

**AGENDA**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**Monday, December 20, 2021**  
**1:30 p.m.**  
**VIDEO/WEB CONFERENCE**  
**Denver, CO**

1. Call to Order
2. Public Comment
3. November 15, 2021 TAC Meeting Summary  
(Attachment A)

**ACTION ITEMS**

4. Discussion on Transportation Improvement Program (TIP) FY 2021 Project Delays Report  
(Attachment B) Todd Cottrell, Senior Planner
5. Discussion on Policy and process for selecting and programming Transportation Improvement Program (TIP) projects for FY2022 through FY2027  
(Attachment C) Todd Cottrell, Senior Planner
6. Election of TAC Chair and Vice-Chair for the 2022-2023 Term  
(Attachment D) Jacob Riger, Long Range Transportation Planning Manager

**INFORMATIONAL BRIEFING**

7. 2050 Regional Transportation Plan Greenhouse Gas Revision Kickoff  
(Attachment E) Jacob Riger, Long Range Transportation Planning Manager

**INFORMATIONAL ITEM**

8. Annual Listing of Federally Obligated Projects (ALOP)  
(Attachment F) Todd Cottrell, Senior Planner

**ADMINISTRATIVE ITEMS**

9. Member Comment/Other Matters  
TAC 2022 Meeting Schedule
10. Next Meeting – January 24, 2021
11. Adjournment

**ATTACH A**

## ATTACHMENT A

### MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, November 15, 2021 Meeting held virtually via Zoom

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

Kent Moorman (Chair)	Adams County – City of Thornton
Brook Svoboda	Adams County – City of Northglenn
Melanie Choquette	Denver, City and County
David Gaspers	Denver, City and County
Ron Papsdorf	Denver Regional Council of Governments
Art Griffith	Douglas County
John Cotten	Douglas County – City of Lone Tree
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 – Town of Frederick
Frank Bruno	Non-RTD Transit
Carol Buchanan	Senior Special Interest Seat
Bill Sirois	Regional Transportation District
Carson Priest	TDM/Non-Motorized Special Interest Seat
Frank Gray	Business Special Interest Seat
Richard Pilgrim	Environment Special Interest Seat
Wally Weart	Freight Special Interest Seat
George Hohlaov (Alternate)	Aviation Special Interest Seat
Jessica Myklebust (Alternate)	CDOT Region 1
Marissa Gaughan (Alternate)	CDOT DTD
Jessica Ferko (Alternate)	RAQC

#### OTHERS PRESENT:

Jean Sanson (Alternate)	Boulder County
Rob Zuccaro (Alternate)	Boulder County – City of Louisville
Elizabeth Relford (Alternate)	Weld County
Tom Reiff (Alternate)	Douglas County – City of Castle Rock
Mike Whiteaker (Alternate)	Jefferson County – City of Lakewood
Chris Hudson (Alternate)	Douglas County – Town of Parker
Bryce Hammerton (Alternate)	Broomfield – City & County
Maria D' Andrea (Alternate)	Arapahoe County – City of Englewood
Mac Callison (Alternate)	Arapahoe County – City of Aurora

**Public:** Jordan Rudel, Danny Herrmann, JoAnn Mattson, Jan Rowe, Janet Lundquist, Bridget Hart, Michael Timlin, Chris Chovan, Eileen Yazzie, Brian Staley, Larry Nimmo, Riley Warton, Ted Heyd, Chrissy Breit

**DRCOG staff:** Steve Cook, Ala Alnawaiseh, Cam Kennedy, Josh Schwenk, Emily Lindsey, Matthew Helfant, Sang Gu Lee, Brad Calvert, Todd Cottrell, Jacob Riger, Lawrence Tilong, Alvan-Bidal Sanchez, Travis Noon

Call to Order

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

Public Comment

Mr. Moorman informed TAC this will be Carol Buchanan's last meeting filling the Senior Special Interest Seat. He thanked her for her service and Mr. Riger echoed that sentiment. Ms. Buchanan encouraged all in attendance to support the increase in funding to the TIP set-aside for human services transportation.

Mr. Riley Warton had questions regarding Bus Rapid Transit projects included in the 2050 RTP, particularly as to whether these projects could be implemented sooner. Mr. Riger explained the planning for the staging and sequence of the BRT projects in the 2050 RTP.

Summary of the October 25, 2021, TAC meeting

The summary was accepted.

**ACTION ITEMS**

FY 2022-2025 Transportation Improvement Program (TIP) 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 and have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments

- **2016-003**                      **Central 70**  
Increase funding.
- **2020-048**                      **HOP Transit Service Expansion**  
Revise scope from service expansion to bus purchases.

Bryan Weimer 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 unanimously.

**INFORMATIONAL BRIEFINGS**

Continued Discussion of the Draft FY 2024-2027 TIP Policy

Todd Cottrell, Senior Planner, presented to the TAC an updated draft of the TIP Policy document. The document includes all the edits from the October 25 TAC meeting, plus the following:

- Revised text in Chapter 2.B.4 (capital project eligibility) based on TAC feedback
- Added “Regional” and “Subregional” to the titles of Tables 3 and 5
- Removed the duplicate “US-36/28th St. and SH-93/ Broadway” project from Appendix C
- Added text regarding subregional forums (Chapter IV.C.3) that forum voting is only allowed within a forum meeting (in person or virtual) and not through other means (email, polling, etc.)
- Additional minor edits
- Revised the document to remove references to the 2024-2027 TIP. The policy is now able to be applied to any call for projects and document the TIP development that DRCOG conducts, with minor revisions by staff. This improves document turn around and still provides for a review and discussion by technical and policy members at the beginning of each four-year TIP cycle. Future TIP cycles will revise the TIP Policy rather than adopt a new TIP Policy.

#### Discussion of the Draft TIP Applications

Josh Schwenk, Assistant Planner, informed the committee that DRCOG staff proposes using a two-track TIP project solicitation process. The *Air Quality and Multimodal (AQ/MM) Track* for projects eligible for state Multimodal and Mitigations Options Fund (MMOF) and federal Congestion Mitigation Air Quality (CMAQ), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) funding. The *STBG Track* for projects eligible for federal Surface Transportation Block Grant (STBG) funding.

Staff developed draft applications for each track. Depending on which call is being held for which years, one or both “tracks” (and therefore applications) may be used, and applicants will use the application that best suits the project type being submitted.

Major changes from the FY 2020-2023 TIP application that apply to both tracks include replacing the previous High-Medium-Low scoring with a zero to five point scale, adding a new project readiness section, replacing the previous TIP Focus Areas with the 2050 MVRTP Priorities, as well as general edits and restructuring of questions.

Both applications are structurally the same. Major differences in the AQ/MM application include removing items ineligible for CMAQ, TA, MMOF, and CRP funding (such as roadway capacity and reconstruction projects) and slightly adjusting questions to align with the intent of the AQ/MM Call for Projects.

#### Older Americans Act, Human Services Transportation Set Aside, and Federal Transit Administration 5310 Super Call for Projects

Matthew Helfant, Senior Planner, and Travis Noon, Senior Program Specialist, briefed the committee. On November 8, 2021, DRCOG released its first ever integrated Request for Proposals for transportation funding from three related programs: Older Americans Act/Older Coloradans Act, Federal Transit Administration (FTA) 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, and the DRCOG Transportation Improvement Program Human Services Transportation Set-Aside (HST). A mandatory application workshop will be held on November 17. Applications will be due on January 7, 2022 and will be evaluated in January and early February. Projects will commence on July 1, 2022 and be funded for one year.

The DRCOG Area Agency on Aging funds services for older adults, including transportation, in Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin, and Jefferson Counties. Approximately \$2.5-3 million is typically awarded for transportation projects. The FTA 5310

program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Eligible projects include purchasing rolling stock, operating and maintenance for providing services, small infrastructure projects that improve accessibility and remove barriers to ride fixed route transit, and mobility management activities to improve the reach, efficiency, and affordability of public transportation services. DRCOG is the Designated Recipient of FTA 5310 funds for the Denver-Aurora Urbanized Area. Approximately \$2 million will be available for FTA 5310 projects. However, this may increase depending on passage of the next federal surface transportation authorization.

In the summer of 2018, a set-aside for \$4 million over four years for HST was adopted as part of the FY 2020-2023 TIP Policy. The HST set-aside directly addresses the Board-adopted 2020-2023 TIP focus area of improving mobility infrastructure and services for vulnerable populations. The HST set-aside provides a dedicated funding source to improve mobility for vulnerable populations, including older adults, low-income individuals, veterans, and individuals with disabilities. This includes addressing identified gaps such as underfunded and underserved trips and vehicle expansion. This set-aside is intended to complement FTA 5310 and Older Americans Act/Older Coloradans Act dollars by funding identified needs that are underfunded or underserved by those sources. It is the intent of this set-aside to be coordinated with these other funding sources to reduce duplication, provide more needed trips, and help maximize the effectiveness of all three funding sources through an integrated and coordinated approach to funding human service transportation.

#### Advanced Mobility Partnership (AMP) Annual Update

Emily Lindsey, Transportation Technology Strategist, provided an update on the work of the Advanced Mobility Partnership (AMP) since its founding in 2019. This partnership was established to support the implementation of the Mobility Choice Blueprint. Staff from the partner agencies at DRCOG, CDOT, RTD and the Denver Metro Chamber of Commerce have been working alongside stakeholders to begin work on priority tactical actions. In December 2019, the TAC selected Carson Priest to represent the committee on the AMP Working Group, which meets monthly. Mr. Priest provides monthly updates to the TAC on AMP-related work. This informational update included a briefing from the latest collaboration between AMP partner agency staff and the Harvard Kennedy School to conduct a three-part mobility data workshop series.

#### CDOT Mountain Transit Service Update

Mike Timlin, CDOT Division of Transit and Rail, informed the committee that CDOT is planning several investments in its mountain transit service for the upcoming winter season. This service, known as Snowstang, is oriented towards providing public transportation between the Denver metro area and several ski areas. CDOT will resume service to Loveland Ski Area, Arapahoe Basin Ski Area, and Steamboat Springs Ski Area, while adding a new route to Copper Mountain Ski Area. In addition, CDOT is planning to operate a new I-70 Mountain Corridor shuttle service to augment the popular Bustang route that operates on I-70 between Denver and Grand Junction. The new shuttle service, branded as Pegasus, will provide service that is faster, more frequent, and potentially easier to operate in this corridor. By using smaller, 11-passenger vans, CDOT anticipates being able to use the Mountain Express Lanes when they are open, meaning that travel times will be reduced, compared to the regular Bustang service. Also, these vans

may prove easier to operate as they do not require a CDL license to operate, meaning the labor pool for drivers is expanded.

### **ADMINISTRATIVE ITEMS**

#### **Member Comment/Other Matters**

Chair Kent Moorman and Mr. Riger solicited volunteers for a nominating panel to prepare for the election of the TAC Chair and Vice-Chair for 2022 – 2023. Members Rick Pilgrim, David Gaspers, Bill Sirois, and Alex Hyde-Wright volunteered to be on the nominating panel.

Chair Kent Moorman also presented the TAC 2022 Meeting Schedule to the committee.

Ron Papsdorf, Director, Transportation Planning and Operations, mentioned President Biden has signed the Infrastructure Investment and Jobs Act into law today. Mr. Papsdorf encouraged the TAC to review materials from previous meetings regarding the transportation portion of this bill that reauthorized the FAST Act and added significantly new funding and grants since this will be relevant for all in the DRCOG region.

#### **Next Meeting – December 20, 2021**

#### **Adjournment**

There were no additional comments from members. The meeting adjourned at 3:01pm

**ATTACH B**



## ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
December 20, 2021	Action	4

### SUBJECT

Transportation Improvement Program (TIP) FY 2021 Project Delays Report.

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of proposed actions regarding FY 2021 project delays.

### ACTION BY OTHERS

NA

### SUMMARY

The [FY 2020-2023 Policy on TIP Preparation](#) document identifies expectations for project initiation and policy for addressing delays for projects/phases with DRCOG-allocated federal funding. Timely initiation of TIP projects/phases is an important objective of the Board. Delays, regardless of the reason, tie up scarce federal funds that could have been programmed to other projects.

At the end of FY 2021 (September 30, 2021), DRCOG staff reviewed the implementation status of DRCOG-selected projects/phases with CDOT and RTD. DRCOG staff discussed with the sponsors the reason(s) for the delays and identified action plans demonstrating the sponsor's commitment to timely initiation.

The TIP Project Delays Report for FY 2021 summarizes the reasons for delays and actions proposed by sponsors to get the project or phase(s) initiated. The report includes DRCOG staff recommendations for committee and Board consideration.

### PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

### PROPOSED MOTION

Move to recommend to the Regional Transportation Committee actions proposed by DRCOG staff regarding TIP project delays for Fiscal Year 2021.

### ATTACHMENT

1. TIP Project Delays Report for FY 2021

### ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Planner, Short Range Transportation Planning, Transportation Planning and Operations Division at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

#### A. POLICY

The FY2021 TIP Project Delays Report reviews project phases funded in the previous 2020-2023 TIP in FY21. For the first-year delayed projects, the report is based on procedures established in the 2020-2023 Policy on Transportation Improvement Program (TIP) Preparation, adopted July 18, 2018, with amendments accordingly. The policy states that “a delay occurs when a project phase...has not been initiated in the identified year” and “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.”

The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of spending DRCOG-allocated funds.

#### B. PROCESS

To implement the policy, the following steps were taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requested CDOT and RTD to conduct a comprehensive review of all DRCOG-selected projects receiving TIP funds in FY2021.
2. CDOT and RTD reviewed all such project phases, identifying those that have not been initiated, and therefore delayed.
3. In late October, DRCOG staff notified first year delayed project/phase sponsors and requested a discussion regarding the delay. These projects are discussed in Section C.

A summary of each project delayed is included below.

FY21 First Year Delays Summary			
Project Sponsor	Project Name	Project Phase Delayed	Anticipated Initiation of Phase
Arapahoe County	High Plains/Cherry Creek Trail Connector	Construction	December 2021
Arapahoe County	I-25/Dry Creek SB On-Ramp	Project Advertised	
Aurora	Havana Transit Improvements	Construction	January 2022
Aurora	High Line Canal: Colfax to I-70	Construction	3 <sup>rd</sup> Quarter 2022
Bennett	SH-79 and I-70 Eastbound Ramp Improvements	Construction	Jan 2022
Boulder	HOP Electric Bus Purchase	Procurement	April 2022
Broomfield	US-36 Bike-N-Ride Shelters/Amenities/Ops/Marketing	Construction	March 2022
CDOT Region 1	I-25 and Alameda Ave. Ops Imp.: Valley Hwy Phase 2.0	Construction	June 2022
CDOT Region 1	Vasquez Blvd. Improvements: 52nd Ave. to E. 64th Ave.	ROW	July 2022
Centennial	S2S Communication	Procurement	April 2022
Denver	Mobility Choice Network	Construction	June 2022
Denver	ITS Device Performance and Reliability Improvements	Procurement	May 2022
Englewood	Oxford Pedestrian Bridge	Construction	December 2021
Erie	Erie Pkwy and WCR-7 Signalization	Construction	December 2021
Evergreen	Evergreen Lake Trail Improvements	Construction	April 2022

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

FY21 First Year Delays Summary			
Project Sponsor	Project Name	Project Phase Delayed	Anticipated Initiation of Phase
Golden	US-40 Complete Streets: Violet to I-70	Construction	3 <sup>rd</sup> Quarter 2022
Jefferson County	System Communication	Procurement	December 2021
Lafayette	SH-7/119 <sup>th</sup> Ave Intersection Improvements	Construction	February 2022
Lakewood	Alameda Shared Use Path	Construction	January 2022
Littleton	Downtown Raised Pedestrian Crossings	Environ and Design	1 <sup>st</sup> Quarter 2022
Littleton	System Communication	Construction	3 <sup>rd</sup> Quarter 2022
Lochbuie	I-76/Baseline Interchange Improvements	Environ and Design	January 2022
Louisville	South Boulder Rd. At-Grade Crossing Improvements	Construction	January 2022
Nederland	Downtown ADA Sidewalk Connections	Construction	April 2022
Parker	Traffic Response Signal Control	Construction	April 2022
RTD	TSP Data Management	Procurement	1 <sup>st</sup> Quarter 2022
RTD	TSP Conditionality	Construction	December 2021
Superior	US-36 Bikeway Extension	Construction	January 2022

#### C. FIRST-YEAR DELAY (FY2021) PROJECTS SEEKING APPROVAL TO CONTINUE

Project sponsors listed below with phases NOT initiated by July 1, 2022, will be delayed for a second year and project sponsors and will need to appear before the DRCOG Board in to continue.

1. **Arapahoe County: High Plains Trail/Cherry Creek Trail Connector (TIPID [2020-003](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- ROW and utility issues and delays

**Current Status, Plan to Initiate Phase:**

- Waiting on final CDOT and FHWA approvals, with advertisement anticipated in mid-December 2021

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than December 2021
- Discuss this project monthly beginning in January 2022, if the project has not advertised

2. **Arapahoe County: I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements (TIPID [2020-058](#))**

**Delayed FY2021 Phase:** Construction

Since October 1, the project has advertised, and therefore is no longer delayed.

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

3. **Aurora: Havana St. Transit Improvements: Montview Blvd. to Dartmouth Ave. (TIPID [2020-046](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- IGA took approximately twice as long as expected (design removed part way through)
- Required traffic study added three months to the timeline

**Current Status, Plan to Initiate Phase:**

- Final plans with CDOT for review; advertisement anticipated for January 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than January 2022
  - Discuss this project monthly beginning in February 2022, if the project has not advertised
- 

4. **Aurora: High Line Canal Trail: East Colfax Ave. to I-70 (TIPID [2020-008](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- IGA process delays; started late 2019, executed October 2021
- CDOT identified concerns with design of underpass causing redesign to an overpass

**Current Status, Plan to Initiate Phase:**

- Plans at 60% design, discussions between CDOT and Aurora ongoing
- ROW hasn't started, hopeful for conditional clearances; ad projected for 3<sup>rd</sup> Quarter 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than June 2022
  - Discuss this project monthly beginning in February 2022
- 

5. **Bennett: SH-79 and I-70 Interchange Eastbound Ramp Improvements (TIPID [2020-053](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- COVID-19 during the beginning of the project and working remote

**Current Status, Plan to Initiate Phase:**

- Final reviews held; advertisement anticipated for January 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than January 2022
  - Discuss this project monthly beginning in February 2022, if project has not advertised
- 

6. **Boulder: HOP Electric Bus Purchase (TIPID [2020-048](#))**

**Delayed FY2021 Phase:** Procurement (funding is shown in FY22 for state funding purposes, but project delay was to FY21)

**Reason Phase was not Initiated by 9/30/21:**

- Scope change necessary due to COVID-19; the requested change from bus service to bus purchase is pending December Board action. If scope change is successful, project phase initiation changes from bus service to procurement

**Current Status, Plan to Initiate Phase:**

- Assuming scope change is successful, Boulder will use an existing statewide RFP and issue a letter of purchase intent to satisfy RFP release

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

- IGA currently be developed; letter of intent can be released without IGA execution

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than April 2022 (IGA execution and issue of letter of intent)
  - Discuss this project monthly beginning in May 2022, if the IGA has not been executed
- 

7. **Broomfield: US-36 Bike-N-Ride Shelters, Amenities, Operations, and Marketing (TIPID 2020-018)**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- Earlier IGA delays due to COVID-19

**Current Status, Plan to Initiate Phase:**

- Final project reviews in November, followed by advertisement anticipated by March 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than March 2022
  - Discuss this project monthly beginning in April 2022, if project has not advertised
- 

8. **CDOT Region 1: I-25 and Alameda Ave. Operational Improvements: Valley Highway Phase 2.0 (TIPID 2020-061)**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- IGA with Denver took 3-5 months longer than expected (all of 2020)

**Current Status, Plan to Initiate Phase:**

- Design began in January
- Advertisement expected in June 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than June 2022
  - Discuss this project monthly beginning in April 2022
- 

9. **CDOT Region 1: US-85 (Vasquez Blvd) Operational Improvements: E. 52nd Ave. to E. 64th Ave. (TIPID 2018-009)**

**Delayed FY2021 Phase:** ROW

**Reason Phase was not Initiated by 9/30/21:**

- Project rescoping in June 2019 set all project phases back

**Current Status, Plan to Initiate Phase:**

- ROW plans still be developed; review anticipated for April 2022
- Initial set of plans anticipated in July 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than July 1, 2022
  - Discuss this project monthly beginning in April 2022
-

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

#### **10. Centennial: System to System Communication (TIPID [2016-004](#))**

**Delayed FY2021 Phase:** Procurement

**Reason Phase was not Initiated by 9/30/21:**

- Preparation of the IGA took longer than expected

**Current Status, Plan to Initiate Phase:**

- RFP being developed; anticipated to be released in April 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than April 2022
  - Discuss this project monthly beginning in May 2022, if the RFP has not been released
- 

#### **11. Denver: ITS Device Performance and Reliability Improvements (TIPID [2016-004](#))**

**Delayed FY2021 Phase:** Procurement

**Reason Phase was not Initiated by 9/30/21:**

- Delays continue as a result of design being delayed for a year

**Current Status, Plan to Initiate Phase:**

- Design anticipated to be completed by February 2022
- RFP release anticipated for May 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than May 2022
  - Discuss this project monthly beginning in June 2022, if the RFP is not released
- 

#### **12. Denver: Mobility Choice Network (TIPID [2020-077](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- IGA issues slowed the project initially; now executed

**Current Status, Plan to Initiate Phase:**

- Design started; final project review anticipated for February 2022, with advertisement anticipated for June 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than June 2022
  - Discuss this project monthly beginning in April 2022
- 

#### **13. Englewood: Oxford Ave. Pedestrian Bridge (TIPID [2020-012](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- A combination of previous delays associated with COVID-19 and the general process taking longer than expected

**Current Status, Plan to Initiate Phase:**

- 90% design completed and FOR scheduled for November. Working towards conditional clearances for ROW
- Advertisement anticipated for late December 2021

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than January 2022

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

- Discuss this project monthly beginning in February 2022, if the project has not advertised

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#### 14. **Erie: Traffic Signalization: Erie Pkwy. and WCR-7 (TIPID [2020-067](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- ROW issues; working with property owners through COVID-19

**Current Status, Plan to Initiate Phase:**

- Gathering all contracts with property owners; anticipated to be completed in December 2021
- Advertisement expected by the end of December 2021

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than December 2021
- Discuss this project monthly beginning in January 2022, if the project has not been advertised

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#### 15. **Evergreen: Evergreen Lake Trail Improvements (TIPID [2020-025](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- IGA amendment was necessary due to adding DRCOG CMPI funding for phase 2

**Current Status, Plan to Initiate Phase:**

- Working through final project clearances and IGA amendment execution
- Advertisement anticipated for April 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than April 2022
- Discuss this project monthly beginning in May 2022, if advertisement has not taken place

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#### 16. **Golden: US-40 Complete Streets: Violet St. to I-70 (TIPID [2020-026](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- Initial delays due to COVID-19 have carried over
- Ongoing and longer than anticipated discussions with Mile High Flood Control
- Delay in design contract and ability to acquire small amounts of ROW

**Current Status, Plan to Initiate Phase:**

- Initial project reviews have occurred, with final review anticipated for March 2022
- Advertisement anticipated for 3<sup>rd</sup> quarter 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than July 2022
- Discuss this project monthly beginning in April 2022

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#### 17. **Jefferson County: System Communication (TIPID [2016-004](#))**

**Delayed FY2021 Phase:** Procurement

**Reason Phase was not Initiated by 9/30/21:**

- Staff loss; replacing with new staff



## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

**Current Status, Plan to Initiate Phase:**

- RFP is anticipated to be released in December 2021

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than December 2021
  - Discuss this project monthly beginning in January 2022, if the RFP is not released
- 

**18. Lafayette: SH-7 and 119th St. Intersection Improvements (TIPID [2020-042](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- Continued delayed due to COVID-19 and staff loss

**Current Status, Plan to Initiate Phase:**

- Currently acquiring ROW properties. Design and clearances have been completed
- Advertisement anticipated for February 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than February 2022
  - Discuss this project monthly beginning in March 2022, if the project has not advertised
- 

**19. Lakewood: Alameda Corridor Shared-Use Path (TIPID [2020-077](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- Staff loss
- Discussions centered around the potential for a new access drive that may need to cross the new path

**Current Status, Plan to Initiate Phase:**

- Final reviews have been completed
- Advertisement anticipated for January 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than January 2022
  - Discuss this project monthly beginning in February 2022, if advertisement has not taken place
- 

**20. Littleton: Downtown Raised Pedestrian Crossings (TIPID [2020-077](#))**

**Delayed FY2021 Phases:** Environmental and Design

**Reason Phase was not Initiated by 9/30/21:**

- Staffing capacity
- ROW issues

**Current Status, Plan to Initiate Phase:**

- Working through final approval with advertisement anticipated for the 1<sup>st</sup> Quarter 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than March 2022
  - Discuss this project monthly beginning in April 2022, if the project has not advertised
-



## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

#### 21. Littleton: System Communication (TIPID [2016-004](#))

**Delayed FY2021 Phases:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- Coordination issues with three agencies who are part of the project
- Design was pulled out of the project and funded locally

**Current Status, Plan to Initiate Phase:**

- Final review has taken place with advertisement anticipated for 3<sup>rd</sup> Quarter 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than July 2022
  - Discuss this project monthly beginning in April 2022
- 

#### 22. Lochbuie: I-76/Baseline Rd. Interchange Signalization (TIPID [2020-054](#)) Delayed

**FY2021 Phases:** Environmental and Design

**Reason Phase was not Initiated by 9/30/21:**

- Staff turnover

**Current Status, Plan to Initiate Phase:**

- IGA drafted; execution expected in December 2021
- NTP for environmental and design expected by January 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than January 2022
  - Discuss this project monthly beginning in February 2022, if NTP has not been given
- 

#### 23. Louisville: South Boulder Rd. At-Grade Crossing Improvements (TIPID [2020-043](#))

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- COVID-19 during design and current staff loss
- Minor ROW needs that were not anticipated

**Current Status, Plan to Initiate Phase:**

- Final reviews, ROW negotiations, and clearances are currently being worked on
- Advertisement anticipated for January 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than January
  - Discuss this project monthly beginning in February 2022, if project is not advertised
- 

#### 24. Nederland: Downtown ADA Sidewalk Connections (TIPID [2020-015](#))

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- Lack of estimate and delay by Xcel Energy to move utilities

**Current Status, Plan to Initiate Phase:**

- Final reviews scheduled for March 2022
- Advertisement anticipated for April 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than April 2022

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

- Discuss this project monthly beginning in May 2022, if advertisement has not taken place
- 

#### **25. Parker: Traffic Responsive Signal Control (TIPID [2016-004](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- Supply chain slowdowns with construction and other materials
- Lack of staff understanding regarding the federal-aid process on subsurface utilities and environmental needs

**Current Status, Plan to Initiate Phase:**

- Final reviews anticipated for March 2022, with advertisement anticipated for April 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than April 2022
  - Discuss this project monthly beginning in May 2022, if the project has not advertised
- 

#### **26. RTD: TSP Data Management (TIPID [2016-004](#))**

**Delayed FY2021 Phase:** Procurement

**Reason Phase was not Initiated by 9/30/21:**

- FTA held project to use previously awarded funds first; further process delayed due to the FTA Triennial Review
- FTA prioritization of COVID-19 funds
- RFP was released to find a new consultant, as the assumed consultant was not federally approved

**Current Status, Plan to Initiate Phase:**

- RFP issued in the 1<sup>st</sup> Quarter 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than March 2022
  - Discuss this project monthly beginning in April 2022, if the RFP has not been released
- 

#### **27. RTD: TSP Conditionality (TIPID [2016-004](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- FTA held project to use previously awarded funds first; further process delayed due to the FTA Triennial Review
- FTA prioritization of COVID-19 funds
- Scope and funding allocation assumptions from the application required change

**Current Status, Plan to Initiate Phase:**

- NTP to install hardware on new buses anticipated for December 2021 (NTP tied to the purchase of the new buses, verses adding the hardware to existing, but to be retired, buses)
- NTP to the software vendor to allow TSP communication anticipated for December 2021

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than December 2021
  - Discuss this project monthly beginning in January 2022, if the RFP's have not been released
-

## ATTACHMENT 1

### TIP PROJECT DELAYS REPORT

End of Fiscal Year 2021

**28. Superior: US-36 Bikeway Extension: Superior to Broomfield (TIPID [2020-017](#))**

**Delayed FY2021 Phase:** Construction

**Reason Phase was not Initiated by 9/30/21:**

- Safer Main Streets award amended into current IGA; project would be disjointed and unsatisfactory for the public if two projects/awards not combined

**Current Status, Plan to Initiate Phase:**

- Final project reviews took place in November; advertisement anticipated for January 2022

**DRCOG Staff Recommendation:**

- Approve the project to continue with phase initiation no later than January 2022
  - Discuss this project monthly beginning in February 2022, if the project has not advertised
-

**ATTACH C**

## ATTACHMENT C

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 #
December 20, 2021	Action	5

### SUBJECT

Policy and process for selecting and programming Transportation Improvement Program (TIP) projects for FY2022 through FY2027.

### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of documents and actions to initiate the programming of unallocated FY2022-2027 funding.

### ACTION BY OTHERS

N/A

### SUMMARY

In early 2021, DRCOG staff began working to develop a TIP Policy document and associated project application covering the programming of projects for FY2024-2027 with the Transportation Advisory Committee (TAC). Three factors led staff to consider adjustments to the “normal” TIP process: 1) new Multimodal and Mitigation Options Funds (MMOF) under SB21-260, 2) state greenhouse gas (GHG) emissions reduction rulemaking, and 3) the total current and future anticipated funding available under the Infrastructure Investment and Jobs Act (IIJA).

Staff seeks a recommendation to adopt the TIP Policy document and the TIP applications in order to conduct the Calls for Projects covering FY2022-2027.

#### **TIP Policy Document**

The TIP Policy is used to guide and instruct how the TIP process takes place. Using the adopted FY 2020-2023 TIP Policy as a template, edits have been suggested in track-changes (see Attachment 1), not including document wordsmithing (i.e., phrase adjustment, sentence structure, year changes/removals, etc.). These proposed edits have been informed by discussions with stakeholders and TAC that occurred since April. During the meeting, staff will provide a high-level overview of the suggested edits.

High-level changes from the current [2020-2023 TIP Policy](#) include:

- Capital project eligibility
- Set-aside programs
- Replaced “focus areas” with “2050 RTP project and program investment priorities”
- Regional Share:
  - Updated funding request range between \$100,000 and \$20 Million, with a 20% minimum match
  - Project and program eligibility
  - Parallel track applications (STBG and AQ/MM)
- Subregional Share:
  - Forum funding targets calculations updated with current data
  - Project and program eligibility
  - Parallel track applications (STBG and AQ/MM)

- Approval needed for additional calls for projects
- Revised to remove references to any specific TIP
  - The new document is now proposed to be called the “Policies for TIP Program Development” and will be a standalone document that can be used for any future call, without the need to adopt a new document in its place. The opportunity for revision will still be provided before any call for projects.

### **Recommended TIP Programming Process**

DRCOG staff has identified a process with three goals in mind. First, maximize the opportunity to meet the ARPA spending timeframes associated with the FY2022 MMOF funds. Second, maximize the opportunities to leverage resources for similar eligible project types and meet the MMOF match requirements. Third, allow the required review of the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) in the context of pending Greenhouse Gas (GHG) emissions reduction rulemaking.

Per the adopted TIP Policy, DRCOG staff will first utilize the wait list protocol to add new projects into the current TIP to the fullest extent possible (currently ongoing). This process will utilize all anticipated unallocated FY2022 funding sources, to the extent possible.

Staff proposes conducting the Regional Share and Subregional Share calls for projects using two parallel tracks.

- The STBG track will solicit and select projects eligible for federal Surface Transportation Block Grant (STBG) funds. The local match requirement will remain 20%.
- The Air Quality and Multimodal track will solicit and select projects eligible under the state MMOF program and federal Congestion Mitigation/Air Quality (CMAQ) program, Transportation Alternatives (TA) program, and Carbon Reduction Program (CRP). The local match requirements for the federal programs would remain 20%. Federal funds and the associated local match will be used to provide the required 50% match for the MMOF funding.
  - For example, a project could consist of 50% MMOF funds, 40% CMAQ (or TA, CRP) funds, and 10% local match. CMAQ and local funds are used as the required 50% match for the MMOF funds and local funds are used to meet the 20% match requirement for the CMAQ funds.

A timeline for the process is included within Attachment 3 of this memo. In addition, staff has also provided each subregional forum a more detailed timeline, 1) outlining specific dates when particular events within each call will take place, and 2) what forum discussions and/or actions need to take place according to those particular call events.

### **TIP Applications**

Each track will have its own application form. The two applications include:

- The *Air Quality and Multimodal (AQ/MM) Track* for projects eligible for state Multimodal and Mitigations Options Fund (MMOF) and federal Congestion Mitigation Air Quality (CMAQ), Transportation Alternatives (TA), and Carbon Reduction Program (CRP) funding. Major project types not allowed to be submitted for this track include roadway capacity, roadway reconstruction, and bridge projects.

- The *STBG Track* for projects eligible for federal Surface Transportation Block Grant (STBG) funding. STBG has very flexible eligibility guidelines allowing most project types, including those listed as ineligible for the AQ/MM Track above.

Both applications (Attachments 4 and 5) are structurally the same but depending on which call is being held for which years, one or both “tracks” (and therefore applications) may be used, and applicants will use the application that best suits the project type being submitted.

Major changes from the [FY2020-2023 TIP application](#) that apply to both tracks include:

- replacing the previous High-Medium-Low scoring with a zero-to-five-point scale,
- replacing the previous TIP Focus Areas with the 2050 MVRTP Priorities,
- adding a new project readiness section, and
- general edits and restructuring of questions.

### **Anticipated Funding Availability**

The following is a high-level summary of the estimated available funding for FY2022-2027.

- Total anticipated FY2022-2027 funding: \$552 million
- Total unallocated funding (after TIP Set-Asides): \$487 million
  - Call 1 – FY2022-2025 TIP Regional Share call: \$43.5 million
  - Call 2 – FY2022-2025 TIP Subregional Share call: \$174.2 million
  - Call 3 – FY2024-2027 TIP Regional Share call: \$53.8 million
  - Call 4 – FY2024-2027 TIP Subregional Share call: \$215.4 million

Additional funding breakdown details are included within Attachment 6.

### **PREVIOUS DISCUSSIONS/ACTIONS**

N/A

### **PROPOSED MOTION**

Move to recommend to the Regional Transportation Committee the draft *Policies for TIP Program Development* document and the draft Air Quality/Multimodal and STBG TIP Applications.

### **ATTACHMENT**

1. Draft TIP Policy – track changes from current document
2. Draft TIP Policy – clean version
3. Call for Projects Anticipated Timeline
4. Draft Air Quality/Multimodal TIP Application
5. Draft STBG TIP Application
6. 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~~ Policies for TIP Program Development ~~Preparation Policy~~

Adopted January 19, 2022

Denver Regional Council of Governments  
1001 17<sup>th</sup> St.  
Denver, CO 80202  
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## TABLE OF CONTENTS

<b>I.</b>	<b>INTRODUCTION.....</b>	<b>1</b>
A.	Authority of the MPO .....	1
B.	Geographic Area of the TIP.....	1
C.	Time Period of the TIP .....	2
D.	TIP Development Schedule.....	2
<b>II.</b>	<b>AGENCY ROLES AND REQUIREMENTS .....</b>	<b>4</b>
A.	Agency Roles.....	4
B.	Requirements and Commitments for All TIP Projects .....	5
<b>III.</b>	<b>DRCOG INITIAL PROGRAMMING .....</b>	<b>8</b>
A.	Overview, Funding Assessment, and Initial Programming .....	8
<b>IV.</b>	<b>DRCOG CALLS FOR PROJECTS .....</b>	<b>12</b>
A.	Requirements for All DRCOG-Selected TIP Projects .....	12
B.	Regional Share Call for Projects.....	17
C.	Subregional Share Call for Projects.....	21
<b>V.</b>	<b>TIP DEVELOPMENT, ADOPTION, AND REVISIONS.....</b>	<b>27</b>
A.	TIP Development .....	27
B.	Adoption .....	28
C.	TIP Revisions .....	28
D.	Changes in Funding Allocations .....	29
	<b>APPENDIX A.....</b>	<b>31</b>
	<b>RTD AND CDOT SELECTION PROCESSES.....</b>	<b>31</b>
A.	RTD Process .....	31
B.	CDOT Process.....	33
	<b>APPENDIX B.....</b>	<b>36</b>
	<b>ELIGIBLE PROJECTS BY FUNDING SOURCE .....</b>	<b>36</b>
	<b>APPENDIX C .....</b>	<b>38</b>
	<b>ELIGIBLE 2050 MVRTP PROJECTS .....</b>	<b>38</b>
	<b>APPENDIX D.....</b>	<b>43</b>
	<b>REGIONAL SHARE APPLICATION .....</b>	<b>43</b>

## LIST OF FIGURES

Figure 1. Geographic Area of Transportation Improvement Program.....	3
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## LIST OF TABLES

Table 1. Transportation Improvement Program Development Schedule.....	2
Table 2. 2024-2027 TIP Set-Aside Programs .....	9
Table 3. Project Categories Eligible for Regional Share Funding.....	18
Table 4. Funding Target Percentage.....	21
Table 5. Project Categories Eligible for Regional Share Funding.....	23
Table 6. Maximum Applications DRCOG will Assist in Scoring.....	25

# I. INTRODUCTION

~~The 2024-2027~~The DRCOG Transportation Improvement Program (TIP) ~~will~~ specifically programs 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 Metro Vision Regional Transportation Plan (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 out the year identified in the adopted MVRTP-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 identifies ~~and~~ programs and projects for federal and state funding based on the adopted MVRTP. It takes the multimodal transportation vision of the adopted MVRTP and begins to implement it through projects funded in the adopted TIP FY 2024-2027. ~~This~~ The TIP is programmed ~~cycle~~ introduces using a new a dual model selection process for all funds allocated ~~through by~~ DRCOG ~~a dual model selection process~~ FY. This process splits available funding into two shares - regional and subregional. The regional process is conducted similar to previous dual model 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~~ FY, ~~DRCOG has committed the testing of the dual model process for the next two FY TIP cycles~~. Due to changing federal, state, and local laws and regulations, including shifts in regional priorities ~~Just like every TIP Policy, this document can be amended by the Board at any time. during this TIP cycle, and the process will be evaluated before the document is updated for the next TIP cycle~~ FY.

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) for all funding types except MMOF, though projects within eastern Adams and Arapahoe

Counties are eligible for Congestion Mitigation/Air Quality (CMAQ) funding only. Note the MPO boundary is different than the DRCOG boundary.

## C. TIME PERIOD OF THE TIP

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

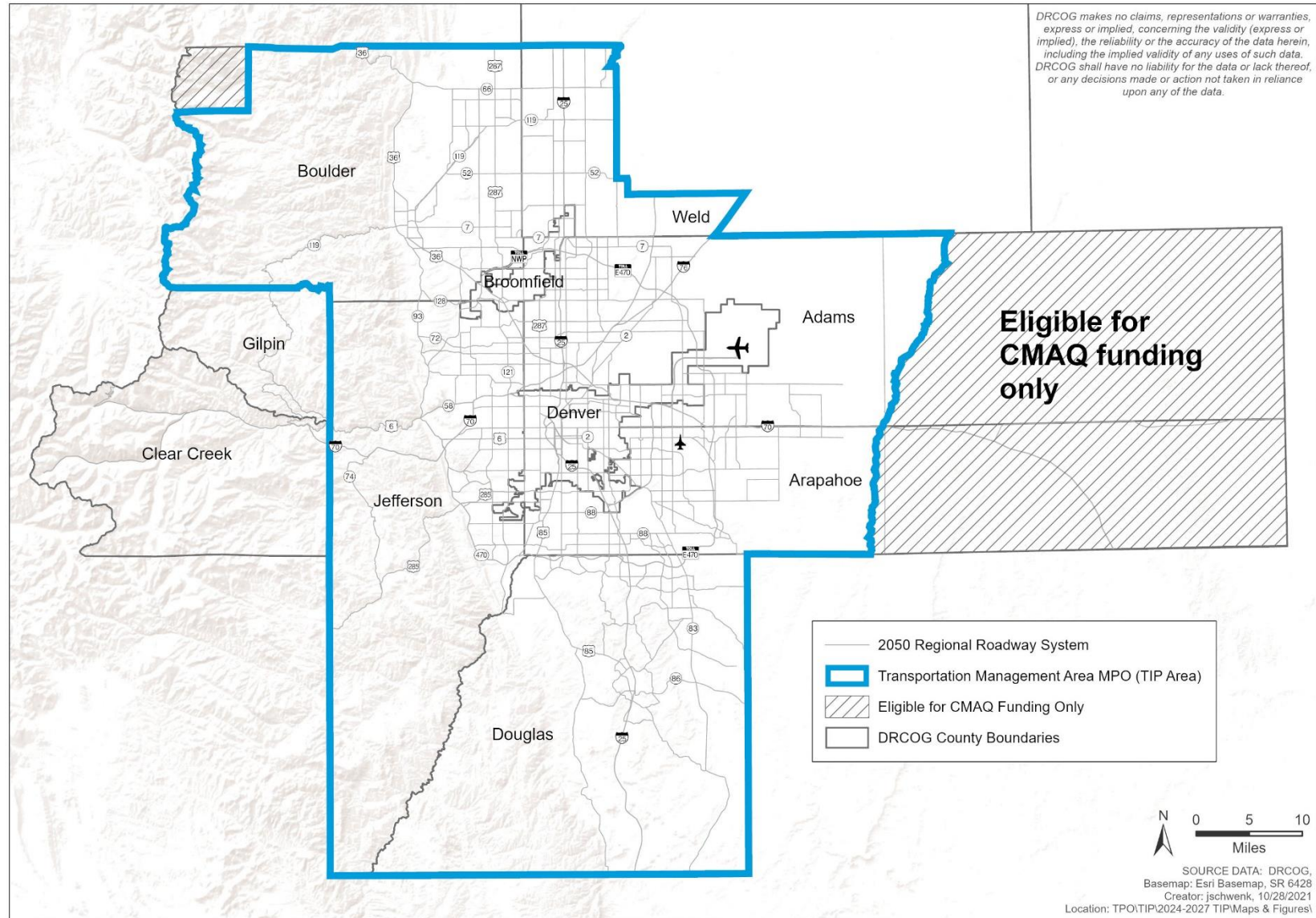
Table 1 shows the ~~process and tentative~~ typical schedule for developing ~~a the 2024-2027~~ TIP. A more detailed schedule, along with DRCOG funding request application forms and instructions, will be distributed with the solicitation for funding requests.

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

TIP Process Element	<del>End Date</del> <u>Month</u>
TIP Policy <del>Development</del> <u>Revisions</u>	<del>July 2018</del> <u>TBD</u> <u>Month 1-6</u>
Solicitation for DRCOG Regional Share Funding Requests, Initial Evaluation, and Draft Project Listing	<del>August 2018 – January 2019</del> <u>Month 7-11</u> <u>TBD</u>
Required TIP Trainings	<del>August 2018</del> <u>TBD</u> <u>Month 7</u>
Solicitation for DRCOG Subregional Share Funding Requests, Initial Evaluation, and Draft Project Listing	<del>February 2019 – June 2019</del> <u>TBD</u> <u>Month 13-17</u>
Draft TIP Document Preparation	<del>January – June 2019</del> <u>TB</u> <u>Ongoing</u> <u>D</u>
Public Hearing on Draft TIP	<del>July 2019</del> <u>TBD</u> <u>Month 18</u>
Committee Review of Draft TIP	<del>July – August 2019</del> <u>TBD</u> <u>Month 19</u>
Board Action for TIP Adoption	<del>August 2019</del> <u>TBD</u> <u>Month 20</u>

Figure 1. Geographic Area of Transportation Improvement Program

# Geographic Area of Transportation Improvement Program



## II. AGENCY ROLES AND REQUIREMENTS

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

### A. AGENCY ROLES

---

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

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

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

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

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>• ADA (Americans with Disabilities Act)</li><li>• Bonds/Loans</li><li>• Bridge (on-system, off-system, discretionary)</li><li>• Congestion Relief Program (regional CDOT priorities to reduce congestion on the state highway system)</li><li>• FASTER (Funding Advancements for Surface Transportation and Economic Recovery Act of 2009) Projects: Bridge, Safety, and Transit (state revenues for eligible projects)</li><li>• National Highway Freight Program (NHFP)</li><li>• FTA Section 5310 (<u>Enhanced Mobility of Seniors and Individuals with Disabilities – Small urban transit capital projects for elderly &amp; disabled services</u>)</li><li>• FTA Section 5311 (<u>Formula Grants for Rural Areas – transit planning, operating, and capital</u>)</li><li>• FTA Section 5339 (<u>Grants for Buses and Bus Facilities Program - transit capital projects improvements</u>)</li></ul> | <ul style="list-style-type: none"><li>• Intelligent Transportation Systems</li><li>• Permanent Water Quality Facilities (PWQF)</li><li>• <del>RAMP (Responsible Acceleration of Maintenance and Partnerships)</del></li><li>• RPP (Regional Priorities Program) (strategic regional priorities)</li><li>• Safe Routes to School</li><li>• Safety Projects</li><li>• Surface Treatment (repaving projects)</li><li>• SB18-001</li><li>• SB09-228</li><li>• <u>SB17-267</u></li><li>• <u>SB21-260</u></li><li>• TIFIA (Transportation Infrastructure Finance and Innovations Act)</li><li>• Transportation Alternatives (CDOT allocation)</li><li>• Transportation Commission Contingency</li><li>• Other projects using federal discretionary funds</li></ul> |
|---|--|



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~~ [are](#) established in the [current federal transportation legislation](#) [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.

### 3. Air Quality Commitments

The TIP must implement any submitted State Implementation Plan (SIP) Transportation Control Measures (TCMs), which are detailed in the air quality conformity finding. No TCMs are [currently](#) included within the [adopted 2050](#) MVRTP. [The TIP must also comply with any outcomes of Colorado House Bill 19-1261 \(greenhouse gas pollution reduction roadmap\) and Colorado Senate Bill 21-260 \(pollution reduction planning framework\).](#)

### 4. Capacity Capital Project Eligibility

[Capital projects](#) must be identified [in particular air quality staging periods](#) in the [2050-adopted](#) Fiscally Constrained RTP [\(Table 3-1\)](#) of the [2050-current](#) MVRTP [\(April 2021\)](#) [as to be](#) eligible for Regional [and Subregional Share](#) funding. [Please see](#) Appendix C of this document [lists the current eligible and ineligible projects and elements](#). [Please see Chapter IV, Sections B and C for how the currently eligible capital projects](#)



fit into the Regional and Subregional Calls for Projects. Capital projects and eligible activities extend to the following:

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

~~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 the scope elements defined within DRCOG-selected projects, sponsors must make up any shortfalls with non-DRCOG-allocated funds.

All project components (within each funded TIP phase) contained within Environmental Impact Statements (EISs)/Records of Decision (RODs), Environmental Assessments (EAs)/Findings of No Significant Impact (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

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### 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 MV RTP.

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 ~~the~~ federal fiscal years ~~2024, 2025, 2026, and 2027~~ the TIP is programming, in consideration of control totals provided by CDOT and other sources. The total four-year program funding must include the federal share of all carryover projects, set-aside programs, and other funding commitments as outlined below, in addition to any new funding requests (as outlined in Section IV). Depending on the timelines and structure of certain funding types, DRCOG reserves the authority to program some FY24-27 funding before the Regional and Subregional Shares Calls for Projects of a TIP opens 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.
- Carbon Reduction Program (CRP) funds. Federal CRP funds are for projects that support a reduction in transportation reductions. Major project type exceptions include roadway capacity and reconstruction projects.
- State Multimodal ~~Transportation and~~ Mitigation ~~Transportation~~ Options Funds (MMOF). State MMOF 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 active transportation 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 MMOF 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

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~~ TIP funding will be used. Instead, funding for the ~~delayed~~ projects continuing into a TIP will be carried over from the previous TIP.

### 4. Set-Aside Programs

DRCOG will continue with the practice of taking funds “off-the-top” to fund regional programs. The ~~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**

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

Set-Aside Programs	4-Year DRCOG-allocated Funding Allocations for the 2024-2027 TIP
<a href="#">TDM Services</a>	<b>\$15,440,000</b> <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</a> (traffic signals and ITS)	<b>\$20,000,000</b> <ul style="list-style-type: none"> <li>• \$4,000,000 for DRCOG program support to develop traffic signal plans</li> <li>• \$16,000,000 for capital investments (call for projects)</li> </ul>
<a href="#">Air Quality Improvements</a>	<b>\$7,920,000</b> <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>	<b>\$8,000,000</b> <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>
<b>Community Mobility Planning and Innovation</b>	<b>\$12,000,000</b> <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 current commitments were made by the DRCOG Board to fund projects “off the top”, outside of the Set-Asides and Calls for Projects against FY funding. 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 and other commitments (if any), 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 [adopted 2050 Metro Vision Regional Transportation Plan MVRTP](#).

## 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. It is expected that a sponsor, after receiving notification from DRCOG their project is funded, will begin the IGA process immediately.

### 4. Eligible Applicants

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

- county and municipal governments,
- regional agencies; specifically, RTD, 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~~adopted MVRTP

The ~~2050~~adopted 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, ~~CRP,~~ 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. Based on CDOT Transportation Commission action, local match requirements for the MMOf funding program may be reduced for certain jurisdictions and will be reviewed at the beginning of each TIP Call for Projects cycle.

Additionally, sponsors must request a **minimum of \$100,000 in DRCOG allocated funds** to be a candidate for DRCOG selection. All submitted requests must be reflected in year of expenditure dollars using a ~~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~~ adopted application TIP 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 adopted 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 ad (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/RFQ/RFB (bids) issued
- Other: IGA executed AND at least one invoice submitted to CDOT/RTD for work completed

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

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

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

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

Board action may include, but is not limited to:

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

## B. REGIONAL SHARE CALL FOR PROJECTS

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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 adopted 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 minimum 20% match. If state MMOF funds are utilized requiring a 50% match, efforts will be taken to combine federal and state funding sources to reduce the necessary match to a minimum of 20%. Per CDOT action, some local agencies may require less than a 50% 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~~ adopted MVRTP as specified in Table 3 below.

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

<b>Eligible Networks</b> <b>2040 MVRTP</b> <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> <b>Reference Maps/Table</b> <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 (including multimodal studies per MMOF)
<b>Multimodal Projects</b> <i>(includes projects as defined in SB18-001 Multimodal Transportation Options Fund)</i>	Fixed route or on-demand transit (capital and operating costs eligible) 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 <u>for the Regional Share</u> As adopted in <a href="#">Table 3.1</a> of the 2050 MVRTP at the time of TIP Call for Projects <del>in 2021</del>	
	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~~ the TIP years being programmed. 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

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

- Section A: Regional Impact of Proposed Projects (30%)

The degree to which the project addresses a significant regional problem or benefits people throughout the Denver region, including how the project will improve access and mobility for disproportionately impacted and environmental justice population groups.

- Section B: Metro Vision Regional Transportation Plan Priorities (50%)

The degree to which the project addresses the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit.

- Section C: Project Leveraging (10%)

The amount of non-Regional Share funds contributed toward the overall cost of the project.

- Section D. Project Readiness (10%)

The degree to which the project sponsor demonstrates the ability to deliver the project within the proposed timeframe.

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

## 5. Application Form

DRCOG staff will make TIP application materials and instructions publically available ~~to all those who wish to apply. For this TIP cycle, the~~ 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, CRP, and TA funds. Federal, state, and local funding types may be combined to reduce the overall required match to 10% so long as a 20% match is provided for CMAQ, CRP, and TA funds.

## 6. Required Training

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

## 7. Call for Projects and Application Submittals

The Regional Share Call for Projects will be announced by DRCOG and ~~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

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#### 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-adopted 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: ~~2016-2020~~<sup>19</sup> DOLA), *employment* (source: ~~2016-2019~~ DOLA), and *vehicle miles traveled* (VMT) (source: ~~estimated year~~ 2020 base year from the ~~2017~~<sup>2020</sup> 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> <sup>15.442%</sup>
Arapahoe	<del>19.37%</del> <sup>18.610%</sup>
Boulder	<del>9.70%</del> <sup>9.9288%</sup>



Broomfield	<del>2.33%</del> <u>2.441%</u>
Denver	<del>24.29%</del> <u>24.2237%</u>
Douglas	<del>10.04%</del> <u>10.376%</u>
Jefferson	<del>16.44%</del> <u>16.5047%</u>
SW Weld	<del>2.66%</del> <u>2.5049%</u>

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

Each subregion may increase the local match and the federal/state funding request if they wish. Funding targeted to any one specific county forum can be proposed for projects outside of its boundaries, to further foster regional or subregional collaboration, as long as the project also provides benefits to DRCOG. 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 ~~a~~ forums by inviting all DRCOG-member local governments who are partially or entirely within its boundaries to participate. DRCOG, RTD, and CDOT shall also be invited. Each forum may invite other agencies and 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. While informal discussion may take place through alternative means, such as email or online polling, official votes must be cast at a meeting (in-person or virtual) that is publicly advertised, open to the public, and contains time on the agenda to receive public comment. Forums are not specifically required to adopt an agreement outlining these items.

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

### 4. Eligibility Requirements

All projects, programs, and studies submitted for the Subregional Share Call for Projects must be eligible as outlined in ~~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 <b>for the Subregional Share</b> As adopted in <a href="#">Table 3.1</a> of the 2050 MVRTP at the time of TIP Call for Projects <del>in 2021</del>	
	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> </ul>	

	<ul style="list-style-type: none"> <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 <del>FY 2024-2027</del> <u>the TIP years being programmed</u>.</li> </ul>
* Must not be an air quality <u>Regionally Significant Project</u> as defined in the 2050 RTP.	

## 5. Subregional Share Criteria

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

- Section A: Subregional Impact of Proposed Projects (30%)

The degree to which the project addresses a significant regional problem or benefit people throughout the Denver region, including how the project will improve access and mobility for disproportionately impacted and environmental justice population groups.

- Section B: Metro Vision Regional Transportation Plan Priorities (50%)

The degree to which the project addresses the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit.

- Section C: Project Leveraging (10%)

The amount of non-Subregional Share funds contributed toward the overall cost of the project.

- Section D. Project Readiness (10%)

The degree to which the project sponsor demonstrates the ability to deliver the project within the proposed timeframe.

The application to be used in the evaluation of projects is contained within Appendix D.

Each subregional forum has two options for consideration in the development of its project evaluation criteria:

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

**OR**

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

## 6. Application Form

DRCOG staff shall make TIP application materials and instructions available publicly to all those who wish to apply. Each subregional forum will receive the applications s 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, CRP, 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. Wait lists are maintained as part of an adopted TIP and also posted on the DRCOG TIP website.

### 3. Draft TIP Preparation

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

The draft TIP will include:

- all DRCOG-selected, RTD, and CDOT federally-funded projects,
- all 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 MV RTP,
- ~~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 MV RTP 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 by a majority of ~~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~~ confirm by a vote 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**



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 the established breakdown in Section IV.C.
- A new Call for Projects may be necessary to select new projects if the wait list projects are exhausted or if the amount of new funding greatly exceeds the wait list funding requests. DRCOG Board approval will be required to issue a new call beyond the Regional and Subregional calls outlined in this document.

#### 2. Funding Decrease

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

##### *Step 1 - Voluntary Deferrals*

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

##### *Step 2 - Involuntary Deferrals*

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

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

# APPENDIX A

## RTD and CDOT Selection Processes

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

### A. RTD PROCESS

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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?

- 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

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

## Eligible Projects by Funding Source

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

### 1. Congestion Mitigation/Air Quality (CMAQ)

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

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

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

### 2. Surface Transportation Block Grant (STBG) Program

The following types of projects are eligible:

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

- Wetland mitigation associated with project construction
- Transportation system management actions
- Studies as necessary to plan and implement the above

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

### 3. Transportation Alternatives (TA)

The following types of projects are eligible:

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

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

### 4. Carbon Reduction Program (CRP).

Details to be provided at a future date.

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

The following types of projects are eligible:

- Capital or operating costs for fixed route and on-demand transit
- Transportation Demand Management programs
- Multimodal mobility projects enabled by new technology
- Multimodal transportation studies
- Modeling tools
- 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-36/28 <sup>th</sup> St. and SH-93/ Broadway	US-36/28 <sup>th</sup> St. and SH-93/Broadway	Corridor safety improvements	\$15,200
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
Preconstruction Activities Only				
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
Preconstruction Activities Only				
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

### TIP~~Regional Share~~ Applications

Applications to be placed in Appendix D once policy is approved



# Policies for TIP Program Development

Adopted January 19, 2022

Denver Regional Council of Governments  
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## TABLE OF CONTENTS

<b>I.</b>	<b>INTRODUCTION.....</b>	<b>1</b>
A.	Authority of the MPO .....	1
B.	Geographic Area of the TIP.....	1
C.	Time Period of the TIP .....	2
D.	TIP Development Schedule.....	2
<b>II.</b>	<b>AGENCY ROLES AND REQUIREMENTS .....</b>	<b>4</b>
A.	Agency Roles.....	4
B.	Requirements and Commitments for All TIP Projects .....	5
<b>III.</b>	<b>DRCOG INITIAL PROGRAMMING .....</b>	<b>8</b>
A.	Overview, Funding Assessment, and Initial Programming .....	8
<b>IV.</b>	<b>DRCOG CALLS FOR PROJECTS .....</b>	<b>11</b>
A.	Requirements for All DRCOG-Selected TIP Projects .....	11
B.	Regional Share Call for Projects.....	15
C.	Subregional Share Call for Projects.....	18
<b>V.</b>	<b>TIP DEVELOPMENT, ADOPTION, AND REVISIONS.....</b>	<b>24</b>
A.	TIP Development .....	24
B.	Adoption .....	25
C.	TIP Revisions .....	25
D.	Changes in Funding Allocations .....	27
	<b>APPENDIX A.....</b>	<b>28</b>
	<b>RTD AND CDOT SELECTION PROCESSES.....</b>	<b>28</b>
A.	RTD Process .....	28
B.	CDOT Process.....	29
	<b>APPENDIX B - ELIGIBLE PROJECTS BY FUNDING SOURCE .....</b>	<b>33</b>
	<b>APPENDIX C - ELIGIBLE 2050 MVRTP PROJECTS .....</b>	<b>35</b>
	<b>APPENDIX D - TIP APPLICATIONS .....</b>	<b>40</b>

## LIST OF FIGURES

Figure 1. Geographic Area of Transportation Improvement Program.....	3
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## LIST OF TABLES

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

# I. INTRODUCTION

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

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

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

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

The TIP is prepared and adopted by 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

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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

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

## C. TIME PERIOD OF THE TIP

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

## D. TIP DEVELOPMENT SCHEDULE

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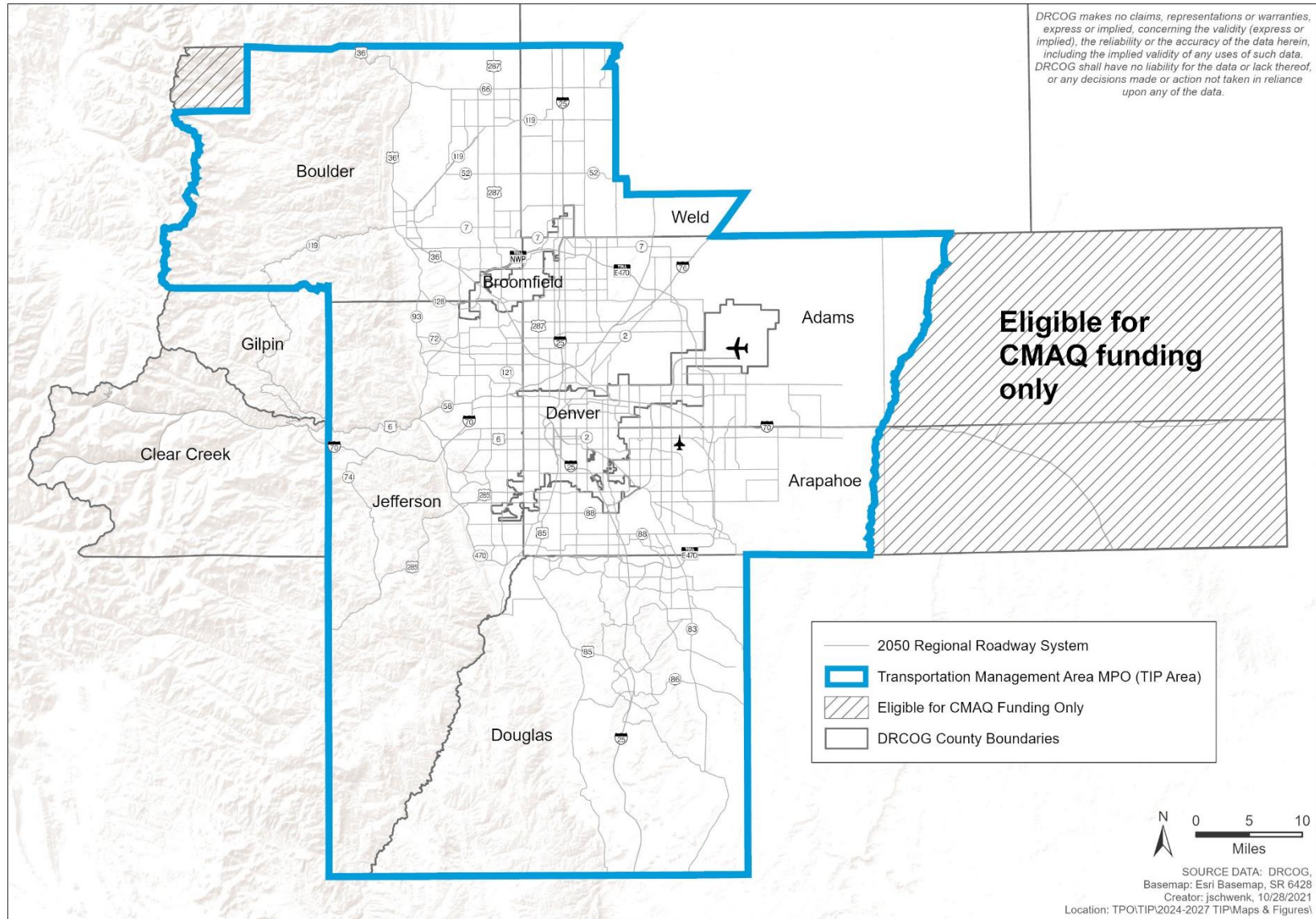
Table 1 shows the typical schedule for developing a TIP. A more detailed schedule, along with DRCOG funding request application forms and instructions, will be distributed with the solicitation for funding requests.

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

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

Figure 1. Geographic Area of Transportation Improvement Program

## Geographic Area of Transportation Improvement Program



## II. AGENCY ROLES AND REQUIREMENTS

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

### A. AGENCY ROLES

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

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

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

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

- |   |   |
|---|---|
| <ul style="list-style-type: none"><li>• Americans with Disabilities Act (ADA)</li><li>• Bonds/Loans</li><li>• Bridge (on-system, off-system, discretionary)</li><li>• Congestion Relief Program (regional CDOT priorities to reduce congestion on the state highway system)</li><li>• Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) Bridge, Safety, and Transit (state revenues for eligible projects)</li><li>• National Highway Freight Program (NHFP)</li><li>• FTA Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities – Small urban transit capital projects)</li><li>• FTA Section 5311 (Formula Grants for Rural Areas – transit planning, operating, and capital)</li><li>• FTA Section 5339 (Grants for Buses and Bus Facilities Program - transit capital projects)</li></ul> | <ul style="list-style-type: none"><li>• Intelligent Transportation Systems</li><li>• Permanent Water Quality Facilities (PWQF)</li><li>• Regional Priorities Program (RPP) (strategic regional priorities)</li><li>• Safe Routes to School</li><li>• Safety Projects</li><li>• Surface Treatment (repaving projects)</li><li>• SB18-001</li><li>• SB09-228</li><li>• SB17-267</li><li>• SB21-260</li><li>• Transportation Infrastructure Finance and Innovations Act (TIFIA)</li><li>• Transportation Alternatives (CDOT allocation)</li><li>• Transportation Commission Contingency</li><li>• Other projects using federal discretionary funds</li></ul> |
|---|---|

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

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

## **B. REQUIREMENTS AND COMMITMENTS FOR ALL TIP PROJECTS**

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

### **1. Eligible Applicants**

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

### **2. Project Eligibility**

All projects to be granted funds through the TIP must:

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

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

### **3. Air Quality Commitments**

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

### **4. Capital Project Eligibility**

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

- Roadway capital projects (e.g., lane mile changes of one mile or greater or new interchanges),
- Bus Rapid Transit (BRT) capital projects involving either a fixed guideway or a bus lane one mile or greater in length, and
- Rail rapid transit projects which add a new rail station or build a new section of line connecting to a station.

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

5. Eligibility Requirements of Transportation Technology Projects

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

6. Freight

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

7. Commitment to Implement Project

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

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

All project components (within each funded TIP phase) contained within Environmental Impact Statements (EISs)/Records of Decision (RODs), Environmental Assessments (EAs)/Findings of No Significant Impact (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. 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

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### 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 MV RTP.

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 the federal fiscal years the TIP is programming in consideration of control totals provided by CDOT and other sources. The total four-year program funding must include the federal share of all carryover projects, set-aside programs, and other funding commitments as outlined below, in addition to any new funding requests (as outlined in Section IV). Depending on the timelines and structure of certain funding types, DRCOG reserves the authority to program some funding before the Regional and Subregional Share Calls for Projects of a TIP opens.

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

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

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

### 3. Carryover Projects

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

### 4. Set-Aside Programs

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

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

Set-Aside Programs	<u>4-Year</u> DRCOG Funding Allocations for the TIP
<a href="#"><u>TDM Services</u></a>	<b>\$15,440,000</b> <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="#"><u>Regional Transportation Operations &amp; Technology</u></a> (traffic signals and ITS)	<b>\$20,000,000</b> <ul style="list-style-type: none"><li>• \$4,000,000 for DRCOG program support to develop traffic signal plans</li><li>• \$16,000,000 for capital investments (call for projects)</li></ul>
<a href="#"><u>Air Quality Improvements</u></a>	<b>\$7,920,000</b> <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="#"><u>Human Service Transportation</u></a>	<b>\$8,000,000</b> <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>
<b>Community Mobility Planning and Innovation</b>	<b>\$12,000,000</b> <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

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

6. Dual Model Funding Allocation

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

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

# IV. DRCOG CALLS FOR PROJECTS

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

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

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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. It is expected that a sponsor, after receiving notification from DRCOG their project is funded, will begin the IGA process immediately.

### 4. Eligible Applicants

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

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

### 5. TIP Connection and Implementation of the Adopted MVRTP

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

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

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

## 6. Financial Requirements

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

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

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

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

## 7. Commitment to Implement a Project

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

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

8. Next Meaningful Phase

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

9. Required Training

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

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

10. DRCOG-Selected Project Phase Initiation Delays

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

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

- Design: IGA executed with CDOT AND if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with CDOT project staff
- Environmental: IGA executed with CDOT AND if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with CDOT project staff
- ROW: IGA executed with CDOT AND ROW plans turned into CDOT for initial review
- Construction: project publicly advertised
- Study: IGA executed (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/RFQ/RFB (bids) issued
- Other: IGA executed AND at least one invoice submitted to CDOT/RTD for work completed

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

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

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

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

Board action may include, but is not limited to:

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



## B. REGIONAL SHARE CALL FOR PROJECTS

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### 1. Regional Share Intent

Regional Share projects and programs serve to achieve the regional outcomes and objectives of Metro Vision and the regionally-funded project and program investment priorities set by the adopted 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%. Exact funding levels will be available before the Regional Share Call for Projects opens. Funds that remain unallocated from the Regional Share Call for Projects will be added to the total Subregional Share allocation.

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

### 3. Eligibility Requirements

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

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

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

MVRTP Eligible Categories	Eligible Projects/Programs for the Regional Share As adopted in <a href="#">Table 3.1</a> of the 2050 MVRTP at the time of TIP Call for Projects	
	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 2020-2029 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 2020-2029 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 2020-2029 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 address one of the categories listed above.</li></ul>	
* Must not be an air quality <a href="#">Regionally Significant Project</a> as defined in the 2050 MVRTP.		

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

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

#### 4. Regional Share Criteria

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

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

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

#### 5. Application Form

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

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

#### 6. Required Training

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

#### 7. Call for Projects and Application Submittals

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

Any agency contemplating applying 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 the submittals for eligibility. DRCOG will also consult and share applications with CDOT, RTD, and any other regional agencies as appropriate.

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

#### 9. Project Review Panel Consideration and Recommendation

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

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

#### 10. DRCOG Board Draft Project Considerations

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

### **C. SUBREGIONAL SHARE CALL FOR PROJECTS**

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#### 1. Subregional Share Purpose

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

#### 2. Funding Availability

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

The 80% allocated to the Subregional Share is further 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: 2019 DOLA), *employment* (source: 2019 DOLA), and *vehicle miles traveled* (VMT) (source: 2020 base year from the 2020 model run for the 2050 MVRTP). The average for each county is:

**Table 4. Funding Target Percentage**

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

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

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

### 3. County Forums

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

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

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

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

#### 4. Eligibility Requirements

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

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

Eligible Categories	Eligible Projects/Programs for the Subregional Share As adopted in <a href="#">Table 3.1</a> of the 2050 MVRTP at the time of TIP Call for Projects	
	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 2020-2029 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 2020-2029 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 2020-2029 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></ul>	
* Must not be an air quality <a href="#">Regionally Significant Project</a> as defined in the 2050 MVRTP.		

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

## 5. Subregional Share Criteria

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

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

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

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

**OR**

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

## 6. Application Form

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

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

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

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

7. Required Training

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

8. Call for Projects and Application Submittals

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

**Table 6. Maximum Applications DRCOG will Assist in Scoring**

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

Any agency contemplating applying 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 subregion's wait list should additional revenues become available during the TIP timeframe.



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

11. DRCOG Board Draft Project Considerations

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

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

# V. TIP DEVELOPMENT, ADOPTION, AND REVISIONS

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

## A. TIP DEVELOPMENT

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

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

### 2. Wait List

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

### 3. Draft TIP Preparation

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

The draft TIP will include:

- all DRCOG-selected, RTD, and CDOT federally-funded projects,
- all 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 are being discussed. Applicants are strongly encouraged to work with their subregions first before considering an appeal.

### **3. TIP Adoption**

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

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

## **C. TIP REVISIONS**

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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 MV RTP,
- Net funding changes for any project or individual pool project by more than \$5 million over the four years of the TIP,
- Changes as deemed by the DRCOG Transportation Planning and Operations Director and/or Executive Director.

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

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

## 2. Administrative Modifications

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

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

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

## 3. Project Cancellations

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

## D. CHANGES IN FUNDING ALLOCATIONS

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

### 1. Funding Increase

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

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

### 2. Funding Decrease

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

#### *Step 1 - Voluntary Deferrals*

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

#### *Step 2 - Involuntary Deferrals*

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

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

# APPENDIX A

## RTD and CDOT Selection Processes

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

### A. RTD PROCESS

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

#### 1. RTD Solicits MTFP Projects

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

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

#### 2. Regionally Significant Projects are Identified

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

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

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

#### 3. Projects Subjected to Screening Criteria

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

- Does the project conform to RTD's mission statement?
- Safety Benefit
- Provision of Reliable Service
- Provision of Accessible Service

- Provision of Cost-Effective Service
- Meets Future Needs
- Operational Benefit
- Business Unit Benefit
- Risk of No-Action

#### 4. Subject Projects to Fiscal Constraints/Develop Cash Flow

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

#### 5. Title VI Review

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

#### 6. Board Review and Adoption

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

## **B. CDOT PROCESS**

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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.

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

#### 2. Detail by Funding Program

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

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

**SAFETY**—CDOT Traffic & Safety Branch selects hazard elimination safety projects based on a variety of factors including cost/benefit ratios, recent public safety concerns, engineering judgment, and funding limits. The projects constitute the Colorado Integrated Safety Plan. The Traffic & Safety Branch also selects projects for the Federal Rail-Highway Safety Improvement Program. This grant program covers at least 90% of the costs of signing and pavement markings, active warning devices, illumination, crossing surfaces, grade separations (new and reconstruction), sight distance improvements, geometric improvements to the roadway approaches, and closing and/or consolidating crossings. Projects are selected based on accident history, traffic counts and engineering judgment.

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

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

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

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

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

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

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

**BRIDGE OFF-SYSTEM (BRO)**—CDOT administers the Bridge Off-System local agency bridge program. This program provides bridge inspection and inventory services to cities and counties, as well as grants for bridge



replacement or bridge rehabilitation projects. CDOT maintains a select list of local agency bridges to determine eligibility for bridge replacement and major rehabilitation grants. The grants are authorized by the Special Highway Committee.

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

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

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

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

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

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

**NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)**—Projects submitted for consideration must be related to commercial vehicle safety, mobility, or truck parking. A multi-objective decision analysis tool with peer review will evaluate all submitted projects. Input related to the direct impact of freight movement provided by

Colorado Freight Advisory Council is also considered. Other considerations include project readiness, additional funding sources, and programmatic balance.

# APPENDIX B

## Eligible Projects by Funding Source

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

### 1. Congestion Mitigation/Air Quality (CMAQ)

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

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

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

### 2. Surface Transportation Block Grant (STBG) Program

The following types of projects are eligible:

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

- Studies as necessary to plan and implement the above

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

### 3. Transportation Alternatives (TA)

The following types of projects are eligible:

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

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

### 4. Carbon Reduction Program (CRP).

Details to be provided at a future date.

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

The following types of projects are eligible:

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

# APPENDIX C

## Eligible 2050 MVRTP Projects

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

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
<b>DRCOG-funded Multimodal Capital Projects</b>				
<b>(Project must be listed to be eligible for TIP funding)</b>				
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

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost (000s)
<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				
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
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
Preconstruction Activities Only				
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
Preconstruction Activities Only				
Denver	S. Platte River Trail	(not specified)	Complete missing links and upgrade trail section	\$50,000



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

## TIP Applications

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

## TIP Calls for Projects Schedule (as of December 2021)

[illegible]

# Transportation Improvement Program (TIP) Regional Share Project Application Form – AQ/MM Covering Federal Fiscal Years XXXX-XXXX

## APPLICATION OVERVIEW

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The **Air Quality & Multimodal (AQ/MM) Regional Share Call for Projects** will **open on XXXX**, with applications **due no later than 3 p.m. on XXXX**. Submit applications online at **Dropbox link**.

- To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops **(add dates here; anticipated for February 2022)**.
- If required, CDOT and/or RTD concurrence must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than **XXXX**, with CDOT/RTD providing a response no later than **XXXX**.
- Each Subregional Forum may submit up to three applications from eligible project sponsors. Both CDOT and RTD may submit up to two applications.
- Data to help the sponsor fill out the application, can be found **here (to be updated)**.
- Requests for additional data or calculations from DRCOG staff should be submitted to [tcottrell@drcog.org](mailto:tcottrell@drcog.org) no later than **XXXX**.
- 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.
- Submittal instructions:
  1. Submit a **single** PDF document containing 1) this application form, 2) the CDOT-supplied cost estimate form (**located here**), 3) one location map or graphic, 4) any required documentation (i.e., FHWA calculators) 5) CDOT/RTD concurrence response (if applicable), and 6) project support letters. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
  2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policies for TIP Program Development***, which can be found online **here (to be updated)**.

## EVALUATION PROCESS

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DRCOG staff will review submitted applications for eligibility and provide an initial score to a Project Review Panel. The panel will review and rank eligible applications that request funding. Sponsors may be invited to make presentations to the Project Review Panel to assist in the final recommendation to the TAC, RTC, and DRCOG Board.

## APPLICATION FORMAT

The AQ/MM Regional Share application contains two parts: *project information* and *evaluation questions*.

### Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

### Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant's responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access an online mapping tool [here](#) to assist them in gathering data for several of the quantitative fields. Datasets are also available for download from DRCOG's website [here](#).

**Scoring Methodology:** Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

**Section A. Regional Impact of Proposed Projects ..... 30%**

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

5	The project benefits will <b>substantially</b> address a <b>major</b> regional problem and benefit people and businesses in multiple subregions.
4	The project benefits will <b>significantly</b> address a <b>major</b> regional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either <b>moderately</b> address a <b>major</b> regional problem or <b>significantly</b> address a <b>moderate</b> -level regional problem.
2	The project benefits will <b>moderately</b> address a <b>moderate</b> -level regional problem.
1	The project benefits will address a <b>minor</b> regional problem.
0	The project does not address a regional problem.

**Section B. Metro Vision Regional Transportation Plan Priorities .....50%**

The TIP's investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it's in the applicant's interest to address as many priority areas as possible. Relevant quantitative data should be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> of applications based on the magnitude of benefits in that priority area.
0	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

**Section C. Project Leveraging (“overmatch”) ..... 10%**

Scores are assigned based on the percent of other funding sources (non-Regional Share funds).

Score	% non-Regional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

**Section D. Project Readiness ..... 10%**

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

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

## Project Information

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

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

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

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

- |  |  |
|--|--|
| <p><input type="checkbox"/> <b>Roadway</b></p> <p style="margin-left: 20px;"><input type="checkbox"/> Operational Improvements</p> <p><input type="checkbox"/> <b>Grade Separation</b></p> <p style="margin-left: 20px;"><input type="checkbox"/> Roadway</p> <p style="margin-left: 20px;"><input type="checkbox"/> Railway</p> <p style="margin-left: 20px;"><input type="checkbox"/> Bicycle</p> <p style="margin-left: 20px;"><input type="checkbox"/> Pedestrian</p> <p><input type="checkbox"/> <b>Regional Transit<sup>1</sup></b></p> <p style="margin-left: 20px;"><input type="checkbox"/> Rapid Transit Capacity (2050 MVRTP)</p> <p style="margin-left: 20px;"><input type="checkbox"/> Mobility Hub(s)</p> <p style="margin-left: 20px;"><input type="checkbox"/> Transit Planning Corridors</p> <p style="margin-left: 20px;"><input type="checkbox"/> Transit Facilities/Service (Expansion/New)</p> <p><input type="checkbox"/> <b>Safety Improvements</b></p> | <p><input type="checkbox"/> <b>Active Transportation Improvements</b></p> <p style="margin-left: 20px;"><input type="checkbox"/> Bicycle Facility</p> <p style="margin-left: 20px;"><input type="checkbox"/> Pedestrian Facility</p> <p><input type="checkbox"/> <b>Air Quality Improvements</b></p> <p><input type="checkbox"/> <b>Improvements Impacting Freight</b></p> <p><input type="checkbox"/> <b>Multimodal Mobility</b> (i.e., accommodating a broad range of users)</p> <p style="margin-left: 20px;"><input type="checkbox"/> Complete Streets Improvements</p> <p><input type="checkbox"/> <b>Study</b></p> <p><input type="checkbox"/> <b>Other</b>, briefly describe:</p> |
|--|--|

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



**10.** Define the **scope** and **specific elements** of the project (including any elements checked in #9 above). *Note that the merits and benefits of the project are addressed later. Please keep the response to this question tailored to details of the scope only and no more than five sentences.*

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

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

☐ Yes ☐ No

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

Smaller DRCOG funding request:

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

## Project Financial Information and Funding Request (all funding amounts in \$1,000s)

<b>Total Project Cost</b>		\$
<b>Total amount of Regional Share Funding Request</b> <i>(No greater than \$20 million and not to exceed 90% of the total project cost)</i>  <input type="checkbox"/> Check box if requesting <b>only state MMOF funds</b> (requires minimum 50% local funds) <sup>1</sup>	\$	% of total project cost
<b>Outside Funding Sources</b> <i>(other than Regional Share funds)</i> List each funding source and contribution amount.	Contribution Amount	% Contribution to Overall Total Project Cost
	\$	
	\$	
	\$	
	\$	
	\$	
	\$	
<b>Total amount of funding provided by other funding sources</b> <i>(private, local, state, subregional, or federal)</i>	\$0	
<b>Notes:</b>	1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Larkspur, and Sheridan. All sponsors will still be required to have 20% match on any added federal funds.	

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$	\$	\$	\$0
CDOT or RTD Supplied Funds <sup>2</sup>	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$	\$	\$0
Total Funding	\$0	\$0	\$0	\$0
<b>Phase to be Initiated</b> <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Choose an item	Choose an item	Choose an item	
Notes:	<ol style="list-style-type: none"> <li>1. Program years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			

## Evaluation Questions

### A. Regional Impact of Proposed Project

WEIGHT

**30%**

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project regionally important? Relevant quantitative data in your response is required.
2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.
3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.
4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. Completing the below table and referencing relevant quantitative data in your response is required.

	Disproportionately Impacted and EJ Population Groups	Population within ½ mile
Use 2015-2019 American Community Survey Data	a. Individuals of color	0
	b. Low-Income households	0
	c. Individuals with limited English proficiency	0
	d. Adults age 65 and over	0
	e. Children age 5-17	0
	f. Individuals with a disability	0
	g. Households without a motor vehicle	0
	h. Households that are housing cost-burdened	0

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

Describe, including the required quantitative analysis:

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

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas.

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

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

Describe, including the required quantitative analysis:

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

## B. MVRTP Priorities

WEIGHT

**50%**

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

### Safety

#### **Increase the safety for all users of the transportation system.**

(drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))

Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)?

- Does this project address a location on the [High-Injury Network or Critical Corridors](#)?  
☐ Yes ☐ No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
☐ Yes ☐ No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians  
(using the 2015-2019 period)

<b>Fatal</b> crashes	0
<b>Serious Injury</b> crashes	0
<b>Other Injury</b> crashes	0
<b>Property Damage Only</b> crashes	0

Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., *NCHRP Project 17-25*, *NCHRP Report 617*, or *DiExSys methodology*).

Estimated reduction in crashes applicable to the project scope  
(per the five-year period used above)

<b>Fatal</b> crashes reduced	0
<b>Serious Injury</b> crashes reduced	0
<b>Other Injury</b> crashes reduced	0
<b>Property Damage Only</b> crashes reduced	0

Provide the methodology below:

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

### Active Transportation

#### **Expand and enhance active transportation travel options.**

(drawn from [2050 MVRTP priorities](#); [Denver Regional Active Transportation Plan](#); & [Metro Vision objectives 10 & 13](#))

Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.

How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)?

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#)?  
☐ Yes ☐ No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?  
☐ Yes ☐ No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?  
☐ Yes ☐ No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?  
☐ Yes ☐ No If yes, please describe:

Bicycle Use		
1. Current Weekday Bicyclists:	0	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: <b>{#2 X 50%}</b> or other percent, if justified on line 10 below)	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#4 X 30%}</b> or other percent, if justified on line 10 below)	0	0
6. = Number of SOV trips reduced per day (#4 - #5)	0	0
7. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		
Pedestrian Use		
1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	0	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: <b>{#2 X 50%}</b> or other percent, if justified on line 10 below)	0	0
4. = Number of new trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#4 X 30%}</b> or other percent, if justified on line 10 below)	0	0
6. = Number of SOV trips reduced per day (#4 - #5)	0	0
7. Enter the value of <b>{#6 x .4 miles}</b> . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		
Describe, include quantitative information, including any items referenced above, in your response:		

<b>Air Quality</b>	<b>Improve air quality and reduce greenhouse gas emissions.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; state greenhouse gas rulemaking; <a href="#">federal congestion &amp; emissions reduction performance measures</a> ; <a href="#">Metro Vision objectives 2, 3, &amp; 6a</a> ) Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.										
<p>How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?</p> <ul style="list-style-type: none"> <li>Does this project reduce congestion?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project reduce vehicle miles traveled (VMT)?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project reduce single-occupant vehicle (SOV) travel?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> </ul> <table border="1"> <thead> <tr> <th>Emissions Reduced (kg/day)</th> <th>CO</th> <th>NOx</th> <th>VOC</th> <th>PM 10</th> </tr> </thead> <tbody> <tr> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table> <p>Use <a href="#">FHWA CMAQ Calculators</a> to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.  <i>Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.</i></p>		Emissions Reduced (kg/day)	CO	NOx	VOC	PM 10		0	0	0	0
Emissions Reduced (kg/day)	CO	NOx	VOC	PM 10							
	0	0	0	0							
<p>Describe, include quantitative information, including any items referenced above, in your response:</p>											
<b>Multimodal Mobility</b>	<b>Provide improved travel options for all modes.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">federal travel time reliability, infrastructure condition, &amp; transit asset management performance measures</a> ; & <a href="#">Metro Vision objective 4</a> ) Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.										
<p>How does this project help increase mobility choices for people, goods, and/or services?</p> <ul style="list-style-type: none"> <li>What modes will project improvements directly address?  <input type="checkbox"/> Walking <input type="checkbox"/> Bicycling <input type="checkbox"/> Transit <input type="checkbox"/> Roadway Operations <input type="checkbox"/> Other:         </li> <li>List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.):</li> <li>Will the completed project be a complete street as described in the <a href="#">Regional Complete Streets Toolkit</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe how it implements the Toolkit's strategies in your response.         </li> <li>Does this project improve travel time reliability?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> </ul> <p>Describe, include quantitative information, including any items referenced above, in your response:</p>											

<b>Freight</b>	<b>Maintain efficient movement of goods within and beyond the region.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">Regional Multimodal Freight Plan</a> ; <a href="#">Colorado Freight Plan</a> , <a href="#">federal freight reliability performance measure</a> ; <a href="#">Metro Vision objective 14</a> ) Examples of Project Elements: roadway operational improvements, etc.
<p>How does this project improve the efficient movement of goods, specifically improvements identified in the <a href="#">Regional Multimodal Freight Plan</a>?</p> <ul style="list-style-type: none"> <li>Is this project located in a <a href="#">Freight Focus Area</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please provide the name:</li> <li>Is the project located on the <a href="#">Tier 1 or Tier 2 Regional Highway Freight Vision Network</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No</li> <li>If this project is located in a <a href="#">Freight Focus Area</a> does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response.</li> <li>Check any items from the <a href="#">Inventory of Current Needs</a> which this project will address:  <input type="checkbox"/> Truck Crash Location <input type="checkbox"/> Rail Crossing Safety  <input type="checkbox"/> Truck Delay <input type="checkbox"/> Truck Reliability            Please provide the location(s) being addressed:</li> <li>Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe:</li> </ul> <p>Describe, include quantitative information, including any items referenced above, in your response:</p>	
<b>Regional Transit</b>	<b>Expand and improve the region's transit network.</b> (drawn from <a href="#">2050 MVRTP priorities</a> , <a href="#">Coordinated Transit Plan</a> , <a href="#">RTD's Regional Bus Rapid Transit Feasibility Study</a> ) Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc. <u>Note:</u> For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.
<p>How does this project improve connections to or expand the region's transit system, as outlined in the <a href="#">2050 Metro Vision Regional Transportation Plan</a>?</p> <ul style="list-style-type: none"> <li>Does this project implement a portion of the <a href="#">regional bus rapid transit (BRT) network</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, which specific corridor will this project focus on?</li> <li>Does this project involve a <a href="#">regional transit planning corridor</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, which specific corridor will this project focus on?</li> <li>Does this project implement a mobility hub as defined in the <a href="#">2050 MVRTP</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No</li> <li>Does this project improve connections between transit and other modes?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response.</li> <li>Is this project adding new or expanded transit service?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, who will operate the service?</li> <li>Does this project add and/or improve transit service to or within a DRCOG-defined urban center?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, provide the name of the urban center:</li> </ul> <p>Describe, include quantitative information, including any items referenced above, in your response:</p>	



<b>C. Project Leveraging</b>		<b>WEIGHT</b>	<b>10%</b>
What percent of outside funding sources (non-Regional Share funding) does this project have?	%	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 20-39.9% ..... 2 pts 10.1-19.9% ..... 1 pt 10%..... 0 pts	
<b>D. Project Readiness</b>		<b>WEIGHT</b>	<b>10%</b>
<i>Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.</i>			
<b>Section 1. Avoiding Pitfalls and Roadblocks</b>			
<p>a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible within the project submittal?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A (for projects which do not require engineering services)</p> <p>If yes, please type in the engineer's name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:</p> <p>Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:</p>			
<p>b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, are the other prerequisite phases complete? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If this project is for construction, please note the NEPA status:</p>			
<p>c. Has all required ROW been identified? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Has all required ROW already been acquired and cleared by CDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>			
<p>d. Based on the current status provided in Project Information, question 11, do you foresee any reason why your IGA will not be executed by Oct 1 of your first year of funding, so you can begin your project on time?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>e. Have other stakeholders in your project been identified and involved in project development?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If yes, who are the stakeholders?</p>			
<p>Please provide any additional details on any of the items in Section 1, if applicable.</p>			

## Section 2. Local Match

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

☐ Yes ☐ No

Please describe:

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

☐ Yes ☐ No

Please describe:

## Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

☐ Yes ☐ No

- b. Has the public had access to translated project materials in relevant languages for the local community?

☐ Yes ☐ No

Please describe:

- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

☐ Yes ☐ No ☐ N/A

Please provide any additional details on the items in Section 3, if applicable.

# Transportation Improvement Program (TIP) Regional Share Project Application Form – STBG Covering Federal Fiscal Years XXXX-XXXX

## APPLICATION OVERVIEW

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The **Surface Transportation Block Grant (STBG) Regional Share Call for Projects** will open on XXXX, with applications due no later than 3 p.m. on XXXX. Submit applications online at [Dropbox link](#).

- To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops (add dates here; anticipated for February 2022).
- If required, CDOT and/or RTD concurrence must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than XXXX, with CDOT/RTD providing a response no later than XXXX.
- Each Subregional Forum may submit up to three applications from eligible project sponsors. Both CDOT and RTD may submit up to two applications.
- Data to help the sponsor fill out the application, can be found [here \(to be updated\)](#).
- Requests for additional data or calculations from DRCOG staff should be submitted to [tcottrell@drcog.org](mailto:tcottrell@drcog.org) no later than XXXX.
- 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.
- Submittal instructions:
  1. Submit a **single** PDF document containing 1) this application form, 2) the CDOT-supplied cost estimate form ([located here](#)), 3) one location map or graphic, 4) any required documentation (i.e., FHWA calculators) 5) CDOT/RTD concurrence response (if applicable), and 6) project support letters. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
  2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the *Policies for TIP Program Development*, which can be found online [here \(to be updated\)](#).

## EVALUATION PROCESS

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DRCOG staff will review submitted applications for eligibility and provide an initial score to a Project Review Panel. The panel will review and rank eligible applications that request funding. Sponsors may be invited to make presentations to the Project Review Panel to assist in the final recommendation to the TAC, RTC, and DRCOG Board.

## APPLICATION FORMAT

The STBG Regional Share application contains two parts: *project information* and *evaluation questions*.

### Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

### Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant's responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access an online mapping tool [here](#) to assist them in gathering data for several of the quantitative fields. Datasets are also available for download from DRCOG's website [here](#).

**Scoring Methodology:** Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

**Section A. Regional Impact of Proposed Projects ..... 30%**

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

5	The project benefits will <b>substantially</b> address a <b>major</b> regional problem and benefit people and businesses in multiple subregions.
4	The project benefits will <b>significantly</b> address a <b>major</b> regional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either <b>moderately</b> address a <b>major</b> regional problem or <b>significantly</b> address a <b>moderate</b> -level regional problem.
2	The project benefits will <b>moderately</b> address a <b>moderate</b> -level regional problem.
1	The project benefits will address a <b>minor</b> regional problem.
0	The project does not address a regional problem.

**Section B. Metro Vision Regional Transportation Plan Priorities .....50%**

The TIP's investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it's in the applicant's interest to address as many priority areas as possible. Relevant quantitative data should be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> of applications based on the magnitude of benefits in that priority area.

<b>0</b>	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.
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**Section C. Project Leveraging (“overmatch”) ..... 10%**

Scores are assigned based on the percent of other funding sources (non-Regional Share funds).

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

**Section D. Project Readiness ..... 10%**

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

<b>5</b>	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
<b>4</b>	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
<b>3</b>	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
<b>2</b>	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
<b>1</b>	<b>Few</b> mitigation or readiness activities have been demonstrated.
<b>0</b>	<b>No</b> mitigation or readiness activities have been demonstrated.

## Project Information

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

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

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

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

- |   |  |
|---|--|
| <p><input type="checkbox"/> <b>Roadway</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Operational Improvements</li> <li><input type="checkbox"/> General Purpose Capacity (2050 MVRTP)</li> <li><input type="checkbox"/> Managed Lanes (2050 MVRTP)</li> <li><input type="checkbox"/> Pavement Reconstruction/ Rehab</li> <li><input type="checkbox"/> Bridge Replace/Reconstruct/Rehab</li> </ul> <p><input type="checkbox"/> <b>Grade Separation</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Roadway</li> <li><input type="checkbox"/> Railway</li> <li><input type="checkbox"/> Bicycle</li> <li><input type="checkbox"/> Pedestrian</li> </ul> <p><input type="checkbox"/> <b>Regional Transit<sup>1</sup></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Rapid Transit Capacity (2050 MVRTP)</li> <li><input type="checkbox"/> Mobility Hub(s)</li> <li><input type="checkbox"/> Transit Planning Corridors</li> <li><input type="checkbox"/> Transit Facilities/Service (Expanded/New)</li> </ul> | <p><input type="checkbox"/> <b>Safety Improvements</b></p> <p><input type="checkbox"/> <b>Active Transportation Improvements</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Bicycle Facility</li> <li><input type="checkbox"/> Pedestrian Facility</li> </ul> <p><input type="checkbox"/> <b>Air Quality Improvements</b></p> <p><input type="checkbox"/> <b>Improvements Impacting Freight</b></p> <p><input type="checkbox"/> <b>Multimodal Mobility</b> (i.e., accommodating a broad range of users)</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Complete Streets Improvements</li> </ul> <p><input type="checkbox"/> <b>Study</b></p> <p><input type="checkbox"/> <b>Other</b>, briefly describe:</p> |
|---|--|

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

**10.** Define the **scope** and **specific elements** of the project (including any elements checked in #9 above). *Note that the merits and benefits of the project are addressed later. Please keep the response to this question tailored to details of the scope only and no more than five sentences.*

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

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

☐ Yes ☐ No

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

Smaller DRCOG funding request:

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

### Project Financial Information and Funding Request (all funding amounts in \$1,000s)

<b>Total Project Cost</b>		\$
<b>Total amount of Regional Share Funding Request</b> (No greater than <b>\$20 million</b> and not to exceed <b>80% of the total project cost</b> )	\$	% of total project cost
<b>Outside Funding Sources (other than Regional Share funds)</b> List each funding source and contribution amount.	<b>Contribution Amount</b>	<b>% Contribution to Overall Total Project Cost</b>
	\$	
	\$	
	\$	
	\$	
	\$	
	\$	
<b>Total amount of funding provided by other funding sources</b> (private, local, state, subregional, or federal)	\$0	



Funding Breakdown in \$1,000s (by program year) <sup>1</sup>					
	FY 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds	\$	\$	\$	\$	\$0
CDOT or RTD Supplied Funds <sup>2</sup>	\$	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$	\$	\$	\$0
Total Funding	\$0	\$0	\$0	\$0	\$0
<b>Phase to be Initiated</b> Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Choose an item	Choose an item	Choose an item	Choose an item	
Notes:	<ol style="list-style-type: none"> <li>1. Program years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>				

## Evaluation Questions

### A. Regional Impact of Proposed Project

WEIGHT

**30%**

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project regionally important? Relevant quantitative data in your response is required.
2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.
3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.
4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. Completing the below table and referencing relevant quantitative data in your response is required.

Use 2015-2019 American Community Survey Data	Disproportionately Impacted and EJ Population Groups	Population within ½ mile
	a. Individuals of color	0
	b. Low-Income households	0
	c. Individuals with limited English proficiency	0
	d. Adults age 65 and over	0
	e. Children age 5-17	0
	f. Individuals with a disability	0
	g. Households without a motor vehicle	0
	h. Households that are housing cost-burdened	0

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

Describe, including the required quantitative analysis:

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

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas.

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

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

Describe, including the required quantitative analysis:

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

## B. MVRTP Priorities

WEIGHT

**50%**

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

### Safety

#### Increase the safety for all users of the transportation system.

(drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))

Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)?

- Does this project address a location on the [High-Injury Network or Critical Corridors](#)?  
☐ Yes ☐ No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
☐ Yes ☐ No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians  
(using the 2015-2019 period)

Fatal crashes	0
Serious Injury crashes	0
Other Injury crashes	0
Property Damage Only crashes	0

Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).

Estimated reduction in crashes applicable to the project scope  
(per the five-year period used above)

Fatal crashes reduced	0
Serious Injury crashes reduced	0
Other Injury crashes reduced	0
Property Damage Only crashes reduced	0

Provide the methodology below:

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

### Active Transportation

#### Expand and enhance active transportation travel options.

(drawn from [2050 MVRTP priorities](#); [Denver Regional Active Transportation Plan](#); & [Metro Vision objectives 10 & 13](#))

Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.

How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)?

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#)?  
☐ Yes ☐ No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?  
☐ Yes ☐ No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?  
☐ Yes ☐ No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?  
☐ Yes ☐ No If yes, please describe:

Bicycle Use		
1. Current Weekday Bicyclists:	0	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: <b>{#2 X 50%}</b> or other percent, if justified on line 10 below)	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#4 X 30%}</b> or other percent, if justified on line 10 below)	0	0
6. = Number of SOV trips reduced per day (#4 - #5)	0	0
7. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		
Pedestrian Use		
1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	0	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: <b>{#2 X 50%}</b> or other percent, if justified on line 10 below)	0	0
4. = Number of new trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#4 X 30%}</b> or other percent, if justified on line 10 below)	0	0
6. = Number of SOV trips reduced per day (#4 - #5)	0	0
7. Enter the value of <b>{#6 x .4 miles}</b> . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

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

<b>Air Quality</b>	<b>Improve air quality and reduce greenhouse gas emissions.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; state greenhouse gas rulemaking; <a href="#">federal congestion &amp; emissions reduction performance measures</a> ; <a href="#">Metro Vision objectives 2, 3, &amp; 6a</a> ) Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.										
<p>How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?</p> <ul style="list-style-type: none"> <li>Does this project reduce congestion?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project reduce vehicle miles traveled (VMT)?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project reduce single-occupant vehicle (SOV) travel?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> </ul> <table border="1" data-bbox="110 598 1523 667"> <thead> <tr> <th>Emissions Reduced (kg/day)</th> <th>CO</th> <th>NOx</th> <th>VOC</th> <th>PM 10</th> </tr> </thead> <tbody> <tr> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table> <p>Use <a href="#">FHWA CMAQ Calculators</a> to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.          Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.</p> <p>Describe, include quantitative information, including any items referenced above, in your response:</p>		Emissions Reduced (kg/day)	CO	NOx	VOC	PM 10		0	0	0	0
Emissions Reduced (kg/day)	CO	NOx	VOC	PM 10							
	0	0	0	0							
<b>Multimodal Mobility</b>	<b>Provide improved travel options for all modes.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">federal travel time reliability, infrastructure condition, &amp; transit asset management performance measures</a> ; & <a href="#">Metro Vision objective 4</a> ) Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a roadway capacity project that incorporates transit and freight improvements, etc.										
<p>How does this project help increase mobility choices for people, goods, and/or services?</p> <ul style="list-style-type: none"> <li>What modes will project improvements directly address?  <input type="checkbox"/> Walking <input type="checkbox"/> Bicycling <input type="checkbox"/> Transit <input type="checkbox"/> SOV <input type="checkbox"/> Freight <input type="checkbox"/> Other:         </li> <li>List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.):</li> <li>Will the completed project be a complete street as described in the <a href="#">Regional Complete Streets Toolkit</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe how it implements the Toolkit's strategies in your response.         </li> <li>Does this project improve travel time reliability?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project improve asset management of roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> </ul> <p>Describe, include quantitative information, including any items referenced above, in your response:</p>											

<b>Freight</b>	<b>Maintain efficient movement of goods within and beyond the region.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">Regional Multimodal Freight Plan</a> ; <a href="#">Colorado Freight Plan</a> , <a href="#">federal freight reliability performance measure</a> ; <a href="#">Metro Vision objective 14</a> ) Examples of Project Elements: bridge improvements, improved turning radii, increased roadway capacity, etc.
<p>How does this project improve the efficient movement of goods, specifically improvements identified in the <a href="#">Regional Multimodal Freight Plan</a>?</p> <ul style="list-style-type: none"> <li>Is this project located in a <a href="#">Freight Focus Area</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please provide the name:         </li> <li>Is the project located on the <a href="#">Tier 1 or Tier 2 Regional Highway Freight Vision Network</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>If this project is located in a <a href="#">Freight Focus Area</a> does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?  <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If yes, please describe in your response.         </li> <li>Check any items from the <a href="#">Inventory of Current Needs</a> which this project will address:  <input type="checkbox"/> Truck Crash Location <input type="checkbox"/> Rail Crossing Safety  <input type="checkbox"/> Truck Delay <input type="checkbox"/> Truck Reliability <input type="checkbox"/> Highway Bottleneck  <input type="checkbox"/> Low-Clearance or Weight-Restricted Bridge          Please provide the location(s) being addressed:         </li> <li>Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe:         </li> </ul> <p>Describe, include quantitative information, including any items referenced above, in your response:</p>	
<b>Regional Transit</b>	<b>Expand and improve the region's transit network.</b> (drawn from <a href="#">2050 MVRTP priorities</a> , <a href="#">Coordinated Transit Plan</a> , <a href="#">RTD's Regional Bus Rapid Transit Feasibility Study</a> ) Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc. <b>Note:</b> For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.
<p>How does this project improve connections to or expand the region's transit system, as outlined in the <a href="#">2050 Metro Vision Regional Transportation Plan</a>?</p> <ul style="list-style-type: none"> <li>Does this project implement a portion of the <a href="#">regional bus rapid transit (BRT) network</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, which specific corridor will this project focus on?         </li> <li>Does this project involve a <a href="#">regional transit planning corridor</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, which specific corridor will this project focus on?         </li> <li>Does this project implement a mobility hub as defined in the <a href="#">2050 MVRTP</a>?  <input type="checkbox"/> Yes <input type="checkbox"/> No         </li> <li>Does this project improve connections between transit and other modes?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response.         </li> <li>Is this project adding new or expanded transit service?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, who will operate the service?         </li> <li>Does this project add and/or improve transit service to or within a DRCOG-defined urban center?  <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, provide the name of the urban center:         </li> </ul> <p>Describe, include quantitative information, including any items referenced above, in your response:</p>	

<b>C. Project Leveraging</b>		<b>WEIGHT</b>	<b>10%</b>
What percent of outside funding sources (non-Regional Share funding) does this project have?	%	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 30-39.9% ..... 2 pts 20.1-29.9% ..... 1 pt 20%..... 0 pts	
<b>D. Project Readiness</b>		<b>WEIGHT</b>	<b>10%</b>
<i>Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.</i>			
<b>Section 1. Avoiding Pitfalls and Roadblocks</b>			
<p>a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible within the project submittal?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A (for projects which do not require engineering services)</p> <p>If yes, please type in the engineer's name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:</p> <p>Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:</p>			
<p>b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, are the other prerequisite phases complete? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If this project is for construction, please note the NEPA status:</p>			
<p>c. Has all required ROW been identified? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Has all required ROW already been acquired and cleared by CDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>			
<p>d. Based on the current status provided in Project Information, question 11, do you foresee any reason why your IGA will not be executed by Oct 1 of your first year of funding, so you can begin your project on time?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>e. Have other stakeholders in your project been identified and involved in project development?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If yes, who are the stakeholders?</p>			
<p>Please provide any additional details on any of the items in Section 1, if applicable.</p>			



## Section 2. Local Match

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

☐ Yes ☐ No

Please describe:

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

☐ Yes ☐ No

Please describe:

## Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

☐ Yes ☐ No

- b. Has the public had access to translated project materials in relevant languages for the local community?

☐ Yes ☐ No

Please describe:

- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

☐ Yes ☐ No ☐ N/A

Please provide any additional details on the items in Section 3, if applicable.

# **DRCOG 2022-2027 TIP PROCESS AND PROGRAMMING**

Transportation Advisory Committee

December 20, 2021

# TOPICS TO COVER



- 1. TIP Policy Document**
- 2. Funding Programs**
- 3. TIP Programming Process and Timeline**
- 4. TIP Applications**
- 5. Anticipated Funding Availability**

# TIP POLICY: HIGH-LEVEL CHANGES



Policy: Establishes the “rules”

Overall Changes: TIP years removed; easier, but still allows for amendments

- Changed to “*Policies for TIP Program Development*”

# HIGHER-LEVEL DOCUMENT EDITS



## Other High-Level Changes

- Capital project eligibility
- Set-Aside Programs
- Replace Focus Areas with 2050 MVRTP project and program investment priorities
- Regional Share:
  - Funding: 20% minimum match
  - Project/program eligibility requirements

# HIGHER-LEVEL DOCUMENT EDITS



## Other High-Level Changes (continued)

- Subregional Share
  - Funding targets (targeted % to each subregion)
  - Project/program eligibility requirements (similar open eligibility)
  - Forums: no voting via email/polling (must be during a meeting)



# FUNDING PROGRAMS



# FUNDING



- MMOF Program renewed as part of SB21-260
  - Name change and eligibility expansion; 50% match retained
  - Heavily front-loaded in FY 2022 with federal American Rescue Plan Act (ARPA) funds; funding obligation deadline of 12/31/24 and 100% expended/all billings completed deadline of 12/31/26
- Infrastructure Investment and Jobs Act (IIJA) signed Nov. 15 covering FY22-26
  - Only statewide estimates currently, 25-30% increase over FAST Act
  - CMAQ, TA, STBG, CRP
  - New Carbon Reduction Program (CPR); eligibility unknown, but should act like CMAQ





# RECOMMENDED TIP PROGRAMMING PROCESS

# PROGRAMMING PROCESS



## Overarching to the process:

- 1) Wait list process is first, per adopted TIP Policy
- 2) Conduct any future calls using two tracks
  - Match assistance
  - STBG: uses STBG funds for eligible projects. 20% match requirement
  - Air Quality and Multimodal: uses MMOF, CMAQ, TA, CRP for eligible projects. 20% local match for federal funds
    - Example: 50% MMOF, 40% CMAQ/TA/CRP, 10% match (CMAQ/TA/CRP/local match is used to match MMOF and local funds used to match the CMAQ/TA/CRP)

# PROGRAMMING PROCESS – CALL SEQUENCE



1. FY 22-25 Regional Call

2. FY 22-25 Subregional Call

- AQ/MM Track only (to avoid RTP amendment)
- All unprogrammed FY22-25 funding, except STBG
- January to September 2022, amend 22-25 TIP

---

3. FY 24-27 Regional Call

4. FY 24-27 Subregional Call

- AQ/MM and STBG Track
- All unprogrammed FY26-27 funding, plus FY22-25 STBG
- September 2022 to April 2023, adopt 24-27 TIP in August 2023

# CALLS TIMELINE

[illegible]



# TIP APPLICATIONS

# BASIC APPLICATION STRUCTURE



## **Section A:** Regional Impact of Project (30%)

- Similar to previous app; project importance, solving a regional/subregional problems, connecting to MV

## **Section B:** MVRTP Priorities (50%)

- Safety, Active Transportation, AQ, Multimodal Mobility, Freight, Transit

## **Section C:** Project Leveraging (10%)

- Level of match beyond the required minimum

## **Section D:** Project Readiness (10%)

- Screens pitfalls, should already be doing...

# SCORING AND OTHER ITEMS...



- Each question scored on a **scale of 0 to 5** relative to other projects received
- Narrative responses, with some requiring quantitative data. Checkboxes and data tables help provide context (some required)
- Data tool being developed to assist sponsors with project data
- Cost estimate (YOE) is required to be provided (CDOT or local)
- Time spend now will help you later to avoid cost overruns, project delays, schedule issues, etc.





# ANTICIPATED FUNDING



# TOTAL ANTICIPATED 22-27 FUNDING



All funding in \$1,000's		FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
<b>Unallocated Funding After Set-Asides/Commitments</b>								
STBG, minus Set-Asides		\$4,860	\$5,469	\$32,312	\$33,315	\$34,155	\$35,192	\$145,302
CMAQ, minus Set-Asides		\$905	\$1,347	\$25,905	\$32,070	\$28,156	\$33,955	\$122,339
TA		\$320	\$361	\$2,713	\$2,767	\$2,822	\$2,879	\$11,861
MMOF		\$74,900	\$14,500	\$14,382	\$20,082	\$20,482	\$21,082	\$165,429
CRP		\$6,659	\$6,792	\$6,928	\$7,066	\$7,208	\$7,352	\$42,004
Grand Total Available:		<b>\$87,644</b>	<b>\$28,470</b>	<b>\$82,239</b>	<b>\$95,301</b>	<b>\$92,823</b>	<b>\$100,459</b>	<b>\$486,936</b>

# CALLS 1 AND 2 – FY22-25 TIP – AQ/MM APP ONLY

All funding in \$1,000's		FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
<b>Call #1, 22-25 Regional Call (20%)</b>		FY22 funding will be added to FY23						
	CMAQ	\$181	\$269	\$5,181	\$6,414			\$12,045
	TA	\$64	\$72	\$543	\$553			\$1,232
	MMOF	\$14,980	\$2,900	\$2,876	\$4,016			\$24,773
	CRP	\$1,332	\$1,358	\$1,386	\$1,413			\$5,489
	<b>Grand Total Available:</b>	<b>\$16,557</b>	<b>\$4,600</b>	<b>\$9,985</b>	<b>\$12,397</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,539</b>

All funding in \$1,000's		FY22	FY23	FY24	FY25	FY26	FY27	TOTAL			AQ/MM Only
<b>Call #2, 22-25 Subregional Call (80%)</b>		FY22 funding will be added to FY23									
	CMAQ	\$724	\$1,078	\$20,724	\$25,656			\$48,182	Adams	15.44%	<b>\$26,890</b>
	TA	\$256	\$289	\$2,170	\$2,213			\$4,929	Arapahoe	18.61%	<b>\$32,411</b>
	MMOF	\$59,920	\$11,600	\$11,506	\$16,066			\$99,092	Boulder	9.92%	<b>\$17,276</b>
	CRP	\$5,327	\$5,434	\$5,542	\$5,653			\$21,956	Broomfield	2.44%	<b>\$4,249</b>
	<b>Grand Total Available:</b>	<b>\$66,227</b>	<b>\$18,400</b>	<b>\$39,942</b>	<b>\$49,589</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,158</b>	Denver	24.22%	<b>\$42,181</b>
									Douglas	10.37%	<b>\$18,060</b>
									Jefferson	16.50%	<b>\$28,736</b>
									SW Weld	2.50%	<b>\$4,354</b>

# CALLS 3 AND 4 – FY24-27 TIP – BOTH APPS

All funding in \$1,000's		FY22	FY23	FY24	FY25	FY26	FY27	TOTAL		
Call #3, 24-27 Regional Call (20%)		FY22 and FY23 funding added to FY24								
STBG		\$972	\$1,094	\$6,462	\$6,663	\$6,831	\$7,038	\$29,060		
CMAQ						\$5,631	\$6,791	\$12,422		
TA						\$564	\$576	\$1,140		
MMOF						\$4,096	\$4,216	\$8,313		
CRP						\$1,442	\$1,470	\$2,912	STBG App	\$29,060
Grand Total Available:		\$972	\$1,094	\$6,462	\$6,663	\$18,565	\$20,092	\$53,848	AQ/MM App	\$24,787
All funding in \$1,000's		FY22	FY23	FY24	FY25	FY26	FY27	TOTAL		
Call #4, 24-27 Subregional Call (80%)		FY22 and FY23 funding added to FY24								
STBG		\$3,888	\$4,375	\$25,849	\$26,652	\$27,324	\$28,153	\$116,242		
CMAQ						\$22,525	\$27,164	\$49,689		
TA						\$2,258	\$2,303	\$4,561		
MMOF						\$16,386	\$16,866	\$33,252		
CRP						\$5,766	\$5,881	\$11,648		
Grand Total Available:		\$3,888	\$4,375	\$25,849	\$26,652	\$74,259	\$80,368	\$215,391		
				STBG	AQ/MM	Total				
				\$116,242	\$99,149	\$215,391				
	Adams	15.44%	\$17,948	\$15,309	\$33,256					
	Arapahoe	18.61%	\$21,633	\$18,452	\$40,084					
	Boulder	9.92%	\$11,531	\$9,836	\$21,367					
	Broomfield	2.44%	\$2,836	\$2,419	\$5,256					
	Denver	24.22%	\$28,154	\$24,014	\$52,168					
	Douglas	10.37%	\$12,054	\$10,282	\$22,336					
	Jefferson	16.50%	\$19,180	\$16,360	\$35,539					
	SW Weld	2.50%	\$2,906	\$2,479	\$5,385					

# OBSERVATIONS



- Calls 1 and 2: programming of projects only to FY2023-25;
  - Suggestion to put forth projects that are “smaller”, “less complicated”, “ready to go” – get in and get out
  - Most will probably have FY2022 MMOF funding with 2024 and 2026 deadlines
  - AQ/MM App: No roadway capacity or reconstruction; bridge reconstruction. All projects must improve congestion/AQ
- Calls 3 and 4: programming to 2023-27
  - majority to FY2026/27 (good for construction phases)
- All calls: please be flexible to changes; may need to shift funding types/years in FY2022-25 TIP when FY2024-27 TIP is adopted

# REQUESTED ACTION



Move to recommend to the Regional Transportation Committee the draft *Policies for TIP Program Development* document and the draft Air Quality/Multimodal and STBG TIP Applications.



**ATTACH D**



## ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Manager, Long Range Transportation Planning  
303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
December 20, 2021	Action	6

### SUBJECT

Election of TAC Chair and Vice Chair for the 2022-2023 term.

### PROPOSED ACTION/RECOMMENDATIONS

The nominating panel proposes the following members as the officers of the Transportation Advisory Committee for 2022 and 2023 for consideration by the TAC:

- Chair: Steve Durian, Jefferson County
- Vice Chair: Sarah Grant, City and County of Broomfield

### ACTION BY OTHERS

N/A

### SUMMARY

At the November 15 TAC meeting, a nominating panel comprised of Rick Pilgrim, Bill Sirois, David Gaspers, and Alex Hyde-Wright was formed to help solicit and propose nominations for TAC Chair and Vice Chair.

To start, staff requested expressions of interest from the entire TAC membership via email after the November TAC meeting. The nominating panel then asked staff to gauge interest in either position from several TAC members. This resulted in expressions of interest from multiple candidates for both positions. The nominating panel wishes to thank those who expressed interest in serving. After discussion and consideration, the nominating panel is recommending the following candidates for officers of the Transportation Advisory Committee for 2022 and 2023:

- Chair: Steve Durian, Jefferson County
- Vice Chair: Sarah Grant, City and County of Broomfield

Nominations from the floor are also welcomed (either self-nominations or nominations of others). TAC members present, and TAC alternates present representing absent members, will be eligible to vote. The elected Chair and Vice Chair will assume their positions at the first meeting in 2022 and will serve through the last meeting in 2023.

### PREVIOUS DISCUSSIONS/ACTIONS

[November 15, 2021](#) – Nominating Panel formed.

### PROPOSED MOTION

Move to elect Chair and Vice Chair of the Transportation Advisory Committee for the 2022-2023 term.

### ATTACHMENT

N/A

### ADDITIONAL INFORMATION

Should you have any questions, please contact Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)



**ATTACHE**

## ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Manager, Long Range Transportation Planning  
303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
December 20, 2021	Informational Briefing	7

### SUBJECT

Kickoff of revising the 2050 Regional Transportation Plan (2050 RTP) to address state greenhouse gas (GHG) emission reduction requirements.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The draft state [GHG emission reduction rulemaking](#) will require DRCOG to revise the 2050 RTP by October 1, 2022. The revised 2050 RTP will need to demonstrate that the plan will meet the GHG emission reduction targets for the DRCOG region that will be specified in the final rule, which is anticipated to be adopted by the Transportation Commission on December 16<sup>th</sup>.

As part of this “GHG revision” process, DRCOG will also be soliciting routine project-based amendments to the 2050 RTP (major changes to existing projects in the fiscally constrained 2050 RTP or requested addition of a new fiscally constrained project). Staff will issue a solicitation for project-based amendments the week of December 12<sup>th</sup>, with a submittal deadline in mid-January.

Concurrently, CDOT will be conducting its “4P” process to help in reviewing its [10-Year Plan](#). Like DRCOG, CDOT will also be soliciting input on targeted project-based changes to the 10-Year Plan through this process. Because the 10-Year Plan is incorporated into the 2050 RTP, staff from DRCOG and CDOT are working together closely to maximize the coordination and integration of these two planning processes and the input both agencies will be soliciting from project sponsors and stakeholders.

All proposed project-based changes to DRCOG’s 2050 RTP and CDOT’s 10-Year Plan must meet federal fiscal constraint requirements, meaning there must be sufficient reasonably expected funding to implement the proposed project change. In particular, a new project proposal must have identified new, additional funding to be included in the 2050 RTP and 10-Year Plan or must be offset by funding reductions to other projects. Additionally, any proposed project-based changes to the 10-Year Plan must first be amended within the 2050 RTP so that the 10-Year Plan and 2050 RTP project investments remain consistent.

Attachment 1 provides a detailed draft schedule for the 2050 RTP GHG revision process. While this process is new, with several unknowns, the draft schedule – which will be updated periodically – provides significant detail for major tasks, timelines, and deliverables.

DRCOG and CDOT staff will provide an overview of the 2050 RTP GHG revision process and the 10-Year Plan update process at the December 20 TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS
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N/A

PROPOSED MOTION
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N/A

ATTACHMENTS
-------------

1. [2050 RTP GHG Revision Schedule](#)

ADDITIONAL INFORMATION
------------------------

If you need additional information, please contact Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)

**ATTACH F**

## ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
December 20, 2021	Informational Item	8

### SUBJECT

Annual Listing of Federally Obligated Projects (ALOP).

### PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

### ACTION BY OTHERS

N/A

### SUMMARY

Federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal obligation. The enclosed report lists all transportation projects in the Denver region that were obligated with federal funds in federal Fiscal Year 2021 (October 1, 2020 – September 30, 2021).

A net total of \$217.4 million was obligated in FY 2021 for 81 transportation projects.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENT

1. *FY 2021 Annual Listing of Federally Obligated Projects*

### ADDITIONAL INFORMATION

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

# ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

**Fiscal year 2021**

Oct. 1, 2020 –  
Sept. 30, 2021

## Purpose of this Report

The federal metropolitan transportation planning statute states:

*"In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year."<sup>1</sup>*

The Federal Highway Administration defines obligation as the federal government's legal commitment (promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed during this year. The obligated project cost reflected in this report also may not equal final project cost.

This report responds to the directive set forth in statute. It lists all federally-funded transportation projects in the Denver region that were obligated in federal fiscal year 2021 (October 1, 2020 to September 30, 2021).

## Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 58 local governments in the Denver metro area, promotes a regional perspective towards the metropolitan area's most pressing issues and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and southwest Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. Federal transportation legislation requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). DRCOG develops its positions by working with elected officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed, and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation Advisory Committee](#). Working groups are also created and appointed, as need dictates.

### Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan ([RTP](#)), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's [Metro Vision](#) plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the reasonably

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<sup>1</sup> [23 U.S.C. 450.334 \(a\)](#)

available financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP before they can be selected for Transportation Improvement Program funding.

#### Transportation Improvement Program

The Transportation Improvement Program ([TIP](#)) is the adopted list of surface transportation (public transit, roadway, bicycle, pedestrian, air quality, congestion management, etc.) projects and studies that will receive federal or state transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are defined as regionally significant, regardless of funding type. The TIP implements the fiscally-constrained RTP.

The TIP covering FY2021 is the 2020-2023 TIP and was adopted on August 21, 2019. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIPs.

#### Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG's public involvement strategies include presenting information and educating the public, continuously soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

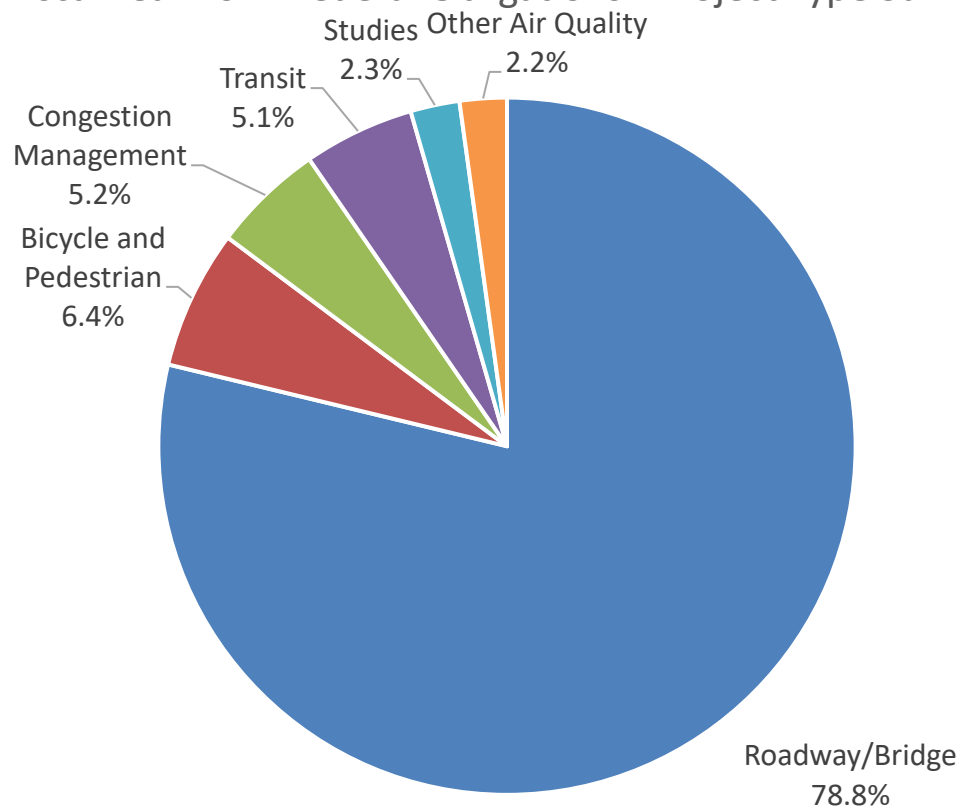


## Summary of Obligated Projects

A net total of \$217.4 million was obligated in FY2021 on 81 transportation projects. Some statistics regarding the FY2021 obligations include:

- \$171.3 million (78.8%) for roadway/bridge projects, \$14 million (6.4%) for bicycle and pedestrian projects<sup>2</sup>, \$11.3 million (5.2%) for congestion management projects, \$11.2 million (5.1%) for transit projects, \$4.9 million (2.3%) for studies, and \$4.7 million (2.2%) for other air quality projects. The chart below illustrates these percentages:

Fiscal Year 2021 Federal Obligations - Project Type Summary



## Obligation Report

This report is organized by TIP project sponsor. Information shown about each project includes:

- TIP Sponsor lists the agency that is financially responsible for the TIP project
- Project Name
- TIP Identification (TIP ID) is a unique number given to each project selected for inclusion into a DRCOG TIP

<sup>2</sup> Stand-alone bicycle and pedestrian projects only. Calculation does not include other projects with a bicycle/pedestrian element.

- Funding Type identifies the program that funds the project, according to the CDOT classification
- Obligations is the sum of all the obligations that occurred for that particular TIP project in FY2021
- B/P indicates if bicycle/pedestrian infrastructure is part of the project
- Total Cost lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Federal Total lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the currently adopted 2020-2023 TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current 2020-2023 TIP that are remaining for the project.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Cost column as part of the total overall project cost. For the purposes of this report in FY2021, federal funding was distributed through the following funding categories:

- Accelerating Innovative Mobility funds projects that adopt innovation in highway transportation.
- ADA (Americans with Disabilities Act) funds are for addressing curb ramp compliance on the state highway system, particularly arterial roadways. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief funds projects which reduce congestion on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- FASTER Safety supports the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Federal Emergency funds repairs of damaged roads and bridges following natural disasters and catastrophic events.
- Freight funds improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- HOPE grants (Helping Obtain Prosperity for Everyone Program) provide transit grants in areas experiencing long-term economic distress.
- The RAMP (Responsible Acceleration of Maintenance & Partnerships) program accelerates funding for projects on the state highway system and transit projects. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Regional Priority Projects (RPP) typically fund construction, widening, and reconstruction on roadways on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- RoadX funds innovative technology to improve the safety, mobility, and efficiency of the transportation system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Safe Routes to School funds promote walking and bicycling to school through investments in infrastructure, enforcement, tools, safety education, and incentives.
- Safety funds are typically used for projects that reduce the number and severity of crashes. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Section 5310 funds capital assistance grants to private nonprofit organizations to serve the transportation needs of elderly people and individuals with disabilities.
- Section 5311 funds capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5339 funds the replacement, rehabilitation, and purchase of buses and other transit vehicles as well as construction of bus-related facilities.
- STBG-Pandemic funds were distributed to accelerate transportation projects which could provide relief from some of the impacts of the COVID-19 pandemic.

- Surface Transportation Block Grant (STBG) is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, bicycle/pedestrian improvements, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- TIFIA (Transportation Infrastructure & Finance Innovation Act) provides federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit, and rail. The program is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt.
- Transportation Alternative funds such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation.

This report also contains deobligations, depicted with ( ). Deobligation occurs when the obligation is returned to the federal government. Deobligation can occur for several reasons, including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
- A project phase is closed out, causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project<sup>3</sup>.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current "investments," their bicycle/pedestrian applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/planning-great-region/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT and RTD, as DRCOG does not directly participate in the obligation process.

<sup>3</sup> This report does not include the project phases.

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Adams County	I-270 Corridor Environmental Assessment	2020-068	Surface Transportation Block Grant	\$495,096	No	\$5,300,000	\$0	\$0
Arapahoe County	Iliff Ave Operational Improvements: Parker Rd to Quebec St	2016-024	Congestion Mitigation / Air Quality	\$1,040,000	Yes	\$23,519,000	\$17,346,000	\$16,306,000
Arapahoe County	Gun Club Rd and Quincy Ave Operational Improvements	2016-040	Congestion Mitigation / Air Quality	\$3,715,139	Yes	\$12,700,000	\$4,892,000	\$1,176,861
Arapahoe County	US-85 PEL Study: C-470 to I-25	2020-006	Surface Transportation Block Grant	\$832,732	No	\$3,000,000	\$0	\$0
Arapahoe County	I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	2020-058	Congestion Mitigation / Air Quality	\$78,085	No	\$2,000,000	\$0	\$0
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	Congestion Mitigation / Air Quality	\$1,069,027	Yes	\$7,105,000	\$5,683,000	\$4,613,973
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053	Regional Priority Projects	\$458,597	No	\$2,200,000	\$0	\$0
Boulder	Wonderland Creek Underpass and Multi-use Path Connection: Foothills Pkwy to Diagonal Hwy	2012-002	Congestion Mitigation / Air Quality	\$788,783	Yes	\$4,000,000	\$2,000,000	\$1,211,217
Boulder	Boulder Slough Multi-Use Path: 30th St. to 3100 Pearl	2016-008	Surface Transportation Block Grant	\$56,077	Yes	\$2,300,000	\$398,000	\$341,923
Boulder	SH-157/Foothills Pkwy Bike/Ped Underpass: north and south of Colorado Ave	2016-074	Congestion Mitigation / Air Quality	\$1,414,542	Yes	\$4,874,000	\$3,200,000	\$1,785,458
Boulder	19th St. Multimodal Improvements	2016-084	Transportation Alternatives	\$72,652	Yes	\$890,000	\$0	\$0
Boulder	SH-7 Multimodal Improvements: 38th St./Marine St. to Cherryvale Rd.	2020-041	Surface Transportation Block Grant	\$190,000	Yes	\$1,900,000	\$722,000	\$532,000
Boulder County	71st St. Multimodal Pathway Connection: Winchester to Idylwild Trail	2016-030	Transportation Alternatives	\$30,669	Yes	\$1,075,000	\$0	\$0
Boulder County	Boulder County Quiet Zones	2016-069	Surface Transportation Block Grant	\$596,950	No	\$2,499,000	\$1,389,000	\$792,050

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Broomfield	Broomfield Quiet Zones	2018-012	Surface Transportation Block Grant	\$351,969	No	\$1,182,000	\$946,000	\$594,031
Broomfield	SH-7 Preliminary and Environmental Engineering	2020-007	Surface Transportation Block Grant	\$1,000,000	No	\$10,000,000	\$3,200,000	\$2,200,000
Broomfield	US-36 Bike-N-Ride Shelters, Amenities, Operations, and Marketing	2020-018	Surface Transportation Block Grant	\$14,405	Yes	\$650,000	\$88,000	\$73,595
Broomfield	Midway Blvd. Multimodal Corridor Action Plan	2020-044	Surface Transportation Block Grant	\$34,435	Yes	\$500,000	\$0	\$0
Castle Rock	Founders Pkwy. and Allen Way Intersection Improvements	2016-041	FASTER Safety	\$1,621,836	Yes	\$4,468,000	\$0	\$0
Castle Rock	SH-86/5th St. and Founders Pkwy./Ridge Rd. Intersection Operational Improvements	2020-051	Congestion Mitigation / Air Quality	\$129,818	Yes	\$6,500,000	\$3,925,000	\$3,795,182
CDOT	Safe Routes to School Pool	2007-144	Safe Routes to School	\$780,968	Yes	\$8,034,000	\$1,401,000	\$620,032
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$4,007,330	No	\$44,253,000	\$7,200,000	\$3,192,670
CDOT	Central 70	2016-003	Congestion Mitigation / Air Quality	\$10,955,412	No	\$1,292,638,000	\$0	\$0
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$3,566,430	No	\$7,849,000	\$3,280,000	\$0
CDOT	Innovative Mobility Pool	2016-066	RoadX	\$1,995,124	No	\$22,700,000	\$0	\$0
CDOT	I-25 and Alameda Ave. Operational Improvements: Valley Highway Phase 2.0	2020-061	Surface Transportation Block Grant	\$400,000	Yes	\$30,000,000	\$8,000,000	\$7,600,000
CDOT Region 1	US-85: Cook Ranch Rd. to Meadows Pkwy. Widening	2001-154	Regional Priority Projects	\$11,965,440	No	\$132,002,000	\$0	\$0
CDOT Region 1	US-6: Wadsworth Blvd. Interchange Reconstruction	2005-072	Regional Priority Projects	\$1,647,401	No	\$37,000,000	\$0	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$10,791,083	No	\$64,000,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$4,688,464	No	\$13,000,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$3,382,914	No	\$74,000,000	\$74,000,000	\$70,617,086
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$1,224,633	No	\$6,028,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$32,827,750	No	\$169,500,000	\$0	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	FASTER Safety	\$6,649,655	No	\$241,563,000	\$0	\$0
CDOT Region 1	I-25 North PEL Action Items	2012-063	Regional Priority Projects	\$11,666	No	\$17,500,000	\$0	\$0
CDOT Region 1	I-25: 120th Ave to E-470 Managed Lanes	2016-055	Regional Priority Projects	\$939,434	No	\$116,677,000	\$0	\$0
CDOT Region 1	I-25 S PEL: Monument to C-470	2016-080	RAMP	\$2,347,481	No	\$34,250,000	\$0	\$0
CDOT Region 1	Region 1 ADA Projects	2018-001	ADA	\$79,121	Yes	\$44,972,000	\$0	\$0
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$1,377,939	Yes	\$16,736,000	\$3,367,000	\$1,989,061
CDOT Region 1	I-25 Central PEL	2018-008	Regional Priority Projects	(\$195,551)	No	\$3,500,000	\$100,000	\$0
CDOT Region 1	US-85 (Vasquez Blvd) Operational Improvements: E. 52nd Ave. to E. 64th Ave.	2018-009	Freight	\$266,313	No	\$12,000,000	\$3,450,000	\$3,183,687
CDOT Region 1	C-470: Wadsworth to I-70	2018-010	RAMP	\$683,186	No	\$5,000,000	\$0	\$0
CDOT Region 1	I-25 Capacity Improvements: Castle Rock to El Paso County Line	2018-014	Freight	\$4,440,300	No	\$356,200,000	\$0	\$0
CDOT Region 1	I-70 Noise Walls	2020-098	STBG-Pandemic	\$5,939,104	No	\$35,800,000	\$0	\$0
CDOT Region 4	Region 4 Safety Enhancement Pool	2007-090	Safety	\$65,595	No	\$2,295,000	\$0	\$0
CDOT Region 4	Region 4 Traffic Signal Pool	2007-091	Safety	\$98,622	No	\$1,578,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT Region 4	Region 4 Hot Spot Pool	2007-092	Safety	\$171,500	No	\$800,000	\$0	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$1,278,132	No	\$27,400,000	\$0	\$0
CDOT Region 4	Region 4 FASTER Pool	2008-077	FASTER Safety	\$4,343,120	No	\$22,500,000	\$0	\$0
CDOT Region 4	North I-25: Front Range EIS	2008-081	Regional Priority Projects	\$1,362,775	No	\$25,218,000	\$0	\$0
CDOT Region 4	Region 4 2013 Flood-Related Projects Pool	2012-116	Federal Emergency	\$42,729,065	No	\$278,335,000	\$58,000,000	\$15,270,935
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	Regional Priority Projects	\$1,454,911	No	\$12,700,000	\$0	\$0
Commerce City	North Metro Rail 72nd Ave. and Colorado Blvd. Station Sidewalks	2012-080	STP Metro	\$1,410,649	Yes	\$1,927,000	\$0	\$0
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	Congestion Mitigation / Air Quality	\$175,999	No	\$7,185,000	\$4,800,000	\$4,624,001
Denver	Broadway Station and I-25 Safety and Access Improvements	2016-021	Surface Transportation Block Grant	\$4,041,394	No	\$89,422,000	\$16,925,000	\$12,883,606
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	2016-023	Surface Transportation Block Grant	\$85,750	Yes	\$24,500,000	\$11,500,000	\$11,414,250
Denver	High Line Canal Trail Underpass at Hampden and Colorado	2016-038	Transportation Alternatives	\$2,462,500	Yes	\$5,400,000	\$4,050,000	\$1,587,500
DRCOG	Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects	1999-097	Congestion Mitigation / Air Quality	\$786,390	No	\$15,094,000	\$2,400,000	\$1,613,611
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	Surface Transportation Block Grant	\$27,789	Yes	\$3,200,000	\$2,400,000	\$2,372,211
DRCOG	Regional TDM Program: Way to Go	2012-064	Congestion Mitigation / Air Quality	\$65,890	No	\$9,000,000	\$4,400,000	\$4,334,110
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	Congestion Mitigation / Air Quality	\$5,398,124	No	\$50,800,000	\$11,275,000	\$5,876,876

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
DRCOG	Community Mobility Planning and Implementation Set-Aside	2020-077	Surface Transportation Block Grant	\$41,576	Yes	\$7,310,000	\$2,476,000	\$2,434,424
Englewood	US-285 and Broadway Interchange Operational Improvements	2020-059	Surface Transportation Block Grant	\$300,000	Yes	\$9,500,000	\$6,200,000	\$5,900,000
Erie	Traffic Signalization: Erie Pkwy. and WCR-7	2020-067	Congestion Mitigation / Air Quality	\$54,400	No	\$600,000	\$0	\$0
Lakewood	Sheridan Blvd Multiuse Path: W. 6th Ave to W. 10th Ave	2016-061	Transportation Alternatives	\$734,779	Yes	\$1,000,000	\$400,000	\$0
Longmont	Longmont 1st and Emery Quiet Zone	2016-070	Surface Transportation Block Grant	\$195,868	No	\$1,956,000	\$0	\$0
Longmont	SH-66 Improvements: Hover St. to Main St.	2020-038	Surface Transportation Block Grant	\$145,250	No	\$650,000	\$0	\$0
Longmont	Coffman St. Busway	2020-083	Congestion Mitigation / Air Quality	\$235,463	No	\$6,900,000	\$4,920,000	\$4,684,537
Louisville	South Boulder Rd. At-Grade Crossing Improvements	2020-043	Surface Transportation Block Grant	\$38,557	Yes	\$1,433,000	\$0	\$0
Nederland	Downtown ADA Sidewalk Connections	2020-015	Surface Transportation Block Grant	\$38,004	Yes	\$1,550,000	\$150,000	\$111,996
Northglenn	North Metro Rail 112th Ave. Corridor Improvements	2012-079	Surface Transportation Block Grant	\$89,590	Yes	\$1,059,000	\$0	\$0
Northglenn	120th Ave. Operational Improvements: Washington St. to west of York St.	2020-055	Congestion Mitigation / Air Quality	\$727,718	Yes	\$13,461,000	\$8,581,000	\$7,853,282
R A Q C	Air Quality Improvements Set-Aside	2016-002	Congestion Mitigation / Air Quality	\$4,438,728	No	\$16,530,000	\$1,900,000	\$0
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	Surface Transportation Block Grant	\$304,375	No	\$1,500,000	\$0	\$0
R T D	Colfax 15L Transit Improvements: I-225 to I-25	2016-019	Surface Transportation Block Grant	(\$991,589)	No	\$3,250,000	\$2,600,000	\$0



TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
R T D	Platte Facility Roof Replacement	2018-017	Section 5339	\$3,503,000	No	\$4,671,000	\$3,503,000	\$0
R T D	App-Based Inter-Agency Fare Purchase and Trip Planning	2020-095	Accelerating Innovative Mobility	\$687,000	No	\$1,023,000	\$687,000	\$0
R T D	Underserved Transit Needs Study	2020-096	HOPE	\$180,000	No	\$200,000	\$180,000	\$0
Superior	US-36 Bikeway Extension: Superior to Broomfield	2020-017	Transportation Alternatives	\$45,360	Yes	\$1,312,000	\$0	\$0
University of Colorado-Boulder	19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus	2016-073	Congestion Mitigation / Air Quality	\$3,600,229	Yes	\$7,598,000	\$4,798,000	\$1,197,771
Wheat Ridge	Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70	2016-020	Surface Transportation Block Grant	\$12,320,517	Yes	\$57,909,000	\$4,880,000	\$0
Grand Total of Obligations				\$217,409,439				



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303-455-1000



## Transportation Advisory Committee 2022 Meeting Schedule

Meetings will be hosted virtually until notified otherwise

**1:30 PM**

Jan 24
Feb 28
Mar 28
Apr 25
May 23
Jun 27
Jul 25
Aug 22
Sep 26
Oct 24
Nov 14*
Dec 19*

MEETING TYPICALLY HELD THE 4<sup>TH</sup> MONDAY OF MONTH,  
\*EXCEPT AS NOTED

**Please check the DRCOG Event Calendar for more  
information on meeting details as the date approaches**

