteria, including such as improving total and/or truck travel time reliability, reducing emissions, and improving the region's competitive position proximity to intermodal facilities and severity of traffic congestion, 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 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 (FONSIs), 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 amendments. 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 the 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 MVRTP.

Within the Subregional Share, funds are proportionately 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 federal fiscal years 2024, 2025, 2026, and 2027 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).

Depending on the timelines and structure of certain funding types (mainly MMOV), DRCOG may program some FY24-27 funding before the Regional and Subregional Shares Calls for Projects for the FY24-27 TIP open.

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

- Surface Transportation Block Grant Program (STBG) (~~formerly STP Metro~~). This federal funding type is the most flexible and can be used for a variety of transportation projects and programs, including roadways, bridges, ~~bicycle and pedestrian~~ active transportation infrastructure, and transit.
- STBG set-aside for Transportation Alternatives (TA). Federal TA funds are primarily for ~~bicycle and pedestrian~~ 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.
- State Multimodal ~~Transportation and~~ Mitigation ~~Transportation~~ Options Funds (MMOF). State MMOV funds are to be used for transit, TDM programs, multimodal mobility projects enabled with new technology, studies, modeling tools, and projects that decrease VMT or increase multimodal travel, and bicycle/pedestrian projects.

The Regional Share ~~Both~~ Calls for Projects ~~is~~ are conducted without the applicant defining a specific funding type, though they may indicate a wish to utilize state MMOV solely within their successful application. After ~~the Regional Share~~ all projects have been initially recommended for inclusion into the draft TIP document, staff will assign the appropriate funding type to each project. Once allocated, the remaining amounts within each funding type will be determined and DRCOG will inform each subregion of the targeted amount by funding type for their subregion.

### 3. Carryover Projects

**Commented [TC5]:** May need to be updated based on new federal legislation.

DRCOG staff will continue to fund all approved projects from the previous 2020-2023 and/or 2022-2025 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 FY 2024-2027 funding will be used. Instead, funding for the delayed-projects continuing into this 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 2024-2027 TIP reflects the intent to fund the following set-aside programs in the amounts shown in Table 2, totaling \$49,400,000 \$63,360,000 in DRCOG-allocated funds over the four years of the TIP.

**Table 2. 2024-2027 TIP Set-Aside Programs**

Set-Aside Programs	4-Year DRCOG-allocated Funding Allocations for the 2024-2027 TIP
<u>TDM Services</u>	<p style="text-align: center;"><b>\$15,440,000</b></p> <ul style="list-style-type: none"> <li>• \$9,600,000 for the DRCOG Way-to-Go program</li> <li>• \$3,840,000 for 8 regional TMAs partnership @ \$120,000/year</li> <li>• \$2,000,000 for TDM non-infrastructure projects</li> </ul>
<u>Regional Transportation Operations &amp; Technology</u>	<p style="text-align: center;"><b>\$20,000,000</b></p> <ul style="list-style-type: none"> <li>• \$15,000,000 (approximately) for call(s) for projects</li> <li>• \$5,000,000 (approximately) for DRCOG staff expenses to develop traffic signal plans</li> </ul>
<u>Air Quality Improvements</u>	<p style="text-align: center;"><b>\$7,920,000</b></p> <p style="text-align: center;">Regional Air Quality Council (RAQC) will receive:</p> <ul style="list-style-type: none"> <li>• \$2,775,000 for ozone outreach and education</li> <li>• \$1,000,000 for localized community-based marketing</li> <li>• \$3,425,000 for other focused outreach and air quality improvement programs</li> <li>• \$720,000 for ozone modeling</li> </ul>
<u>Human Service Transportation</u>	<p style="text-align: center;"><b>\$8,000,000</b></p> <ul style="list-style-type: none"> <li>• \$8,000,000 to improve service and mobility options for vulnerable populations by funding underfunded/underserved trips and rolling stock expansion.</li> </ul>
<u>Community Mobility Planning &amp; Innovation</u>	<p style="text-align: center;"><b>\$12,000,000</b></p> <ul style="list-style-type: none"> <li>• \$2,000,000 for Transportation Corridor Planning</li> <li>• \$5,000,000 for Regional Planning Studies</li> <li>• \$5,000,000 for Innovative Mobility</li> </ul>

Set-Aside Programs	4-Year DRCOG-allocated Funding Allocations for the 2024-2027 TIP
<a href="#">TDM Services</a>	<p style="text-align: center;"><b>\$15,440,000</b></p> <ul style="list-style-type: none"> <li>• \$9,600,000 for the DRCOG Way to Go program</li> <li>• \$3,840,000 for 8 regional TMAs partnership @ \$120,000/year</li> <li>• \$2,000,000 for TDM non-infrastructure projects</li> </ul>
<a href="#">Regional Transportation Operations &amp; Technology (traffic signals and ITS)</a>	<p style="text-align: center;"><b>\$20,000,000</b></p> <ul style="list-style-type: none"> <li>• \$5,000,000 (approximately) for DRCOG staff expenses to develop traffic signal plans</li> <li>• \$15,000,000 (or remaining amount) for call(s) for projects</li> </ul>
<a href="#">Air Quality Improvements</a>	<p style="text-align: center;"><b>\$7,920,000</b></p> <p>Regional Air Quality Council (RAQC) will receive:</p> <ul style="list-style-type: none"> <li>• \$2,775,000 for ozone outreach and education</li> <li>• \$1,000,000 for localized community-based marketing</li> <li>• \$3,425,000 for other focused outreach and air quality improvement programs</li> <li>• \$720,000 for ozone modeling</li> </ul>
<a href="#">Human Service Transportation</a>	<p style="text-align: center;"><b>\$8,000,000</b></p> <ul style="list-style-type: none"> <li>• \$8,000,000 to improve service and mobility options for vulnerable populations by funding underfunded/underserved trips and rolling stock expansion.</li> </ul>
<a href="#">Community Mobility Planning and Innovation</a>	<p style="text-align: center;"><b>\$12,000,000</b></p> <ul style="list-style-type: none"> <li>• \$3,000,000 for Transportation Corridor Planning</li> <li>• \$5,000,000 for Community Mobility Planning</li> <li>• \$4,000,000 for Innovative Mobility</li> </ul>

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

As a part of all previous TIP actions, no commitments were made against FY 2024-2027 TIP funding. It should be noted that during the supplemental programming of regular and COVID-19 funding in early 2021, DRCOG programmed several projects in FY 2024. These projects used FY 2020-2023 funding, and not FY 2024-2027 funds. Therefore, the programming of these funds will not count against funds received during the FY 2024-2027 period. This TIP Policy intends to fund two previous commitments:

Completion of the FasTracks “Second Commitment in Principle” allocation set by the DRCOG Board in 2008. The total to be allocated will be \$2,860,000 federal from a mixture of STBG and CMAQ funding. The funding for this commitment comes from the previous TIP, and will not use any new sources of funding.

A remaining \$25,000,000 in federal funds towards the Central 70 project over fiscal years 2020-2023. For the 2016-2021 TIP, the DRCOG Board made a \$50,000,000 commitment in principle towards this project, split over two DRCOG TIP cycles. The \$25,000,000 will be funded from the Regional Share allocation, pending a reaffirmation by CDOT for the funds.

6. Dual Model Funding Allocation

After new funding is allocated to the set-aside programs, the remaining funds are designated for new projects from the requests in the regional share and subregional share processes.

For this TIP, 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 2050 Metro Vision Regional Transportation Plan.

### A. REQUIREMENTS FOR ALL DRCOG-SELECTED TIP PROJECTS

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#### 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.

#### 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, the Regional Air Quality Council (RAQC), DRCOG, and transportation management organizations/areas (TMO/A's) (non-infrastructure projects only), and
- the State of Colorado offices and agencies, including the Department of Transportation (CDOT), public colleges, and universities.

#### 5. ~~TIP Focus Areas~~TIP Connection and Implementation of the 2050 MVRTP

~~The 2050 MVRTP includes project and program investment priorities. These investment priorities will guide the FY 2024-2027 TIP development. This TIP identifies three focus areas to guide investments. The intent of the focus areas is to support implementation of the policies and programs established in Metro Vision and the MVRTP. The following 2050 MVRTP priorities focus areas are part of the Regional and Subregional Share evaluation criteria and will guide assist project applicants in investment decisions. Applicants are not required to propose projects that meet the TIP Focus Areas as they are not a project eligibility component.~~

#### • 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/Ped, 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 reconstruction and a bridge rehab/replace
- 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

**IMPROVE MOBILITY INFRASTRUCTURE AND SERVICES FOR VULNERABLE POPULATIONS** (including improved transportation access to health services)

Mobility is a key component of helping vulnerable populations (such as older adults, minority, low-income, individuals with disabilities, and veterans) maintain their independence and quality of life. With the region's rapidly aging population, transportation is also a key component to helping older adults age in place. Improving mobility infrastructure and services for vulnerable populations may be attained through funding transit service and other physical infrastructure that improve or expand access to regional services and/or facilities. Projects/programs may include, but are not limited to:

- sidewalk improvements that assist in fulfilling a community's ADA transition plan,
- new or expanded transit services, including call n Ride,
- technology facilitated improvements, such as shared mobility services, and
- street design elements to optimize human performance (e.g., pedestrian improvements at intersections, curb radius, signage, devices for lane assignment, etc.).

### **INCREASE RELIABILITY OF EXISTING MULTIMODAL TRANSPORTATION NETWORK**

Having a consistently reliable multimodal transportation system is essential to the individual user experience and regional mobility. Reliability may be addressed through:

- capacity improvements to any of the region's travel modes;
- the elimination of gaps in the system, and
- operational improvements, such as traffic signal timing, bottleneck improvements, grade separations, transit service, and transportation demand management (TDM) strategies.

### **IMPROVE TRANSPORTATION SAFETY AND SECURITY**

Safety for all users of the multimodal transportation system—and working toward reducing serious injuries and eliminating fatalities—is of paramount priority to every transportation stakeholder in the region. There are approximately 220 reported traffic crashes per day in the region, resulting in about 70 injuries per day and four traffic fatalities per week (more than 200 annually).

Transportation security supports resiliency and addresses potential vulnerabilities and risks, from terrorism to technology (such as hacking) and natural hazards. Projects/programs may include, but are not limited to:

- roadway geometric upgrades, including the improvement of design and operations of intersections;
- improved interactions between pedestrian/bicycle modes with vehicular traffic (e.g., exclusive bike lanes, pedestrian/bicycle grade separations and crossings, improve line of sight, traffic calming improvements, etc.), and
- Intelligent Transportation Systems applications.

## **6. Financial Requirements**

Sponsors must commit a **minimum of 20% match** from non-federal financial resources for STBG, CMAQ, and TA funding requests submitted for consideration, ~~and a minimum of 50% match is required for the state MMOF funds.~~

The State MMOF program requires a 50% non-MMOF match. MMOF will be matched with CMAQ or TA funds plus the required 20% match on those funds.

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 reasonable 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

submitted application scope becomes a permanent part of the TIP project scope and 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 Fiscally Constrained 2050 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 ~~two~~ 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 ~~two~~ 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 (with CDOT or RTD) AND kick-off meeting has been held
- Bus Service: IGA executed with RTD AND service has begun
- Equipment Purchase (Procurement): IGA executed AND RFP/RFO/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

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### 1. Regional Share Intent

~~The intent is to select a limited number of regional, high priority projects, programs, or studies that play a crucial role in shaping and sustaining the future of individuals, cities, and counties in the DRCOG region consistent with DRCOG's Metro Vision Plan and 2040 Regional Transportation Plan. Regional project selection should directly be guided by the established TIP Focus Areas (which supports the implementation of the policies and programs established in Metro Vision and the MVRTP) and should connect communities, greatly improve mobility and access, and provide a high return on investment to the region.~~

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 2050 Metro Vision Regional Transportation Plan.

### 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%. ~~The remaining \$25,000,000 federal funds allocation to the Central 70 project over fiscal years 2020-2023 will be taken off the top of the determined Regional Share funding level, pending a reaffirmation by CDOT for the funds. The remaining amount (after the Central 70 allocation) will be available for the call for projects.~~ 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, ~~no single requests for DRCOG-allocated funding may be less than \$100,000 or exceed \$20,000,000. In addition, the all Regional Share project requests made require a 20% match for STBG, CMAQ and TA funds, for DRCOG federal or state funding may not exceed 50% of the total project cost submitted. Of the minimum 50% match for the three federal sources of funding (STBG, CMAQ, and TA), 20% must be from non-federal sources to meet federal requirements.~~

### 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 2050 MVRTP as specified in Table 3 below.

**Table 3. Project Categories Eligible for Regional Share Funding**

<b>Eligible Networks</b> 2040 MVRTP <i>Specific project attributes such as start and end points, alignment, service levels, and number of lanes are subject to revision through future environmental studies.</i>	<b>Eligible Projects</b> Reference Maps/Table <i>As adopted in RTP at time of TIP Call for Projects in 2018</i>
<b>Regional Rapid Transit</b> <i>(rail and BRT/busway guideway corridors)</i>	<a href="#">Figure 2</a>
<b>Bicycle and Pedestrian Projects</b>	Projects 1) from an adopted local plan or, 2) on or in proximity of a regional corridor or key multi-use trail identified on <a href="#">Figure 3</a>
<b>Freeways and Major Regional Arterials (MRAs) on the Regional Roadway System</b> <i>(NOT ELIGIBLE: stand-alone roadway reconstruction and any projects on tollways (E-470, NW Parkway, Jefferson Parkway))</i>	<a href="#">Figure 4</a> : Eligible Roadway Capacity projects identified in blue. <a href="#">Figure 5</a> : Eligible Roadway Operational project locations identified in red (freeways) and gold major regional arterials).
<b>Regional Managed Lanes System</b>	<a href="#">Figure 6</a>
<b>Rail Freight System</b> <i>(new railroad grade separations at existing grade crossings that improve operations on the designated Regional Roadway System)</i>	<a href="#">Figure 7</a>
<b>Studies</b>	Any study for a project that is DRCOG eligible <i>(including multimodal studies per MMOF)</i>
<b>Multimodal Projects</b> <i>(includes projects as defined in SB18-001 Multimodal Transportation Options Fund)</i>	Fixed-route or on-demand transit <i>(capital and operating costs eligible)</i> TDM programs Multimodal mobility projects enabled by new technology
For fiscally constrained roadway and rapid transit capacity project details, see <a href="#">Appendix 4</a> of the 2040 MVRTP.	

2050 MVRTP Eligible Categories	Eligible Projects/Programs As adopted in <a href="#">Table 3.1</a> of the 2050 MVRTP at the time of TIP Call for Projects in 2021	
	Any Project Phase	Pre-Construction Activities
<b>Multimodal Capital</b> (Projects & Programs DRCOG Administered Funds only)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2029 staging period</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Regional BRT Projects</b>	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2029 staging period</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Corridor Transit Planning</b> (Projects & Programs)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2029 staging period</li> <li>Regional mobility hubs</li> <li>Any other regional strategic transit improvement*</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Arterial Safety /Regional Vision Zero</b> (Projects & Programs)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2039 staging period</li> <li>Any other safety project located on the <a href="#">Taking Action on Regional Vision Zero Plan High Injury Network</a> (arterial or higher classification)*</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Active Transportation</b> (Projects & Programs)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2039 staging period</li> <li>Any other active transportation project that closes a gap or extends a facility on the <a href="#">regional active transportation corridors</a></li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Freight</b> (Projects & Programs)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2039 staging period</li> <li>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*</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Studies</b>	<ul style="list-style-type: none"> <li>Study limits must include the <a href="#">entire MPO boundary</a> at a minimum <u>and</u> specifically addresses one of the following categories listed above.</li> </ul>	
* Must not be an air quality <a href="#">Regionally Significant Project</a> as defined in the 2050 RTP.		

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 FY 2024-2027. TIP funding for a study in this TIP cycle 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](#)

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 available to all those who wish to apply. For this TIP cycle, the Regional Share will utilize a parallel track application process to keep the overall match 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, 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 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 will 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 (reaffirmation of Central 70 counts as one of CDOT’s project submittals).

Any agency contemplating applying and have 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 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 project 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.

#### 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 2050 MVRTP. The geographic-units for the Subregional Share are county boundaries and all the incorporated units of governments 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 proportionately 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: [2016-2019 DOLA](#)), *employment* (source: [2016-2019 DOLA](#)), and *vehicle miles traveled (VMT)* (source: [estimated year-2020 base year](#) from the [2017-2020](#) model run for the [2050 MVRTP](#)). The average for each county is:

**Table 4. Funding Target Percentage**

County	Avg. of Factors
Adams	<del>15.17%</del> <u>15.42%</u>
Arapahoe	<del>19.37%</del> <u>18.60%</u>
Boulder	<del>9.70%</del> <u>9.88%</u>
Broomfield	<del>2.33%</del> <u>2.41%</u>
Denver	<del>24.29%</del> <u>24.37%</u>
Douglas	<del>10.04%</del> <u>10.36%</u>
Jefferson	<del>16.44%</del> <u>16.47%</u>
SW Weld	<del>2.66%</del> <u>2.49%</u>

For the Subregional Share Call for Projects, sponsors must commit a **minimum of 20% match** from non-federal financial resources for STBG, CMAQ, and TA funding requests submitted for consideration through their subregion. The MMOF [funding requests program](#) requires a 50% match from non-MMOF funds. [MMOF will be matched with CMAQ or TA funds plus the required 20% match on those funds.](#) 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. Exact funding levels will be available before the Subregional Share Call for Projects opens.

### 3. County Forums

The sub-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. RTD and CDOT shall also be invited. Each forum may invite other agencies and stakeholder 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 meetings host agency, and the host agency's county shall post agenda materials for all standing meetings on its website 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. 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 under Table 5 below. one of the DRCOG allocated funding types (see Appendix B for details). Projects submitted for the Regional Share that were not recommended for funding meeting eligibility under the DRCOG allocated funding types Subregional Share are eligible to be submitted for subregional share consideration. A new application will be required to resubmit the Regional Share application into the Subregional Share.

Notable federal or DRCOG requirements include:

- Any project located on a roadway must be on the DRCOG Regional Roadway System, which contains roadways that have a classification of a principal arterial or higher.
- Any roadway capacity capital, Bus Rapid Transit, or Rail (Fixed Guideway) Rapid Transit projects submitted must be in the Fiscally Constrained 2050 MVRTP. Additional details can be found in Section II.B.
- 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 FY 2024-2027.
- TIP funding for a study in the Subregional Share process does not constitute a DRCOG commitment to expedite funding for implementation in a coming TIP cycle, unless decided upon by the individual subregion.
- Others as defined in Section II.B and IV.A.

**Table 5. Project Categories Eligible for Subregional Share Funding**

2050 MVRTP Eligible Categories	Eligible Projects/Programs As adopted in <a href="#">Table 3.1</a> of the 2050 MVRTP at the time of TIP Call for Projects in 2021	
	Any Project Phase	Pre-Construction Activities
<b>Multimodal Capital</b> (Projects & Programs DRCOG Administered Funds only)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2029 staging period</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Regional BRT Projects</b>	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2029 staging period</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Corridor Transit Planning</b> (Projects & Programs)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2029 staging period</li> <li>Regional mobility hubs</li> <li>Any other regional strategic transit improvement*</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Arterial Safety /Regional Vision Zero</b> (Projects & Programs)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2039 staging period</li> <li>Any other safety project</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Active Transportation</b> (Projects & Programs)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2039 staging period</li> <li>Any other active transportation project*</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Freight</b> (Projects & Programs)	<ul style="list-style-type: none"> <li>Listed projects in the 2020-2039 staging period</li> <li>Any other project improving freight movements*</li> </ul>	<ul style="list-style-type: none"> <li>Listed projects in the 2030-2039 staging period</li> </ul>
<b>Studies</b>	<ul style="list-style-type: none"> <li>No eligibility limitations</li> <li>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</li> </ul>	
<b>Other</b>	<ul style="list-style-type: none"> <li>Other project categories not listed, as long as they're eligible under one of the funding types.*</li> <li>Projects on roadways must be on the DRCOG Regional Roadway System, which contains roadways that have a classification of a principal arterial or higher.</li> <li>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 FY 2024-2027.</li> </ul>	

\* Must not be an air quality [Regionally Significant Project](#) as defined in the 2050 RTP.

5. Subregional Share Criteria

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 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, and TA funds. Federal and state funding types may be combined to reduce the overall required match to 20%.

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 through their 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 56. 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 and having 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 subregions 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

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### 1. Peer and Interagency Discussion

Applicants are encouraged to discuss potential funding requests with CDOT and/or RTD as appropriate as early as possible. As 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.

### 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 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**

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### **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 is 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**

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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 4<sup>th</sup> 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,
- ~~Adding or deleting~~ 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 once a year as necessary, but only concurrent with the 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 remove change scope elements within the same budget. If this is the case, projects selected in the Regional Share must have confirmation from the Regional Share project review panel to remove change scope elements. If the project was recommended from the Subregional Share process through a subregional forum, the forum must agree to the scope change. 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 all together 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**

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Under federal law and state statute, actual allocations are determined annually with no guaranteed amount. The 2024-2027 TIP is being 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. DRCOG Board approval will be required to issue a new call beyond the Regional and Subregional calls outlined in this policy 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 [Strategic Business Plan \(SBP\)](#) [Mid-Term Financial Plan \(MTFP\)](#). The fiscally constrained [SBP-MTFP](#) documents RTD's six-year capital and operating plan. It is updated and adopted each year by the RTD Board of Directors. ~~The one exception to this process is the FasTracks projects, which are reported in the FasTracks SB-208 plan as described below.~~

#### 1. RTD Solicits [SBP-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 [SBP-MTFP](#) cycle.

**INTERNAL PROJECTS**—In January of each year, RTD solicits [SBP-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.

~~**LOCAL GOVERNMENTS**—Often, local governments will request small scale projects for RTD consideration. Furthermore, when financial conditions allow, RTD will solicit SBP project applications from local governments through the Local Government Meetings. Project applications are reviewed by the Planning and Capital Programs departments.~~

~~**FASTRACKS PROJECTS**—Since the FasTracks plan was approved by the voters in the RTD District in 2004 and since prior to the election the DRCOG Board approved the FasTracks SB-208 plan, RTD will automatically submit all FasTracks corridor projects for inclusion in the TIP. However, because of the FasTracks commitments made to the voters and pursuant to the DRCOG SB-208 approval, FasTracks capital projects will not be included in the regular RTD SBP process and they will not be subject to SBP evaluation. Rather, all FasTracks projects are budgeted and tracked separately by RTD and will be reported annually to DRCOG.~~

#### 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?

**Commented [TC6]:** RTD might need to update this section based on outcomes of the Reimagine process (end of October/November).

- Will the project have a positive impact on regional travel patterns?

Upon completion of the [SBP/MTFP](#) process, those projects identified as Regionally Significant will then be submitted to DRCOG for inclusion in the TIP. ~~As noted above, because of the regionally significant nature of FasTracks, all FasTracks corridors will be submitted for inclusion into the TIP, but will not be subject to the regular SBP review process.~~ Projects that are not considered to be regionally significant will be considered in RTD's internal [SBP/MTFP](#) process.

### 3. Projects Subjected to Screening Criteria

Commented [TC7]: Same as above

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 [SBP/MTFP](#).

### 5. Title VI Review

After the cash flow analysis has been completed, the project list is then reviewed by RTD's ~~Disadvantaged Business Enterprise (DBE) officer~~ [Manager of Transit Equity](#). The ~~DBE officer~~ [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 ~~DBE~~ [Title VI](#) review, the complete [SBP/MTFP](#) is presented first to the RTD Finance Committee for review and then to ~~RTD's Local Governments group.~~ ~~Following completion of the Local Governments group review, the SBP is presented to~~ the full RTD Board for review and adoption.

## B. CDOT PROCESS

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### 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 and will continue to be funded.

CDOT Region 1 and 4 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 elements of Metro Vision 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 bridge, project readiness, and funding limits.

SAFETY—CDOT TSM&O 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 TSM&O 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 ~~the~~ \$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 [these eligible](#) projects [as part of DTR's calls for projects process](#).

**TRANSIT PROGRAM**—CDOT administers Federal Transit Administration (FTA) [grants-awards](#) through [its Division of Transit and Rail DTR](#). [The program is expansive in what it can support. 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 was established under Section 1122 of MAP-21 and continued as a set-aside under Section 1109 of the FAST Act.~~ 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 receive 50% of the funding allocated to the state, with the remaining split among the MPO's.

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, 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 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

Commented [TC8]: Update/add if a new bill passes

# Eligible Projects by Funding Source

The funding categories established by the FAST Act 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/surfransfundaltfs.pdf>

### 4. 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
- 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 in the 2024-2027 TIP. 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)
<b>DRCOG-funded Multimodal Capital Projects</b> (Project must be listed to be eligible for TIP funding)				
All Project Phases Eligible				
Adams	88 <sup>th</sup> Ave.	I-76 northbound ramps to SH-2	Widen from 2 to 4 lanes	\$21,500
Adams	104 <sup>th</sup> Ave.	Colorado Blvd. to McKay Rd.	Widen from 2 to 4 lanes	\$8,100
Adams	120 <sup>th</sup> Ave.	US-85 to E-470	Widen to 4 lanes	\$24,000
Adams	SH-7	164 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> Ave.	Add 1 managed lane in each direction	\$139,000
Denver	Peña Blvd.	64 <sup>th</sup> 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 <sup>th</sup> Ave. to W. 86 <sup>th</sup> Pkwy.	Widen to 4 lanes	\$39,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
Jefferson	SH-93	SH-58 to SH-170	Widen to 4 lanes and safety/transit improvements	\$200,000
<b>CDOT-funded Multimodal Capital Projects</b> (Project must be listed to be eligible for TIP inclusion)				
All Project Phases Eligible				
Adams	US-85	120 <sup>th</sup> Ave.	New interchange	\$100,000
Adams	US-85	104 <sup>th</sup> 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)
<b>Regional Bus Rapid Transit Projects</b>				
(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 <sup>th</sup> 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
<b>Corridor Transit Planning Projects</b>				
(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
<b>Arterial safety/Regional Vision Zero Projects</b>				
(Other projects are eligible for TIP funding as long as they're not regionally significant for air quality)				
All Project Phases Eligible				

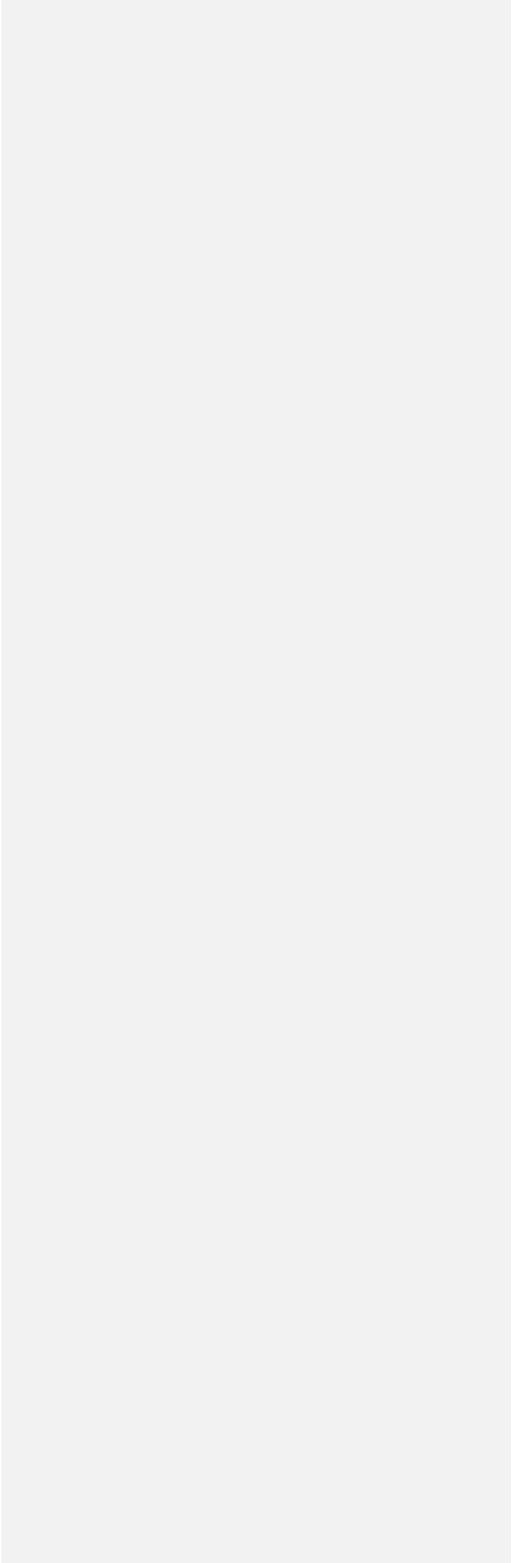
County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
Adams	Federal Blvd. multimodal improvements	52 <sup>nd</sup> Ave. to 120 <sup>th</sup> Ave.	Bicycle/pedestrian/transit improvements; turn lanes; bus/business access lanes	\$50,000
Arapahoe/ Denver	US-285 congestion 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
Boulder	US-36/28th St. and SH-93/ Broadway	US-36/28 <sup>th</sup> St. and SH-93/Broadway	Corridor safety improvements	\$15,200
Denver	Chambers Rd.	E. 56 <sup>th</sup> Ave. to E. 40 <sup>th</sup> 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 <sup>nd</sup> 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
<b>Preconstruction Activities Only</b>				
Boulder	SH-42	Louisville and Lafayette	Safety and operational improvements	\$50,000
Boulder	US-36/28 <sup>th</sup> St. and SH-93/ Broadway	US-36/28 <sup>th</sup> St. and SH-93/Broadway	Corridor safety improvements	\$15,200
<b>Active Transportation Projects</b> (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
<b>Preconstruction Activities Only</b>				
Denver	S. Platte River Trail	(not specified)	Complete missing links and upgrade trail section	\$50,000
<b>Freight Projects</b> (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

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
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

## Regional Share Application

**Application to be placed in Appendix D once policy is approved**



# FY2024-27 TIP Policy DRAFT

Transportation Advisory Committee  
October 25, 2021

Todd Cottrell

# HIGHER-LEVEL DOCUMENT EDITS



- **Overall**: Track changes exclude wordsmithing, funding year changes, new bill edits, GHG integration – these will be included prior to adoption
- **Chapter 1 (introduction)**: The TIP schedule will be updated after the Board weighs in on the MMOF options TAC discussed last meeting (November 3 BWS)

# HIGHER-LEVEL DOCUMENT EDITS



- Chapter 2 (roles/requirements):
  - Agency roles – funding source clean up. Will also need further refinement with federal infrastructure bill passage
  - Capital project eligibility
    - Any project phase: 2020-29 staging period projects
    - Project Development: 2030-39 staging period projects
  - Technology projects – clean up and expand language related to regional operations plan and systems engineering analysis
  - Freight – add language related to economy, reliability, emissions

# HIGHER-LEVEL DOCUMENT EDITS



- Chapter 3 (initial programming):
  - Funding Assessment – Clean up language regarding funding sources
  - Set-Aside Programs – Set-asides updated based on previous discussions
  - Other Commitments – Removed Central 70 and FasTracks commitments

# HIGHER-LEVEL DOCUMENT EDITS



- **Chapter 4 (calls for projects):**
  - Replaced focus areas with 2050 MVRTTP project and program investment priorities as previously discussed
  - Financial Requirements – clarify MMOF match language
  - Regional Share:
    - Updated intent – link to regional Metro Vision objectives and outcomes
    - Funding: submittals no less than \$100k and no more than \$20 million; 20% minimum match
    - Project/program eligibility requirements
    - Notes parallel track applications (STBG and AQ/MM)

# HIGHER-LEVEL DOCUMENT EDITS



- Chapter 4 (calls for projects) continued:
  - Subregional Share:
    - Funding targets updated with current data
    - Project/program eligibility requirements (similar style table as regional; similar open eligibility)
    - Notes parallel track applications (STBG and AQ/MM)
    - Application submittal process; to DRCOG first

# HIGHER-LEVEL DOCUMENT EDITS



- **Chapter 5 (TIP Development):**
  - Amendments and Modifications – refine and clarify criteria and triggers for TIP amendments and modifications
  - Funding Increase – DRCOG Board approval for a new call for projects
- **Appendix A (RTD and CDOT Selection Processes):**
  - Updated RTD process to refer to Mid-Term Financial Plan
  - Updated CDOT process to refer to 10-Year Plan and other minor program changes



# DISCUSSION