Policies for DRCOG Transportation Improvement Program Development

Adopted January 19, 2022

Amended xxxx

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Preparation of this document has been financed in part through grants from the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation.

Introduction

The Denver Regional Council of Governments, known as DRCOG, Transportation Improvement Program, or TIP, programs the federal and state-funded transportation improvement projects to be completed by the Colorado Department of Transportation, known as CDOT; the Regional Transportation District, known as RTD; local governments; and other project sponsors over a four-year period.

Metro Vision, a regional plan created by DRCOG in close collaboration with regional and local partners, 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, or RTP. The RTP specifies the multimodal transportation strategies, policies and major improvements that advance the objectives of Metro Vision. The fiscally constrained RTP defines the specific transportation elements and services that can be provided throughout the years identified in the adopted RTP based on reasonably expected revenues. The TIP then implements the RTP's project and program investment priorities.

As required by law, the TIP must also be fiscally constrained to the funds reasonably 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 RTP. It takes the multimodal transportation vision of the adopted RTP and begins to implement it through projects funded in the adopted TIP. The~~ DRCOG programs projects ~~TIP is programmed~~ in the TIP through two calls for projects, referred to as the~~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, known as county transportation forums, to recommend projects that meet both the regional vision of DRCOG and the needs of each individual county transportation forum.

The TIP is prepared and adopted by DRCOG, the region's metropolitan planning organization, or MPO, in cooperation with CDOT, ~~and~~ RTD and local governments within the region. This TIP Policy document establishes policies and direction for developing the TIP and selecting projects to be included. Due to changing federal, state and local laws and regulations, including shifts in regional priorities, this document may be amended by the Board at any time, but typically it is only done so at the beginning of any given TIP cycle when a call for projects is conducted.

Authority of the MPO

Federal law charges each MPO with responsibility for developing and approving the TIP within its planning boundary. DRCOG directly selects projects with federal and state funding, and reviews CDOT- and RTD-submitted projects for consistency with DRCOG plans.

Geographic area of the TIP

The TIP is prepared for areas within the MPO planning boundary, and projects and programs selected for funding must be located within and/or provide benefit to the MPO area. ~~Note the MPO boundary is different than the DRCOG boundary. There are two exceptions:~~

~~Multimodal Transportation and Mitigation Options Funds, or MMOF, are eligible for projects anywhere in the full DRCOG region.~~

~~Congestion Mitigation/Air Quality, or CMAQ, are eligible for projects in eastern Adams and Arapahoe counties as well as the MPO area.~~

~~Time period of the~~ TIP time period and development schedule

Each TIP contains four years of 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 align~~CDOT and RTD planning products financially, in addition to DRCOG selected TIP projects~~ longer-term and larger projects ~~that were~~ selected outside of an identified TIP or extend over multiple TIP cycles.

~~TIP development schedule~~

A new TIP is developed by DRCOG every two years, while calls for projects (Regional and Subregional Share) are held every four years, or every other TIP cycle. Any deviation from this schedule requires DRCOG Board approval, and CDOT acknowledgement. Table 1 shows ~~the~~ a ~~typical~~ generalized development schedule for ~~developing~~ creating a new TIP when a call for projects is conducted, though this can vary depending on the circumstances specific to the TIP being developed. A more detailed schedule, along with DRCOG funding request application forms and instructions, are distributed with the solicitation for funding requests.

Table 1. TIP development schedule

TIP process element	Month
TIP Policy document amendment~~revisions~~	Month 1-12~~6~~
~~Required TIP trainings~~	~~Month 7~~
Solicitation for DRCOG Regional Share funding requests, public feedback, initial evaluation and draft project listing	Month ~~7-11~~13-20
Solicitation for DRCOG Subregional Share funding requests, public feedback, initial evaluation and draft project listing	Month ~~13~~21-28~~17~~

Draft TIP document preparation	~~Ongoing~~Month 25-30
Public hearing on draft TIP	Month ~~18~~30
Committee review of draft TIP	Month 31~~19~~
Board action for TIP adoption	Month 32~~20~~

Agency roles and requirements

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

Agency roles

Each of the three regional transportation planning partners - DRCOG, CDOT and RTD - select projects for the funds over which it has federal or state statutory allocation authority. These three selection processes are conducted separately until they are integrated into a draft TIP by DRCOG. See ~~Section V.A~~the TIP development section 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 and state funding from five programs. Please reference Appendix ~~B~~ A, for examples of projects by funding source. DRCOG is also the designated recipient for Section 5310 funds through the Federal Transit Administration, known as FTA, for the Denver-Aurora large urbanized area, though this is conducted outside of the TIP call for projects process.

- Federal Surface Transportation Block Grant Program, or STBG. STBG funds are the most flexible and can be used for a variety of transportation projects and programs including, but not limited to, roadways, bridges, active transportation infrastructure and transit capital purchases.
- Federal Transportation Alternatives, or TA. TA funds are primarily for active transportation infrastructure.
- Federal Congestion Mitigation/Air Quality, or CMAQ. CMAQ funds are for projects and programs that provide air quality benefits by reducing emissions and/or congestion. Major project type exceptions include roadway capacity and reconstruction projects.
- Federal Carbon Reduction Program, or CRP. CRP funds are for projects that support a reduction in carbon dioxide equivalent emissions. Major project type exceptions include roadway capacity and reconstruction projects.
- State Multimodal Transportation and Mitigation Options Fund, or MMOF. MMOF funds are to be used for transit; transportation demand management programs; multimodal mobility projects enabled with new technology; studies; modeling tools; projects that decrease vehicle miles traveled, or VMT, or increase multimodal travel; and active transportation projects.

CDOT and RTD allocate a variety of other local, state and federal funds, whether through programmatic categories or specific types, and typically are adjusted and evolve with each new federal surface transportation act.

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

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

RTD selects projects using a variety of federal funds and RTD revenues to fund regional transit system construction, operations and maintenance. The projects follow their Five-Year Financial Forecast. 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, or (CIG)).
- FTA Section 5337 (transit State of Good Repair).
- FTA Section 5339 (transit capital improvements).

- ~~FasTracks.~~
- ~~Other projects using federal discretionary funds.~~

Requirements and commitments for all TIP projects

~~This section outlines~~ For a project or program to be placed within the TIP, all selection agencies must follow ~~any~~ specific ~~or special~~ requirements, regardless of funding type. ~~necessary for a project to be placed within the TIP, regardless of selection agency (DRCOG, CDOT or RTD) or funding source.~~

Eligible applicants

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

Project eligibility

All projects funded in the TIP must:

- Be consistent with Metro Vision and the adopted RTP.
- Abide by federal, state and local laws.
- Be consistent with locally adopted plans.
- Have required matching funds available at the time of application or reasonably expected to be available before the intergovernmental agreement, or IGA, is anticipated to be executed.

Project type eligibility for specific funding sources available are established in current federal transportation legislation and state statutes. Some project types are further defined or restricted by each selection agency. DRCOG project eligibility is defined within each call for projects section and further detailed in Appendix A~~B~~.

Air quality commitments

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

~~*Capital*~~ *Regionally significant project eligibility*

Regionally significant ~~Capital~~ projects, commonly referred to as capital or capacity projects, ~~must~~ that meet specific requirements, are required to be included and identified in particular air quality staging periods in the adopted fiscally constrained RTP to be eligible for ~~Regional and Subregional Share~~ TIP funding. Other projects of regional importance can also be included within the fiscally constrained RTP and listed by staging periods. Appendix ~~C~~B of this document lists the current eligible ~~and ineligible~~

regionally significant and other regionally important projects ~~and elements~~for all selection agencies. For DRCOG funding opportunities, p~~P~~lease reference ~~Chapter IV, Sections B and C~~the Regional and Subregional Share calls for projects sections for how these ~~currently eligible capital~~ projects fit into ~~the Regional and Subregional~~ those calls ~~for projects~~.

~~Capital projects and eligible activities~~Regionally significant projects are specifically defined ~~extend to~~as ~~the following~~:

- Roadway capital projects (new roads, lane mile changes of one mile or greater, or new interchanges).
- Transit capital projects (Bus rapid transit, or BRT, ~~capital~~ projects involving either a fixed guideway or a bus lane one mile or greater in length, new rail stations, new rail, or rail extensions).
- ~~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 **regionally significant and regionally important ~~capital~~** projects listed in the current fiscally constrained RTP. Other roadway improvement elements, including lane mile changes of less than one mile, ~~Roadway operational projects less than one mile in length~~ and bus ~~(~~service and operational~~)~~ projects (such as stops, signage, transit signal priority, rolling stock, queue-jump lanes and other similar ~~elements~~project types) ~~less than one mile in length~~ are eligible regardless of their inclusion in the adopted RTP, as they do not meet the DRCOG official definition of being regionally significant. ~~and therefore labeled as capital, or capacity projects~~.

~~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 RTP were evaluated based on several criteria, such as improving total 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).~~

Commitment to implement project

~~Since the TIP is dependent on a satisfactory air quality conformity finding, l~~inclusion of a project in the TIP shall constitute a commitment by the project sponsor to complete the project in a manner consistent with the years of funding identified in the TIP. Specifically, for DRCOG-selected projects, failure to do so introduces violations that are borne by the project sponsor, including DRCOG project delays and state and federal funding and contract end dates.

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. Options to adjust the adopted TIP scope, including if a project needs to be cancelled, are outlined in the TIP development, adoption and revisions section.

All project components within each funded TIP phase contained within ~~the Record of Decision, or ROD, of an Environmental Impact Statement, known as an EIS; the Finding of No Significant Impact, or FONSI, of an Environmental Assessment, known as an EA; or other~~an adopted, or expected to be adopted National Environmental Policy Act, or NEPA, decision document~~s~~ must be funded as part of the project.

~~***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 Federal Highway Administration, or 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.~~

DRCOG initial programming

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

Overview, funding assessment and initial programming

Dual model overview

The dual project selection model has two TIP project selection elements: Regional and Subregional.

- In the Regional Share, funding is allocated towards projects that have a regional benefit and implement elements of the RTP on DRCOG-defined networks.
- Within the Subregional Share, funds are proportionally targeted for planning purposes to predefined geographic units (county transportation forums) for project prioritization and recommendations to the DRCOG Board. While each Subregional Share project will provide benefits to the region and their specific county, each county transportation forum can add criteria specific to their subregional application accounting for local values. Additional details are provided in ~~Section IV~~the DRCOG calls for projects section.

County transportation forums

The geographic unit ~~being~~ used ~~for this call~~ to define each transportation forum is a county~~ies~~ and ~~includes~~ all the incorporated areas within. Each county shall use the established transportation 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 county transportation forum may invite other agencies and stakeholders to participate if they wish. Each county transportation forum member may select one voting member and alternate to participate.

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

Each county transportation forum will establish their own governance structure, membership and representatives, other entities invited to attend and quorum rules. Voting shall be established by the county transportation forum and be given to all members, except for DRCOG, CDOT and RTD. Voting rights for other regional agencies and other stakeholders will be defined by each county transportation forum. While informal discussion may take place through alternative means, such as email or online polling, official votes must be cast at an official meeting (in-person or virtual) that is

publicly advertised, open to the public and contains time on the agenda to receive public comments. County transportation forums are not specifically required to adopt a signed agreement outlining these items, but must vote to approve a document outlining them at a minimum.

It is encouraged that all county transportation forums coordinate with CDOT, RTD, DRCOG and other county transportation forums in project development and for funding partnerships, when warranted.

Funding assessment and assignment

DRCOG will estimate how much federal and state funding is anticipated to 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. Depending on the timing of TIP programming within the cycle of adopted federal and state transportation legislation or statutes, DRCOG reserves the right to withhold funds from a particular call for projects for future programming if it believes upcoming legislation is not defined enough to provide detailed future funding estimates. If this situation arises, staff will inform all parties of the intent to reserve funds for future programming.

The total four-year program funding must include the DRCOG-allocated share of all carryover projects, set-aside programs and other funding commitments as outlined in this section, in addition to any new funding requests (as outlined in the DRCOG calls for projects section~~Section IV~~). If programming activities need to take place outside of the Regional and Subregional Shares calls for projects or wait list processes, DRCOG staff will inform and/or seek DRCOG Board approval.

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

- ~~STBG funds. Federal STBG funds are the most flexible and can be used for a variety of transportation projects and programs including roadways, bridges, active transportation infrastructure and transit capital purchases.~~
- ~~TA funds. Federal TA funds are primarily for active transportation infrastructure.~~
- ~~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.~~
- ~~CRP funds. Federal CRP funds are for projects that support a reduction in carbon dioxide equivalent emissions. Major project type exceptions include roadway capacity and reconstruction projects.~~
- ~~MMOF funds. State MMOF funds are to be used for transit; transportation demand management programs; multimodal mobility projects enabled with new technology; studies; modeling tools; projects that decrease vehicle miles traveled, or 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~~During the calls for projects, applicants will not~~define~~ request ~~the~~a specific funding type, though they may indicate a wish to utilize state MMOF solely within their successful application if the state MMOF funds are part of the call. After all projects have been recommended for inclusion into the draft TIP document, staff will then assign the appropriate funding type to each project in consultation with state and federal partners.

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. Funding for projects being carried over into a new TIP will use previously dedicated funds.

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 $68,040~~63~~,~~3~~000 in DRCOG-allocated funds over the four years of the TIP. Funding for the regional set-aside programs are taken off the top, before funds are divided into the Regional and Subregional Share.

Table 2. TIP set-aside programs

Set-aside program	Sub-programs	4-year DRCOG funding allocations
Transportation Demand Management Services, or TDM	DRCOG Way to Go program	$~~9,600~~10,540,000
	Regional transportation management association partnerships	$4,480~~3,840~~,000 (8 at $142~~0~~,000 each)
	TDM non-infrastructure calls for projects	$2,000,000
	Total	**$~~15,440~~17,020,000**
Regional Transportation Operations and Technology	DRCOG traffic signal plans program	$4,000,000
	Capital investments call for projects	$16,000,000
	Total	**$20,000,000**
Air Quality Improvements (managed by the Regional Air Quality Council)	~~Ozone outreach and education~~Simple Steps, Better Air public awareness campaign	$~~2,775~~3,300,000
	~~Localized community-based marketing~~Emission reduction grants, education and recognition program	$1,62~~00~~0,000

	~~Other focused outreach and air quality improvement programs~~Mobile source repair and education	$1,720~~3,425~~,000
	Emission source data tracking	$300,000
	Ozone modeling and technical analysis for State Implementation Plan preparation	$1,080~~720~~,000
	Total	**$8,0~~7,9~~20,000**
Human Service Transportation	Transit calls for projects to improve ~~service and~~ mobility options for vulnerable populations ~~by funding underfunded and underserved trips and rolling stock expansion~~including older adults, people with low incomes, veterans and people with disabilities.	**$8,000,000**
Livable Centers Small-Area Planning	Calls for projects to integrate land use, housing and multimodal transportation planning.	**$3,000,000**
Transportation Technical Assistance	Calls for projects to provide transportation planning technical assistance around major corridors, marginalized communities, innovative mobility solutions, and safety.	**$12,000,000**
Grand Four-Year Total		**$6~~38~~,~~360~~40,000**

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~~. The eligibility, criteria and other items related specifically to each set-aside process and call for projects, is contained within an adopted policy document located on the DRCOG TIP set-aside webpage. All set-aside programs will be managed and calls for projects conducted by DRCOG staff, apart from the Air Quality Improvements Set-Aside, which will be managed by the Regional Air Quality Council.

Other commitments

~~No current commitments are made by the DRCOG Board to fund projects off the top, outside of the set-asides and calls for projects.~~ To assist DRCOG staff in funding the regional planning activities listed in the adopted Unified Planning Work Program, or UPWP, $1 million in STBG funding in Fiscal Year 2028 will be made available to DRCOG to contract with CDOT to complete those activities.

Dual model funding allocation

After new funding is allocated to the set-aside programs and other commitments, 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 process. Details regarding these calls are outlined in the next section.

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 approach provides the desired flexibility for member governments to apply local values to the TIP project selection process and still maintain DRCOG's strong commitment to implementing a TIP process consistent with Metro Vision and the adopted RTP investment priorities.

Requirements for all DRCOG-selected TIP projects

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 DRCOG allocates (reference Appendix ~~B~~A) and be located in and/or provide benefits to the MPO planning boundary. Project eligibility is specific for each of the calls for projects (Regional and Subregional). Detailed information on each respective call is listed further in this section.

Projects requiring discussion and concurrence by CDOT or RTD

If an eligible applicant wishes to apply for a project on a state highway or within state right-of-way, they are required to discuss and 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) are required to discuss and have the written concurrence of RTD. If written concurrence is required from either agency, sponsors must include it as part of the application process before the application deadline. Applicants are strongly encouraged to contact CDOT or RTD early in the application process.

Projects requiring an intergovernmental agreement, or IGA

To receive DRCOG awarded funds, ~~For any projects requiring the~~ sponsors will be required to ~~contract~~ enter into an IGA with the appropriate agency. ~~CDOT or RTD to receive DRCOG-allocated funds,s~~Submitting ~~the~~an application to DRCOG ~~application~~ is an agreement by the sponsor to use the applicable IGA without revision, and ~~. It is expected that a sponsor, after receiving notification from DRCOG that their project is funded, will~~ begin the IGA process ~~immediately~~as soon as allowed by the relevant agency dependent on the programming years funded through the TIP.

Eligible applicants

Eligible applicants for projects to be selected by DRCOG ~~, in either the Regional or Subregional Share,~~ include the following listed below, though specific calls for projects may place additional restrictions.~~:~~

- County and incorporated governments.
- Regional agencies, including RTD, RAQC, DRCOG and transportation management organizations/associations, known as TMOs or TMAs (TMOs and TMAs are eligible for non-infrastructure projects only).

- State of Colorado offices and agencies, including CDOT, and public colleges and universities.

TIP connection and implementation of the adopted RTP

The adopted RTP includes project and program investment priorities~~. These investment priorities will~~ that guide TIP development to support implementation of the policies and programs established in Metro Vision and the RTP. The following RTP priorities are ~~part~~ the focus 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, especially vulnerable road users.

- Drawn from RTP priorities, Regional Vision Zero, federal performance measures.
- Example TIP project types: Any that improves safety.

Active Transportation: ~~Expand and enhance active transportation travel options~~Create a safe, comfortable and connected walking and bicycling network.

- Drawn from RTP priorities, Active Transportation Plan, Metro Vision objectives, federal performance measures.
- Example TIP project types: Bicycle and pedestrian facilities, transportation demand management, first and last mile, Complete Streets; projects can be stand alone or elements of a larger project.

Air Quality: Improve air quality, ~~and~~ reduce greenhouse gas emissions and reduce congestion.

- Drawn from RTP, federal performance measures, Metro Vision objectives
- Example TIP project types: Any type, assuming the element is justified, except standalone roadway capital/reconstruction and a bridge rehabilitation or replacement.

~~Multimodal Mobility.~~

- ~~Provide improved travel options for all modes.~~
- ~~Drawn from RTP priorities, federal performance measures, Metro Vision objectives.~~
- ~~Example project types: Any.~~

Reliability: Provide a quality travel experience for all users through maintenance and management.

- Drawn from Metro Vision outcomes, federal performance measures.
- Example TIP project types: Capacity, preservation and operational projects; projects can be stand alone or elements if a larger project.

Freight: Enhance and m~~M~~aintain efficient movement of goods within and beyond the region.

- Drawn from RTP priorities, Regional Multimodal Freight Plan, federal performance measures, Metro Vision objectives.
- Example TIP project types: Bridges, both new and reconstructions, overpasses/underpasses, railroad grade separations, or any other projects intended to ~~can be location-based or projectsdesigned to~~ improve freight mobility.

Regional Transit: Expand and improve the region's transit network and options.

- Drawn from RTP priorities, Coordinated Transit Plan, Regional Bus Rapid Transit Feasibility Study.
- Example TIP project types: BRT, new or enhanced bus service, mobility hubs, stop/station enhancements.

Eligibility requirements of transportation technology projects

All transportation technology project elements~~s~~ contained within projects selected ~~by DRCOG~~ to receive federal funding shall clearly help achieve the goals and objectives in ~~an~~ the adopted DRCOG regional transportation operations and technology strategic 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, which is a specific process for guiding project design, implementation and subsequent operations and maintenance processes and roles and responsibilities.~~must be accounted for by the applicant pursuing TIP funds.~~ The first step is the identification of portions of the DRCOG regional ~~Intelligent Transportation System, or~~ ITS~~,~~ architecture being implemented. Early coordination with DRCOG staff regarding the architecture is recommended.

Public involvement

Public involvement is key at all stages of project development, including before an application is submitted by the applicant and during TIP development by DRCOG. ~~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.~~

DRCOG public involvement opportunities are available once a call for project closes, in addition to t~~T~~he DRCOG committee review process through the Transportation Advisory Committee, or TAC and Regional Transportation Committee, or RTC, and a public hearing at the regional level, which allows for ~~provide~~ opportunities to provide ~~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.

Financial requirements

Sponsors must commit a minimum of 20% match from non-federal financial resources for federal ~~STBG, CMAQ, CRP and TA~~ funding requests submitted for consideration. Of the 20% minimum match, 18.5% will be used to match the proposed project within the IGA, and the remaining 1.5% will be invoiced by DRCOG as a TIP administrative fee. An explanation of the TIP administrative fee and how it will be utilized is outlined below.

The state MMOF program requires a 50% non-MMOF match, when MMOF funds are part of a call for projects. ~~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 where MMOF funds are to be allocated.

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 an appropriate ~~minimum 3%~~ inflation factor. Sponsors are strongly encouraged to review the current construction cost index provided by CDOT to assist in developing their inflation factor.

County transportation forums may place additional restrictions on the amount of local match and the federal and state funding requests within their Subregional Share process.

TIP Administrative Fee

The TIP fee is a result of revised DRCOG member contribution calculations and methodology, where a 1.5% fee is assessed on any DRCOG-allocated funding for any TIP project approved by the Board based on the original applicant. The fee is then invoiced by DRCOG after the TIP is approved and becomes part of the project sponsors' DRCOG member contribution. As applicants must commit a minimum of 20% in match when applying for funding, the remaining 18.5% of the match will be used to match the federal funding in the project and be identified in their IGA.

Commitment to project readiness before applying for funds

When a potential applicant is undergoing internal discussions to prepare for a TIP call for projects, applying for funding should be the last step in that process. The application contains a project readiness section, meant to demonstrate if the applicant and the project is ready to receive TIP funding, if selected.

By reviewing all potential elements of a project before applying for funds, applicants should have a strong knowledge of the project impacts on utilities, railroads, right-of-way, historic and environmental resources and the public, among others. In turn, this

should assist applicants with which project elements to include within the application, realistic project cost estimating, local match availability, and the type of public input necessary before seeking funds. Ultimately, with applicants investing time and local funding in exploring these project elements before applying, applicants should have a firm grasp on project costs and schedule, leading to projects being delivered on time and within budget.

Walk audit

During the project application phase, applicants will be required to conduct a walk audit of their project limits, to review the safety, accessibility and comfort for pedestrians. Walk audits are not required for studies, procurement-only, transit service, or other non-infrastructure project types. The aim of a walk audit is to identify infrastructure deficiencies early in project development and ensure the application scope adequately addresses the needs of all anticipated users of the completed project. Applicants must upload their completed walk audit documentation with their project application. There is no standard walk audit form or methodology required, as long as a list of existing deficiencies are uploaded with the application materials.

Active transportation counts

All construction phases funded through the TIP which include an active transportation facility, including any new, enhanced or replaced sidewalk or attached or detached bicycle facility must provide DRCOG with bicycle+ (defined below) and pedestrian counts after the project is open to the public.

Counts shall cover at least 14 full days and be conducted at least four to six months after the project is open to the public. Counts shall differentiate between bicycle+ (meaning bicycle and micromobility devices, such as scooters, gliders, hoverboards, etc.) and pedestrian users (but does not need to differentiate between types of bicycle+ users).

Counts may be conducted by the local jurisdiction, a vendor or in partnership with DRCOG staff. The project scope may include the installation of permanent count equipment if desired. In order to properly close the project out in a timely manner, the after counts are not required to be included within the sponsor's IGA with CDOT.

Commitment to implement a project

Inclusion of a project in the TIP shall constitute a commitment by the sponsor to complete the project in a timely manner, including each project phase. The adopted TIP scope at a minimum must be implemented, which is used to form the basis for the IGA with the appropriate agency. Once a sponsor has an executed IGA, then the IGA scope must be completed at a minimum, and overrides the adopted TIP scope, as the IGA scope may contain additional project-level details that must be completed by the sponsor.

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

Next meaningful phase

Most of the roadway and transit projects in the adopted RTP are quite costly. To allow more flexibility in funding consideration in the TIP process, applicants can submit implementation funding requests for only the "next meaningful phase" of such projects, which should be jointly established by the applicant, 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.

Required training

~~At the initiation of the Regional Share call for projects~~Before the calls for projects open, DRCOG, CDOT and RTD shall jointly ~~conduct~~ make mandatory training available ~~workshops (a mixture of in-person and virtual, as warranted)~~ to cover and explain the submittal process, eligibility and evaluation, construction and development requirements, applicant responsibilities and basic requirements for implementing federal projects for both the Regional and Subregional processes. Specific details and requirements will be distributed before a call is conducted.~~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, or vice versa they are just 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~~agencies who have viewed the training ~~will~~ are permitted ~~become certified be allowed~~ 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.~~

DRCOG-selected project phase initiation delays

DRCOG has a two-step project tracking program ~~that~~ to ~~tracks~~ monitor the initiation of a project phase within each project selected with DRCOG funding. A delay ~~occurs~~ is defined as when an assigned project phase, as identified during project submittal and contained within the TIP project description, has not been initiated by the end of ~~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 below, where ~~in the following manner as of September 30 for the year with DRCOG-selected funding in the TIP being analyzed. E~~each criterion for each assigned project phase must be met for a phase to be considered initiated~~:~~.

Design

- IGA executed.
- If consultant, consultant contract executed and notice to proceed, or NTP, issued.
- If no consultant, design scoping meeting held with CDOT project staff.

Environmental

- IGA executed.
- If consultant, consultant contract executed and NTP issued.
- If no consultant, environmental scoping meeting held with CDOT project staff.

Right of way

- IGA executed.
- First set of right of way plans turned in~~to~~ ~~CDOT~~ for ~~initial~~ review.

Construction

- IGA executed.
- Project publicly advertised.

Construction (Construction Manager/General Contractor, or CM/GC, Delivery Method)

- IGA executed.
- Guaranteed Maximum Price signed agreement.

Study

- IGA executed.
- Kick-off meeting with consultant has been held.

Bus Service

- IGA executed.
- Service has started.

Procurement only

- IGA executed.

- Request for proposals/qualifications/bids issued.

Others not listed

- IGA executed.
- At least one invoice submitted for work completed.

The first step in the process is monthly monitoring of each project's status between DRCOG and project sponsor staff, where sponsors are expected to provide an updated status as it relates to the work being completed on all active DRCOG-selected projects.

The second step in the process involves a review of each project by DRCOG, CDOT and RTD on October 1 (beginning of the next fiscal year) to determine if the project sponsor was successful or not in initiating their project phase. These are further referred to as a "first year delay" and a "second year delay". ~~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~~

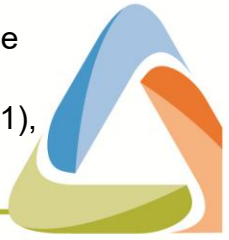
- First Year Delay: If a delay is encountered (project phase being analyzed has not been initiated by September 30), DRCOG, along with CDOT or RTD, will discuss the project and the reasons for its delay with the sponsor. The result will be an action plan enforceable by CDOT or RTD, which will be reported 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~~ attend ~~before the~~ TAC, RTC and DRCOG Board to explain the reasons for the delay(s) if requested. ~~and receive TAC and RTC recommendation, and u~~Ultimately, the project sponsor is seeking DRCOG Board approval to continue their project. Any conditions established by the DRCOG Board in approving the delay become policy.

- Second Year Delay: On the following July 1, nine months after the project phase(s) was initially first year delayed, DRCOG staff will again review the project status with CDOT or RTD to determine if the phase is still delayed.

  If it is determined by DRCOG and CDOT or RTD that the project sponsor, as identified in the adopted or amended 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 is determined by DRCOG and CDOT or RTD that another agency other than the project sponsor, 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, canceling the phase and returning funding to DRCOG for reprogramming, or reprogramming the project funding to future years to allow other programmed projects to advance.

Regional Share call for projects

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 RTP.

Funding availability and match requirements

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%. Estimated funding levels will be available before the Regional Share call for projects opens. Funds that remain unallocated after the Regional Share call for projects have been concluded will be added to the total Subregional Share allocation.

Within the Regional Share, applicants must request a minimum of $100,000 and a maximum of $20 million in federal or state funds for any request submitted to be a candidate for DRCOG selection.

To match the DRCOG request, applicants must commit a minimum of 20% match from non-federal financial resources for federal STBG, CMAQ, CRP and TA funding requests submitted for consideration through their county transportation forum. Of the 20% minimum match, 18.5% will be used to match the proposed project within the IGA, and the remaining 1.5% will be invoiced by DRCOG as a TIP administrative fee after the TIP is adopted.

The MMOF program requires a 50% match from non-MMOF funds, when MMOF funds are part of the call. ~~MMOF will be matched with CMAQ, CRP, or TA funds plus the required 20% match on those funds.~~ Based on~~Per~~ CDOT Transportation Commission action, some local agencies may require less than a 50% match.

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 should focus on optimizing the multimodal transportation system by increasing mobility and access, 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 RTP as specified in Table 3.

Table 3. Project type categories eligible for Regional Share funding

Eligible project type categories	Eligible projects or programs for the Regional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	Pre-construction only activities
Multimodal capital (DRCOG administered funds only)	Listed RTP projects in the 2025-2029 and/or 2030-2034 ~~2020-2029~~staging periods. See Appendix B.	Listed RTP projects in the 2035-2039 and/or 2040-2050 ~~2030-2039~~ staging period. See Appendix B.
~~**Regional bus rapid transitBRT projects**~~	~~Listed RTP projects in the 2025-2029 and/or 2030-2034 2020-2029 staging periods~~	~~Listed RTP projects in the 2035-2039 and/or 2040-2050 2030-2039 staging period~~
~~**Corridor t**~~**Transit ~~planning~~activities** (BRT, service, corridor service and projects and programs)	Listed RTP projects in the 2025-2029 and/or 2030-2034 ~~2020-2029~~staging periods. See Appendix B. ~~Regional mobility hubs~~ Any other ~~regional strategic~~ transit improvement that is~~(must~~ not ~~be~~ an air quality regionally significant project as defined in the RTP (see Appendix B).~~)~~ Restrictions: - Location of transit service must be defined in the application. - DRCOG-allocated funding for transit service is limited to a maximum of three years.	Listed RTP projects in the 2035-2039 and/or 2040-2050 ~~2030-2039~~ staging period. See Appendix B.
Arterial safety and Regional Vision Zero	Listed RTP projects in the 2025-2029 and/or 2030-2034 ~~2020-2029~~ staging periods. See Appendix B.	Listed RTP projects in the 2035-2039 and/or 2040-2050 ~~2030-2039~~

Eligible project type categories	Eligible projects or programs for the Regional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	**Pre-construction only activities**
(projects and programs)	Any other safety project located on the DRCOG Regional Roadway System. ~~Taking Action on Regional Vision Zero Plan High Injury Network~~ that is~~(must not be an air quality regionally significant project as defined in the RTP)~~	staging period. See Appendix B.
Active transportation (projects and programs)	Listed RTP projects in the 2025-2029 and/or 2030-2034 ~~2020-2029~~ staging periods. See Appendix B. Any other active transportation project that closes a gap or extends a facility. ~~on the regional active transportation corridors~~	Listed RTP projects in the 2035-2039 and/or 2040-2050 ~~2030-2039~~ staging period. See Appendix B.
Freight (projects and programs)	Listed RTP projects in the 2025-2029 and/or 2030-2034 ~~2020-2029~~ staging periods. See Appendix B. Any other project located on the DRCOG Regional Roadway Network.~~Tier 1 or Tier 2 Regional Highway Freight Vision Network that primarily improves freight movement or access to a Regional Freight Focus Area~~ that is~~(must not be an air quality regionally significant project as defined in the RTP)~~	Listed RTP projects in the 2035-2039 and/or 2040-2050 ~~2030-2039~~ staging period. See Appendix B.
Studies	No eligibility limitations, as long as transportation is the focus.~~Study limits must include the entire MPO planning boundary at a minimum and specifically address one of the other categories listed in this table.~~	

Eligible project type categories	Eligible projects or programs for the Regional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	Pre-construction only activities
Other	Other projects or programs in a category not listed, as long as they are eligible under one of the funding types and is not an air quality regionally significant project as defined in the RTP.	

Projects on roadways must be on the DRCOG Regional Roadway System, with the exception of active transportation projects~~, which contains roadways that have a classification of a principal arterial or higher~~.

For projects that require an Environmental Assessment or an Environmental Impact Statement, the 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 previous, current or future 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 TIP process.

Regional Share Criteria

Projects are evaluated based on qualitative and quantitative responses to questions in ~~four~~ the following application sections. Specific application weightings have also been noted.

Section A: Project information (not scored)

- This section captures basic project information.

Section ~~A~~B: Regional impact of proposed projects (~~23~~025%)

- The degree to which the proposed project is important and addresses an existing deficiency. ~~significant regional problem or benefits people throughout the Denver region, including how the project will improve access and mobility for disproportionately impacted and marginalized groups.~~

Section ~~B~~C: 2050 Metro Vision Regional Transportation Plan priorities (50%)

- The degree to which the proposed project addresses the currently adopted ~~six~~ RTP investment priorities. ~~identified in the RTP: active transportation, air quality, freight, multimodal mobility, regional transit and safety.~~

~~Section C: Project leveraging (105%)~~
~~The amount of non-Regional Share funds contributed toward the overall cost of the project~~ beyond the required minimum match.~~.~~

Section D: Project readiness (150%)

- The degree to which the applicant~~project sponsor~~ has prepared the project for the application phase and demonstrates the ability to deliver the project within the proposed timeframe if selected for funding.

Section E: Regionalism (10%)

- The degree to which the proposed project is located on DRCOG regional networks as defined through its existing plans.

The specific Regional Share application criteria and questions to be used in the evaluation of projects are contained within Appendix ~~D~~C.

Application form

DRCOG staff will make the electronic TIP application materials and instructions publicly available for those who wish to apply on the day the call opens. ~~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.~~

Required training

Training shall be required for any eligible applicant who wishes to submit an application in the Regional Share call for projects. See the requirements for all DRCOG-selected TIP projects section ~~Section IV.A~~ for additional details.

Call for projects and application submittals

The Regional Share call for projects will be announced by DRCOG and be open for a minimum of eight weeks. Regional Share project applications from individual applicants will be due to DRCOG and must be submitted on behalf of and in concurrence of the county transportation forums, and CDOT and RTD, as warranted. Each county transportation forum will be permitted a maximum of three submittals. Up to t~~T~~wo submittals each will be allowed from RTD~~,~~ and ~~two from~~ CDOT.

Any applicant contemplating applying which has data questions or needs related to the completion of the application must contact DRCOG staff at least three weeks prior to the application deadline. The information required by applicants 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 applicants must be prepared by those that have completed 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.

DRCOG review and 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.

Project review panel consideration and recommendation

After all projects have been evaluated by DRCOG, a project review panel will discuss and prioritize projects for funding and make a recommendation to the DRCOG Board. A ranked wait list will also be developed and recommended by the panel.

The project review panel will consist of one technical representative (non-DRCOG director) from each county transportation forum, one ~~CDOT~~ representative each from CDOT and RTD, ~~one RTD representative~~ and ~~up to five~~three regional subject matter experts. As part of the panel decision-making process, project applicants 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 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.

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 in consultation with CDOT, RTD and its federal planning partners.

Subregional Share call for projects

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 RTP. The geographic units for the Subregional Share are county boundaries and all the incorporated units of government within, referred to as county transportation forums.

Funding availability

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% of remaining funding allocated to the Subregional Share is further proportionally targeted for planning purposes for each county transportation forum to ultimately recommend projects back to the DRCOG Board. The targeted breakdown to each county transportation forum is configured by the average of three factors as compared to the regional total. The three factors are population (source: ~~2019~~ 2024 Department of Local Affairs), employment (source: ~~2019~~ 2024 Department of Local Affairs), and vehicle miles traveled (source: ~~2020~~ 2025 base year from the ~~2020~~ 2025 model run for the 2050 RTP). The average for each county is:

Table 4. Funding target percentage

County	Average of factors
Adams	15.~~44~~63%
Arapahoe	18.~~61~~00%
Boulder	9.~~92~~55%
Broomfield	2.~~44~~50%
Clear Creek	.84%
Denver	24.~~22~~09%
Douglas	10.~~37~~91%
Gilpin	.19%
Jefferson	1~~65~~.5~~09~~%
Southwest Weld	2.~~57~~0%

For the Subregional Share call for projects, applicants must commit a minimum of 20% match (18.5% match for the IGA and 1.5% TIP administrative fee) from non-federal financial resources for federal STBG, CMAQ, CRP and TA funding requests submitted for consideration through their subregion. The MMOF program requires a 50% match from non-MMOF funds, if MMOF funds are part of the call. ~~. MMOF will be matched with CMAQ, CRP or TA funds plus the required 20% match on those funds.~~Per previous CDOT action, some local agencies may require less than a 50% match.

Additionally, applicants must request a minimum of $100,000 in DRCOG-allocated funds for any request submitted to be a candidate for DRCOG selection.

Each county transportation forum has the authority to ~~may~~ increase the minimum local match requirement and the ~~federal and state~~DRCOG-allocated funding request minimum if they wish. Funding targeted to any one specific county transportation 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 area. ~~Exact f~~Funding ~~levels~~ estimates will be available before the Subregional Share call for projects opens.

Eligibility requirements

All projects, programs and studies submitted for the Subregional Share call for projects must be eligible as outlined in Table 5. Projects submitted in 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 type categories eligible for Subregional Share funding

Eligible project type categories	Eligible projects or programs for the Subregional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	Pre-construction only activities
Multimodal capital (projects and programs, DRCOG administered funds only)	Listed RTP projects in the 2020-2029 2025-2029 and/or 2030-2034 staging periods. See Appendix B.	Listed RTP projects in the 2030-2039 2035-2039 and/or 2040-2050 staging periods. See Appendix B.
Regional bus rapid transit projects	Listed projects in the 2020-2029 staging period	Listed projects in the 2030-2039 staging period
Corridor Ttransit planningactivities (BRT, service, corridor service projects and programs)	Listed RTP projects in the 2020-2029 2025-2029 and/or 2030-2034 staging periods. See Appendix B. Regional mobility hubs Any other regional strategic transit improvement that is(must not be an air quality regionally significant project as defined in the RTP (see Appendix B).) Restrictions: - Location of transit service must be defined in the application. - DRCOG-allocated funding for transit service is limited to a maximum of three years.	Listed RTP projects in the 2030-2039 2035-2039 and/or 2040-2050 staging periods. See Appendix B.

Eligible project type categories	Eligible projects or programs for the Subregional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	**Pre-construction only activities**
Arterial safety and Regional Vision Zero (projects and programs)	Listed RTP projects in the 2025-2029 and/or 2030-2034 ~~2020-2029~~ staging periods. See Appendix B. Any other safety project located on the DRCOG Regional Roadway System. ~~Taking Action on Regional Vision Zero Plan High Injury Network~~ that is~~(must not be an air quality regionally significant project as defined in the RTP)~~	Listed RTP projects in the 2035-2039 and/or 2040-2050 ~~2030-2039~~ staging period. See Appendix B.
Active transportation (projects and programs)	Listed RTP projects in the ~~2020-2029~~2025-2029 and/or 2030-2034 staging periods. See Appendix B. Any other active transportation project regardless of location. All active transportation projects with a construction activity must conduct after counts.	Listed RTP projects in the ~~2030-2039~~2035-2039 and/or 2040-2050 staging periods. See Appendix B.
Freight (projects and programs)	Listed RTP projects in the ~~2020-2029~~2025-2029 and/or 2030-2034 staging periods. See Appendix B. Any other project ~~that primarily improves freight movement (must not be an air quality regionally significant project as defined in the RTP)~~located on the DRCOG Regional Roadway Network.	Listed RTP projects in the ~~2030-2039~~2035-2039 and/or 2040-2050 staging periods. See Appendix B.
Studies	No eligibility limitations, as long as transportation is the focus.	

Eligible project type categories	Eligible projects or programs for the Subregional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	Pre-construction only activities
Other	Other projects or programs in a ~~categories~~ category not listed, as long as they're eligible under one of the funding types and ~~(must not~~is not ~~be~~ an air quality regionally significant project as defined in the RTP~~)~~.	

Projects on roadways, except for active transportation projects, 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 or an Environmental Impact Statement, the 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 previous, current or future study does not constitute a commitment by DRCOG to expedite funding for implementation in a coming TIP cycle, unless decided upon by ~~the~~ an individual ~~subregion~~county transportation forum during a call.

Subregional Share criteria

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

- Section A: Project information (not scored)
  This section captures basic project information.
- Section B~~A~~: Subregional impact of proposed projects (~~30~~25%)
  The degree to which the proposed project is important and addresses an existing deficiency. ~~significant subregional problem or benefits people throughout the Denver region, including how the project will improve access and mobility for disproportionately impacted and marginalized population groups~~
- Section ~~B~~C: 2050 Metro Vision Regional Transportation Plan priorities (~~50~~60%)
  The degree to which the proposed project addresses the ~~six~~ currently adopted RTP investment priorities. ~~identified in the 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 (15~~0~~%)
  The degree to which the proposed project ~~sponsor~~ applicant has prepared the project for the application phase and demonstrates the ability to deliver the project within the proposed timeframe if selected for funding.

- Section E: Regionalism (not scored)
  The degree to which the project is located on DRCOG regional networks as defined through its existing plans. By default, in the Subregional Share, this section is not scored and weighted.

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

Option one: County transportation forums must use the Regional Share criteria as is, including the scoring and weighting method, for their subregional process as contained within Appendix ~~D~~C.

Option two: County transportation forums must use the Regional Share criteria for the subregional process, but with an alternative weighting system and/or supplemental criteria to reflect local subregional values as agreed to by the county transportation forum. If ~~A~~any county transportation forum ~~who~~ selects this option ~~Option 2~~, they are required to~~must~~ submit their criteria to DRCOG staff for review to ensure a fair and competitive process for all stakeholders and project sponsors.

Application form

DRCOG staff shall make the electronic TIP application materials and instructions available publicly to all those who wish to apply on the day the call opens. ~~Each county transportation forum will receive the applications in advance of the Call for Projects so they can adjust their applications as outlined above if they choose~~If a county transportation forum adjusts their application under option two, DRCOG staff will provide an adjusted application form to the forum prior to the opening of the call.

~~If option two is selected above, and B~~before the call is issued ~~within each subregion (only if option 2 is selected from above), each county transportation 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.~~

Required Training

Training shall be required for any eligible applicant 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 the requirements for all DRCOG-selected TIP projects section ~~Section IV.A~~ for additional details.

Call for projects and application submittals

The Subregional Share call for projects will be announced by DRCOG and will be open for a minimum of 8 weeks. Subregional Share project applications from individual eligible applicants must be submitted to DRCOG first. DRCOG staff will review for ~~eligibility,~~ eligibility and conduct other activities to prepare the applications for county transportation forum review (including items such as posting the applications~~,~~ and developing the scoring materials)~~sheets,~~ ~~and~~ ~~then~~ before returning the eligible applications to each appropriate county transportation forum. While there is no limit on the number of applications any one applicant can submit for funding to a county transportation forum, each forum is allowed ~~can~~ to restrict the number of applications 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~~	~~Maximum~~
~~Adams~~	~~20~~
~~Arapahoe~~	~~20~~
~~Boulder~~	~~15~~
~~Broomfield~~	~~10~~
~~Denver~~	~~20~~
~~Douglas~~	~~15~~
~~Jefferson~~	~~20~~
~~Southwest Weld~~	~~10~~

Data to assist sponsors in filling out application questions will be available, but ~~A~~any applicant with ~~contemplating applying which has~~ data questions or specific requests ~~to complete the application~~ must contact DRCOG staff at least three weeks prior to the application deadline. The information required by the applicants to complete applications is noted within the application.

Applications from eligible applicants 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.

Application review

DRCOG will review project submittals from each county transportation forum for eligibility~~,~~ and conduct other activities to prepare the applications for review, which may include posting to the website and developing 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 county transportation forum will make a comprehensive evaluation of all eligible applications.

Application evaluations and project selection

After each county transportation forum has reviewed and evaluated submitted and eligible applications, they will rank ~~order~~ their submittals~~. Each subregional forum will~~ and identify their recommended projects for funding up to their estimated funding target. The remaining rank-ordered submittals will become the county transportation forum's wait list should additional revenues become available during the TIP timeframe.

Once project recommendations are made by each county transportation forum, 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 county transportation forum will have time allotted at a preceding Board meeting to present their portfolio of project recommendations.

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 lists and assign potential funding types.

TIP development, adoption and revisions

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

TIP development

Peer and interagency discussion

Applicants are to discuss potential funding requests with CDOT and 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. Applicants 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, FHWA and FTA 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, including what may be the most appropriate funding type to assign to each project. Each agency may consider feedback to revise selection decisions or adjust implementation scheduling.

Wait list

Projects not funded in either call for projects 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.

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 both the TAC and RTC for recommendation and made available for public comment a minimum of 30 days before and at a public hearing by the DRCOG Board of Directors.

The draft TIP will include:

- All DRCOG-selected, RTD and CDOT federally funded projects.
- All DRCOG-selected and CDOT state-funded projects.
- Any regionally significant projects regardless of funding source.

The draft TIP will demonstrate adequate financial resources from all sources 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 DRCOG to show the TIP conforms to the State Implementation Plan for Air Quality, in addition to Colorado state greenhouse gas emission rules. 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 all regionally significant ~~non-federally~~ funded projects anticipated to be implemented within the TIP time horizon. After the governor approves the TIP, FHWA and the Environmental Protection Agency make a conformity determination approval that allows the TIP to be incorporated in the Statewide Transportation Improvement Program without modification, per federal regulations. The approval letter is the start of the clock for the four-year expiration date of the TIP.



Adoption

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 at least one month prior to anticipated Board action in adopting a new TIP ~~or making major amendments to an existing TIP~~. Other public outreach opportunities also take place ~~as warranted~~ outside of the public hearing to collect input on the process and proposed projects to be funded.

Appeals

Applicants can appeal the list of recommended projects to be included within the draft TIP. Time will be set aside within the TAC meeting agenda when both the Regional Share and Subregional Share's ~~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 county transportation forums first before considering an appeal.

TIP adoption

Adoption of the TIP by the Board of Directors shall be upon recommendation of the RTC, following ~~consideration~~ a recommendation by the TAC. Both the RTC recommendation and the Board action must be identical before the TIP is considered adopted.

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 Statewide Transportation Improvement Program by CDOT.

TIP revisions

The TIP is subject to revision, either through administrative modifications 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.

DRCOG staff will process any TIP revision by:

- Requesting TIP revisions at the end of every month, typically the 4th Monday of the month.
- Entering and processing the requested draft revisions into the TIP project database (TRIPS) and appropriate committee agenda materials.
- Posting the revisions on the DRCOG website.
- 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.

TIP (policy) amendments

TIP amendments are required for the following actions:

- Changing the air quality conformity finding.
  - Adding a new project that is defined as being regionally significant.
  - Changing an existing non-regionally significant project to make it regionally significant.
  - Changing an existing regionally significant project by deleting or significantly altering project limits or removing it from the current four years in the TIP.
- Changing a project to be inconsistent with Metro Vision or the adopted RTP.
- Changing the four-year net funding for any single project or single individual pool project within a single project by $~~5~~ 10 million or more over the four years of the TIP. Proposed funding changes identified outside of the 4 years of the current TIP (funding located in prior or future funding) will be excluded in considering which amendment type to be utilized.
- Changes as deemed by the DRCOG Transportation Planning and Operations Director or Executive Director.

TIP amendments will be processed as soon as possible after they are received, considering committee schedules, but typically are completed every other month. TIP amendments will be recommended by the TAC and RTC for DRCOG Board consideration and action. The RTC recommendation and Board action must be identical for the amendment to be considered officially approved. Public input (in-person, written, phone or email) will be accepted per the adopted DRCOG Public Engagement 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 an 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.

Administrative modifications

Administrative modifications include all revisions other than those listed as TIP amendments and will be processed as they are received by DRCOG staff, typically monthly. Administrative modifications do not require committee review or approval but will be provided at the next available Board meeting as an informational item.

Scope adjustment requirements

As ~~stated in Section IV.A.7~~~~previously~~ mentioned in the Requirements for all DRCOG-selected TIP projects section, 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 add or delete scope elements to match the budget available. 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 county transportation forum, the forum must confirm the scope change by a vote. If the project was selected from a set-aside, the DRCOG Set-Aside Policy outlines the procedures for scope changes.

Minor changes to scope that continue to deliver the primary project benefits presented in the application may not require formal action. DRCOG staff must review all proposed changes and will note the necessary action on a case-by-case basis. After action has been taken by the relevant body to affirm a scope change, it will then be processed as an amendment or administrative modification by DRCOG staff.

~~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 Transportation Planning and Operations Director or Executive Director (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.~~

~~In circumstances when the revisions are to add items to the scope within the current project budget (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.~~

Project cancelations

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 county transportation forum, or set-aside). If overall funding balances are negative, or overprogrammed, due to funding revisions since the TIP was adopted, DRCOG reserves the right to use the funding from cancelled projects to make the program whole again.

STIP actions prior to TIP revisions

In rare instances, CDOT may need to take STIP actions before the TIP can be adjusted. In those cases, DRCOG's Transportation Planning and Operations Director will give CDOT approval to amend a project in the STIP before the TIP to allow CDOT to award

or advertise a project due to timely situations (those federally defined as emergency actions do not require prior DRCOG approval). In such cases, all communication will be documented via email and include when the anticipated TIP amendment date will take place. Agencies included within the communication will include DRCOG, CDOT and/or RTD, and appropriate federal (FHWA and/or FTA) and local government agencies. If the TIP change rises to the level of an amendment, staff will work with the DRCOG Executive Director, who will in turn seek concurrence from the DRCOG Board Officers.



Changes in funding allocations

Under federal law and state statute, estimated funding 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.

Funding increase

If revenues increase, the additional revenues will be allocated as follows.

- First, DRCOG will use any newly identified revenues and apply them towards any previous funding decreases, if any exist. By doing this, DRCOG can continue to fund previous funding awards without potentially cutting project funding.
- ~~First~~Second, 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 funds 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 to individual county transportation forums 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 Share calls outlined in this document.

Funding decrease

If revenues decrease, ~~some~~ TIP project~~s~~ scopes may be requested to be reduced or eliminated, or entire projects may~~will~~ need to be deferred or eliminated to maintain fiscal constraint. Deferrals will follow the methodology in this section.

Step one~~1~~ - Voluntary ~~deferrals~~actions

DRCOG staff will first query project sponsors to discern if they will voluntarily defer, rescope or cancel one or more of their current TIP projects. Any project ~~deferred~~ voluntarily altered will **not** be subject to involuntary ~~deferral~~ action at a later date.

Step two~~2~~ - Involuntary ~~deferrals~~actions

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

A. DRCOG staff will first create lists of relevant projects that will be exempt from involuntary ~~deferral~~actions.

a. Previously granted project immunity.
b. Project readiness (projects, regardless of sponsor, that are or will be ready for ad in the next three months, as jointly determined by CDOT, RTD and the sponsor).

B. DRCOG staff will work with the Regional Share project review panel and each county transportation forum to ~~submit to DRCOG projects~~create a list of projects that either were the lowest scored or have the lowest priority to be ~~deferred~~impacted, along with the necessary action (deferral, scope reduction, partial or full cancellation). 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.

RTD process

All projects submitted by RTD for inclusion into the TIP first must be included in RTD's adopted Five-Year Financial Forecast. The fiscally constrained Five-Year Financial Forecast documents RTD's five-year capital and operating plan. It is updated and adopted each year by the RTD Board of Directors.

RTD solicits Five-Year Financial Forecast 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 or operating and maintenance costs per year of the cycle.

Internal projects – In January of each year, RTD solicits projects from each division. Project applications are submitted to the Finance Division 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.

Regionally significant projects are identified

RTD staff will compile a list of all submitted projects. Using the criteria noted, 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 Five-Year Financial Forecast 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 process.

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 or vehicle purchases. The projects are then scored based on the 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.

Subject projects to fiscal constraints and 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 to be carried forward into the final Five-Year Financial Forecast.

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 Title VI 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.

Board review and adoption

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

CDOT process

Basic underlying premises

Projects that are currently funded in the TIP 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, if 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.

Detail by funding program

Regional Priority Program, or RPP – 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 distribution. CDOT regions have a need for a small, unprogrammed pool of 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 RTP. The CDOT rRegion 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 or replace selected bridges, project readiness and funding limits.

Safety – CDOT Traffic and 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 and 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 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 and efficiencies.

FASTER Bridge – 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 – 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 – The FASTER legislation required a portion of the state and local FASTER revenues totaling $15 million per year be set aside for transit projects. The Transportation Commission adopted guidelines for the selection of projects using $5 million per 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. DRCOG and the CDOT regions may jointly review and recommend eligible projects as part of the call for projects process.

Transit Program – CDOT administers FTA awards through the Division of Transit and RailDTR. 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 area.

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, or BRO – CDOT administers the BRO 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.

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.

- The COtrip.org website and app displaying camera images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts), and more.
- 511 Interactive Voice Response 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.

- Variable Message Signs providing travel messages including closures, alternative routes, road condition information, special events and real-time trip travel time information.

Permanent Water Quality FacilitiesPWQF – CDOT's Permanent Water Quality FacilitiesPWQF Program is both federally and state mandated as part of CDOT's Municipal Separate Storm Sewer System, or 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 program that requires CDOT install Best Management Practices to treat CDOT's MS4 area. The program is funded by reductions in Surface Treatment, which contributes 75% of the funding and RPP, which contributes 25%.

TA – The TA program provides funding for bicycle, pedestrian, historic, scenic and environmental mitigation transportation projects. The program replaces the funding from former 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 – 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, or SRTS – Since 2005, Congress has passed several transportation bills that have impacted SRTS. Currently the program does not have dedicated federal funding, but it is 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 $500,000 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 or 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 nine-member appointed panel consisting of bicyclists, pedestrians, educators, parents, law enforcement, and MPO and TPR representatives.

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

Appendix ~~B~~ A - Eligible projects by funding source

This section summarizes t~~T~~he eligible projects by funding source~~categories~~ DRCOG has allocation authority over, as established by existing federal and state transportation legislation ~~and the types of projects eligible for funding within each category, provided they are consistent with the RTP, are summarized in this section~~.

Congestion Mitigation/Air Quality, or CMAQ

All CMAQ projects must have a transportation focus and contribute to demonstrated reductions of emissions of carbon monoxide, precursors of ozone and particulate matter. The following are example projects and programs that are eligible:

- Alternative fuel, hybrid or zero emission vehicles, as well as charging and alternative fueling infrastructure and diesel engine replacements and retrofits.
- Transit facilities, transit vehicle replacements, new transit vehicles, and new or increased service (up to three years of new transit service can be funded through CMAQ)
- Traffic signal upgrades and interconnections.
- Roadway and intersection operational improvements including roundabouts.
- Managed lanes which do not allow single-occupant vehicle use at peak hour times.
- ITS and vehicle to infrastructure technology.
- TDM efforts including some incentives programs, parking strategies, carpool/vanpool, carsharing, active transportation, shared micromobility, and tolling/congestion pricing.
- Idle reduction and cold start programs.
- Dust mitigation, inspection and maintenance programs, workforce training, and innovative projects likely to reduce emissions.
- Projects included as a transportation control measure in an approved State Implementation Plan for air quality.
- Studies as necessary to plan and implement an eligible project.

Detailed CMAQ guidance is available from FHWA.

Surface Transportation Block Grant, or STBG

The types of projects in this section are eligible.

- Roadway, bridge, and tunnel construction, reconstruction, rehabilitation, resurfacing, restoration, preservation and operational improvements (located on the DRCOG Regional Roadway System).
- Capital costs for transit projects.
- ITS capital costs, traffic monitoring and management capital and operational costs, and connected vehicle equipment.

- Wildlife crossings.
- Carpool projects.
- Fringe and corridor parking facilities and programs.
- Highway and transit safety infrastructure improvements and programs.
- Highway and transit research, planning, and workforce development.
- Active transportation projects and safe routes to school programs.
- Transportation control measures listed in the Clean Air Act.
- Tolling or TDM programs that support congestion pricing.
- Electric vehicle charging equipment and vehicle to grid infrastructure.
- Projects that improve the resiliency or cybersecurity of the transportation system.
- Studies as necessary to plan and implement an eligible project.

Detailed STBG guidance is available from FHWA.

Transportation Alternatives, or TA

The types of projects in this section are eligible.

- Construction, planning and design of on-road and off-road active transportation 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 and archaeological activities).
- Environmental mitigation activity (stormwater management and vehicle-caused wildlife mortality).
- Safe routes to school program.
- Vulnerable road user safety assessments.
- Studies as necessary to plan and implement an eligible project.

Detailed TA guidance is available from FHWA.

Carbon Reduction Program, or CRP

All CRP projects must demonstrate a reduction in carbon dioxide emissions from on-road transportation sources. The following are example of eligible projects and programs.

- Traffic monitoring, management and control facility or program capital and operations costs.
- Public transit capital projects.
- Construction, planning and design of on-road and off-road active transportation facilities for nonmotorized transportation.
- Advanced transportation and congestion management technologies.

- ITS and connected vehicle capital costs.
- Street lighting and traffic signal energy efficiency upgrades.
- Tolling, congestion pricing, and TDM strategies and programs.
- Environmental mitigation of freight.
- Alternative fuel and electric vehicle capital costs, alternative fueling infrastructure and charging equipment capital costs, zero-emission construction equipment capital costs.
- Diesel engine retrofits.
- Roadway operational improvements that do not increase roadway capacity.
- Limited eligibility for studies that lead directly to implementation of an eligible project.

Detailed CRP guidance is available from FHWA.

Multimodal Transportation and Mitigation Options Funds, or MMOF

The types of projects in this section are eligible.

- Capital or operating costs for fixed route and on demand transit.
- TDM programs.
- Multimodal mobility projects enabled by new technology.
- Multimodal transportation studies.
- Modeling tools.
- Greenhouse gas mitigation projects that decrease vehicle miles traveled or increase multimodal travel.
- Bicycle or pedestrian projects.

Detailed MMOF guidance is available from CDOT.

Appendix ~~C~~ B - Eligible 2050 RTP projects

The following projects from the currently adopted Regional Transportation Plan are eligible to be submitted for funding through the TIP, based on the individual call for projects eligibility. If a project is listed as "Preconstruction Activities Only", it is not eligible to submit for construction, but all other phases are eligible.

This table only includes the major projects submitted and contained within the RTP, and 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, or projects ineligible for DRCOG funding allocations ~~in previous TIPs~~ have been removed.

Table 7. List of eligible Regional Transportation Plan projects

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost
DRCOG-funded Multimodal Capital Projects (Project must be listed to be eligible for TIP funding).				
All Project Phases Eligible				
Adams	104th Ave.	Colorado Blvd. to McKay Rd.	Widen from 2 to 4 lanes.	$8,100,000
Adams	120th Ave.	US-85 to E-470	Widen from 2 to 4 lanes.	$24,000,000
Adams	88th Ave.	I-76 northbound ramps to CO 2	Widen from 2 to 4 lanes.	$30,000,000
Adams	CO 7	164th Ave. to Dahlia St.	Widen from 2 to 4 lanes.	$24,000,000
Adams	Montview Blvd.	Peoria St. and Fitzsimons Pkwy.	Multimodal corridor improvements, including turn lanes.	$38,000,000
Adams	Tower Rd.	Colfax Ave. and I-70	Widen to four lanes; safety and multimodal improvements	$20,000,000
Adams, Arapahoe	I-70	CO 79	Interchange reconstruction	$21,500,000
Adams, Arapahoe	I-70	Kiowa-Bennett Rd.	Interchange capacity	$33,500,000
Arapahoe	Gun Club Rd.	CO 30 to 6th Ave.	Widen from 2 to 4 lanes, stream crossing upgrade at Coal Creek, multimodal corridor improvements.	$38,500,000
Arapahoe	Gun Club Rd.	Quincy Ave. to Aurora Pkwy.	Widen from 2 to 4 lanes, multimodal corridor improvements, and transit service.	$30,000,000
Arapahoe	Tower Rd.	6th Ave. and Colfax Ave.	New Complete Street four lane road with associated safety and multimodal improvements.	$71,000,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost
Broomfield	US 287/120th Ave.	Midway Blvd. to Lowell Blvd.	Improve circulation, safety, active transportation access, business access, congestion and transit operations.	$150,000,000
Denver	I-25	Broadway	Interchange capacity.	$50,000,000
Douglas	County Line Rd	Phillips St. to University Blvd.	Widen from 2 to 4 lanes.	$9,500,000
Douglas	I-25	Happy Canyon Rd.	Interchange reconstruction.	$30,000,000
Douglas	Lincoln Ave.	Park Meadows to Oswego	Intersection operational and safety improvements; multimodal corridor improvements.	$49,400,000
Douglas	US 85	Highlands Ranch Pkwy. to north of County Line Rd.	Widen from 4 to 6 lanes.	$50,000,000
Jefferson	US 6	Heritage Rd.	New interchange.	$30,000,000
Weld	I-25	Weld County Rd. 38	New interchange.	$57,500,000
Weld	Weld County Rd. 13	CO 52 to CO 66	Widen to four lanes with safety and multimodal improvements.	$130,000,000
Preconstruction Activities Only				
Adams, Arapahoe	I-70	Airpark	Interchange reconstruction.	$60,000,000
Adams, Arapahoe	I-70	Watkins Rd.	Interchange reconstruction.	$60,000,000
Arapahoe	Broncos Pkwy. - Easter Ave. corridor	Havana St to Parker Rd.	Multimodal corridor and intersection improvements.	$40,000,000
Arapahoe	CO 30	Airport Blvd. to Quincy Ave.	Widen from 2 to 4 lanes, multimodal corridor improvements, and transit service.	$205,000,000
Arapahoe	Smoky Hill Rd.	Buckley Rd. to Picadilly St.	Safety, operational, and multimodal corridor improvements and transit service.	$60,000,000
Arapahoe	Stephen D. Hogan Pkwy.	CO 30 to Gun Club Rd.	Widen from 2 to 4 lanes, safety and multimodal improvements, multiuse paths on each side, and a bridge over Coal Creek.	$50,000,000
Arapahoe	US 85 (Santa Fe)	C-470 to Yale Ave.	Multimodal mobility, operations and safety improvements.	$92,240,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost
Boulder	CO 66	US 287/Main St. to E. County Line Rd. (Weld County Rd. 1)	Capacity, operations and bicycle/pedestrian.	$18,000,000
Denver	Peña Blvd.	64th Ave. to E-470	Add 1 managed lane in each direction.	$124,000,000
Denver	Peña Blvd.	I-70 to 64th Ave.	Add 1 managed lane in each direction.	$139,000,000
Denver	Tower Rd.	Peña Blvd. to E. 38th Ave.	Widen to six lanes, including bus-only lanes and shared use paths.	$30,000,000
Douglas	CO 86	Ridge Rd. to Enderud Blvd.	Widen to 4 lanes and fill in gaps in the associated trail network.	$11,000,000
Douglas	I-25	Meadows Pkwy/Founders Pkwy	Interchange reconstruction.	$50,000,000
Douglas	Lincoln Ave.	Oswego to Keystone	Multimodal corridor improvements.	$50,000,000
Douglas	US 85	Meadows Pkwy.	Intersection improvements.	$25,000,000
Jefferson	CO 93	CO 58 to CO 170	Widen from 2 to 4 lanes and safety/transit improvements.	$200,000,000
Jefferson	CO 72	W. 64th Ave. to W. 96th Pkwy.	Widen from 2 to 4 lanes, multimodal corridor improvements, and bridge improvements.	$178,600,000
Jefferson	Kipling St.	Kentucky Ave. to I-70/W. 48th Ave.	Multimodal corridor improvements.	$300,000,000
Jefferson	Wadsworth Blvd.	16th Ave. to 35th Ave.	Multimodal corridor improvements.	$60,000,000
Weld	CO 52	Weld County Rd. 1 to Weld County Rd. 15	Widen 2 to 4 lanes, widen shoulders, and new shared-use path.	$35,000,000
Weld	CO 66	E. County Line Rd. (Weld County Rd. 1) to Weld County Rd. 19	Widen 2 to 4 lanes, widen shoulders, and new shared-use path.	$55,000,000
Regional Transit Projects (Project must be listed to be eligible for TIP funding).				
All Project Phases Eligible				
Adams, Arapahoe	Colfax Ave. Extension BRT	R Line to E-470	Bus rapid transit service and supporting safety and multimodal improvements.	$100,000,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost
Adams, Denver	Federal Blvd. BRT	120th (Wagon Road P-n-R) to Santa Fe/Dartmouth (Englewood Station)	Bus rapid transit service and supporting safety/multimodal improvements.	$318,000,000
Arapahoe, Denver	Speer – Leetsdale - Parker BRT	Downtown Denver to I-225	Bus rapid transit service and supporting safety/multimodal improvements.	$95,000,000
Arapahoe, Denver, Jefferson	Alameda BRT	Lakewood to R-Line	Bus rapid transit service and supporting safety, multimodal, operational, and preservation improvements.	$100,000,000
Boulder	CO 93 / Broadway	18th St. to Table Mesa Dr.	Convert/restripe two general purpose lanes to Business Access Transit (BAT) lanes.	$150,000
Boulder	CO 119 BRT	Downtown Boulder to downtown Longmont	Bus rapid transit service and supporting safety/multimodal improvements, including a separated bikeway.	$200,000,000
Boulder, Broomfield	US 287	US 36 to Larimer County Line	Safety, operational and multimodal improvements.	$250,000,000
Boulder, Weld	CO 119 Extension BRT	Downtown Longmont to Firestone-Longmont Mobility Hub	Bus rapid transit service and supporting safety/multimodal improvements, including the Firestone-Longmont Mobility Hub.	$75,000,000
Denver	Colorado Blvd. BRT	A Line (40th and Colorado Station) to I-25 (Southmoor Station)	Bus rapid transit service and supporting safety/multimodal improvements.	$215,000,000
Douglas	Douglas County Link (MicroTransit and/or Fixed Route Services)	Northern Douglas County	Regional rideshare transit service expansion.	$10,000,000
Preconstruction Activities Only				
Adams, Arapahoe, Denver	Havana-Hampden BRT	Central Park Station to Southmoor Station	Implement bus rapid transit and associated multimodal and safety improvements.	$100,000,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost
Adams, Boulder, Broomfield, Weld	CO 7	Boulder to Brighton	Multimodal and safety corridor improvements, including transit service and queue jump lanes, select widenings, bicycle and pedestrian improvements, shared multi-use paths, intersection improvements, and bridge reconstructions.	$200,000,000
Adams, Broomfield, Denver, Weld	North I-25 BRT	Union Station to CO 119	Bus rapid transit service and supporting safety/multimodal improvements.	$30,000,000
Arapahoe, Denver, Douglas	Broadway - Lincoln BRT	Colfax to Highlands Ranch Pkwy.	Bus rapid transit service and supporting safety/multimodal improvements.	$100,000,000
Boulder	S. Boulder Rd.	120th St. to Table Mesa Dr./Broadway	Multimodal corridor improvements.	$75,000,000
Boulder	US 36/28th St. and CO 93/Broadway	US 36/28th St. and CO 93/Broadway	Transit, safety, operational and multimodal improvements.	$16,240,000
Denver	W. Colfax Ave.	Sheridan Blvd. to Broadway/Lincoln St.	Transit corridor and supporting safety/multimodal improvements.	$26,573,077
Denver, Jefferson	38th/Park BRT	Wadsworth Blvd. to Colfax Ave.	Bus rapid transit service and supporting safety and multimodal improvements.	$100,000,000
Douglas	RidgeGate Pkwy. transit corridor	Mainstreet in Parker to Lone Tree City Center Station	Transit corridor.	$50,000,000
Arterial safety/Regional Vision Zero/Complete Streets Projects (Other projects are eligible for TIP funding as long as they're not regionally significant for air quality).				
All Project Phases Eligible				
Adams	Bridge St.	South Platte River to 22nd Ave.	Safety, transit, and multimodal corridor improvements.	$2,000,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost
Boulder	CO 42	CO 7 to US 287	Safety and operational improvements including bicycle and pedestrian facilities, intersection improvements, and transit-supportive treatments.	$200,000,000
Boulder	US 36 (North Foothills)	Broadway to CO 7	Corridor safety improvements including the construction of a detached bikeway, wildlife crossings, intersection improvements/realignments, and transit stop improvements.	$150,000,000
Denver	13th and 14th Ave.	Broadway to Yosemite St.	Multimodal and safety improvements.	$82,105,000
Douglas	Parker Rd./ Mainstreet	CO 83/Mainstreet	Intersection safety and operational improvements.	$20,000,000
Gilpin	Central City Pkwy.	Main St. to I-70	Install roundabouts.	$10,000,000
Gilpin	Community Center Campus	On and around 250 Norton Dr.	Safety improvements, enhanced trail connections, and pedestrian crossings.	$3,000,000
Gilpin	Rollinsville Complete Streets Retrofit	CO 119/Main St.	Multimodal and safety improvements.	$10,000,000
Jefferson	Colfax Ave.	Wadsworth Blvd. to Sheridan Blvd.	Multimodal arterial safety improvements.	$12,000,000
Jefferson	Jefferson County Rd. 73	US 285 to Shadow Mountain Dr.	Install roundabouts.	$18,000,000
Jefferson	Ralston Rd.	Kipling Pkwy. to 58th Ave./Ralston Rd.	Complete Streets improvements, transit supportive infrastructure, multimodal and safety improvements	$4,800,000
Jefferson	S. Golden Rd.	Johnson Rd. to Colfax Ave.	Complete Streets improvements, multimodal and safety improvements, including roundabouts and bridge reconstruction.	$13,000,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost
Weld	US 85	Weld County Rd. 2 to Weld County Rd. 10	Safety and operational improvements.	$10,000,000
Preconstruction Activities Only				
Adams	88th Ave.	Pecos St. to Dahlia St.	Complete Streets improvements, roadway reconfiguration, and multimodal and transit improvements.	$45,110,000
Adams	Pecos St.	84th Ave. to 62nd Pkwy.	Multimodal corridor improvements.	$40,000,000
Arapahoe	Belleview Ave.	Lowell Blvd. to Broadway	Intersection operational and safety improvements, multimodal improvements, and trail connections.	$61,730,000
Arapahoe	Bowles Ave./ Littleton Blvd.	Sheridan Blvd. to Clarkson St.	Multimodal corridor improvements, including safety improvements, congestion management and transit improvements.	$174,530,000
Boulder	CO 119/ Sugarloaf Rd.	CO 119/Fourmile Canyon Dr. to Sugarloaf Rd. end of pavement	Safety improvements, including shoulder repair, new guardrails, shoulders and striping.	$6,000,000
Boulder	Valmont Rd./ Isabelle Rd.	55th St./Valmont Rd. to Town of Erie boundary on Isabelle Rd.	Safety and operational improvements.	$16,000,000
Clear Creek	Downieville Interchange	I-70/Stanley Rd.	Safety and pedestrian improvements.	$25,000,000
Denver	Chambers Rd.	40th Ave. to E. 56th Ave.	Multimodal corridor improvements.	$20,682,000
Denver, Jefferson	Sheridan Blvd.	72nd Ave. to Hampden Ave.	Vision Zero corridor and trail improvements.	$70,000,000
Jefferson	CO 72	CO 93 to Indiana St.	Safety improvements.	$10,000,000
Active Transportation Projects (Other projects are eligible for TIP funding as long as they're not regionally significant for air quality).				
All Project Phases Eligible				

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost
Adams	Smith Rd.	Peoria St. to Powhaton Rd.	New shared-use path.	$4,000,000
Arapahoe	Belleview Ave.	At C-470	Bike-ped bridge.	$9,500,000
Boulder	Boulder to Erie Trail	Boulder to Erie	Regional trail.	$30,000,000
Boulder	McCaslin Regional Trail	Rock Creek Pkwy. to CO 128	Regional trail.	$3,000,000
Boulder	St. Vrain Greenway	Airport Rd. to US 36	Regional trail.	$20,000,000
Clear Creek	Bakerville-Loveland Trail	Bakerville Rd. at Stevens Gulch Rd. to US 6 at Loveland Ski Area	Trail resurfacing.	$5,000,000
Denver	38th Ave.	Sheridan Blvd. to Fox St.	Multimodal and safety improvements.	$60,000,000
Denver	Broadway	6th Ave. to 16th Ave.	Protected bike lanes and improved multimodal facilities.	$75,000,000
Denver	Broadway North Station Pedestrian Bridge	Broadway & I-25	Pedestrian bridge.	$15,000,000
Denver	Santa Fe	W. 6th Ave. to W. 13th Ave.	Multimodal and safety improvements.	$39,686,900
Jefferson	32nd Ave.	McIntyre St. to Alkire Ct.	Multimodal improvements.	$12,000,000
Jefferson	52nd Ave.	McIntyre St. and Ward Rd.	Multimodal improvements.	$14,000,000
Jefferson	Easley Rd.	Easley Way to 60th Ave.	Multimodal corridor improvements.	$12,000,000
Preconstruction Activities Only				
Clear Creek	Clear Creek Trail	Jefferson County Line to Loveland Ski Area	Clear Creek Greenway portion of Peaks to Plains trail system.	$100,000,000
Denver	Cherry Creek Trail	Confluence Park to University Blvd.	Regional trail.	$50,000,000

County	Project Name/ Corridor	Project Location/Limits	Project Description	Project Cost
Denver	South Platte River Trail	Northern city limits (53rd Ave) to southern city limits (Harvard Ave.)	Complete missing links and upgrade trail section.	$50,000,000
Denver	38th Ave.	Sheridan Blvd. to Fox St.	Multimodal and safety improvements.	$60,000,000
Freight Projects (Other projects are eligible for TIP funding as long as they're not regionally significant for air quality).				
All Project Phases Eligible				
Arapahoe	Alameda Pkwy. Bridge over I-225	Potomac St. and Abilene St.	Bridge reconstruction.	$20,000,000
Adams	Peoria St. Bridge	Sand Creek	Bridge reconstruction.	$19,000,000
Adams	Picadilly Rd.	Smith Rd. and UPRR	Multimodal grade separation.	$30,000,000
Jefferson	Ward Rd./BNSF	I-70 frontage road north and Ridge Rd.	Multimodal grade separation.	$74,000,000
Preconstruction Activities Only				
Boulder	120th St. Bridge	Coal Creek	Bridge reconstruction, including new multimodal facilities and flood mitigation.	$16,000,000
Gilpin	Rail Corridor Crossing Safety Improvements	Six rail crossing points within Gilpin County	Upgrade rail crossings.	$10,000,000
Denver	38th St. Underpass	Walnut St. and Brighton Blvd.	Multimodal bridge reconstruction and intersection reconstructions.	$329,166,000

Appendix ~~D~~ C - Base TIP application questions

Section A: Project Information

This section is not scored or weighted.

- Questions related to title, location, sponsor, contact, concurrence, planning document identification, key proposed project elements and schedule, scope and scope status and funding request.
- Please summarize the deficiencies gathered from your required Walk Audit and how the outcomes assisted in forming the proposed scope as listed previously?
- Are the project limits covered by an Americans with Disabilities Act (ADA) Transition Plan? (includes upload)
- Would a smaller DRCOG allocation than requested be acceptable, while maintaining the original intent of the project?

Section B: Impact of Proposed Project

This section is scored with a weighting of 25%.

- Why is this project important and how will it address the specific existing transportation deficiencies at and near the project location when fully constructed? How does it respond to community input?
- The previous response looked at correcting site-specific deficiencies with the proposed project. Looking beyond the project limits, please describe the anticipated transportation network benefits of this project when fully constructed. In addition to listing the potential benefits to the individual traveler, please also describe potential benefits to other subregions, municipalities and funding and coordination partnerships.
- Provide demographic information.
- Provide household and employment data within one half mile.
- Describe how this project, when fully constructed, will provide additional benefits or improve the lives of residents, businesses and community resources and the potential burdens, or disadvantages, risks and costs located at and within one half mile of the project limits, particularly considering residents that are part of marginalized communities.
- Effective coordination of land use, housing, economic development and transportation is essential to a strong economy. Describe how this transportation project, when fully constructed, benefits the surrounding land use, community, urban development, urban centers, housing, employment and accessibility to natural resources and recreational areas, as outlined in Metro Vision?

Section C: Regional Transportation Plan Priorities

This section is scored with a weighting of 50% in the Regional Share and 60% in the Subregional Share.

Reliability

- Does this project improve person travel time reliability?
- Does this project extend the service life of roadway and bridge infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
- Is the project located on a roadway identified as a Top 10 Bottleneck Segment?
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
- Will your project incorporate TDM strategies into your project, as identified in the TDM Toolkit?
- Study only question. Please list all current reliability challenges and known issues within the study area and the possible areas the study will focus on.
- Network reliability measures a system's ability to provide consistent, predictable travel times and maintain connectivity under all conditions. Please list the current surrounding network reliability deficiencies and describe how this project, when fully constructed, will improve network reliability for all users.
- Increasing mode choice can have significant economic, environmental and operational benefits. How does this project, when fully constructed, increase mode choice and provide reliable options for the region's transportation network?

Air Quality

- Does this project reduce congestion?
- Does this project reduce vehicle miles traveled (VMT)?
- Does this project reduce single-occupant vehicle travel?
- Provide emissions reduction data.
- Study only question. Please list all current congestion challenges and known issues within the study area and the possible areas the study will focus on.
- Multiple everyday choices can improve the air quality from transportation sources. Describe how this project, when fully constructed, contributes to improved air quality by reducing air pollutants, including, but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?
- Traffic congestion and vehicle miles travelled, or VMT, can have a proportional relationship, and have a direct relationship in improving air quality. How will this project, when fully constructed, reduce congestion and potentially vehicle miles traveled, and therefore improving air quality within the project limits and throughout the metropolitan area?

Regional Transit

- Does this project implement a portion of the Fiscally Constrained Rapid Transit Network, as defined in the adopted 2050 MVRTP?
- Does this project implement a mobility hub or components of a mobility hub?
- Is this project adding new or expanded transit service?
- Does this project improve connections between transit and other modes?
- Study only questions. Please list all current transit challenges and known issues within the study area and the possible areas the study will focus on.
- Transportation improvements can have numerous positive effects, including to the mobility, options and access to transit. Describe how this project, when fully constructed or service has started, improves the mobility of the existing transit network, including the capacity, speed and reliability.
- Transit access measures how easy it is to reach the desired destination using public transportation. Describe how this project, when fully constructed or service has started, will improve transit accessibility for residents to reach their desired destination, emphasizing the removal of physical, economic and social barriers.

Safety

- Does this project address a location on the DRCOG High-Injury Network?
- Does this project address a location on the DRCOG Critical Corridors or corridors defined in a local Vision Zero or equivalent safety plan?
- Has a safety analysis (plan, study, audit, etc.) been completed at this project location previously? If yes, please describe.
- Provide crash reduction data.
- Study only question. Please list all current safety challenges and known issues within the study area and the possible areas the study will focus on.
- Transportation improvements can yield multiple outcomes, including direct safety benefits, in addition to operational, economic and community effects. Please outline how this project, when fully constructed, will improve the overall safety for users of the transportation facility, especially considering vulnerable road users.
- The DRCOG Taking Action on Regional Vision Zero document lists a collection of proven safety countermeasures effective in reducing roadway fatalities and serious injuries. Please outline which countermeasure(s) and how this project, when fully constructed, will utilize them effectively working to reduce and eliminate fatalities and serious injuries in your project area.

Freight

- Is this project located in or impact access to a defined Freight Cluster?
- Is the project located on any tier of the defined Regional Highway Freight Vision Network?

- Check any items from the Inventory of Current Needs which this project will address.
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
- Is this project located on a roadway identified as a Top 10 Truck Crash Rate Segment or Truck Crash Hotspot?
- Study only question. Please list all current freight challenges and known issues within the study area and the possible areas the study will focus on.
- Transportation improvements designed specifically for freight can have several high-value impacts, all leading to reduced fuel usage and vehicle wear, eventually passing these cost savings down to consumers. Describe how this project, when fully constructed, will improve the transport of raw or finished products from producers to consumers using any available transportation method.
- More specifically, describe how this project, when fully constructed, implements higher roadway design standards, multimodal-supportive infrastructure, and roadway safety standards included in the DRCOG Regional Multimodal Freight Plan, all contributing to improvements to the movement of freight.

Active Transportation

- Does this project close a gap or extend a facility on a Regional Active Transportation Corridor or locally defined priority corridor?
- Does this project improve pedestrian accessibility and connectivity in either a pedestrian focus area, a short trip opportunity zone?
- Will the completed project be a complete street as described in the Regional Complete Streets Toolkit?
- Does this project include a high-comfort, separated bikeway (sidepath, shared-use path, separated bike lane)?
- Provide bike and ped use data
- Study only question. Please list all current active transportation challenges and known issues within the study area and the possible areas the study will focus on.
- To be successful, active transportation projects need to create or improve existing continuous, safe and convenient networks. Please describe how this project, when fully constructed, will improve the connectivity, accessibility and quality of the regionwide active transportation network, especially for human-powered mobility, like walking, bicycling, rolling and using micromobility devices?
- To continue to attract existing or new users on any active transportation network facility, they must feel comfortable. Please describe how this project, when fully constructed, will create or improve active transportation elements that will create a safe, comfortable and connected walking and bicycling network, particularly

improvements in line with the recommendations in the Denver Regional Active Transportation Plan and Regional Complete Streets Toolkit.

Section D: Project Readiness

This section is scored with a weighting of 15%.

- Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project, when fully constructed, will have on certain engineering aspects, including, but not limited to, utilities, railroads, ROW, historic properties, and environmental impacts, and have those impacts and pitfalls been mitigated as much as possible to date before this application submittal?
- Describe status of utilities, railroad, right-of-way, systems engineering, environmental, historic, public outreach and other pre-construction activities.
- Is this application for only one project phase? Describe prerequisite phases and NEPA status if applicable.
- As the listed project sponsor in this application and financially responsible for the project per the IGA if awarded funding, will your agency be able to execute your IGA by October 1 of your first year of funding, or if requesting FY28 and/or FY29 funding, begin discussions on your IGA as soon as possible, so you can begin your project on time?
    - Based on the history of your agency in executing IGA's with CDOT or RTD, how many months do you anticipate the IGA process will take, from your first contact to execution? (response in months; in the DRCOG region, the number of months typically range from 6 to 12 months)
    - Does your agency have the appropriate staff available to work on this project as known at the time of submittal? (CB)
    - If yes, are they knowledgeable with the federal-aid process?
- Have other stakeholders in your project been identified and involved in project development? If yes, who are the stakeholders and how have they been involved?
- Is this project contingent on any other local, developer or federally funded project being completed? If yes, please outline the other projects, including a timeline, and what the anticipated interference may be with this project if awarded funding.
- If this project includes a construction element, please describe how your agency will help alleviate traffic congestion and provide non drive alone transportation choices to make it easier for travelers to navigate in and around a project area while construction is taking place, if applicable.
- Please provide any additional details on any of the items in Section 1, if applicable.
- What percent of outside non-DRCOG requested funding does this project have?

- Is all the local match identified in your application currently available, or expected to be available before your IGA is executed? Is that funding identified in a Capital Improvement Program (CIP) or similar?
- Is your match identified contingent on any additional decisions? If yes, please describe.
- If a partnering agency is also committing match, do you have a commitment letter?
- Describe the public engagement for this proposed project to date, including a short summary of the common sentiments and themes expressed by the different groups that were engaged (public, businesses or nonprofit organizations, and/or governmental bodies).
- During any previous public outreach, has the public had access to translated project materials in relevant languages for the local community?
- Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?
- Please provide any additional details on the items in Section 3, if applicable.

Section E: Regionalism

This section is automatically scored based on previous inputs with a weighting of 10% in the Regional Share only. The section remains in the Subregional Share, but will not be scored, though each forum has an option to do so.

- This section will be automatically scored based on whether the applicant has marked yes on previous application checkboxes located in the RTP Priorities, Section C. There is a total of seven checkboxes used to configure the score in this section. The following checkboxes are used:
- Does this project implement a portion of the Fiscally Constrained Rapid Transit Network, as defined in the adopted 2050 MVRTP?
- Is the project on one of the DRCOG Critical Corridors on the Regional High Injury Network?
- Does the project touch or is in one of the 15 DRCOG freight clusters?
- Is the project located on any tier of the Regional Highway Freight Vision Network?
- Is the project located on a roadway identified as a Top 10 Bottleneck Segment?
- Does this project close a gap or extend a facility on a Regional Active Transportation Corridor or locally defined priority network?
- Does this project improve pedestrian accessibility and connectivity in a pedestrian focus area or short trip opportunity zone?