

POLICY ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PREPARATION

| Procedures for preparing the 20~~12~~¹⁶-20~~17~~²¹ TIP

| Adopted ~~July 21, 2010~~^{XXXXX}.

2014

~~Amended October 20, 2010~~

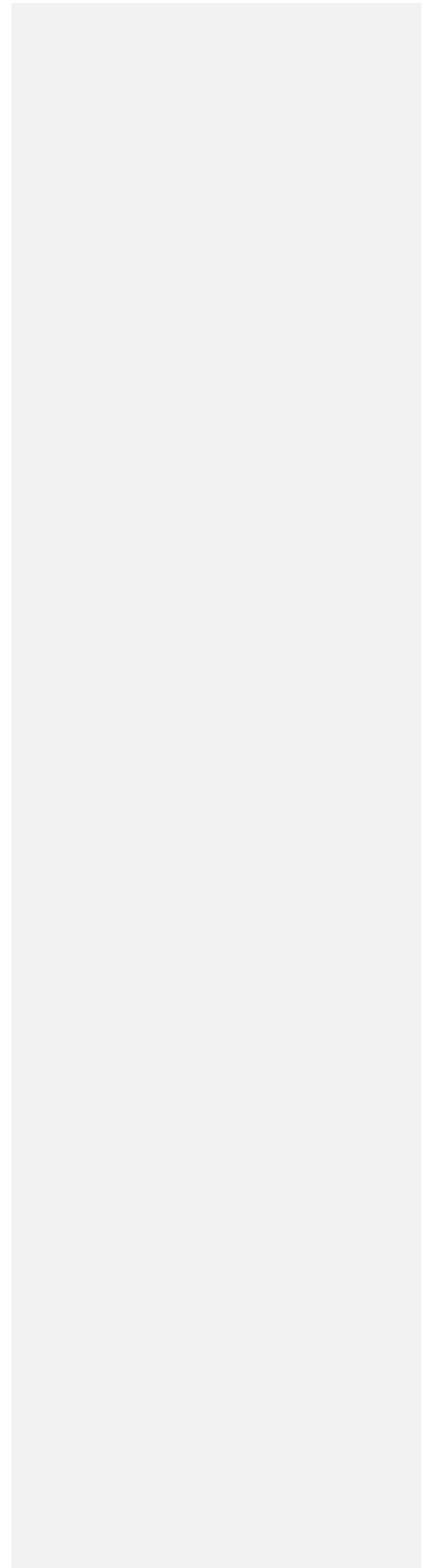
~~Amended September 19, 2012~~

~~Amended May 15, 2013~~

Draft Version for July MVIC



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Procedures for preparing the ~~2012~~2016-20172021 TIP

Adopted ~~July 21, 2010~~XXXXX, 2014
~~Amended October 20, 2010~~
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~~Amended May 15, 2013~~

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I. INTRODUCTION

The ~~204216-204721~~ *Transportation Improvement Program* (TIP) will specifically identify the federally-funded transportation improvements and management actions to be completed by the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other project sponsors over a six-year period.

The *Metro Vision 2035 Plan* serves as a comprehensive guide for future development of the region with respect to growth and development, transportation, and the environment. One component of the *Metro Vision 2035 Plan*, is the *2035 Metro Vision Regional Transportation Plan* (2035 Metro Vision RTP). It presents the vision for a multimodal transportation system that is needed to respond to future growth, as well as to influence how the growth occurs. It specifies strategies, policies, and major capital improvements that advance the objectives of the *Metro Vision 2035 Plan*. The fiscally constrained 2035 Metro Vision RTP defines the specific transportation elements and services that can be provided to year 2035 based on reasonably expected revenues. The 2035 Metro Vision RTP is available on the DRCOG website at:

<https://drcog.org/programs/transportation-planning/regional-transportation-plan>

The *Metro Vision 2035 Regional Transportation Plan* (2035 Metro Vision RTP) is currently being ~~revised to incorporate Board-adopted sustainability principles, revised to 2040~~ and is anticipated to be adopted in ~~early December 2014~~. The networks and ~~regionally significant~~ projects that will comprise the ~~updated~~ fiscally constrained ~~2035~~40 Metro Vision RTP ~~were will be~~ adopted by the DRCOG Board for testing ~~in June and July by July 2014~~2014. ~~The update builds substantially from this existing 2035 Metro Vision RTP. The 204216-204721 TIP will specifically identify and program projects for federal funding to implement based on the 2035 Metro Vision RTP. The TIP may also fund studies that foster 2035 Metro Vision RTP implementation. The TIP also notes major state and locally funded transportation projects in the Denver region.~~

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

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

A. Authority of the MPO

Federal law charges MPOs with the responsibility for developing and approving the TIP. DRCOG directly selects projects funded with Surface Transportation Program (STP) - Metro, ~~STP-Enhancement~~ *Transportation Alternatives Program (TAP)*, and Congestion

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Mitigation/Air Quality (CMAQ) funds. DRCOG reviews CDOT and RTD submitted projects for consistency with regional plans.

B. Geographic Area of the TIP

The TIP is prepared for the area shown in Figure 1.

C. Time Period of the TIP

The first four years of the 204216-204721 TIP contain committed, programmed projects. The last two years of the TIP are typically limited to ~~early~~ever~~non-DRCOG projects to align with other CDOT and RTD planning products begun in the first four years.~~

~~Projects are normally programmed for completion over three years and sponsors may request funding to be programmed over four years. Typically, the first year of funding will include design (including approval by CDOT, where required) and the environmental process. The second year will include right-of-way acquisition. The final year(s) typically fund construction.~~

Comment [DRCOG1]: Simplified.

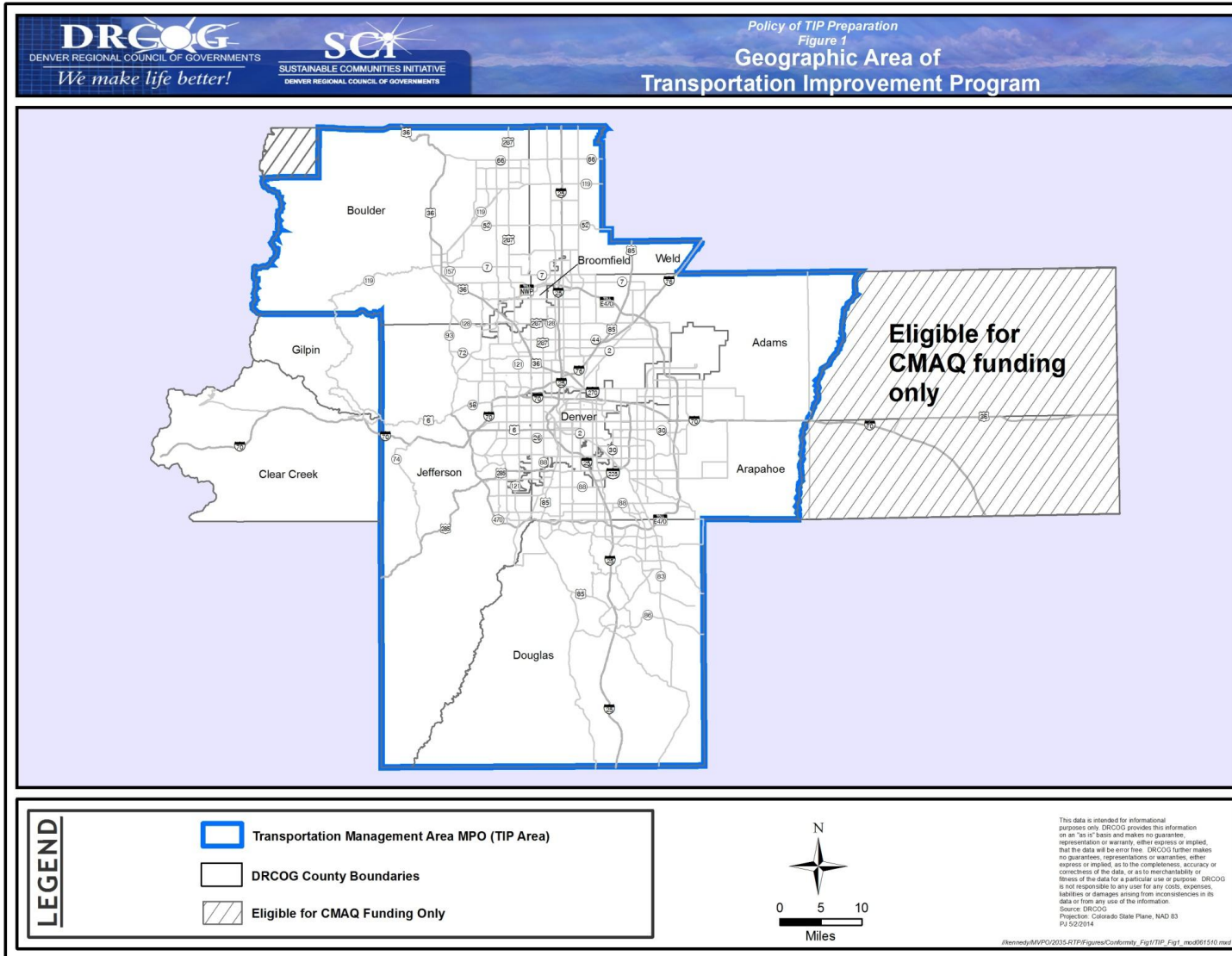
D. TIP Development Schedule

Table 1 shows the process and tentative schedule for developing the 204216-204721 TIP. A more detailed schedule, along with DRCOG funding request application forms and instructions, will be distributed with the solicitation for funding requests and posted on the DRCOG website.

Table 1. Transportation Improvement Program Development ProcessSchedule

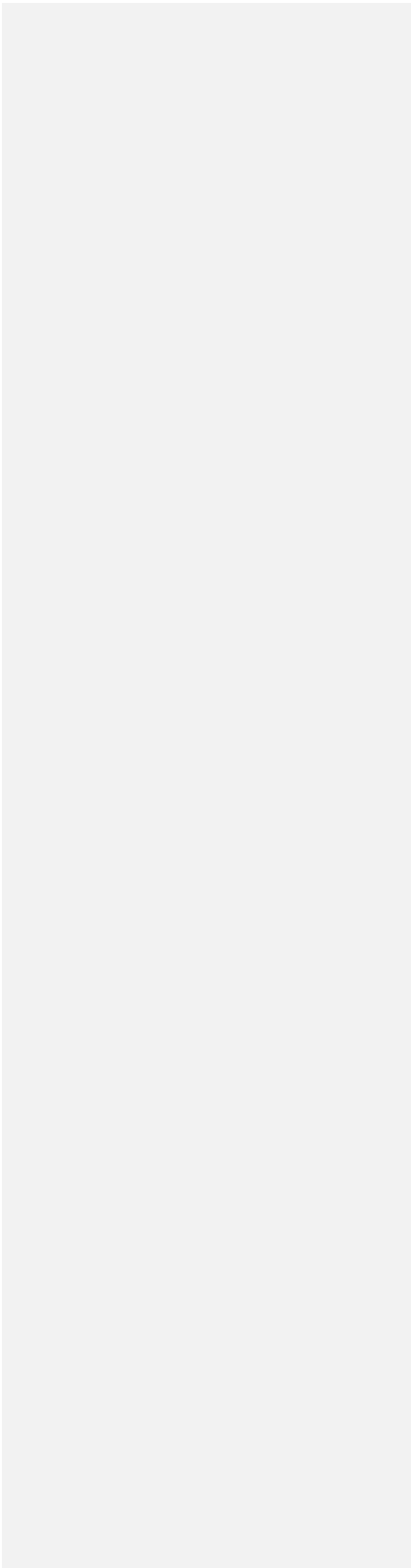
TIP Process Element	Nominal Schedule
TIP Policy, Process, and Criteria Revision	January <u>October 2013</u> — July <u>July</u> 20 <u>4014</u>
Solicitation for DRCOG Funding Requests	August <u>July</u> - August <u>2010</u> 2014
Evaluation of DRCOG Requests and Preliminary <u>1st/2nd</u> <u>Phase</u> Selection	October <u>September</u> 20 <u>10</u> 2014—January 20 <u>11</u> 2015
Draft TIP Document Preparation	January 20 <u>14</u> 2015
Public Hearing on Draft TIP	February 20 <u>14</u> 2015
Committee Review of Draft TIP	February—March 20 <u>14</u> 2015
Board Action	March 20 <u>14</u> 2015

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II. ~~PROCESSES~~ AGENCY ROLES, INTEGRATION, AND COMMON REQUIREMENTS

This chapter identifies the funding programmed by DRCOG, CDOT, and RTD, the steps that will be taken to integrate the three processes, and common requirements for all TIP projects.

A. ~~Three Agencies~~ and Processes ~~Roles~~

~~At present, three separate processes exist for selecting transportation projects to receive federal funds within the TIP area; e~~ Each of the three primary regional transportation planning partners—**DRCOG, CDOT, and RTD**—selects projects for the federal funds over which it has authority. These three selection processes are conducted separately until they are integrated into a draft TIP by DRCOG staff. Please see Section IV.A.4 for additional details.

DRCOG selects projects to receive Federal Highway Administration (FHWA) funds from the following three programs. Please see Appendix B for examples of projects by funding source.

- Surface Transportation Program (STP)-Metro;
- STP Enhancement Transportation Alternatives Program (TAP); and
- Congestion Mitigation/Air Quality (CMAQ).

~~DRCOG will also solicit and recommend projects to be funded for Jobs Access/Reverse Commute (JARC, FTA Section 5316) and New Freedom (FTA Section 5317) in the Denver-Aurora urbanized area. However, this will be done by a separate solicitation on a different schedule.~~

Comment [DRCOG2]: These programs no longer exist within MAP-21.

CDOT selects TIP projects using a variety of federal, state, and local revenues. These are listed in the TIP under the following categories:

- 7th Pot (statewide strategic projects);
- Regional Priorities Program (RPP) -(strategic regional CDOT priorities);
- Congestion Relief Program (regional CDOT priorities to improve congestion on the state highway system);
- Surface Treatment (repaving projects);
- Bridge (On-system, Off-system, Discretionary);
- Safety Projects;
- FASTER Projects: Bridge, Safety, and Transit (state revenues for eligible projects)
- Intelligent Transportation Systems;
- Safe Routes to School;
- Transportation, Community and System Preservation (TCSP);
- RAMP (Responsible Acceleration of Maintenance and Partnerships); and

~~FTA Section 5310 (transit capital for elderly & disabled services);~~

~~FTA Section 5316 and 5317 in the rural and small urban portions of the DRCOG region;~~
~~Transportation, Community and System Preservation (TCSP); and~~

- Other projects using federal discretionary funds.

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RTD selects projects using a variety of federal funds and RTD revenues to fund regional transit system construction, ~~and~~ operations, and maintenance. Its projects follow their ~~Regional Transit Development Program Strategic Business Plan (SBP) (TDP)~~ and are listed in the TIP under the following categories:

- FTA Section 5307 (transit capital, operations, capital maintenance, studies); ~~and~~
- ~~FTA Section 5309~~ 5339 (~~fixed guideway and bus transit capital and studies~~ capital improvements);
- FTA Section 5310 (transit capital for elderly & disabled services);
- FasTracks, ~~and~~;
- Other projects using federal discretionary funds.

~~B. Integration of the Three Processes~~

~~These three processes are conducted separately until they are integrated into a draft TIP by DRCOG staff. That draft is then reviewed, and recommendations are prepared by the Transportation Advisory Committee (TAC), Regional Transportation Committee (RTC), and Metro Vision Issues Committee (MVIC) before consideration and formal adoption by the DRCOG Board of Directors. DRCOG, CDOT, and RTD staffs work to integrate these three project selection processes. For the 2012-2017 TIP, four steps toward process integration will be conducted:~~

~~A strategic corridor focus will continue as a unifying theme. The means by which each agency implements this within its selection process is identified in this document. The three agencies will participate in each other's separate meetings, discussions, and public forums leading to project selection. Certain types of projects submitted to DRCOG for consideration can only be submitted with concurrence of CDOT or RTD. The three agencies will hold an interagency review and comment on each other's draft lists of recommended projects and those not recommended, prior to committee review.~~

~~All project sponsors will identify the multimodal connectivity elements planned as part of the projects on their draft lists of recommended TIP projects. All project sponsors are strongly encouraged to meet with relevant agencies (before their funding requests are submitted) to discuss their potential projects (for example: CDOT with affected local agencies; local agencies with CDOT on projects that affect state highways even if the project itself does not touch the state highway; local agencies requesting funds for station area planning with RTD; DRCOG for project eligibility).~~

~~CB. Eligibility Requirements and Commitments for All TIP Projects~~

1. Eligible Applicants

Eligible applicants for DRCOG-selected projects are listed in Section III.A.4. CDOT and RTD establish applicant eligibility for the programs in which they select projects.

2. Project Eligibility

Comment [DRCOG3]: Simplified, and covered in Chapter IV.A.3.

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All projects to be granted federal funds through the TIP must implement the improvements and/or policies in the [updated 2035 Metro Vision RTP](#) [and abide by federal and state laws](#). The types of projects eligible for specific federal funding sources have been established in [SAFETEA-LU \(Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users\)](#) and are listed in [Appendices A and B](#). ~~The 2012-2017 TIP is being prepared under the directives of SAFETEA-LU as subsequent transportation authorization has not been enacted.~~ [MAP-21](#).

3. Air Quality Commitments

The TIP must implement any submitted State Implementation Plan (SIP) Transportation Control Measures (TCMs), which are detailed in the air quality conformity finding. No TCMs remain from the current 2035 Metro Vision RTP conformity; none are anticipated for the [2035-2040 Metro Vision RTP update](#).

4. Eligibility of Roadway Capacity Projects ~~and Project Staging~~

For the ~~2012-2017~~ [2035-2040](#) TIP, only roadway capacity projects (i.e., highway widening, new roadways, new interchanges, ~~interchange reconstruction~~ [interchange capacity](#), and ~~BusHOT/BRT/HOV/Bus Rapid Transit lanes~~), approved for the fiscally constrained [203540 Metro Vision RTP \(Appendix C\)](#) ~~list within the Transportation Management Area (see Figure 4)~~ will be considered eligible for TIP funding. ~~If projects are selected that are not specifically consistent with RTP staging, new air quality conformity modeling will be conducted to support TIP and Plan conformity findings. The regionally-funded projects that have been adopted for testing in June 2010 for the fiscally constrained 2035 Metro Vision RTP update, contained in Appendix D of the TIP Policy, comprise the list of eligible capacity projects for purposes of the 2012-2017 TIP call for funding requests. RTD and CDOT will also be restricted from proposing regionally significant capacity projects that are not on the adopted 2035 Metro Vision RTP update networks for testing.~~

Comment [DRCOG4]: Simplified.

5. Freight

In the DRCOG selection process, freight facility and freight-related pollutant reduction projects are eligible to be submitted [with](#) in the air quality improvements [set-aside](#) ~~category~~. Further, other DRCOG project types (such as roadway capacity, roadway operational, roadway reconstruction, and studies) may benefit freight movement or freight facilities. For example, the roadway capacity projects selected for the fiscally constrained [203540 Metro Vision Regional Transportation Plan](#) were evaluated based on several criteria including proximity to intermodal facilities and severity of traffic congestion, each of which is important to freight movement. Also, traffic congestion is explicitly considered in the specific TIP evaluation criteria for several project types. ~~Sponsors should describe how their proposed project may benefit freight movement in the "Notes" box of the DRCOG application.~~ Projects benefiting freight movement will be discussed in the interagency review of projects (Section IV.A.3)

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6. Commitment to Implement Project

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

Any funding necessary to complete the project *beyond* the federal share allocated in the TIP must be borne by the project sponsor. If project costs increase on CDOT- and RTD-selected projects, they may provide additional federal, state, or local funds equal to the increase. If project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls with non-federal funds.

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

7. Public Involvement

Public involvement is appropriate at all stages of project development and the responsibility for seeking it lies with the project sponsor. For projects seeking DRCOG-selected funding, early public input is most appropriate as the sponsoring agency is preparing its funding request submittal. The DRCOG committee review process (TAC, MVIC, and RTC) and a public hearing at the regional level provide opportunities for public comment prior to Board action on adoption of the TIP ~~or major TIP policy~~ amendments. The TIP public involvement process also serves as the public involvement process for RTD's Program of Projects using FTA Section 5307 funding, and the public hearing is noticed accordingly.

8. Advance Construction

For projects selected for TIP funding, a sponsor wishing to accelerate the completion of a project with non-federal funds may do so through a procedure allowed by the FHWA and referred to as Advance Construction. If any sponsor wishes to advance construct a project in the TIP, it must seek CDOT and FHWA permission to do so.

Through Advance Construction, a project sponsor can independently raise up-front 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 to be implemented that are eligible for federal aid 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.

Comment [DRCOG5]: Simplified.

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In order to receive future reimbursement for an Advance Construction project, the sponsor must have FHWA “designate” the project and approve it as an Advance Construction project. This process must be initiated through the TIP development process or as an amendment to an adopted TIP, and the FHWA designation must be completed before local funds are spent in order to retain reimbursement eligibility. Because the TIP does not specifically identify the federal/state funding component for CDOT projects, CDOT works directly with FHWA on projects for which it desires Advance Construction designation.

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III. DRCOG SELECTION PROCESS

A. ~~Additional~~ Eligibility Requirements and Commitments for DRCOG-Selected TIP Projects

1. Eligibility by Project Type

For the purpose of selecting ~~specific~~ projects for federal funding, DRCOG has established specific project types. These project types are consistent with the ~~2035~~ Metro Vision RTP and are listed in Table 2. Funding requests submitted as candidates for DRCOG selection must identify the specific project type and must satisfy the eligibility requirements of that project type. Funding requests must also adhere to appropriate requirements below, ~~in addition and~~ to the eligibility requirements and commitments listed in the previous chapter.

2. Projects Requiring Concurrence by CDOT or RTD

Funding requests for any projects on State Highways must be submitted by, or with the concurrence of, CDOT. Funding requests ~~within two project types (new or expanded bus service projects and "next step" station area planning studies) requesting in need of~~ RTD involvement (operations or access to property) must ~~request concurrence enter into an agreement or memorandum of understanding (MOU) with RTD in advance of the funding request deadline. Additional details can be found in Table 9.~~

3. Projects Requiring a Contract with CDOT

For any projects requiring the sponsor to contract with CDOT to receive federal funds, completion and submittal of the funding request application ~~form~~ is an agreement by the sponsor to use the CDOT contract, available from CDOT region offices, without revision of any of the boilerplate standard language.

4. Eligible Applicants and Number of Submittals

Eligible applicants for projects to be selected by DRCOG as part of the overall TIP call for funding requests are:

- County and municipal governments;
- Regional agencies (~~specifically~~, RTD, the Regional Air Quality Council (RAQC), and DRCOG); and
- ~~the~~ State of Colorado.

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~~Independent Transportation Management Organizations (TMOs) or Transportation Management Associations (TMAs)—eligible to submit only TDM projects in the Air Quality Improvement project type, with concurrence of affected local governments (see Table 13 for details). Those eligible are:~~

- ~~• Transportation Solutions TMA~~
- ~~• Stapleton TMA~~
- ~~• Boulder East TMO/South I-25 Urban Corridor TMA~~
- ~~• Downtown Denver Partnership TMA~~
- ~~• 36 Commuting Solutions TMA~~

Each municipality and county in the TIP area may submit up to the following number of funding requests based on DRCOG's latest estimate of population or employment (200812). Table 3 lists the number of new funding request submittals allowed by jurisdiction:

- ~~Two-Five (5)~~ requests for jurisdictions with population or employment up to ~~42,499~~10,000;
- ~~Four-Eight (8)~~ requests for jurisdictions with population or employment between ~~42,500~~10,001 and ~~49,999~~100,000;
- ~~Six-Ten (10)~~ requests for jurisdictions with population or employment between ~~50,000~~100,001 and ~~99,999~~600,000; and
- ~~Eight-Fifteen (15)~~ requests for communities with a population or employment of ~~4600,000~~ or more.

~~The maximum number of funding requests jurisdictions that are both a city and county can submit is double the above listed amounts (reflecting the dual nature).~~

Other eligible applicants may submit up to the following number of funding requests:

- ~~Six (6) requests for TMOs/TMAs (independent* listed above): two requests, for TDM projects only as described further in Table 13;~~
- regional ~~and state~~ agencies, ~~state agencies~~ other than CDOT;
- Eight (8) requests for CDOT (total all regions).

~~*If a jurisdiction has a department or division that provides TMO-type services, the applications must be submitted by the jurisdiction and they count toward the project submittal total for that jurisdiction.~~

~~DRCOG selects individual projects to be funded by "pools" identified in the TIP at times other than the broad TIP call for funding requests. The processes and policies governing pool project selection are reviewed and approved by the Metro Vision Issues Committee (MVIC). These include the Regional Intelligent Transportation System (ITS) Pool, the Regional Traffic Signal System Improvement (TSSIP) Program, the Regional Transportation Demand Management (TDM) program pool, and the Station Area Master Plan/Urban Center Studies pool (FY14/15 funding only). Non-standard applicant~~

Comment [DRCOG6]: Reflects previous MVIC action. TMOs/TMAs are only eligible under the TDM Set-Aside.

Comment [DRCOG7]: Modified new funding request structure.

Further explanation requested per 6/2 TAC: Staff felt it was prudent to allow smaller communities more than 2 submittals considering the lower funding request minimums, which in turn increased the entire funding request structure.

Comment [DRCOG8]: Eliminated.

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| eligibility may be proposed for specific pools as part of the pool's selection process/policy approval process.

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Table 2. Project Types for DRCOG-Selected Projects

Project Type	Eligibility Requirements and Evaluation Criteria
Roadway Capacity Projects , which include: <ul style="list-style-type: none"> Roadway widening New road New interchange Interchange reconstruction <u>capacity</u> <u>HOT/BRT/HOV</u> 	See Table 4
Roadway Operational Improvements Projects	See Table 5
Roadway Reconstruction Projects	See Table 6
Rapid Transit Projects	See Table 7
Transit Passenger Facilities Projects	See Table 8 <u>7</u>
Bus-Transit Service Projects <ul style="list-style-type: none"> <u>New, or Expanded, or Rapid Transit</u> 	See Table 9 <u>8</u>
New Bicycle/Pedestrian Projects <ul style="list-style-type: none"> <u>New, Upgrade, or Reconstruction</u> 	See Table 10 <u>9</u>
Upgrade/Reconstruction Bicycle/Pedestrian Projects	See Table 11
Other Enhancement Projects	See Table 12 <u>10</u>
Air Quality Improvement (AQI) Projects	See Table 13
Roadway/Transit Studies (transportation-related)	See Table 14 <u>11</u>
Station Area/Urban Center Studies (FY12/13 funds only)	See Table 15
Additional Studies <ul style="list-style-type: none"> DRCOG-submitted studies RAQC-submitted studies 	See Table 16
<p>The following project types will only be considered as part of the 2nd phase selection process and not scored:</p> <ul style="list-style-type: none"> <u>Other Enhancement Projects</u> <u>Studies (roadway, transit, other)</u> 	
<p>The following set-asides and programs are funded through the TIP with project selection made through a future separate process for each. Contact DRCOG staff for further information.</p> <p>Congestion Management Programs/Pools, which include:</p> <ul style="list-style-type: none"> Regional TDM pool <u>Set-Aside (includes regional partnerships, marketing, and infrastructure)</u> RideArrangers-DRCOG Way-To-Go pProgram Traffic signal systems program <u>Regional Transportation Operations Set-Aside (includes traffic signals and ITS)</u> Regional ITS pool <u>Station Area Master Plans/Urban Center Planning Studies</u> pool <u>Set-Aside</u> <u>Air Quality Set-Aside (includes RAQC fleet and outreach projects, and local project selections)</u> <p>These programs are funded by the TIP, but project selection is made in a separate process for each. Contact DRCOG staff for further information. Most requests for</p>	

Comment [DRCOG9]: Reflects previous MVIC action.

Comment [DRCOG10]: "Pools" are now referred to as "Set-asides".

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funding of TDM, traffic signal system/coordination, and ITS projects are not eligible to be submitted for consideration as part of the TIP selection process, but are eligible to be submitted at the next opportunity for pool funding consideration. See Table 13 for specific criteria that allow certain TDM and traffic signal system/coordination projects to be eligible to be submitted for consideration as part of the TIP selection process.

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Table 3: Population and Employment Estimates and Maximum TIP Project Submittals

Place	2012 Population	2012 Employment	Max # of Submittals
Adams County	459,600	214,200	10
Arapahoe County	594,700	294,200	10
Arvada	109,200	55,300	10
Aurora	339,300	159,900	10
Bennett	2,400	1,000	5
Boulder	100,800	53,600	10
Boulder County	305,300	158,600	10
Bow Mar	900	400	5
Brighton	34,800	15,300	8
Broomfield (City & County)	58,300	30,000	8
Castle Pines	10,700	5,000	8
Castle Rock	50,800	25,000	8
Centennial	103,400	53,300	10
Cherry Hills Village	6,200	2,600	5
Columbine Valley	1,300	600	5
Commerce City	48,000	21,300	8
Dacono	4,300	2,100	5
Deer Trail *	600	200	5
Denver (City & County)	634,600	316,700	15
Douglas County	298,200	150,000	10
Edgewater	5,300	2,800	5
Englewood	31,100	16,600	8
Erie	19,600	9,900	8
Federal Heights	11,900	5,600	8
Firestone	10,900	4,900	8
Fort Lupton	7,600	4,600	5
Foxfield	700	400	5
Frederick	9,500	4,300	5
Glendale	4,300	3,100	5
Golden	19,300	9,500	8
Greenwood Village	14,400	7,400	8
Hudson	2,600	1,200	5
Jamestown	300	-	5
Jefferson County	546,700	282,100	10
Lafayette	26,000	13,500	8
Lakeside	-	1,000	5
Lakewood	146,000	73,000	10
Larkspur	200	100	5
Littleton	43,100	21,100	8
Lochbuie	5,200	300	5
Lone Tree	11,500	5,900	8
Longmont	88,900	43,300	8
Louisville	19,000	10,500	8
Lyons	2,100	1,100	5
Mead	3,700	1,800	5
Morrison	400	200	5
Mountain View	500	100	5
Nederland	1,500	800	5
Northglenn	37,000	18,100	8
Parker	47,000	24,100	8
Sheridan	6,500	2,500	5
Superior	12,800	7,100	8
Thornton	124,100	60,800	10
Ward	200	-	5
Weld County (DRCOG Only)	75,000	9,000	8
Westminster	109,500	57,100	10
Wheat Ridge	30,800	15,100	8

~ = less than 100

* = eligible for CMAQ only

Source: U.S. Census Bureau.

Source: U.S. Census Bureau.
ACS, 5-Year Estimates, 2008-2012

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5. Financial Requirements

Comment [DRCOG11]: Reflects previous MVIC action.

Sponsors must commit 20% match from local/state financial resources for each funding request submitted for consideration. ~~To minimize the administrative burden of managing numerous small projects, s~~Sponsors must request ~~a minimum of at least \$100,000 the following amount of in~~ **a minimum of at least \$100,000** federal funds in for any request submitted ~~as to be~~ a candidate for DRCOG selection.

~~Non-Construction Projects~~

~~Studies: \$75,000~~

~~Other Non-Construction: \$200,000~~

~~Construction Projects~~

~~Submitted by Very Small Communities (see Chapter III.H): \$200,000~~

~~Submitted by Other Eligible Sponsors: \$300,000~~

6. Commitment to Implement a Project and Project Delays

Inclusion of a project in the TIP shall constitute a commitment by the sponsor to complete the project in a timely manner. A sponsor's submittal of a funding request for DRCOG selection shall constitute a commitment to complete each project phase as described in the application form and committed by the sponsor's signature, if the project is selected for funding. Any part of the project scope credited in awarding evaluation points becomes a permanent part of the project scope and must be implemented.

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

~~DRCOG will attempt to program federal funding for any construction project over a minimum of a 3-year period within the TIP. If sponsors believe their funding requests are "complex" in nature, they may request a 4-year funding stream. "Complex" projects must be identified by the sponsor in the submittal. Discussions with DRCOG, CDOT, or RTD staff, as appropriate, about the "complexity" of the project are encouraged prior to the submittal.~~

Comment [DRCOG12]: Simplified. Sponsors will no longer be required to identify their project as complex to receive funding over 4 years.

~~If the federal funds awarded to a project cannot be distributed over at least three years, or four years as requested, and if the local sponsor has pledged overmatch, then DRCOG will require the sponsor to program a minimum of \$100,000 or 50% of its pledged overmatch (whichever is less) within the first year to get the project started.~~

Comment [DRCOG13]: Eliminated.

7. Project Delays

Comment [DRCOG14]: Expanded the project delay definition, while simplifying the language.

~~If project costs increase, sponsors are expected to make up any funding shortfalls with non-federal funds. Project sponsors with more than one project included in the TIP under the same federal funding source may shift federal funds and match between projects, subject to the administrative and policy amendment process herein and the ability to~~

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~~obligate all federal funds. All projects involved in such amendments must be completed without a change in scope as defined in the application from the project sponsor and within the time period. No such shifts shall leave any project with less than 50 percent federal funding.~~

Implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only ~~once one year~~ by the project sponsor.

A delay occurs when a project's ~~phase, as identified during project submittal and contained within the TIP project descriptions, has not been initiated~~ federal funding is not obligated in the TIP-identified year, ~~requiring a change in the year federal funding is obligated, or when obligated activities are not commenced in that federal fiscal year. If any funding deferrals are requested by DRCOG, they are not counted as a delay.~~ A project that has only one year of federal funding receives a delay if the project ~~was~~did not ~~go~~ to ad (construction projects), ~~did not hold~~held 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 ~~it has its funding in for which it was programmed.~~ For projects that have more than one year of federal funding, each phase (year) will be reviewed to see if the objectives defined for that phase, ~~as outlined in the TIP project scope, have have~~ been ~~completed~~initiated.

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

- Design: IGA executed with CDOT AND if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with CDOT project staff
- Environmental: IGA executed with CDOT AND if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with CDOT project staff
- ROW: IGA executed with CDOT AND completion of ROW plans
- Construction: project advertised
- Study: IGA executed (with CDOT or RTD) AND kick-off meeting has been held
- Bus Service: IGA executed with RTD AND service has begun
- Equipment Purchase: IGA executed AND RFP/RFQ/RFB (bids) issued
- Other: IGA executed AND at least one invoice submitted to CDOT/RTD for work completed

When ~~a project or a~~ project phase encounters a ~~one year~~ delay (project phase being analyzed has not been initiated by September 30), ~~the DRCOG will list the reasons why the phase has not been initiated within its annual report.~~ ~~Sponsors~~ must ~~be available to~~ appear before the Transportation Advisory Committee, Metro Vision Issues Committee, Regional Transportation Committee, and DRCOG Board to explain the reasons for the delay(s) and receive DRCOG Board approval to continue. ~~Failure to appear will result in automatic deletion from the TIP without appeal to the Board (and reimbursement of all~~

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~~federal funds expended on the project).~~ Any conditions ~~applied~~ established by the Board in approving the ~~first year~~ delay become policy.

After a delay is encountered, DRCOG, along with the sponsor and CDOT or RTD, will ~~conduct a formal multi-party meeting to~~ discuss the project and the reasons for its delay. The end result will be an written action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all of its federally-funded projects.

If, in the following year, the sponsor fails to achieve ~~completion~~ initiation of the ~~particular delayed phase phase or entire project that encountered the one-year delay~~, OR has breached the ~~one year delay~~ Board conditions placed upon that delay, the project will be automatically deleted from the TIP (and the sponsor is required to reimburse all federal funds expended on the project). ~~This action cannot be appealed to the DRCOG Board.~~ In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a “termination for performance” clause.

B. Funding Request Application

1. Form

DRCOG staff shall provide TIP application materials and instructions. For the ~~2012~~ 2016-2017-2021 TIP, a web-based application will be ~~available~~ used.

2. Required Training

At the initiation of the TIP ~~Call for Projects process,~~ DRCOG staff shall conduct mandatory training workshops to ~~explain the TIP process and identify application requirements for project sponsors cover and explain the submittal process, eligibility and evaluation, construction and development requirements for construction projects, and sponsor responsibilities.~~ The training will also allow CDOT and RTD staff to cover basic requirements for implementing federal projects.

~~Finally, d~~ During the training, CDOT, RTD, and T and DRCOG staff will be available to assist jurisdictions in preparing funding request applications, as needed. As an outcome of this required training, those in attendance will become “certified” to prepare TIP applications. Only those applications prepared by ~~individuals eligible sponsors~~ in attendance at this mandatory training will be considered as “eligible” submittals.

3. Submittals

Any agency contemplating submitting an application with questions regarding the data required to complete its application must contact DRCOG staff ~~at (303) 455-1000~~ **at least two weeks prior to the application deadline.** The information that is required by the sponsors to complete applications is either noted within the project type tables and/or embedded within the website application.

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Funding request applications, with formal project commitment forms, will be due approximately eight weeks after the date of the announcement of the solicitation for funding requests. ~~All Applicants that desire first year TIP funding (i.e., fiscal year 2012) must also submit CDOT's design data form 463 and checklist with the application. For all other projects selected for TIP funding, form 463 and the checklist must be completed at least four months in advance of the beginning of the first fiscal year of funding shown in the TIP.~~ Applicants will also be required to submit a project implementation schedule with their funding requests, which will be available on the website application. All funding request application forms must be complete when submitted to DRCOG as candidates for selection. Incomplete applications will NOT be evaluated.

Applications from eligible ~~applicants sponsors~~ must be prepared by ~~individuals those~~ that have been certified as attending required training (see Section III.B.2). The application must be signed by either the applicant's ~~City or County Manager,~~ Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency directors or equivalent for other applicants.

Comment [DRCOG15]: Per 6/2 TAC and 6/4 MVIC, recommend allowing City or County Managers to sign for the submitted requests.

~~C. Carryover Projects~~

~~2008-2013 TIP projects, which are funded with STP-Metro, STP-Enhancement, and/or CMAQ in fiscal year 2012 and/or 2013, must be resubmitted by the TIP sponsor for inclusion in the 2012-2017 TIP through the TIP web application in order to continue. Projects that contain other types of funding, such as state or transit funding, will be allowed to be carried over on an as-needed basis per the project sponsor's request.~~

Comment [DRCOG16]: No longer valid since moving to a 4 year TIP.

~~Carryover projects funded with DRCOG-selected funding will be automatically recommitted if four conditions are met in the sponsor's resubmittal:~~

~~the project scope is not reduced;
no additional federal funds are requested;
the CDOT design data form 463 and its checklist are included to demonstrate sponsor readiness to start the contracting process; and
advance work on engineering, environmental clearance work, or right-of-way acquisition has progressed since the project was originally submitted (this must include, at minimum, conceptual design as specified in Appendix C). Prior to the solicitation for funding requests, DRCOG will ask project sponsors to provide documentation of such advance work. Based on this documentation, DRCOG staff will inform the sponsor if this advance work condition has been met. Projects that have not undertaken such advance work will not be deemed carryover projects and would have to be submitted as a new project if the sponsor still desires federal funding.~~

~~*Note: Past TIP funding of a study does not imply a commitment to fund implementation of the study's recommendations; such implementation is not a carryover project.*~~

~~Carryover projects do not count toward a sponsor's maximum number of submittals.~~

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DC. Special Requirements for Major Multi-Phase Projects

Most of the regionally significant roadway and transit projects in the fiscally constrained ~~2035-2040~~ Metro Vision RTP are quite costly. To allow for more flexibility in funding consideration in the TIP process, applicants must be allowed to submit implementation funding requests for only the “next meaningful phase” of such projects ~~in the 2012-2017 TIP~~. The “next meaningful phase” should be jointly established by the sponsor, CDOT or RTD, and DRCOG staff in advance of the submittal. The functional implication of a “meaningful phase” is that a completed phase creates something usable. ~~The evaluation of a project’s submitted phase will be based on the full project.~~ Projects that receive TIP funding for an implementation phase also receive a TIP commitment to expeditiously continue funding future phases of such projects as long as the phases are meaningful and the sponsor continues to provide match. At the time of project selection, DRCOG will determine its TIP funding commitment to future phases of either the overall project or the overall NEPA approved alternative. Two such projects funded in the 2008-2013 TIP have received this commitment: I-225/Colfax/17th new interchange and 120th Avenue extension. To take advantage of this commitment, these projects must identify their next meaningful phase and submit a revised application for the full project per the 2012-2017 TIP evaluation criteria. The cost used for the evaluation must be the “full project cost” for the complete project, not just the cost of remaining phases. Sections III.GF and III.HG identify how such projects will be considered during project selection.

Comment [DRCOG17]: No commitments from the 12-17 TIP will exist for the 16-21 TIP.

For projects that require an Environmental Assessment (EA) or an Environmental Impact Statement (EIS), the EA or Draft EIS Disclosure Document must be signed, or be reasonably expected to be signed by the relevant federal agency within FY2016-2019. TIP funding for a NEPA study (in this TIP cycle), does not constitute a commitment to expedite funding for implementation in a coming TIP cycle. Funding for implementation will be based on relevant evaluation criteria in that (future) TIP process.

Comment [DRCOG18]: Reflects previous MVIC action.

ED. Evaluation and Ranking for Project Funding Requests

Newly submitted funding requests are considered as follows:

1. Eligibility and completeness review

The applications received by DRCOG staff are reviewed for completeness and to determine if submitted requests meet the eligibility requirements listed within each of the project type evaluation tables. Applications not meeting the requirements are rejected and not ~~further~~ evaluated further.

2. Scoring review

The submitted scoring for each eligible funding request is reviewed for accuracy by DRCOG staff. Each application form requires the sponsor to identify a project type and provide project and sponsor information relevant to the identified evaluation criteria ~~for that project type~~ to compute a score. **The evaluation criteria for each project type are shown in tables 4 through 4611.** Scoring inaccuracies will be corrected by DRCOG

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staff during the review period and reviewed by a peer ~~review~~ panel to assist in scoring validation, as necessary. With the concurrence of the applicant, DRCOG staff may reassign the funding request to another project type other than the one selected by the project sponsor, if the project type was inappropriate or it will improve either the project's scoring and its chances for selection.

3. Ranking

A list rank-ordered by validated score is created of eligible funding requests for each project type. ~~Any submitted SIP TCMs for air quality and any specifically identified air quality conformity actions identified in the RTP shall be selected for the TIP without evaluation.~~

FE. Funding Assessment and Initial Programming

DRCOG staff will estimate how much funding will be available, by funding source, for fiscal years 20~~12~~¹⁶, 20~~13~~¹⁷, 20~~14~~¹⁸ and 20~~15~~¹⁹ in consideration of control totals provided by CDOT and other sources. The total four-year program funding must fund the federal share of all carryover projects, "off-the-top" commitments, and new funding requests.

1. Carryover Projects

DRCOG staff will make fiscal allowance to fund all approved carryover projects from the 20~~08~~¹²-20~~13~~¹⁷ TIP.

2. Off-the-Top Congestion Management Set-Asides and Programs/~~Peels~~

Comment [DRCOG19]: Reflects previous MVIC action.

This TIP Policy reflects intent to fund the following ~~five~~ programs ~~and pools~~ "off-the-top", in the amounts shown ~~herein for years 2016-2019 from the CMAQ funding source. Any projects eligible for these set-asides and programs are ineligible to submit during the general TIP Call for Projects and are selected at other times throughout the TIP.~~

- Regional Transportation Demand Management (TDM) ~~program pool~~set-aside
 - ~~\$1,413,600~~ federal per year in fiscal years 2016-2019
 - \$560,000 per year is allocated for regional partnership TMAs, with the remaining set-aside target splits of \$640,000 per year for traditional TDM marketing projects and \$400,000 per year for multimodal supportive infrastructure
~~r in fiscal year 2012~~
 - ~~\$1,203,000 federal per year in fiscal years 2013, 2014, and 2015~~
- ~~RideArrangers~~ Way-To-Go Program
 - \$1,800,000 federal per year in fiscal years 20~~12~~¹⁶-2019
~~, 2013, 2014, and 2015~~
- ~~Regional Traffic Signal System Improvement Program~~ Regional Transportation Operations ~~set-aside~~ (traffic signals and ITS)
 - \$~~34,720~~0,000 federal per year in fiscal years 2016-2019
~~in fiscal years 2012, 2013, 2014, and 2015~~

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Regional Intelligent Transportation Systems (ITS) Pool

\$825,000 federal per year in fiscal years 2012, 2013, 2014, and 2015

- Station Area Master Plans/Urban Center Planning Studies Pool set aside (project selection in federal fiscal years 2012 and 2013 was not through the pool process)
 - \$985,600,000 federal per year in fiscal years 2014-2016-2019
- Air Quality Improvements set-aside
 - \$1,800,000 federal per year in fiscal years 2016-2019
 - Regional Air Quality Council (RAQC) will receive \$1,200,000 per year for vehicle fleet technology and \$400,000 per year for the Ozone Aware Outreach Program. RAQC will allocate and administer \$200,000 per year to local projects (e.g., PM-10 sweeper, de-icer projects)

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\$1,000,000 federal per year in fiscal year 2015

Because TDM, ITS, and traffic signal system/coordination projects have specific pools devoted to them, funding requests for pool-eligible projects are ineligible to be submitted in this TIP process, with the following two exceptions:

Traffic signal system/coordination projects over \$1,000,000 federal that have been approved for submittal by the Transportation Advisory Committee (TAC) and the Metro Vision Issues Committee (MVIC), and

TDM projects over \$200,000 federal, with letters of support from affected local governments.

These projects, with the minimum federal funding request, are allowed to be submitted within the Air Quality Improvement project type. However, TDM projects permitted in this exception do not include pedestrian/bicycle, rapid transit, HOV, new bus service, or study requests, which must be submitted in the appropriate project type, not as an air quality improvement project. See Table 13 for additional details. Contact DRCOG staff for further information on the pool programming processes.

3. Other Commitments

This TIP Policy reflects intent to fund two two other additional commitments:

- The completion of two separate implementation of FasTracks over two separate “commitment FasTracks” commitment in principle” allocations set by the Board in 2004 and 2008. The total to be committed allocated over FYs 20126 and -20157 will be \$4425,610,000 million federal from a mixture of STP-Metro and CMAQ funding (additional details can be found in Section IV.A.1).
- A total of \$3,000,000 federal CMAQ funds over the 4 years of the TIP to fund station area master plans/urban center planning studies, plus \$500,000 “carried over” from the 2008-2013 TIP project 2007-089.
- A total of \$300,000 federal of STP-Metro to fund CDOT assistance to sponsors with projects from the time funding is awarded by means of approval of the TIP to the time an IGA is signed.

Comment [DRCOG20]: Updated to reflect current funding amounts and commitments.

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~~The Board will consider the potential to fund a total of \$330,000 federal of STP-Metro to fund CDOT assistance to sponsors with projects from the time funding is awarded by means of approval of the TIP to the time an IGA is signed.~~

4. Selection Process

~~From the anticipated funds, DRCOG will program congestion management programs/pools and other commitments. Once carryover projects, off-the-top programs and other commitments are allocated, the remaining fundings is/are designated for funding any carryover projects and selection of new projects from the eligible funding requests in a two-phase process.~~

GE. First Phase Selection

In the first of the two phases, new projects are selected directly from the ranked lists of funding requests, to a maximum of 75 percent of not-yet-programmed funding. **Funding targets** per project type or groups are established below to implement the objectives in the ~~2035 Metro Vision~~ RTP. These funding targets are used to establish the maximum selection in the first phase for each project type. ~~Funding requests must score a minimum of 50 points to be selected in the first phase. Project types not listed (Other Enhancements projects and Studies) are not scored and will be considered in the second phase selection process only.~~

~~The results of first phase selection will be presented to the Transportation Advisory Committee and Metro Vision Issues Committee.~~

Comment [DRCOG21]: All eligible projects, regardless of score, will be considered.

Funding Targets for First Phase Selection	
Funding Category	Funding Type
75% of not-yet-programmed funding	
STP-Metro	
Roadway Capacity Projects, includes roadway widening, new roadways, new interchanges, interchange reconstruction, HOT (see text)	6038%
Roadway Operational Improvements	2022%
Roadway Reconstruction	2015%
Studies (Capacity, Operational Improvement, Planning and Environmental Linkage (PEL), DRCOG-selected, RAQC-selected, and Passenger Rail/Bus Transit)	0%
CMAQ	
Air Quality Improvement Projects	90%
New and Expanded Bus Service Transit Service Projects	106%
Non-FasTracks Transit Passenger Facilities	03%
STP-Enhancement	
Bicycle/Pedestrian Projects (New and Upgrade/Reconstruction)	10016%
Other Enhancement Projects	0%

Comment [DRCOG22]: 6/2 MVIC briefly discussed but did not act.

Per 6/16 TAC, recommendation to change from funding type to project type with percentages shown.

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The number of projects awarded between \$100,000 and \$300,000 in federal funding will be capped at 10, with the remaining placed on the waiting list.

Of the target for roadway capacity projects, 2% will be taken off the top and directed to the Regional TDM program pool. These funds will be added to those identified in Section III.F.2.

Comment [DRCOG23]: Reflects previous MVIC action.

The “next meaningful phase” of roadway capacity projects selected in the 2008-2013 TIP has first call on the funds targeted in the previous table for roadway capacity projects (see Section III.D). If the amount of funding requested for those “next meaningful phases” does not reach the first phase target, the initial meaningful phase of new projects may be selected from the ranked list of roadway capacity projects submitted.

HG. Second Phase Selection

Comment [DRCOG24]: Second phase selection process will be discussed after the Call for Projects is issued and is not part of the action to recommend/adopt the TIP Policy.

The remaining 25 percent of not yet programmed funding will be programmed in this second phase of selection. The Metro Vision Issues Committee will make these funding recommendations. This selection process will not only look at the submitted project score, but the following criteria as well:

- Financial equity of project awards among DRCOG members at the county level. Projects in strategic corridors (see Section II.B and Appendix F).
- Projects in very small communities (less than 12,500 population or employment per Table 3).
- Greenhouse gas (GHG) reductions from projects in specific project types.

Comment [DRCOG25]: Reflects previous MVIC action.

Financial equity shall be calculated by totaling the federal dollars programmed by county for the past nine years (FY03 through FY11 in current and previous TIPs), proposed for projects in the 2012-2017 TIP from the CDOT and RTD selection processes, and recommended for projects in the 2012-2017 TIP from the first phase selection. Those totals shall be compared to the percent contribution from each county to the region, based on three weighted factors: population (40 percent), gross vehicle miles of travel (40 percent), and transportation-related sales tax revenues (20 percent). A county shall be considered “even” if its estimated percentage of programmed expenditures is within 10 percentage points of its computed percentage of contributions. Given that DRCOG does not have comprehensive expenditure information for SW Weld County prior to FY08, Weld County will be defined as “even” for 2012-2017 TIP.

Greenhouse gas reduction project types include the following: Roadway Operational Improvements, Rapid Transit, Transit Passenger Facilities, New or Expanded Bus Service, Bicycle/Pedestrian (new only), and Air Quality Improvement Projects. Projects in those categories to be considered in the second phase will report 1) an approximate calculated daily reduction in GHG, and 2) for roadway operational projects only, the percentage of the 15 multimodal points the project received.

Language for the second phase selection process will be discussed, acted upon, and amended into the document in the summer/fall 2014.

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While funding request scoring within each project type category will not be the primary consideration for the second selection phase, no submittals scoring below 50 points will be considered except for projects in very small communities (which must score a minimum of 40 points). All remaining eligible submittals will be considered during second phase selection, including submittals in project types with a 0% target in the first phase, for all relevant categories of funds.

Comment [DRCOG26]: Simplified.

Comment [DRCOG27]: All first phase project types now have a funding target.

If the “next meaningful phase” of the roadway capacity projects selected in the 2008-2013 TIP cannot be accommodated within the roadway capacity funding target for first phase selection, it shall be explicitly considered during the second phase process. For roadway capacity projects, this may include recommendations to continue funding the next phase of previously selected projects or to fund the study phase or initial implementation phase of new submittals.

Comment [DRCOG28]: No projects will exist for this TIP.

DRAFT Table 4. Roadway Capacity Projects

Eligibility Criteria

- Only regionally-funded roadway widening, new road, new interchange, interchange ~~capacity~~~~reconstruction~~, and HOT/~~BRT~~/~~HOV~~ projects ~~identified in the adopted networks for testing approved~~ for the fiscally constrained ~~2035~~~~40~~ Metro Vision Regional Transportation Plan ~~update (Appendix D)~~ are eligible ~~for implementation funding~~.
- Only eligible projects with a NEPA disclosure document signed ~~or expected to be signed between FY2014-2019~~ by the appropriate agencies ~~on or before the date of TIP submittal~~ can submit for ~~implementation~~ funding unless CDOT concurs in writing that the project can be cleared via a categorical exclusion. If a sponsor desires funding for NEPA, ~~for an eligible project~~ it must ~~be~~ ~~submitted as a under the Studies category Roadway Capacity Study~~ (Table ~~44~~~~10~~~~11~~).
- Submittals can only be for “next meaningful phase” of the project jointly defined by applicant, CDOT, and DRCOG as described in Section III.C. At the time of project selection, DRCOG will determine its TIP funding commitment to future phases of either the overall project or the overall NEPA approved alternative.
- Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained ~~and replaced~~ or ~~will be~~ added as part of the project (minimum width of 5 feet). Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control.
- ~~Any current Existing~~ bicycle or transit infrastructure ~~must as a minimum be retained in kind~~ shall not be eliminated as a result of the proposed project.

Evaluation Criteria	<u>Max</u> Points	Scoring Instructions
Current congestion	0 <u>40</u> <u>15</u>	Based on the degree of current (2008 2011) congestion on the most congested segment of the project: <u>40</u> <u>15</u> points will be awarded to projects with current a congestion score of 18 or more; 0 points to projects with current a congestion score of <u>8</u> <u>3</u> or less; with straight-line interpolation between. Congestion for new road and interchange projects based on current travel paths <u>adjacent roadways</u> . <i>Source: DRCOG congestion management program; sponsor may supply location-specific volume data to augment DRCOG data in computation of congestion score.</i>
Crash reduction (Safety)	0 <u>5</u> <u>7</u>	Based on the project's estimated crash reduction and weighted crash rate, up to 5 <u>7</u> points will be awarded. Appendix <u>D</u> E explains the point allocation. <i>Source: DRCOG or sponsor supplied (encouraged) crash data. <u>Sponsors are encouraged to use qualified traffic personnel for this computation and are asked to indicate that they have done so as part of the application.</u></i>
Cost <u>Funding</u> -effectiveness	0	Based on the project's current (2010) forecast cost <u>requested federal funds</u> per daily person-miles-of-

DRAFT Table 4. Roadway Capacity Projects

Evaluation Criteria	Max Points	Scoring Instructions
	4 12	<p>travel (PMT), up to 4012 points will be awarded as follows:</p> <ul style="list-style-type: none"> • For HOT/BRT/HOV, roadway widening, and new road projects: 40-12 points will be awarded to projects with a federal funding cost request per PMT of less than \$50100 or less; 0 points to projects with a federal funding cost request per PMT of greater than \$550 or more650; with straight line interpolation between. • For interchange reconstruction capacity and new interchange projects: 40-12 points will be awarded to projects with a federal funding cost request per PMT of less than \$4,000-250 or less; 0 points to projects with a federal funding cost request per PMT of greater than \$4,000-3,000 or more; with straight line interpolation between. <p><i>Source: DRCOG 2009-2015 model data (daily). PMT for new road and interchange projects based on current usage estimates.</i></p>
Condition of major structure applicable bridge	0-5	<p>Based on the CDOT inspection per the National Bridge Inspection Standards of the included structure, nearby structure, or structure on current travel path, and the resultant bridge sufficiency rating:</p> <p>5 points will be awarded if the bridge sufficiency rating is 20 or lower; 0 points will be awarded if the bridge sufficiency-rating is 7060 or higher; with straight line interpolation between.</p> <p><i>Source: DRCOG from CDOT</i></p>
Long-range plan 2040 RTP project score	0-42 10	<p>Based on the score computed by DRCOG for project consideration in the fiscally constrained 2035 2040 Metro Vision RTP process:</p> <p>42-10 points will be awarded if the project's long-range score was 8060 or higher; 0 points will be awarded if the project's long-range score was 56 or lowerless than 30; with straight line interpolation between.</p> <p><i>Source: DRCOG</i></p>
Transportation system management	0-5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 67 features):</p> <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians for the entire length of the project • Access consolidation (driveways, side streets)

DRAFT Table 4. Roadway Capacity Projects

Evaluation Criteria	Max Points	Scoring Instructions
Multimodal connectivity	0 18	<ul style="list-style-type: none"> Provision of left-turn lanes at signalized intersections Provision of signal interconnection Provision of ITS infrastructure Provision of infrastructure that implements an approved incident management plan <u>Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).</u> <p>Various points for each of the following feature. Up to 15 18 points (of a possible 35 45), will be awarded for the following features existing and being retained, or being included in and newly constructed by the project:</p> <ul style="list-style-type: none"> 48 48 points for <u>providing a physically-protected facility (includes, but not limited to the use of bollards, landscaping, curb) for bicycle travel building a new multimodal path, bike lanes, widened curb lanes, or paved shoulders to accommodate a bike facility on a regional or locally adopted plan</u> for the entire length of the project 7 7 points for <u>grade separating an existing bike/ped trail from the road</u> 8 8 points for adding a new travel lane or redesignating an existing general purpose travel lane, for transit/HOV use <u>(and turns by general purpose traffic)</u> for a continuous distance longer than a transit/carpool queue jump lane but not more than 1,800 feet. 35 35 points for including major transit/HOV operational features -- transit/carpool queue jump lanes 4 points for adding a new bike lane, or shoulders, or multi-use path 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) <u>2 points for a bicycle and/or pedestrian facility directly touching school property; OR 1 point if facility is within 1/8 mile</u> 2 points for a bicycle and/or pedestrian facility directly touching passenger rail, BRT station, park-N-Ride lot, transit terminal (all currently open on or before 2025), or existing bus stops serving multiple routes or high frequency service; OR 1 point if facility is within 1/8 mile 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway 2 points for widening sidewalks to a minimum width of 8 feet 2 points for incorporating transit priority at project traffic signals 1 point for incorporating bicycle activation at project signals 2 points for providing one or more protected roadway crossings for pedestrians (e.g., center refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.). <u>1 point for building pedestrian linkages to other adjacent land uses (other than schools)</u> 1 point for including minor transit operational features - bus pads 1 point for providing bike amenities (e.g., bike racks, bike lockers) 1 point for installing bicycle counters at newly constructed facilities

Comment [DRCOG29]: 5/19 TAC addition credits sponsors who have exercised "good planning" by incorporating multimodal connectivity features prior to funding request.

Comment [DRCOG30]: MVIC requested TAC to review increasing the number of points to 8, for providing a new transit travel lane.

TAC concurred.

Comment [DRCOG31]: Per 5/19 TAC, increased points to 5 and added carpool queue jump lanes.

Comment [DRCOG32]: Added per 5/19 TAC and MVIC suggestion.

Comment [DRCOG33]: Per 6/2 TAC, added "or multi-use path"

Comment [DRCOG34]: MVIC requested TAC review if the total number of transit riders served could be used instead of the number of routes served (3). MVIC also questioned the "directly touching" definition and wondered if a specific distance (e.g., 1/8 mile) maybe better.

TAC was silent on the transit/routes question, but concurred with defining distance. Specifically, TAC recommends 2 points for directly touching and 1 point within 1/8 mile.

Comment [DRCOG35]: MVIC questioned the value and applicability of this criterion.

TAC recommended maintaining the optional point.

DRAFT Table 4. Roadway Capacity Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> 2 points for building pedestrian links that connect to adjacent public uses, or to private uses that are existing, or have already been through the entitlement process, but haven't been built 1 point for providing pedestrian-oriented street lighting for the entire length of the project 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project
Environmental justice	0-3	3 points will be awarded if 75% or more of the project length is located within <u>and provides benefits to a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP)</u> . The sponsor must identify the benefits and disadvantages <u>the project may have on of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.</u>
Project-related Metro Vision implementation <u>and strategic corridor focus</u>	0- <u>1817</u>	Up to <u>1817</u> points will be awarded as described in Appendix <u>FE</u> .
Sponsor-related Metro Vision implementation	0-8	Up to 8 points will be awarded <u>as described in for sponsor actions implementing Metro Vision. A Appendix GE explains the specific criteria.</u>
Total	100	

Comment [DRCOG36]: MVIC discussed the overall environmental justice criterion (for all project types) and questioned the level of documentation to require for "proof" of EJ benefits.

TAC affirmed the level of documentation was sufficient.

DRAFT Table 5. Roadway Operational Improvement Projects

Eligibility Criteria

- Projects ~~on any roadway shown~~ shall be located on the 2035-2040 Metro Vision Regional Roadway System ~~(as adopted by the DRCOG Board on July 21, 2010)~~ are eligible.
- ~~Grade separations of any at-grade railroad crossing on the 2035 Metro Vision Regional Roadway System (Figure 24 of the amended 2035 Metro Vision RTP) are eligible.~~
- Roadway operational projects ~~can may~~ add through-lanes ~~around intersections~~ if:
 - ~~The intersection is between two RTP roadways or between one RTP roadway and a minor arterial (as defined by DRCOG in the conformity modeling network);~~
 - ~~Turn lane additions at the appropriate intersections are also part of the project; and~~
 - ~~The full-width-maximum length of any added through-lanes total less than 1,800 one centerline feetmile (not including standard taper). If the distance exceeds this, the project is not eligible as a roadway operational project must be submitted as a roadway capacity project subject to those eligibility criteria (see Table 4).~~
 - ~~These through lane additions are permissible even if through lanes are not reflected in the fiscally constraint 2035 RTP update or are shown as 100% local-derived funded.~~
- ~~Roadway operational projects at highway interchanges may include the following:~~
 - ~~Through lane or turn lane additions at the ramp terminus and/or at proximal intersections within 750 feet if benefits to the ramp terminus will be provided. (Through lane additions subject to previous bullet.)~~
 - ~~Non-standard interchanges projects may include work on “hook” ramps or ramps to collector/distributor (c/d) roads and on the segments of the c/d road or road that the “hook” ramps link to between the ramp terminus and the interchanging roadway (contact DRCOG staff for clarification, if needed).~~
- Roadway operational projects at interchanges are allowed, with the exception of:
 - New travel movements (e.g., constructing a missing ramp)
 - New major flyover (or flyunder) ramps.
- ~~Major improvements to interchanges, such as the construction of a new flyover ramp or Rrelocation of ramps or the building of new travel movement ramps, must be submitted as roadway capacity projects per suchits eligibility criteria.~~
- Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained ~~and replaced~~ or will be added as part of the project (minimum width of 5 feet). Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control.
- Any currentExisting bicycle or transit infrastructure ~~must as a minimum be retained in-kind, shall not be eliminated as a result of the proposed project.~~

Comment [DRCOG37]: Added per 6/2 TAC.

DRAFT Table 5. Roadway Operational Improvement Projects

Evaluation Criteria	Max Points	Scoring Instructions
Current congestion	0-12	<p>Based on the degree of current (20082011) congestion on the most congested approach or segment of the project:</p> <p>12 points will be awarded to projects with current-a congestion score of 4816 or more; 0 points to projects with current-a congestion score of 64 or less; with straight-line interpolation between.</p> <p>Sources:</p> <ul style="list-style-type: none"> • Roadways Projects: DRCOG congestion management program. • For gGrade sSeparations Projects: The DRCOG congestion management program will use the following data: Number of trains/day: CDOT (divide by 24 for hourly estimate); Default average closure time = 3 min.; Default estimated recovery time multiplier=1.5. Sponsor may supply location-specific data to augment DRCOG or default data.
Crash reduction (Safety)	0-57	<p>Based on the project's estimated crash reduction and weighted crash rate, up to 5-7 points will be awarded. Appendix ED explains the point allocation.</p> <p>Source: DRCOG or sponsor supplied crash data. Sponsors are encouraged to use qualified traffic personnel for this computation and are asked to indicate that they have done so as part of the application.</p>
Delay reduction	0-1218	<p>Project must identify a VHT reduction in both peak hours to be eligible.</p> <p>Based on the project's current estimated vehicleperson hours of travel (VPPHT) reduced during the AM peak hour plus the PM peak hours:</p> <p>42-18 points will be awarded to projects reducing 200198 VPPHT or more during the two peak hours; 0 points to projects reducing 2010 VPPHT or less; with straight line interpolation between.</p> <p><u>PHT Calculation:</u></p> <ol style="list-style-type: none"> <u>1. Calculate vehicle hours of travel (VHT) using sponsor-supplied traffic data for both peak hours</u> <ol style="list-style-type: none"> <u>a) For intersection operationsprojects</u>, use intersection operations software (for multiple intersections, sum individual intersection improvements). <u>b) For grade separation projects</u>, compute delay by [(average closure time) * (estimated recovery multiplier)] * [number of trains per hour] * [total volume in peak hour] /60. <u>2. Calculate Average Vehicle Occupancy (AVO) =((# of vehicles in both peak hours x 1.36) + total</u>

Comment [DRCOG38]: MVIC requested TAC to review possibility of awarding points based on PERSON Miles of Travel (PMT) rather than VHT reduction. PMT is reflected in Roadway Capacity and Reconstruction project types, but not Operational. See below.

After 6/2 TAC, revise to reflect measurement change from VHT to PHT.

6/4 MVIC asked staff to bring examples to July MVIC before taking action.

DRAFT Table 5. Roadway Operational Improvement Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p><u>transit riders in the both peak hours</u> / (# of vehicles in both peak hours)</p> <p>3. <u>Calculate Person Hours Travel (PHT) = VHT x AVO</u></p> <p>Source: sponsor computations based on sponsor-supplied traffic data. Use "Max Load" from RTD's Ridecheck data to calculate total transit riders in the peak hours (total all routes and runs that intersect project location within the AM and PM peak hours)</p>
Bus boarding per hour	2	<ul style="list-style-type: none"> 2 points if the project is located on a roadway with bus service that has 31.6 boarding per hour or higher (average of all intersecting routes). 1 point if the boarding per hour are 31.5 or less (average of all intersecting routes). <p>Source: 2012 service performance provided by RTD</p>
Cost/Funding-effectiveness	0-12	<p>Based on the project's <u>current estimated cost requested federal funds</u> per <u>vehicle/person</u> hour of travel (<u>V/PHT</u>) reduced during the AM peak hour <u>plus</u> PM peak hour:</p> <p><u>10-12</u> points will be awarded to projects with a <u>federal funding cost request</u> per <u>V/PHT</u> reduced of \$<u>10,000</u> or less; 0 points to projects with a <u>federal funding cost request</u> per <u>V/PHT</u> reduced of \$<u>210,000</u><u>240,000</u> or more; with straight line interpolation between.</p> <p>Source: Sponsor computations</p>
Transportation system management	0-5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible <u>67</u> features):</p> <ul style="list-style-type: none"> Provision of raised, depressed, or barrier medians for the entire length of the project Access consolidation (driveways, side streets) Provision of left-turn lanes at signalized intersections Provision of signal interconnection Provision of ITS infrastructure Provision of infrastructure that implements an approved incident management plan Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).
Multimodal connectivity	0-18	<p><u>Various points for each of the following feature</u>. Up to <u>15-18</u> points (of a possible <u>3545</u>), will be awarded for the following features <u>existing and being retained, or</u> being included in and newly constructed by the project:</p> <ul style="list-style-type: none"> 4 points for adding a new bike lane, <u>or shoulders, or multi-use path</u>

Comment [DRCOG39]: Staff recommendation based on MVIC note regarding delay reduction.

6/2 TAC due to VHT to PHT conversation, this criterion is no longer necessary.

6/4 MVIC asked staff to bring examples to July MVIC before taking action.

Comment [DRCOG40]: After 6/2 TAC, revise to reflect measurement change from VHT to PHT.

Comment [DRCOG41]: 5/19 TAC addition credits sponsors who have exercised "good planning" by incorporating multimodal connectivity features prior to funding request.

Comment [DRCOG42]: Added per 5/19 TAC and MVIC suggestion.

Comment [DRCOG43]: Per 6/2 TAC, added "or multi-use path"

DRAFT Table 5. Roadway Operational Improvement Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) 2 points for a bicycle and/or pedestrian facility directly touching school property; OR 1 point if facility is within 1/8 mile 2 points for a bicycle and/or pedestrian facility directly touching passenger rail, BRT station, park-N-Ride lot, transit terminal (all currently open on or before 2025), or existing bus stops serving multiple routes or high frequency service; OR 1 point if facility is within 1/8 mile 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway 2 points for widening sidewalks to a minimum width of 8 feet 2 points for incorporating transit priority at project traffic signals 1 point for incorporating bicycle activation at project signals 2 points for providing one or more protected roadway crossings for pedestrians (e.g., center refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.). 1 point for building pedestrian linkages to other adjacent land uses (other than schools) 1 point for including minor transit operational features - bus pads 1 point for providing bike amenities (e.g., bike racks, bike lockers) 1 point for installing bicycle counters at newly constructed facilities 2 points for building pedestrian links that connect to adjacent public uses, or to private uses that are existing, or have already been through the entitlement process, but haven't been built 1 point for providing pedestrian-oriented street lighting for the entire length of the project 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project
Environmental justice	0-3	3 points will be awarded if 75% or more of the project length is located within and provides benefits to a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP) . The sponsor must identify the benefits and disadvantages the project may have on of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.
Project-related Metro Vision implementation and strategic corridor focus	0-178	Up to 4817 points will be awarded as described in Appendix FE .
Sponsor-related Metro Vision implementation	0-8	Up to 8 points will be awarded for sponsor actions implementing Metro Vision as described in, A Appendix GE explains the specific criteria.
Total	100	

Comment [DRCOG44]: MVIC requested TAC review if the total number of transit riders served could be used instead of the number of routes served (3). MVIC also questioned the "directly touching" definition and wondered if a specific distance (e.g., 1/8 mile) maybe better.

TAC was silent on the transit/routes question, but concurred with defining distance. Specifically, TAC recommends 2 points for directly touching and 1 point within 1/8 mile.

Comment [DRCOG45]: MVIC questioned the value and applicability of this criterion.

TAC recommended maintaining the optional point.

Comment [DRCOG46]: MVIC discussed the overall environmental justice criterion (for all project types) and questioned the level of documentation to require for "proof" of EJ benefits.

TAC affirmed the level of documentation was sufficient.

DRAFT Table 6. Roadway Reconstruction Projects

Eligibility Criteria

- Projects ~~on any roadway shown shall be located~~ on the 20~~35~~40 Metro Vision Regional Roadway System ~~_(as adopted by the DRCOG Board on July 21, 2010) are eligible~~ (exception: ~~any project located on the~~ 16th Street Mall in Denver is eligible).
- The pavement condition index score (calculated with DRCOG's PCI program) must be 40 or lower to be eligible.
- Projects must replace the ~~entire existing pavement structure~~ sub-base, base, and surface material ~~by the placement of with the an~~ equivalent or increased pavement ~~structure for the entire travel way; other surface treatment~~ (rehabilitation ~~and~~, resurface) projects are ineligible (exception: any project proposed on the 16th Street Mall in Denver may include non-traditional reconstruction activities).
- Projects may include bridge deck pavement reconstruction. Additional bridge improvements (new or improved structure) are not eligible.
- Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained and replaced or will be added as part of the project. Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control.
- Any current Existing bicycle or transit infrastructure ~~must as a minimum be retained in kind shall not be eliminated as a result of the proposed project.~~

Evaluation Criteria	Max Points	Scoring Instructions
Pavement condition	0- <u>2025</u>	Based on the pavement condition index computed per Appendix <u>HG</u> : -2025 points will be awarded to projects with a condition index of <u>405</u> or lower; 0 points to projects with a condition index of 5040 or greater ; with straight line interpolation between. <i>Source: Sponsor computations.</i>
Crash reduction (Safety)	0-5	Based on the project's estimated crash reduction and weighted crash rate, up to 5 points will be awarded. Appendix <u>ED</u> explains the point allocation. <i>Source: DRCOG or sponsor supplied crash data. Sponsors are encouraged to use qualified traffic personnel for this computation and are asked to indicate that they have done so as part of the application.</i>
Cost Funding-effectiveness	0-10	Based on the project's current (2010) estimated cost federal funds requested per daily person-miles-of-travel (PMT): p Projects with a <u>federal funding cost request</u> per PMT of \$50 100 or less will receive 10 points; projects with a <u>federal funding cost request</u> per PMT of \$300 400 or more will receive 0 points; with

DRAFT Table 6. Roadway Reconstruction Projects

Evaluation Criteria	Max Points	Scoring Instructions
		straight line interpolation between. <i>Source: Sponsor computations.</i>
Usage	0-79	Based on current <u>average weekday traffic (AWDT) per</u> lane (average for overall project length): Projects with AWDT/lane of 45,500 or more will receive 7-9 points; projects with AWDT/lane of 52,000 or less will receive 0 points; with straight line interpolation between. <i>Source: Sponsor data.</i>
Transportation system management	0-5	1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible <u>67 features</u>): <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians for the entire length of the project • Access consolidation (driveways, side streets) • Provision of left-turn lanes at signalized intersections • Provision of signal interconnection • Provision of ITS infrastructure • Provision of infrastructure that implements an approved incident management plan • <u>Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).</u>
Multimodal connectivity	0-4518	Various points for each of the following feature. Up to <u>45-18</u> points (of a possible <u>3545</u>), will be awarded for the following features <u>existing and being retained, or</u> being included in and newly constructed by the project: <ul style="list-style-type: none"> • <u>48 points for providing a physically-protected facility (includes, but not limited to the use of bollards, landscaping, curb) for bicycle travel building a new multimodal path, bike lanes, widened curb lanes, or paved shoulders to accommodate a bike facility on a regional or locally adopted plan</u> for the entire length of the project • <u>7 points for grade separating an existing bike/ped trail from the road</u> • <u>8 points for adding a new travel lane or redesignating an existing general purpose travel lane, for transit/HOV use (and turns by general purpose traffic) for a continuous distance longer than a transit/carpool queue jump lane but not more than 1,800 feet.</u> • <u>35 points for including major transit/HOV operational features -- transit/carpool queue jump lanes</u> • <u>4 points for adding a new bike lane, or shoulders, or multi-use path</u> • 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) • <u>2 points for a bicycle and/or pedestrian facility directly touching school property; OR 1 point if</u>

Comment [DRCOG47]: 5/19 TAC addition credits sponsors who have exercised "good planning" by incorporating multimodal connectivity features prior to funding request.

Comment [DRCOG48]: MVIC requested TAC to review increasing the number of points to 8, for providing a new transit travel lane.

TAC concurred.

Comment [DRCOG49]: Per 5/19 TAC, increased points to 5 and added carpool queue jump lanes.

Comment [DRCOG50]: Added per 5/19 TAC and MVIC suggestion.

Comment [DRCOG51]: Per 6/2 TAC, added "or multi-use path"

DRAFT Table 6. Roadway Reconstruction Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p><u>facility is within 1/8 mile</u></p> <ul style="list-style-type: none"> 2 points for a bicycle and/or pedestrian facility directly touching passenger rail, BRT station, park-N-Ride lot, transit terminal (all currently open on or before 2025), or existing bus stops serving multiple routes or high frequency service; OR 1 point if facility is within 1/8 mile 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway 2 points for widening sidewalks to a minimum width of 8 feet 2 points for incorporating transit priority at project <u>traffic</u> signals 1 point for incorporating bicycle activation at project signals 2 points for providing one or more protected roadway crossings for pedestrians (e.g., center refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.). <u>1 point for building pedestrian linkages to other adjacent land uses (other than schools)</u> 1 point for including minor transit operational features - bus pads 1 point for providing bike amenities (e.g., bike racks, bike lockers) 1 point for installing bicycle counters at newly constructed facilities 2 points for building pedestrian links that connect to adjacent public uses, or to private uses that are existing, or have already been through the entitlement process, but haven't been built 1 point for providing pedestrian-oriented street lighting for the entire length of the project 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project
Environmental justice	0-3	3 points will be awarded if 75% or more of the project length is located within <u>and provides benefits to a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP)</u> . The sponsor must identify the benefits and disadvantages <u>the project may have on of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.</u>
Project-related Metro Vision implementation <u>and strategic corridor focus</u>	0-18 <u>17</u>	Up to 18 <u>17</u> points will be awarded as described in Appendix FE .
Sponsor-related Metro Vision implementation	0-8	Up to 8 points will be awarded <u>as described in for sponsor actions implementing Metro Vision.</u> Appendix GE <u>explains the specific criteria.</u>
Total	100	

Comment [DRCOG52]: MVIC requested TAC review if the total number of transit riders served could be used instead of the number of routes served (3). MVIC also questioned the "directly touching" definition and wondered if a specific distance (e.g., 1/8 mile) maybe better.

TAC was silent on the transit/routes question, but concurred with defining distance. Specifically, TAC recommends 2 points for directly touching and 1 point within 1/8 mile.

Comment [DRCOG53]: MVIC questioned the value and applicability of this criterion.

TAC recommended maintaining the optional point.

Comment [DRCOG54]: MVIC discussed the overall environmental justice criterion (for all project types) and questioned the level of documentation to require for "proof" of EJ benefits.

TAC affirmed the level of documentation was sufficient.

DRAFT Table 87. Transit Passenger Facilities Projects

Eligibility Criteria

- Any stations, transfer facilities, or park-n-Ride lots identified in the Metro Vision RTP ~~(Appendix 2 of the amended 2035 Metro Vision RTP).~~
- ~~Only RTD and Sponsor must obtain concurrence from the appropriate transit agency and/or CDOT are eligible as applicants for this project type projects associated with their services or property (ROW).~~

Evaluation Criteria	Max Points	Scoring Instructions
Potential Usage and Benefits	0-30 <u>0-44</u>	<p>Based on the estimated average number of persons to be served per day at the new facility six months after its completion Up to 44 points will be awarded based on calculated "indicator units" (to represent likelihood of ridership) for project benefits:</p> <p>-Results greater than 100,000 will receive 30 44 points will be awarded to projects serving more than 6,000 people; results less than 8,000 receive 0 1 points to facilities serving less than 1,500; with straight line interpolation between.</p> <p><u>Source: DRCOG model data and US Census. DRCOG staff will tabulate the project's indicator units within a half-mile buffer of the facility. Sponsors can request DRCOG to compute indicator units up to no later than 2 weeks prior to before the application deadline.</u></p> <p><u>Source: Sponsor estimates.</u></p>
Multimodal connectivity	0-24 <u>0-28</u>	<p>Based on the basis of number of modes <u>directly</u> served at the new facility, 3-4 points will be awarded for each mode of travel served up to a maximum of 24-28 points.</p> <p>Modes are defined as: Local or limited bus service, express or regional bus service, mall shuttle or circulator bus, intra-regional commuter rail, inter-regional commuter rail, light rail, inter-city van/limo (gaming, ski areas), inter-city rail (AMTRAK, K, ski train, etc.), private inter-city bus and charter bus service, bicycle, pedestrian, <u>car sharing</u>, auto parking, and rental car.</p>
Environmental justice	0-3	<p>3 points will be awarded if 75% or more of the project length is located within <u>and provides benefits to a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP).</u> The sponsor must identify the benefits and disadvantages <u>the project may have on of the project to the</u> environmental justice community <u>during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.</u></p>

Comment [DRCOG55]: Per 6/2 TAC and 6/4 MVIC, all applicants are eligible to submit projects with the transit agency or CDOT concurrence.

Comment [DRCOG56]: MVIC discussed the overall environmental justice criterion (for all project types) and questioned the level of documentation to require for "proof" of EJ benefits.

TAC affirmed the level of documentation was sufficient.

DRAFT Table 87. Transit Passenger Facilities Projects

Evaluation Criteria	Max Points	Scoring Instructions
Metro Vision project-related implementation and strategic corridor focus	0-18 17	Up to 18-17 points will be awarded as described in Appendix FE .
Metro Vision sponsor-related implementation	0-8	Up to 8 points will be awarded for sponsor actions implementing Metro Vision as described in Appendix GF explains the specific criteria .
Total	100	

DRAFT Table 98. Bus-Transit Service Projects

Eligibility Criteria

~~Two-Three~~ types of ~~bus-transit~~ service projects are eligible ~~for funding requests in the 2012-2017 TIP:~~

1. **New Bus Service** is defined as service where no other similar ~~transit~~ service ~~by motorized transit~~ for use by the general public currently exists.

2. **Expanded Bus Service** projects must ~~meet the following eligibility requirements:~~

~~Project must~~ be for ~~the~~ expanded service only; (extended hours, shorter headways, additional route distance), ~~etc.~~

- ~~Funds are required to be for operational purposes only; not capital improvements (bus purchase).~~
- ~~The expanded service must result in an increase in transit ridership for the specific routes funding is applied to; quantified estimates are required by the evaluation criteria.~~

3. **Rapid Transit or Fixed Guideway Service** projects must be identified in the *Fiscally Constrained 2040 Metro Vision RTP*.

All Projects:

- Funding: The TIP funding will cover ~~a maximum of~~ 3 years of federal funding. All Bus service proposals must provide ~~a minimum of 3 years of~~ detailed and allocated program funding that includes line item budgets for vehicles, physical improvements, marketing, and operations.
- Marketing program: Bus service Transit proposals must employ a marketing program to identify and reach prospective riders, in both the short and long term. Sponsors must describe this program in the application and should include its costs unless another funding source is committed.
- Any sponsor proposal for a transit agency to run the daily operation of a requested transit service within the transit agency's service area must enter into ~~have a verbal understanding before the project is submitted for funding and a written understanding with that transit agency to do so before an IGA is signed~~ obtain written acknowledgement from the transit agency prior to the application deadline. The transit agency will only consider this request if sponsors submit formal desires to the transit agency no later than 7 days after the solicitation for funding requests is announced.
- Any requests for a transit agency's concurrence on other aspects of bus-transit service, such as long-term funding support or any requests that directly impact or touch existing or future transit agency ~~property; property~~ must be submitted and received by the transit agency 30 days in advance of the funding request submittal deadline. The transit agency will consult with the proposed project sponsor to work out a suitable arrangement for these types of connections, and may request additional information and/or data prior to issuing any concurrence.

Comment [DRCOG57]: Per 5/19 TAC, rename project type to Transit Service Projects.

Comment [DRCOG58]: MVIC requested TAC reconfirm the applicability of funding new bus service projects.

TAC confirmed that new bus service is appropriate to fund.

Comment [DRCOG59]: Per 5/19 TAC, add Rapid Transit as eligible,

Comment [DRCOG60]: MVIC requested TAC to review if enough time is provided to get the written approval/acknowledgement from transit agency (e.g. RTD) for a new/expanded route.

TAC requested staff to confirm with RTD. Staff confirmed with RTD that the written sponsor requirements and time is required to review the proposal.

Evaluation Criteria	Max Points	Scoring Instructions
Use and benefitsUsage	0-	Up to 25 points will be awarded based on the calculated "indicator units" (to represent likelihood of

DRAFT Table 8. Bus-Transit Service Projects

Evaluation Criteria	Max Points	Scoring Instructions
	13 25	<p>ridership) for project benefits:</p> <p>Results greater than 100,000 will receive 25 points; results less than 5,000 receive 1 point, with straight line interpolation between.</p> <p><u>Source: DRCOG model data and US Census. DRCOG staff will tabulate the project's indicator units within a half-mile buffer around a fixed-route transit project site and the total area covered by call and ride service projects. Sponsor can request DRCOG to compute indicator units up to no later than 2 weeks before the application deadline. sponsors may request DRCOG staff to compute indicator units no later than 2 weeks prior to the application deadline.</u></p> <p>Based on projected daily boardings that are anticipated 12 months after initiation of service: 13 points will be awarded to projects with boardings at or above the RTD Service Standard average (varies based on the specific bus service class and their appropriate Service Standard, as described in Appendix I); 0 points to projects with boardings at or below the RTD 10% Service Standard; with straight line interpolation between. The specific classes of new bus service include: CBD local, urban local, suburban local, express, regional, and call n ride. Projects outside the RTD service area should select the RTD class most appropriate to the proposed service for purposes of this computation. A detailed description of the estimated ridership must be supplied with the submittal, per Appendix I. An independent/peer review will be performed on the ridership. Source: Sponsor estimates.</p>
<u>CostFunding</u> -effectiveness	0-13 15	<p>The project's federal funds requested will be divided by the calculated indicator units:</p> <p>Up to 15 points will be awarded based on the federal dollars requested per indicator unit; \$6 or lower receives 15 points; \$45 or higher receive 1 point, with straight line interpolation between.</p> <p>Based on the projected subsidy per passenger that is anticipated 12 months after initiation of service: 13 points will be awarded to projects with a subsidy at or below the RTD Service Standard average (varies based on the specific bus service class and their appropriate Service Standard, as described in Appendix I); 0 points to projects with a subsidy at or above the RTD 10% Service Standard; with straight line interpolation between. Projects outside the RTD service area should select the RTD class most appropriate to the proposed service for purposes of this computation. Source: Sponsor estimates.</p>
Long-term funding	0-15 12	<p>4512 points awarded to projects with an additional 2 years of total program funding support, beyond the required minimum of 3 years <u>of federal funding</u> (5 years total), which must be obtained in writing from either:</p>

DRAFT Table 8. Bus-Transit Service Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ol style="list-style-type: none"> 1. an independent funding source; 2. a recognized transit agency via a letter of support; or 3. a combination of the two. <p><u>Zero-0</u> points will be awarded to projects that do not define an additional 2 years of funding support.</p>
Connectivity	<u>0-8</u> 20	<ul style="list-style-type: none"> • <u>3 points will be awarded for each existing or future route(s) (operational by the end of 2025) that connects with the proposed service, up to a maximum of 5 routes; AND</u> — 5 points will be awarded if the proposed service connects to or intersects with a rapid transit station. • Score points for only one of these two if applicable: <ul style="list-style-type: none"> 4 points will be awarded if the proposed service connects on both ends to an existing route(s), park n Ride, or existing or future (operational by the end of 2016) transit station. 2 points will be awarded if the proposed service connects on one end to an existing route(s), park n Ride, or existing or future (operational by the end of 2016) transit station. Also: • 1 point will be awarded for each transit route the proposed service connects to (up to 4 routes)
Environmental justice	<u>0-3</u>	<p>3 points will be awarded if 75% or more of the project length is located within <u>and provides benefits to a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP)</u>. The sponsor must identify the benefits and disadvantages <u>the project may have on of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.</u></p>
Project-related Metro Vision implementation <u>and strategic corridor focus</u>	<u>0-4</u> 8 <u>17</u>	<p>Up to <u>18-17</u> points will be awarded as described in Appendix <u>FE</u>.</p>
Sponsor-related Metro Vision implementation	<u>0-8</u>	<p>Up to 8 points will be awarded <u>for sponsor actions implementing Metro Vision as described in Appendix GE explains the specific criteria.</u></p>
Total	100	

Comment [DRCOG61]: MVIC discussed the overall environmental justice criterion (for all project types) and questioned the level of documentation to require for "proof" of EJ benefits.

TAC affirmed the level of documentation was sufficient.

DRAFT Table 409. New Bicycle/Pedestrian Projects

Eligibility Requirements

1. New construction projects ~~are defined as projects that~~ will result in a new paved facility (hard, all-weather surface comprised of new/recycled asphalt and/or concrete) where pedestrian and/or bicycle infrastructure does not currently exist. ~~Infrastructure is defined as having asphalt, concrete, or similar hard pavement type.~~
2. Upgrade construction projects provide safety/operational improvements to an existing facility that is not currently designed appropriately to accommodate its current use (ADA and AASHTO design standards are still applicable).
3. Reconstruction projects must reconstruct the total pavement of a facility due to pavement deterioration. To be eligible, the Pavement Condition Index, computed according to the methods in Appendix G, must have a PCI score 25 or less for asphalt surfaces and 35 or less for concrete surfaces.
4. ~~Pedestrian and bicycle p~~Projects must be on facilities contained in an adopted local ~~or regional~~ plan.
5. Any new pavement must be designed and constructed to withstand occasional vehicle travel (emergency vehicles).
6. If project consists of multiple, non-contiguous elements, all elements must either be a) on the same facility (primary corridor) OR b) within ¼ mile of the largest element of the project.
5. ~~Projects that consist of both a new construction element and an upgrade and/or reconstruction element must be categorized as either one or the other to score the project. That categorization is determined by the element proposed in the largest contiguous segment of the project, based on linear feet.~~
- 6.7. All projects intended for multiple user types (bicycle and pedestrian) are required to be constructed to a minimum width of 8 feet for the entire length of the project.
8. ~~New construction~~ All projects must accomplish connectivity score a minimum of 1 point in the connectivity evaluation criterion to be eligible.
~~Examples of connectivity include, but are not limited to:~~
Closing a gap between two existing bicycle facility sections
Providing access to transit (stations, park-n-Rides, stops)
Providing pedestrian and bicycle connections to schools, parks, shopping, and/or employment
Eliminating barriers
Linking a bicycle facility to a 2035 Metro Vision RTP roadway that serves bicyclists

Comment [DRCOG62]: MVIC asks if the project categories identified in #1 to #3 are appropriately defined. Staff believes there is enough flexibility, particularly in "Upgrade" projects to permit a wide range of projects to apply (e.g., trail widening projects). However, staff has revised language accordingly.

TAC affirmed.

Comment [DRCOG63]: DRCOG staff response to both TAC and MVIC discussion on surface type, defining what is eligible.

Evaluation Criteria	Max Points	Scoring Instructions
RTP priority corridors	0-5	<p>If project consists of multiple elements not all on the same corridor, scoring in this category will be based on the largest contiguous element. Score 5 points maximum:</p> <p><u>Bicycle or Bicycle/Pedestrian Projects:</u></p> <ul style="list-style-type: none"> 5 points will be awarded for bike projects that are on <u>or within ¼ mile of a</u> Regional Bicycle Corridor s represented in the Pedestrian and Bicycle Element of the 2035 Metro Vision RTP (Figure 19 of the

DRAFT Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>Pedestrian and Bicycle Element AND fulfills the function of the Regional Bicycle Corridor facility -or within ¼ mile of AND fulfilling the function of the facility depicted on Figure 19)</p> <ul style="list-style-type: none"> 3 points will be awarded for bike projects on or within ¼ mile of a Community Bicycle Corridor represented in that element the RTP (Figure 19 of the noted document or within ¼ mile of AND fulfilling the function of the Community Bicycle Corridor facility depicted on Figure 19) 1 point will be awarded for bike all other projects on facilities on an adopted local plan <p style="text-align: center;">OR</p> <p><u>Pedestrian Only Projects:</u></p> <ul style="list-style-type: none"> 5 points will be awarded for pedestrian projects along or within 1/8 mile of a 2035 Metro Vision RTP major regional arterials and above or rapid transit (as adopted by the DRCOG Board on July 21, 2010) or within 1/8 mile of AND fulfilling the function of the that facility depicted on that network 3 points will be awarded for pedestrian projects along or within 1/8 mile of a 2035 Metro Vision RTP principal arterials (as adopted by the DRCOG Board on July 21, 2010) or within 1/8 mile of AND fulfilling the function of pedestrian movement for the ate facility depicted on that network 1 point will be awarded for pedestrian all other projects on a corridor on an adopted local plan
Safety	0-1012	<p>Projects will be evaluated on the anticipated <i>improvement</i> of existing safety problems <u>related to the following measures to be made by building new facilities for non-motorized travel.</u></p> <p>Three measures of safety improvement will be awarded:</p> <p>1. Relevant crash history</p> <p>Based on the number of <i>documented</i> injury and fatal accidents crashes:</p> <ul style="list-style-type: none"> created by the interaction between motorized and non-motorized involving non-motorized traffic; in the area to be affected by the proposed new facility facility; and occurring over the last three-year period for which data is available. <ul style="list-style-type: none"> 1 point will be awarded for each applicable injury accident, up to a maximum of 5

Comment [DRCOG64]: MVIC suggested adding rapid transit lines.
TAC concurred.

DRAFT Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>2. <u>Conflict factorSpeed limit</u></p> <p>If the existing facilities iesy are <u>is a</u> roadway s that allows interaction between motorized and non-motorized traffic, and if the project will build <u>a</u> new facilities iesy for the non-motorized traffic that eliminate or reduce the conflict factor, the project will earn safety points. Based on the speed limit on of the existing facilities iesy, up to 4 points will be awarded as follows:</p> <ul style="list-style-type: none"> <u>4 points will be awarded if the existing speed limit is 40 MPH or more</u> <u>2 points will be awarded if the existing speed limit is either 30 or 35 MPH; or</u> <u>1 point will be awarded if the existing speed limit is less than 30 MPH, or the project is not near and doesn't interact with a roadway.</u> <p>point will be awarded if the existing speed limit is 30 MPH or less; 2 points will be awarded if the existing speed limit is 35 MPH; 3 points will be awarded if the existing speed limit is 40 MPH; or 4 points will be awarded if the existing speed limit is 45 MPH or above.</p> <p>3. Facility lighting</p> <ul style="list-style-type: none"> 1 point will be awarded to projects that will provide <u>new or upgraded</u> ADA/AASHTO compliant lighting to facilitate non-motorized travel on the <u>planned-proposed</u> facilities ies, if no lighting is currently available. <p>4. <u>Protected or grade separated facilities</u></p> <ul style="list-style-type: none"> <u>2 points will be awarded for constructing an at-grade physically-protected bicycle facility (includes, but not limited to the use of bollards, landscaping, curb) or a grade-separated facility.</u>
Connectivity	0- <u>4-25</u>	<p>Up to 49<u>25</u> points will be awarded for specific project attributes that address existing local or regional connectivity of non-motorized travel. Points will be awarded as follows:</p> <p><u>Connectivity measures--gGap closure (score points for only one of these twothese two)</u></p> <ul style="list-style-type: none"> 4<u>7</u> points - <u>constructing a new facility that</u> completely closes inges a gap between two existing similar bicycle facility/sidewalk sections (trail to trail, sidewalk to sidewalk, path to path, <u>bike lane to bike lane</u>) 25 points - <u>constructing a new facility that</u> completely closes esing a gap between an existing pedestrian/bicycle facility and an RTP roadway (arterial and above) that <u>currently</u> serves pedestrian/bicyclists <p><u>Connectivity measures--aAccess (score points for only one of these three)</u></p>

DRAFT Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> • 3-4 points — facility provide directly access (project directly touchings) to a school <u>property</u> • 2-3 points — facility provide directly access (project directly touchings) to an employment center with greater than 2,000 jobs • 1-2 point — facility provide directly access (project directly servings) to such destinations as employment, shopping, dining, or government buildings, or recreational destinations such as parks or recreational facilities. <p>Connectivity measures — BBarrier elimination (score points for only one of these four)</p> <ul style="list-style-type: none"> • 6 points - entirely eliminate a barrier (railway, highway, waterway) for pedestrians or cyclists by <u>constructing a new</u> grade separation <u>on (bridge or underpass) or upgrading an existing one</u> which provides a continuity of motion (i.e., no bike dismount or use of elevator) • 4 points - entirely eliminate a barrier (railway, highway, waterway) for pedestrians or cyclists by <u>constructing a new</u> grade separation <u>or upgrading an existing one</u> ing which DOES NOT provide a continuity of motion (i.e., bike dismount or use of elevator required) • 3 points - entirely eliminate a barrier (railway, highway) for pedestrians or cyclists by providing a <u>new</u> controlled crossing where one does not currently exist (demonstrate achievement of signal warrant if signal proposed) <u>or by upgrading an existing one to meet ADA and/or AASHTO standards</u> • 1 point - construct <u>or upgrade</u> at least one phase of a multi-phase improvement (as dictated identified through in an approved plan) towards eliminating a barrier (railway, highway, waterway). <p>Connectivity measures — TTransit (score points for only one of these if applicable two)</p> <ul style="list-style-type: none"> • 4-6 points - provide <u>new direct</u> access to “transit”. <u>“Transit” is rail station, park-n-Ride lot, or transit terminal existing or anticipated to be completed by no later than the end of 2016; or existing bus stops serving 3 or more routes.</u> Direct means physically touching the transit site or stop. • 2-3 points - provide <u>new indirect</u> access (extends the service of an existing linkage) to “transit” within 1-5 miles for bike projects and within 0.25 miles for pedestrian projects. <u>“Transit” is rail station, park-n-Ride lot, or transit terminal existing or anticipated to be completed by no later than the end of 2016; or existing bus stops serving 3 or more routes.</u> Distance measured from <u>center closest point</u> of project to the specific transit <u>siteplatform</u> or stop. <p><u>“Transit” in this circumstance is defined as rail or BRT stations, park-N-Ride lots, transit terminals (all currently open or before 2025), and existing bus stops serving multiple routes or high frequency service.</u></p> <p>Connectivity measures — LLocation (score points for only one of these two 2 points maximum)</p> <ul style="list-style-type: none"> • 2 points – project touches more than one local governmental entity (with written confirmation and agreement by the other affected governmental entities besides the applicant)

DRAFT Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> 1 point – project connects 2 or more <u>defined-existing</u> neighborhoods where an exclusive bicycle and/or pedestrian access does not currently exist, excluding roadways.
Multiple enhancements	0-45	<p>Up to <u>45</u> points <u>(of 7 available)</u> will be awarded for multiple enhancements (score all that apply):</p> <ul style="list-style-type: none"> 2 points if <u>the</u> project will provide a multi-use bi-directional facility <u>(new or upgraded to)</u> for use by both bicycles and pedestrians to a minimum width of 10 feet for 90% or greater of the length of the project <u>2 points if the project site includes signage/wayfinding with destinations and distances.</u> 1 point if the project provides 20 or more bicycle spaces within ½ mile of the project and fulfills the function of that facility <u>1 point if at least 10 of the provided spaces are covered and/or considered long-term parking spaces that are secure</u> <u>1 point if the project connects or is adjacent to a bikeshare station</u>
<u>Use and Benefits (VMT Reduction)</u> <u>(New Construction projects only)</u> base	0-815	<p>Up to 15 points will be awarded based on the calculated “indicator units” for project benefits:</p> <p><u>Results greater than 120,000 will receive 15 points; results less than 1,000 receive 1 point, with straight line interpolation between.</u></p> <p>Up to 8 points will be awarded based on the estimated user base of a project as follows: projects with a user base of 24,000 or more will receive 8 points; projects with a user base of 0 will receive 0 points; with straight line interpolation between.</p> <p>Source: DRCOG 2010 model data and US Census. The project's <u>user base indicator units</u> isare tabulated the estimated number of daily bicycle and/or pedestrian trips that start and/or end within a 1.5 mile radius of the project area for a bicycle project and within a 0.5 mile radius for a pedestrian project. <u>Sponsors can request DRCOG to compute indicator units up to no later than 2 weeks before the application deadline.</u> Sponsors will may request DRCOG staff to compute the user base indicator units directly from the model no later than 2 weeks prior to the application deadline., specifying the appropriate type of users (bicycle, pedestrian or both).</p> <p>For projects with non-contiguous elements, <u>sponsors will ask</u> DRCOG towill compute the <u>user base indicator units</u> for each element. The project's overall <u>user base indicator</u> isunits are the weighted average based on the percent of the project length in each element compared to the overall length. <u>The request to DRCOG must be made no later than 2 weeks prior to the call for projects closure.</u></p>
Existing Users <u>(Upgrade/Reconstruct projects only)</u>	<u>15</u>	<p>Based on current recorded users<u>s</u>.</p> <p>Facilities with 200 users or more during the <u>AM</u>-2-hour <u>AM</u> peak will receive 15 points; facilities with 25 users or less during the <u>AM</u>-2-hour <u>AM</u> peak will receive 0 points; with straight line interpolation between.</p>

DRAFT Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
		Users are to be counted at a representative location in the project area. <i>Source: Actual count from applicant between 7 AM and 9 AM on a Tuesday, Wednesday, or Thursday between August 3 and September 16, 2010 during the open Call for Projects.</i>
CostFunding-effectiveness	0-810	Projects with a total <u>federal funding cost request</u> per <u>person miles travelled (PMT)</u> the calculated indicator unit below \$1 or less \$0 will receive 810 -points; projects with a total <u>federal funding cost request</u> per <u>PMT indicator unit</u> above \$2,45060 will receive 0 points; with straight line interpolation between. <i>PMT calculation:</i> <i>[Pedestrian user base * percent using this facility * average pedestrian trip distance] + [Bicycle user base * percent using this facility * average bicycle trip distance].</i> <i>Source: User base above. Sponsor estimates percent use and provides documentation of assumptions. Sponsor will request DRCOG staff to compute the average trip distance for the daily bicycle and/or pedestrian trips in the catchment areas noted above. Source: DRCOG 2010 model.</i>
Environmental justice	0-3	3 points will be awarded if 75% or more of the project length is located within <u>and provides benefits to -a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP).</u> The sponsor must identify the benefits and disadvantages <u>the project may have on of the project to</u> the environmental justice community <u>during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.</u>
Project-related Metro Vision implementation <u>and strategic corridor focus</u>	0-1817	Up to <u>18-17</u> points will be awarded as described in Appendix <u>FE</u> .
Sponsor-related Metro Vision implementation	0-8	Up to 8 points will be awarded <u>for sponsor actions implementing Metro Vision as described in Appendix GE explains the specific criteria.</u>
Total	100	

Comment [DRCOG65]: MVIC discussed the overall environmental justice criterion (for all project types) and questioned the level of documentation to require for "proof" of EJ benefits.

TAC affirmed the level of documentation was sufficient.

DRAFT Table 10. Other Enhancement Projects

Eligibility Criteria

- [Projects will not be scored.](#)
- [Projects will be considered in the second phase selection process only.](#)
- Three types of projects are eligible:
 - **Transportation Aesthetics and Scenic Values**
 - **Historical Preservation**
 - **Environmental Mitigation (to address water pollution or wildlife mortality)**

DRAFT Table 4011. Roadway/Transit Studies

Eligibility Criteria

- All types of transportation-related studies are eligible.
- Projects will not be scored. Studies will be considered in the second phase selection process only.
 - Roadway studies must be associated with the DRCOG-defined Regional Roadway System.
 - Roadway capacity studies must further the development of regionally-funded projects identified in the fiscally constrained RTP (i.e., design, NEPA). On for funding requests in this project type for the 2012-2017 TIP:
 - Station area master plan and urban center planning studies are not eligible.
 - Studies submitted by DRCOG must have been approved by their Board.
 - Studies submitted by RAQC must have been approved by their Board.

Comment [DRCOG66]: Simplified. All transportation-related studies are now eligible, instead of just calling out certain types.

IV. TIP DEVELOPMENT, ADOPTION, AND AMENDMENT

This chapter describes the processes for development, adoption, and amendment of the TIP.

TIP Development

1. Funding Requests Related to FasTracks Implementation

Section III.FE.3 has identified a TIP commitment to support FasTracks implementation. The first remaining commitment (\$248 Million in 20126-20157) can be used by RTD for any FasTracks-related improvement that might emanate during the normal course of project development, and such improvements may be implemented by agencies other than RTD. ~~At this time, EISs and final design are not completed for all of the FasTracks corridors, so it is not immediately evident which funding requests might be “part of” a FasTracks implementation commitment and which ones might be supportive of but “beyond” the FasTracks expectations. In the 2012-2017 TIP application, sponsors will be provided a check box to indicate whether they believe their specific funding request directly supports the implementation of FasTracks. The service and proximity definitions of Appendix F are applicable.~~

~~A copy of any funding request which the sponsor identifies as supporting implementation of FasTracks will be provided to RTD staff. As scores are validated, DRCOG and RTD staff will meet to discuss whether any of these requests would be considered as “part of” the first FasTracks commitment. The outcome will be reflected in the preliminary selection recommendation. The ultimate resolution will be with the adoption of the TIP.~~

The second remaining commitment (\$2011.59 million in 20126-20157 has yet to be committed) is specifically targeted to individual FasTracks corridors and will only be programmed in a manner agreed upon by all the corridor partners. A corridor request submitted per the requirements of the resolution granting this “commitment in principle” (#20, 2008) will be allocated funding as available. ~~RTD should submit such requests in behalf of the corridor partners, but this will not count against the number of applications RTD may submit.~~

2. Training and Peer Discussion

~~Each TIP cycle, training workshops will be held by DRCOG prior to the due date for funding request submittals. As a minimum, training shall cover submittal, eligibility and evaluation, contract and development requirements for construction projects, and sponsor responsibilities. For the 2012-2017 TIP, DRCOG has mandated that this training be required for project sponsors. As an outcome of this required training, those in attendance will therefore become “certified” to prepare TIP applications. Only those applications prepared by individuals in attendance at this mandatory training will be considered as “eligible” submittals.~~

Comment [DRCOG67]: Training discussion moved to Chapter III.B.2

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~~Local governments and other eligible a~~ Applicants are encouraged to discuss potential funding requests with CDOT and/or RTD as appropriate. As a minimum, this discussion should take place for any submittal for which CDOT or RTD concurrence is required.

~~Eligible s~~ Sponsors may also benefit from discussing other potential submittals to better understand the implications of federal requirements on the specific submittal. ~~It may be appropriate for a peer discussion meeting to take place wherein cost, scope, and schedule could be reviewed. In addition to local staff, the peers may include DRCOG, CDOT, RTD, and other relevant agency staff.~~

3. Interagency Review

~~Chapter III presented the DRCOG selection process and Chapter IV described the CDOT and RTD selection processes.~~ After each agency has proceeded far enough through its individual process to identify preliminary selection recommendations, staff from DRCOG, CDOT, and RTD will meet to review and comment on each other's preliminary selections, as well as requests not selected. The objective of this review is to look for conflicts and synergies among projects, and for opportunities in strategic corridors. Each agency may consider feedback from the interagency review to revise selection decisions or adjust implementation scheduling.

4. Draft TIP Preparation

After the individual agency preliminary selection processes and interagency reviews are completed, DRCOG staff will prepare a draft TIP. This program of projects will respond to the comments, ensure that construction funding for long-range projects is commensurate with the proposed construction schedule, and include an air quality conformity analysis and finding. The draft program will be referred to the Transportation Advisory Committee, Metro Vision Issues Committee, and Regional Transportation Committees for recommendation, and made available for public comment at a public hearing by the DRCOG Board of Directors.

The draft TIP will include:

- all DRCOG-selected, RTD, and CDOT federally-funded projects;
- all CDOT and RTD state-funded -submitted- projects determined to be eligible; and ;
- DRCOG-selected projects; and
- any regionally-significant State-only funded transportation projects, regardless of funding source within the DRCOG TIP area, provided they are consistent with the RTP.

~~As required by SAFETEA-LU, t~~ The draft TIP will ~~also include a financial plan~~ demonstrating adequate resources are available for program implementation. ~~The plan~~ It will indicate public and private resources that are reasonably expected to be available to carry out the program. The plan may also recommend innovative financing techniques to finance fund needed projects and programs including value capture, tolls, and congestion pricing.

The Clean Air Act requires that DRCOG find the TIP to conform to the State Implementation Plan for Air Quality. The finding must be based on the most recent forecasts of emissions

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determined from the latest population, employment, travel, and congestion estimates by DRCOG. DRCOG staff will prepare the technical documentation supporting a conformity finding coincident with preparation of the draft TIP. The conformity document will list regionally-significant non-federally funded projects anticipated to be implemented within the TIP time horizon.

B. Adoption

1. Public Involvement and Hearings

A public hearing to consider the draft TIP and the air quality conformity finding will be held prior to Board action in adopting a new TIP or making major ~~policy~~ amendments (see Section IV.C) to an existing TIP. Sponsoring agencies are encouraged to provide opportunities for public comment on funding requests submitted to DRCOG.

2. Appeals

After the public hearing on the draft TIP, any applicant may appeal project scoring or exclusion of a project from the draft. That appeal should be made to the Transportation Advisory Committee at its meeting following the public hearing.

3. TIP Adoption

In response to the federal requirements identified in [SAFETEA-LUMAP-21](#), the TIP shall be adopted at least every four years by the DRCOG Board of Directors. Adoption of the TIP by the Board of Directors shall be upon recommendation of the Regional Transportation Committee, following consideration by the Transportation Advisory Committee [and the Metro Vision Issues Committee](#).

Once the TIP is approved by DRCOG, and air quality conformity is demonstrated, federal law requires that the TIP also be approved by the Governor and incorporated directly without modification into the State Transportation Improvement Program (STIP) by CDOT.

C. TIP ~~Amendments and Modifications~~Revisions

The TIP is subject to revision, either administratively by staff or, ~~when through TIP policy~~ amendments ~~adopted are concerned~~, by the DRCOG Board of Directors. Revisions reflect project changes that may affect the TIP's programming. [Listed below are two levels of revisions that](#) can be made to the TIP. ~~policy amendments and administrative modifications.~~

DRCOG staff will process [any](#) TIP revisions by:

- entering the requested ~~amendments, revisions and modifications~~ into the TIP project database;
- [posting the revisions on the DRCOG website, and](#)
~~notifying CDOT of amendments and modifications for inclusion in the STIP; and~~

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- ~~sending emailing~~ a monthly summary ~~of amendments and modifications~~ 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 to be put on a future Board agenda. The letter shall identify the specifics of the appeal and the sponsor's justification.

1. TIP Policy Amendments

Policy TIP amendments are ~~those that required for~~ the following actions:

- adding a new project or changing an existing project that would affect the air quality conformity ~~analysis finding~~;
- changing a regionally-significant project:
 - delete or significantly change a ~~regionally significant project~~ feature ~~of an existing project~~ (for example, change the project termini);
 - delete ~~a regionally significant project~~ or defer it from the first four years of the TIP;
 - ~~change a regionally significant project's funding by more than \$4 million in the first four years of the TIP~~;
- ~~changing a project to could potentially~~ be inconsistent with Metro Vision;
- ~~change adding or deleting federal or state funding for any project for any pool total~~ by more than \$45 million over the first four years of the TIP ~~(unless the revision is the result of pool reconciliation); or~~

~~add an individually listed new project that does not affect the air quality conformity analysis costing more than \$4 million in the first four years of the TIP.~~

Other policy TIP amendments will ~~typically~~ be processed as soon as possible after they are received, considering committee schedules quarterly, and must be submitted by January 1, April 1, July 1, and October 1 of each year. If the project is funded with DRCOG selected funding, a prerequisite for policy action is a project status update. Policy TIP amendments will be recommended by the Transportation Advisory Committee and Regional Transportation Committee for DRCOG Board consideration and action. Formal public hearings ~~will are~~ not typically ~~be~~ held. Public notification of the actions will be posted on the DRCOG website and input will be accepted during the public comment period of any of the committee or Board meetings considering the amendments.

TIP A amendments requiring a new conformity finding ~~are considered major policy amendments. These involve any changes to the 2015 staging network in the fiscally constrained 2035 Metro Vision RTP, such as:~~
~~changing the number of through lanes shown on the network;~~
~~adding or deleting road segments including interchange ramps; or~~
~~adding or deleting rapid transit segments or stations.~~

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~~Major TIP amendments that require revision of air quality conformity~~ will only be ~~accepted-processed~~ twice a year, concurrent with the Metro Vision Plan Assessment process (typically commenced in January and June). ~~Major-These TIP~~ amendments are subject to formal public hearings by the DRCOG Board prior to Transportation Advisory Committee and Regional Transportation Committee recommendation and Board adoption.

2. Administrative Modifications

Administrative ~~m~~Modifications include all ~~amendments-revisions~~ other than ~~those listed under policy-TIP a~~ Amendments and will be processed as they are received DRCOG staff. Administrative Modifications do not require committee review or approval.

~~These modifications usually involve:~~

~~shifting funds between years for an individual project or for projects within pools;
moving project staging between years without affecting the scope of the project,
affecting its expected completion within the first four years of the TIP, or affecting the 2015 staging;
changing the federal/state/RTD funding source;
changing the designated responsible agency with the original sponsor's approval;
changing project funding in the first four TIP years for a regionally significant project, up to a maximum change of \$4 million federal or state;
changing the program allocation to the pools by less than \$4 million over the first four years of the TIP;
adding new projects from unallocated money in the CDOT surface treatment pool;
adding new bridge replacement or rehabilitation projects with bridge funds;
adding new safety projects with safety funds, including the hazard elimination program, rail-highway crossing safety, and safe routes to school;
adding rural/small urban, elderly and disabled, Jobs Access/Reverse Commute (JARC), and New Freedoms transit projects;
adding congressionally or federally approved discretionary or earmarked projects that do not affect air quality conformity; or
adjusting and/or adding non-regionally significant items of a scope.~~

~~Administrative modifications submitted to DRCOG by the first working day of each month will typically be processed by the fifteenth working day of that month, provided they are complete. Processing may be delayed if additional information is required. These are typically submitted by the CDOT regions, and processed by DRCOG staff. Administrative modifications do not require committee review or approval.~~

As stated in Section III.A.6, there is an expectation that DRCOG-selected projects will be implemented with the scope defined in the funding request application. Sometimes sponsors desire to revise the scope within the same federal budget. In circumstances when these revisions affect project elements that were used to score the project (in the TIP process), sponsors must submit an analysis to DRCOG staff showing that the "revised" project would have scored approximately the same number of points as the project originally submitted. If the sponsor's analysis confirms this demonstration,

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DRCOG staff will process the request as an Administrative Modification; ~~otherwise it is treated as a policy amendment.~~

In circumstances when the revisions are to add items to the scope (within the current project budget), as long as the request 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. ~~DRCOG reserves the right to consult with CDOT or RTD staff to review if the additional scope items will negatively impact the timeline or any other aspects of the project.~~ In either instance, if the proposed revisions affect air quality conformity, they will be treated as major policy TIP amendments.

3D. Changes in Federal Funding Program Allocations

Under SAFETEA-LUMAP-21, actual allocations ~~to the state and metropolitan area~~ are determined annually with no guaranteed amount. ~~Also, lacking an actual federal surface transportation authorization, the 2016-2021~~ TIP is being prepared under the best estimate of available funds by CDOT, DRCOG, and RTD. As federal funds change, it may be necessary to add, advance, or postpone projects through TIP revisions.

1. Federal Funding Increase

If federal revenues ~~are~~ increased, the additional revenues will be allocated to projects as follows:

- First, existing funds ~~The priority for allocating additional funds~~ will be ~~to advance~~ implementation of projects already awarded funds in the TIP, as applicable. In some circumstances, funds may be flexed between categories to advance projects.
- ~~After options for advancing currently funded projects have been exhausted, new projects may be selected with remaining monies. Rank-ordered "waiting lists" of eligible projects submitted, evaluated, and ranked, but not selected for the current TIP, will be maintained for each DRCOG-selected federal funding category.~~

2. Federal funding Decrease

If federal revenues ~~are~~ decreased, some TIP projects will need to be deferred in order to maintain fiscal constraint. The method to obtain deferrals is as follows, ~~including circumstances pertinent to situations where federal formula funds are decreased due to projects receiving earmarks:~~

Step 1 - Voluntary Deferrals

- ~~Earmark caused only.~~ DRCOG staff will first query ~~earmark~~ project sponsors to discern if they will voluntarily defer one or more of their current TIP projects. ~~In general, deferrals will have to come from similar funding categories (i.e., an STP-Metro project for an earmarked STP-Metro type project; a CMAQ project for an earmarked CMAQ type project), but there may be circumstances where "cross-funding category" trades could be~~ consiny project ~~so~~ deferred would receive "project immunity" ~~.(see definition below).~~

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Project immunity means a project will NOT be subject to involuntary deferral at a later date.

~~Earmark sponsors would not be offered incentives to defer their own projects.~~

~~A. If that is insufficient in the earmark-caused circumstance, and as an initial action for other funding reduction circumstances, DRCOG staff will next query all (other) TIP project sponsors to discern if any will voluntarily defer one or more of their current TIP projects. Voluntary deferrals will receive project immunity.~~

~~B. If voluntary deferrals are insufficient, DRCOG will offer sponsors their choice of the following incentives (if they volunteer and their project is selected):~~

~~“Sponsor immunity” (see definition below), if the funding circumstance is less than one-half year of the appropriate funding source (for example, STP-Metro); OR, 5 “bonus points” that can be applied to one project in the next TIP application process, at the sponsor’s choice after projects have been scored and ranked.~~

Step 2 - Involuntary Deferrals

If voluntary deferrals ~~even with incentives~~ are insufficient, involuntary deferrals will be necessary.

A. DRCOG staff will FIRST create lists of relevant projects that will be EXEMPT from involuntary deferral by verifying according to the following:

- Previously granted project immunity
~~Previously granted sponsor immunity~~
- Project readiness (projects, regardless of sponsor, that are or will be ready for ad in the next 3 months, ~~—readiness jointly as jointly established determined~~ by CDOT/RTD and the sponsor ~~—will be considered exempt~~)

~~B. Earmark-caused only. The first candidates for involuntary deferrals are relevant non-exempt projects from the jurisdictions that received the earmarks. Involuntarily deferred projects by these sponsors would receive project immunity unless “other sponsor” involuntary deferrals (next step) are required to finish addressing the need for deferrals, in which case these projects would not receive project immunity (this is the only “penalty” Included in this process).~~

~~BC. If the above actions are insufficient to address the need for deferrals, DRCOG staff would as a last resort involuntarily will defer relevant non-exempt projects from (other) project sponsors on the basis of TIP scoring (lowest scoring relevant projects deferred).~~

~~D. Earmark-caused only. The situation will be monitored over time to see if other penalties might be required in the policy.~~

Any project deferral, either voluntary or involuntary, will not be counted as a project delay for purposes of Section III.A.67.

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~~**Project immunity** means a project will NOT be subject to involuntary deferral at a later date (can't be "bumped" later).~~

~~**Sponsor immunity** means none of that sponsor's other TIP projects would be considered for involuntary deferral during the current TIP cycle.~~

~~4. Automatic Amendment of the STIP~~

~~Amendments to the State Transportation Improvement Program (STIP) which reflect an increase in local overmatch (provided federal funding does not change), or which reflect 100 percent local funding conveyed to CDOT for project oversight (CDOT desires these projects be shown in the STIP for budget purposes), may be made by CDOT without first amending the TIP.~~

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APPENDIX A

RTD AND CDOT SELECTION PROCESSES

This chapter describes RTD and CDOT selection processes.

A. RTD Process

All projects submitted by RTD for inclusion into the TIP first must be included in RTD's adopted [Transit Development Program \(TDP\)](#), [Strategic Business Plan \(SBP\)](#). The fiscally constrained [TDP-SBP](#) documents RTD's six-year capital and operating plan. It is updated and adopted each year by the RTD Board of Directors. The one exception to this process is the FasTracks projects, which are reported in the FasTracks SB 208 plan as described below.

1. RTD Solicits [TDP-SBP](#) Projects

RTD solicits projects both internally and from local governments. The project form requires a detailed project description and project justification as well as the respective capital and or operating and maintenance costs per year of the [TDP-SBP](#) cycle.

INTERNAL PROJECTS—In January of each year, RTD solicits [TDP-SBP](#) projects from each division. Project applications are submitted to the [Planning and Development Finance](#) department for review of completeness. The vast majority of internally submitted projects are projects necessary to keep the existing transit system in a state of good repair and are not regionally significant from a TIP standpoint.

LOCAL GOVERNMENTS—Typically in [March-August](#) (depending on the timing of Local Government Meetings) of each year, RTD solicits [TDP-SBP](#) project applications from local governments. Project applications are submitted to the [Planning and Development](#) Department for review of completeness.

FASTRACKS PROJECTS—Since the FasTracks plan was approved by the voters in the RTD District in 2004; and since prior to the election the DRCOG Board approved the FasTracks SB 2008 plan, RTD will automatically submit all FasTracks corridor projects for inclusion in the TIP. However, because of the FasTracks commitments made to the voters and pursuant to the DRCOG SB 208 approval, FasTracks capital projects will not be included in the regular RTD [TDP-SBP](#) process and they will not be subject to [TDP-SBP](#) evaluation. Rather, all FasTracks projects are budgeted and tracked separately by RTD and will be reported annually to DRCOG.

2. Regionally Significant Projects are Identified

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

[Is the project located within a Strategic Corridor as defined in Appendix F?](#)

• [Does the project enhance or advance the planning efforts of a Strategic Corridor?](#)

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

3. Projects Subjected to Screening Criteria

RTD staff compiles all Regionally Significant projects into two lists: one for capital projects and one for operating projects. Items in the lists are grouped according to the category of the project, such as park-n-Rides, Information Technology, Vehicle Purchases, etc. The projects are then ~~subjected to some or all~~ [scored based on](#) ~~of~~ the following screening criteria by RTD's Senior ~~Staff 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](#)
- ~~Does the project meet a current public transit need?~~
- ~~Does the project meet a future public transit need?~~
- ~~Does the project increase or maintain the safety of RTD's vehicles or facilities?~~
- ~~Does the project increase or maintain the cleanliness of RTD's vehicles or facilities?~~
- ~~Does the project increase or maintain the reliability of RTD's service or vehicles?~~
- ~~Does the project increase or maintain accessibility for RTD's patrons?~~
- ~~Does the project improve operating efficiency or decrease operating costs?~~
- ~~Is the project needed to meet a municipal ordinance, federal or state mandate or other law?~~
- ~~Has the project been identified by internal planning documents/studies as needed?~~
- ~~Has the project been identified by DRCOG, CDOT, Local governments or other community groups as needed?~~
- ~~Is the project identified in the RTD 20-Year Needs Assessment?~~

* RTD's mission statement is as follows: *To meet our constituents' present and future public transit needs by offering safe, clean reliable, courteous and cost-effective service throughout the District.*

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- ~~Is the project a carry-over from the previous year?~~
- ~~Is the project an emergency project?~~

4. Subject Projects to Fiscal Constraints/Develop Cash Flow

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

5. Title VI Review

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

6. Board Review and Adoption

Following final review by RTD's Senior Staff, financial review and DBE review, the complete ~~TDP~~ SBP is presented first to the RTD Planning and Development Finance Committee for review and then to RTD's Local Governments group. Following completion of the Local Governments group review, the ~~TDP~~ SBP is presented to the full RTD Board for review and adoption.

CDOT Processes

1. Basic underlying premises

Projects that are currently funded in the TIP, along with ones that are part of a NEPA decision document commitment, will have a top priority and will continue to be funded.

- ~~When funding projects that are selected based on a performance management system, CDOT will select a project on a DRCOG strategic corridor (see Appendix F) when other factors affecting project selection are equal or similar.~~
- ~~If any funding is available for new projects, projects located on the identified DRCOG strategic corridors will be selected unless a new, urgent issue arises that CDOT determines, in consultation with DRCOG, requires immediate attention.~~

CDOT Regions will provide documentation to DRCOG describing the factors considered, assumptions used, and underlying rationale for projects selected for inclusion for the TIP document. This documentation will be submitted to DRCOG when projects are submitted for inclusion in the TIP.

2. Detail by Funding Program

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

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

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

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

SURFACE TREATMENT—The selection of projects for surface treatment funding is based on a performance management system known as the Driveability 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.

CONGESTION RELIEF—The Transportation Commission adopted guidelines for the selection of congestion relief projects based on CDOT's STIP guidelines and process. Congestion relief funds must be applied to projects on the State Highway System that experience congestion at or above 0.85 volume-to-capacity ratio. To be considered for the congestion relief funding, project proposals must include the goal of the project, the baseline data for evaluating project performance and measures of cost-effectiveness developed by the CDOT Region. The current policy only funds heavy tow and courtesy patrol with these funds.

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7TH POT STRATEGIC HIGHWAY PROJECTS— S.B. 97-001, a funding source specifically targeted to Strategic Projects, has been eliminated by the legislature, but is still listed in some older CDOT projects in the TIP. At the time funding was available, this program was used to fund 28 high-cost and high priority projects that were identified in 1996. The projects addressed corridors of State and regional significance. The funds that supported the construction of these projects are commonly referred to as the 7th Pot. Projects, or elements of projects, were selected for funding based on a statewide prioritization of available funds. A project was selected for funding when it was environmentally cleared and ready for advertisement.

STRATEGIC TRANSIT PROJECTS—Similar to above, funding for this program was eliminated by the legislature. At the time funding was available, state statute required that 10 percent of S.B. 97-001 funds be spent on transit capital projects. Projects competed for funding statewide and must have increased transit ridership by improving transit connections between communities and/or increased access to critical destinations. Projects must have met the following basic criteria: 20 percent local cash match, commitment to sustain the project overtime, consistency with RTP, and ready-to-go in the year for which funds were requested.

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

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

FASTER TRANSIT PROJECTS—The FASTER legislation required that a portion of the state and local FASTER revenues totaling \$15 million/year be set aside for transit. The Transportation Commission adopted guidelines for the selection of projects using the \$5 million/ year designated for local transit grants. The evaluation criteria are: criticality, financial capacity, financial need, project impacts, and readiness. DRCOG and the CDOT regions jointly review and recommend these projects.

TRANSIT PROGRAM—CDOT administers Federal Transit Administration grants through its Division of Transit and Rail. The program is expansive in what it can support.

SAFE ROUTES TO SCHOOL (SRTS) —This is a federal-aid program administered by CDOT to enable and encourage children to walk and bicycle to school. Eligible applicants include any political subdivision of the state (school district, city, county, state entity). Nonprofits may also apply by partnering with a state subdivision as the administrator. Funds are awarded through a statewide competitive process, and in

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proportion to the geographic distribution of the student population in K-8 grades. Projects are selected by a 9-member appointed panel consisting of bicyclists, pedestrians, teachers, parents, law enforcement, MPO, and TPR representatives. 10-30% of the total SRTS funds are dedicated to non-infrastructure (education and encouragement) projects, with remaining funds going towards infrastructure (capital) projects and staffing a full-time Safe Routes Coordinator position at CDOT.

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APPENDIX AB

ELIGIBLE PROJECTS BY FUNDING SOURCE

The funding categories established by [SAFETEA-LUMAP-21](#) and the types of projects eligible for funding within each category, provided they are consistent with the RTP, are summarized below. [See criteria tables for specific eligibility requirements for this DRCOG TIP Call for Projects.](#)

1. Interstate Maintenance (IM)

~~The following types of projects on the existing interstate system are eligible:
Reconstruction of existing through-lanes;
Acceleration/deceleration lanes;
Interchange reconstruction or reconfiguration;
Bus/HOV lanes or rail rapid transit as a substitute for general purpose highway lanes (as subject to Senate Bill 208 construction approval); and
Studies as appropriate to plan and implement the above.~~

2. National Highway System (NHS)

~~The following types of projects on the NHS are eligible:
Construction, reconstruction, resurfacing, restoration and rehabilitation;
Operational improvements;
Safety improvements;
Surface transportation planning as contained in a Unified Planning Work Program;
Highway research and planning;
Technology transfer;
Traffic management and control start-up costs;
Fringe and corridor parking facilities;
Carpool and vanpool projects;
Bicycle and pedestrian travel facilities;
Management Systems projects;
Wetland mitigation associated with NHS project construction;
HOV lanes or rail rapid transit as a substitute for new general purpose lanes on freeways and major regional arterial roadways, subject to Senate Bill 208 construction approval; and
Studies as appropriate to plan and implement the above.~~

~~Construction of or operational improvements for a Federal Aid highway not on the NHS, or construction of a transit project eligible for assistance under the Federal Transit Act are eligible if:
The highway or transit project is in the same corridor as, and in proximity to, a fully access-controlled highway designated on the NHS;
The construction or improvement will improve the level of service on the fully access-controlled highway and improve regional travel; and
The construction or improvement demonstrates comparable benefit to and is more cost-effective than improving a fully access-controlled highway on the NHS.~~

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3. Bridge

The following types of bridge projects are eligible:

~~Reconstruction;
Widening to relieve congestion; and
Construction of HOV lane structures.~~

41. Congestion Mitigation/Air Quality (CMAQ)

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

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

Detailed guidance is available at: www.fhwa.dot.gov/environment/cmaq06gm.htm, and www.fhwa.dot.gov/environment/cmaqpgs/index.htm.
http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm

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Note: project types that are eligible for CMAQ funding are required to document air quality benefits with their funding requests.

52. Surface Transportation Program (STP-Metro)

The following types of projects are eligible:

- Construction/reconstruction, rehabilitation, resurfacing, restoration, preservation, and operational improvements of the existing system;
- Capital costs for transit projects, subject to Senate Bill 208 construction approval;
- Carpool projects;
- Fringe and corridor parking facilities and program;
- Highway and transit safety infrastructure improvements and programs;
 - Highway and transit research programs;
 - Capital and operating costs for traffic monitoring, management, and control;
 - Surface transportation planning as contained in a Unified Planning Work Program;
 - Transportation enhancement-alternatives activities;
 - Transportation control measures listed in the Clean Air Act, except as noted in SAFETEA-LUMAP-21;
 - Wetland mitigation associated with project construction;
 - Transportation system management actions; and
- Studies as necessary to plan and implement the above.

Detailed guidance is available at:

<https://www.fhwa.dot.gov/map21/guidance/guidestp.cfm>

3. Transportation Alternatives Program (TAP)

The following types of projects are eligible:

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

Detailed guidance is available at:

<https://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

6. Section 5307 (Formula Funding to Transit Operators)

The following types of projects are eligible:

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Mass transit operation (up to FTA approved limits, with a minimum of 50 percent local match);
Regular mass transit capital improvement projects;
Transit vehicle maintenance and operations;
Transit system management actions; and
Studies as necessary to plan and implement the above.

~~7. Section 5309 (Federal Transit Administration Discretionary Funds)~~

The following types of projects are eligible:

Special mass transit capital projects;
Regional rapid transit system construction, subject to Senate Bill 208 approval;
Incremental costs of alternative fuel vehicles over and above the cost of diesel vehicles;
and
Studies as necessary to plan and implement the above.

~~8. Section 5310 (Capital Assistance to Elderly Persons and Persons with Disabilities)~~

Capital assistance projects are eligible, up to 80 percent of total cost, to provide service for elderly persons and persons with disabilities.

~~9. Section 5311 (General Transit Assistance to Rural and Small Urban Areas)~~

Operating and capital assistance is eligible, up to 80 percent of total cost, for rural and small urban area transit projects.

~~10. Section 5316 (Job Access and Reverse Commute)~~

The Job Access and Reverse Commute (JARC) program was instituted to help develop new transportation options for welfare recipients and other low-income individuals to get to jobs and to better develop transportation links between urban areas and suburban job sites. The following types of projects are eligible:

Late-night and weekend service;

Guaranteed ride home service;

Shuttle service;

Expanding fixed-route public transit routes;

Demand-responsive van service;

Ridesharing and carpooling activities;

Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);

~~11. Section 5317 (New Freedom Program)~~

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~~Section 5317 New Freedom funding is designated for new public transportation services that are beyond the ADA requirements. Projects that do not meet both criteria (new and beyond the ADA) will not be eligible for funding.~~

~~Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA;~~

~~Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed route services;~~

~~The incremental cost of providing same day service;~~

~~The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;~~

~~Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;~~

~~Feeder service to commuter rail, commuter bus, intercity rail, and intercity bus stations for which complementary paratransit service is not required under the ADA~~

~~Travel training programs;~~

~~Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs;~~

~~Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.~~

~~12. Safe Routes to School~~

~~A new program created by the SAFETEA-LU legislation is Safe Routes to School. This program provides funding to enable and encourage primary and secondary school-aged children to bicycle and walk to school. Funding is available for both infrastructure and educational projects. Projects are allocated and administered in Colorado by CDOT.~~

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APPENDIX B

ENHANCEMENT PROJECTS

Comment [DRCOG68]: Now included within Appendix B as TAP.

A. Qualifying Activities

Federal Enhancement Qualifying Activities

SAFETEA-LU requires that 10 percent of Surface Transportation Program funds be used exclusively for transportation enhancement activities. *Enhancement* is defined as “going beyond the normal, routine, or customary elements of transportation projects.” **Enhancements do not include typical maintenance activities or activities provided to mitigate project impacts in compliance with requirements of state or federal laws.** 23 U.S.C. 101(a)(35) defines 12 eligible Transportation Enhancement categories:

~~Provision of facilities for pedestrians and bicycles.~~
~~Provision of safety and educational activities for pedestrians and bicyclists.~~
~~Acquisition of scenic easements and scenic or historic sites.~~
~~Scenic or historic highway programs (including the provision of tourist and welcome center facilities).~~
~~Landscaping and other scenic beautification.~~
~~Historic preservation.~~
~~Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).~~
~~Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).~~
~~Control and removal of outdoor advertising.~~
~~Archaeological planning and research.~~
~~Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.~~
~~Establishment of transportation museums.~~

~~This list is exclusive, not illustrative.~~

DRCOG Application and Evaluation Categories

~~The 12 federal enhancement qualifying activities have been grouped into the following broad categories in order to simplify the project application and evaluation process:~~

~~**Pedestrian and Bicycle Projects:** Includes pedestrian and bicycle facilities, educational activities for pedestrians and bicyclists, and preservation of abandoned railway corridors for public use.~~

Other Enhancement Projects:

~~*Transportation Aesthetics and Scenic Values:*~~
~~Acquisition of scenic easements and scenic sites~~
~~Scenic highways programs~~
~~Landscaping and other scenic beautification~~

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Control and removal of outdoor advertising

Historic Preservation

~~Acquisition of historic transportation-related sites
Historic highway programs
Transportation-related historic preservation
Rehabilitation and operation of historic transportation facilities
Transportation-related archaeological planning research
Establishment of transportation museums.~~

Environmental Mitigation to address water pollution

~~Projects that address water pollution due to highway runoff~~

Environmental Mitigation to address wildlife mortality

~~Projects that reduce vehicle-caused wildlife mortality while maintaining habitat connectivity~~

B. General Eligibility Requirements

~~To comply with Federal guidelines for eligibility there are two basic considerations:~~

- ~~1. Is the proposed action one of the listed activities in the Transportation Enhancements definition in 23 U.S.C. 101(a)(35)?~~
- ~~2. Does the proposed action relate to surface transportation?~~

~~Previous guidance called for a direct link to surface transportation. That guidance has been repealed. Congress provided that Transportation Enhancement (TE) activities must "relate to surface transportation." This makes clear that TE projects are to have a relationship to surface transportation. This is a more flexible standard than the past. The nature of a proposed TE project's relationship to surface transportation should be discussed in the project proposal. For example, where runoff from an existing highway contaminates an adjacent water resource and a transportation enhancement activity is proposed to mitigate the pollution caused by the runoff, a clear highway or transportation relationship exists.~~

~~Where a TE activity is for acquisition for scenic preservation purposes, and proposes to contribute to the visual experience of the traveler but is a substantial distance away with respect to a highway or transportation project, the TE activity must be determined to make a substantial contribution to the scenic view shed.~~

~~Given the nature of the list of eligible activities, it is not necessary that each TE activity be associated with a specific surface transportation project to be eligible for funding. Examples that illustrate this include: the rehabilitation of a historic train structure, the provision of a bike or pedestrian path, or the establishment of a transportation museum.~~

~~Proximity to a highway or transportation facility alone is not sufficient to establish a relationship to surface transportation. Additional discussion, beyond proximity, is needed in the TE project proposal to establish the relationship to transportation. For~~

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example, a historic barn that happened to be adjacent to a particular highway facility would not automatically be considered eligible for TE funds simply because of its location; visibility to the traveler in a way that substantially enhances the traveling experience could qualify. Specific documentation of the enhanced experience is required. Conversely, a historic structure, such as the barn in the above example, could not be disqualified from consideration because it was not adjacent to a particular Federal-aid facility, as long as some other relationship to surface transportation could be established.

It is not necessary to have a TE activity function as an active transportation facility, either past or current, to qualify as an eligible TE activity. For example, a scenic or historic site may have a relationship to transportation but not function as a transportation facility.

The Transportation Enhancement Program does NOT fund certain types of work that may be part of a proposed enhancement project application. In order for certain activities to be funded by the program, the applicant must make a strong case for the necessity of this work. Demonstrate that it is essential to the success of the project, establish that the work is not required for a roadway to meet roadway standards or is not required as a specific mitigation, and show that enhancement funds are needed for the proposed portion of the project in order for the entire project to be completed.

In addition to the eligibility requirements stated above, all applicable federal regulations will apply, including: historical and archaeological resources protection legislation, minority business enterprise (MBE) mandates, Title 23 of the Code of Federal Regulations for right-of-way transactions, Davis-Bacon wage rate requirements, wetlands protection legislation, and the Americans with Disabilities Act (ADA) of 1990.

C. Specific Eligibility Requirements

The specific eligibility requirements for each of the qualifying activities listed below are based on the definitions developed by the State of Colorado Department of Transportation (CDOT). Each project application must comply with the specific eligibility requirements for the category in which the proposed project is grouped.

1. Pedestrian and Bicycle Facilities

The following types of projects are eligible for funding under this category:

Separate bicycle paths/trails

Separate sidewalk facilities

Crosswalks

Bicycle/pedestrian grade separations

Bicycle parking facilities

Educational programs for young riders

Widening existing roadways to provide exclusive bicycle/pedestrian pathways/trailways

Purchase of abandoned railroad grades for reuse as trail facilities

Grading, resurfacing, or other improvements for rail-to-trail conversions

Inventory and mapping activities for projects in this category

Reconstructing, or upgrading to AASHTO/ADA compliance, facilities in this category

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Projects in this category must meet certain requirements, which include:

For bicycle/pedestrian and rail-to-trail conversion projects, the design must meet the current AASHTO Guide for the Development of Bicycle Facilities.

A written commitment from a governmental agency for long term maintenance and operation of bicycle/pedestrian projects is required.

The project must be consistent with the policies of the adopted Regional Pedestrian and Bicycle Element.

Additional information for rails-to-trails conversion projects:

Rail corridors are transportation corridors of varying width in which fixed rail tracks exist or have existed in the past. Abandoned rail corridors are rail corridors that have been authorized for abandonment by the Interstate Commerce Commission (ICC) or for which abandonment proceedings are pending.

The preservation of abandoned railway corridors includes the planning, acquisition, rehabilitation, and development of corridors for public uses including pedestrian and bicycle use. Privately owned rail corridors open to the general public without a charge may also be eligible for funding.

The following information must be provided for rail-to-trail conversion projects, if the rail corridor is not currently in public ownership:

- A written evaluation of the condition of property title
- The market value of property established by independent appraisal
- The environmental inventory for possible corridor contamination

The CDOT staff historian may be consulted for assistance in answering questions about the preservation of abandoned railway projects.

Examples of projects normally NOT funded under this category:

Maintenance of existing sidewalks, paths, trails, or paved shoulders

Construction of paved shoulders, curb lanes, sidewalks, and curb cuts when it is a required element of roadway construction or a reconstruction project

Lighting, enclosed drainage, or buried utility lines

2. Transportation Aesthetics and Scenic Values

The following four types of projects are eligible for funding under this category:

Acquisition of scenic easements

Scenic byways programs, including construction of pullouts, access stairways, or viewing platforms

Landscaping and beautification projects, including tree gates, benches, planters, and decorative pavers

Control and removal of outdoor advertising

Projects in this category must meet the following additional requirements and have a written commitment for maintenance and operation of the facility.

For acquisition of scenic easements the project must:

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- Be on or within the view of a designated Scenic Byway or National Register property
- Be accessible from a transportation facility
- Provide for perpetual ownership

For scenic byways programs the project must:

- Start formally on roadways designated Colorado Scenic Byways
- Be reviewed and endorsed by the Colorado Scenic and Historic Byways Commission

For landscaping and beautification projects the project must:

- Be within existing public rights-of-way
- Be a professional design
- Follow the principles of roadside landscaping and safety by CDOT standard specifications
- Provide two years for plant establishment

For removal of nonconforming outdoor advertising the project must:

- Be within the view of state highways or designated Scenic Byways or National Register roadways
- Address legally built but nonconforming outdoor advertising signs
- Establish payment for removal on an equitable appraisal

Examples of projects normally NOT funded under this category:

Addition of irrigation systems to existing landscaping

Lighting that is not part of a historic preservation or streetscape project

Burying of utility lines

Any items of work that would normally be classified as maintenance activities

Construction of welcome or city identification signs

3. Historic Preservation/Archaeological Projects

The following types of projects are eligible for funding under this category:

Acquisition of historic sites

Protection and enhancement of historic highways

Identification, evaluation, and protection of historic structures and sites

Rehabilitation, restoration and preservation of bridges, trestles, and buildings

Planning to improve identification and evaluation of archaeological sites

Displays and public education materials related to highways and public transportation

Activities that facilitate and encourage tourism, improve neighborhood appearance or quality, or provide an educational experience

Projects in this category must meet these additional requirements:

The historic resources involved must be listed in the State or National Register of Historic Places, or designated as a local landmark by a certified local government or local landmark commission.

The application must contain a letter certifying the historic status from the State Historic Preservation Officer (SHPO) or the local landmark commission.

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The application must include a copy of the National Register or State Register nomination form, SHPO Cultural Resource Inventory Form, and a full description of the historic resource, its significance, and its surroundings.

Archaeological resources for which large-scale controlled excavations are proposed that would effectively destroy context and provenience must be determined National Register-eligible by the State Historic Preservation Officer prior to the start of the project, but need not be listed on the Register in order to qualify for funding.

Archaeological sites proposed for planning or research projects other than extensive excavation may also be excluded from formal Register listing at the discretion of the CDOT Staff Archaeologist.

Historic buildings must have current usefulness or a realistic planned usage.

Rehabilitation, restoration, and preservation projects must adhere to the Secretary of Interior's Standards and Guidelines for Rehabilitation. Copies of the Standards are available from the State Historic Preservation Officer.

Recordation and documentation projects must follow the Secretary of Interior's Standards for Historical Documentation. Copies of the Standards are available from the State Historic Preservation Officer.

For acquisition of historic sites the project must be accessible from a transportation facility, be accessible to the public, and the owner of the historic property must be willing to accept a preservation covenant attached to the deed of the property.

The following conditions must be met for archaeological planning and research projects:

Phase I and Phase II surveys must meet the Secretary of Interior's Standards for Survey and Evaluation.

Technical reports and documentation of research conducted must meet recognized professional standards.

Data Recovery projects must have a research plan approved by the State Archaeologist.

Archaeological sites must be associated with roads or other transportation facilities.

Examples of projects normally NOT funded under this category include:

Rehabilitation, restoration, or stabilization work on privately-owned resources

Highly technical research or site evaluation reports

4. Environmental Mitigation

The following types of projects are eligible for funding under this category:

Research and modeling impacts on receiving waters from highway runoff

Comparative studies to evaluate the effectiveness of specific highway runoff control measures

Retrofitting an existing highway by creating a wetland or other innovative pollution abatement measure to filter highway runoff to mitigate the impacts from the road in terms of water pollution

Improving streams and drainage channels through landscaping or other methods to promote filtering and improve the overall water quality conditions of receiving channels

Providing payment in kind for existing highway water quality impacts that warrant mitigation to regional or watershed-based planned improvement projects

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~~Implementation and construction of mitigation measures~~

~~Projects designated as wildlife underpasses or overpasses~~

~~Mitigation measures at areas identified as crossings for wildlife, including necessary fencing and other markings and mitigation techniques to manage the movement of wildlife across transportation corridors~~

~~Bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity~~

~~Monitoring and data collection on habitat fragmentation and vehicle-related wildlife mortality~~

~~Projects in this category must satisfy the following:~~

~~Statute, policy, or permit condition cannot require the proposed activity. This includes, but is not limited to, requirements under the Clean Water Act, Soil Erosion and Sedimentation Control Act, Colorado Water Quality Control Act, Executive Orders 11990 and 11988, and Colorado's Wildlife and Fisheries Protection Act.~~

~~The proposed project must directly or indirectly relate to runoff from a roadway included on the state highway system, or to the reduction of vehicle-caused wildlife mortality while maintaining habitat connectivity.~~

~~The applicant must demonstrate the capability to complete the proposed project, including qualifications of the applicant to plan, implement, and evaluate the success of all project objectives.~~

~~Examples of projects normally NOT funded under this category include:~~

~~Roadway paving, unless replacing an existing section of pavement that was removed during the installation of mitigation measures. Only that portion of the roadway disturbed during project construction is eligible for funding.~~

~~Culvert replacements resulting from hydraulic inadequacy or any other reason not related to highway runoff.~~

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APPENDIX C

CONCEPTUAL PROJECT DESIGN REQUIREMENTS

To be eligible for evaluation and possible inclusion in the TIP, funding requests for new construction projects must include a conceptual project design. This conceptual design must include layout and profile drawings or schematics on aerial or other base(s) showing the project components and key characteristics (for example, lane configurations, medians, cross-sections, height-width for bike/ped grade separations, elements identified to “claim” points in the evaluation, etc.).

The conceptual design reflects the sponsor's preliminary scoping of the project and demonstrates that (1) the sponsor has considered the project's key aspects in sufficient detail to identify potential problems or challenges, and (2) the cost estimate is reasonable and realistic.

Elements that sponsors are encouraged to consider include:

Design requirements, design standards (e.g., AASHTO, ADA) and possible variances;
Drainage and water quality requirements;
Utilities—what utilities exist, what needs for relocation might be created;
Railroad issues;
Potential environmental affects and mitigations; what the probable environmental clearance category might be, what environmental examinations might be required, what environmental resources might be affected, what mitigation might be required both long-term and during construction;
Structure requirements;
Safety—permanent elements to be included to enhance safety (e.g., sight distance improvements, lighting, etc.), traffic control during construction including accommodation of pedestrian and bicycle users;
Other project elements— aesthetics, landscaping, signing, striping, traffic signals, ITS, multimodal features;
Right-of-way needs and requirements; including permanent and temporary easements, relocations; and
Administration of project development and construction.

Sponsors must also consider maintenance and operations of the project upon completion.

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APPENDIX ~~D~~C

ELIGIBLE ROADWAY CAPACITY PROJECTS

(Regionally-funded projects in the DRCOG fiscally-constrained 203540 RTP network in the TIP area) (to be added once adopted by the Board)

Comment [DRCOG69]: To be added once approved by the Board, but before TIP Call for Projects.

[illegible]

~~Source: List of projects approved by the DRCOG Board in June 2010 for model testing to be included in the 2035 Metro Vision RTP, Appendix 4 update. Projects listed herein are capital projects that include capacity or interchange reconstruction elements (not reconstruction or operational only improvements) that will not be completed with funds already programmed in the 2008-2013 TIP.~~

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APPENDIX ED

ROADWAY CRASH REDUCTION (SAFETY) CRITERIA

Comment [DRCOG70]: Based on previous MVIC action. Removed reference to Roadway Studies, which are no longer scored.

Crash reduction (safety) is an evaluation criterion for all roadway project types: roadway capacity ~~improvements~~, operational improvements, and reconstruction. ~~Crash reduction is also a criterion for roadway operations studies.~~ Of relevance in the point computation is: ~~one or both of the following (depending on project type):~~

- Current annualized weighted crash rate per 1,000 ADT; and/or
- Estimated reduction in number of crashes.

Sponsors are encouraged to use qualified traffic personnel for the crash reduction computations.

Current Weighted Crash Rate Computation

To compute this measure, applicants will provide the following information in the DRCOG TIP funding request application ~~form~~:

1. Roadway data

The applicant must provide the following: 1) crash reduction computation area length, and 2) average traffic volumes (ADT).

For intersection funding requests, the suggested length of the crash reduction computation area is 1/10 mile for each approach leg. Sponsors may use a longer distance if they wish to include intersection-induced crashes further away. The crash data submitted should be for the distance identified.

For new roadway projects, the length and volumes should be for the current travel path. For new interchanges and intersection operational improvements ~~(and studies thereof)~~, data should be provided for the primary roadway and the cross street (if applicable). The minimum ADT information to be provided is one count on each of the primary roadway and cross street; more desirable is one count on each leg.

2. Number of crashes over three years

The applicant must supply the number of crashes by severity category over the three most recent years for which data is available. The severity categories are: fatal crashes, injury crashes, and property damage only (PDO) crashes.

The crashes should be tallied at all appropriate intersections, approaches, and road segments along the identified crash reduction computation area length.

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Estimated Reduction in Number of Crashes

For all funding requests for roadway ~~capacity projects, roadway operational improvements, and reconstruction projects, but NOT for roadway operations studies,~~ the applicant is asked to estimate the potential reduction in number of crashes from the project. The estimates are used to determine levels (low, medium, high) of improvement to award crash reduction points. They are not meant to imply precise predictions of eliminated crashes. The reduction should be reported for a three-year period (similar to crash data provided).

For new roadways, the number of crashes reduced shall be based on the reduction in volume on the current travel path due to the new roadway. In other words, [ADT decrease/current ADT] * [current number of crashes]. Source for volumes: DRCOG.

For requests for other ~~roadway projects noted above,~~ the estimated crash reductions should consider all individual elements of the project. Table ~~ED-1~~ presents Crash Reduction Factors that should be used to estimate crash reduction. It presents specific percentage reductions **for relevant crashes due to specific improvement elements**. Sponsors must document how the crash reductions were determined. Crash reduction factors must only be applied to specific sites along the project length and for relevant crash types. Total crash reduction estimates may not exceed 75 percent of the original three-year crash total. The professional judgment of qualified personnel will be necessary in the crash reduction determination process.

Crash Reduction (Safety) Points

The funding request application program will compute and award the crash reduction points scored. The steps in the process are:

1. Calculate the annual crash rate for the existing roadway(s) or intersection

From the entered volume, crash reduction computation area length, and crash data, the program will calculate the following:

Rate= annualized PDO crashes + (annualized injury crashes x 5) + (annualized fatal crashes x 12) / 1,000 ADT x length

2. Identify the crash range

Using the computed annual crash rate, the ~~funding request application program~~ will assign the appropriate crash range: low, medium, and high, representing the weighted crashes per 1,000 ADT per mile.

- Low = < 1.00
- Medium = 1.00 – 3.00
- High = 3.01 +

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3. Identify the estimated crash reduction level (as applicable)

Using the estimated number of crashes reported by the applicant for the three-year period, the ~~funding request~~ application ~~program~~ will convert that to a per-mile basis (using the crash reduction computation area length) and will assign the crash reduction level as follows:

- Low (0 to 5 crashes reduced per mile)
- Medium (6-15)
- High (16+)

If no data is provided by the applicant, the low crash reduction level will be assigned.

4. Award the safety points

The following ~~two~~ tables shows the number of crash reduction points the ~~funding request~~ application ~~program~~ will award, based on the estimated crash reduction level and the weighted crash rate.

Roadway Projects			
Weighted Crash Rate	Estimated # of Crashes Reduced per Mile (3-years)		
	0-5	6 – 15	16 +
0 - .99	0 pts	2 pts	3 4 pts
1.00 – 2.99 3.00	1 pt	3 4 pts	4 6 pts
3.00 3.01 +	2 3 pts	3 5 pts	5 7 pts

~~• Roadway Operations Studies~~

~~For studies, the crash reduction level is not estimated and the points are awarded based entirely on crash range.~~

Roadway Operations Studies	
Weighted Crash Rate	Safety points to be awarded
0 – .99	0 pts
1.00 – 2.99	10 pts
3.00 +	20 pts

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Table [ED-1](#)

DRCOG TIP Project Evaluation Crash Reduction (Safety) Criteria
Sample of Suggested Vehicle, Bicycle, and Pedestrian Crash Reduction Factors

Improvement Characteristics	Percentage Reduction in Relevant Crashes (at applicable crash locations)	Example Relevant Crash Types
Intersections		
New traffic signal	20%	right-angle, turns
Upgrade traffic signal (heads)	20%	rear-end, red light run
Add new approach turn lanes (either left or right)	25%	rear-end
Add accel/decel lane	25%	rear-end, sideswipe
Convert to roundabout	40%	right-angle
Convert to interchange	40%	right-angle
Increase turn radii	15%	turn crashes
Skid accident reduction	20%	rear-end
Railroad		
Automatic gate	75%	vehicle-train
Grade separate	100%	vehicle-train, rear-end
Roadside/Bridges		
Guardrail-install/upgrade	60% fatal, 40% injury	run off road
Shoulder widening/addition/ paving	20%	run off road, overtake ped/bike
Bridge widening	40%	bridge
Remove fixed objects	50% fatal, 15% injury	fixed object
Separated bicycle/pedestrian path	80%	overtake ped/bike
Roadways		
Curve reconstruction	50%	run off road, head-on
Vertical realignment	45%	head-on, limited sight
Median barriers	60% fatal, 10% injury	head-on
Raised median	40%	turn crashes, turn-related rear-ends
Rural C-climbing/passing lane	45/60%	passing, rear-end
Lane widening	20%	sideswipe (multi-lane)
Ramp geometric reconstruction	25%	ramp
Widen from 2-lane to 4-lane road	30%	rear-end, head-on
Continuous center-left turn lane	30%	rear-end
Shoulder rumble strips	80/60%	run off road
Centerline rumble strips	25%	head-on, sideswipe
Pave shoulder to full width	40	run-off-ro
Other		
Lighting improvement	90%	night-time crashes
Close median opening	30%	turn crashes

- Crash reduction factors are for TIP project scoring guidance only.
- The factors are not meant to imply precise predictions of eliminated crashes.
- Rates should be applied only to specific applicable sites within the project area.
- Rates should only be applied to relevant crash types and crash directions addressed by the improvement.
- Do not double-count similar improvement types or eliminated crashes.
- Crash reduction factors may be applied to improvement and crash types not shown on this table; however, applicant must provide justifying documentation.

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APPENDIX FE

Comment [DRCOG71]: Based on previous MVIC action.

**PROJECT LOCATION-
RELATED METRO VISION IMPLEMENTATION
AND STRATEGIC CORRIDOR FOCUS**

See specific definitions below for some criteria

Evaluation Criteria	Max Points	Scoring Instructions
Project location related to Urban Centers and <u>Rapid Transit Stations Rural Town Centers</u>	<u>Up to 65</u>	<p>Project is within a ¼ mile of an urban center or rural town center identified in the adopted Metro Vision 2035.</p> <p>(Score points for only one)</p> <p>Project is entirely within an urban center identified in the adopted Metro Vision 2035 (current urban center locations can be found here: http://www.drcog.org/documents/UrbanCenters.pdf, or is within proximity of and helps support the functioning of the urban center by directly or indirectly serving it (definitions below):</p> <ul style="list-style-type: none"> 6 points for an urban center that is within ¼ mile of a rapid transit station shown on the adopted Metro Vision 2035 RTP 5 points for an urban center currently served by transit with 15 minute headways or less 4 points for an urban center currently served by transit with 30 minute headways or less 2 points for: <ul style="list-style-type: none"> All other urban centers A rapid transit station (that is not an urban center) <p>0 points if not in or within proximity of an urban center or rapid transit station</p>
<u>Other characteristics of the Urban Center or Rural Town Center identified in the Metro Vision 2035 Plan</u> <u>Features of the Urban Centers the project is within or within proximity</u>	<u>Up to 45</u>	<p>If project exhibits at least three of the following characteristics, it will receive 5 points:</p> <ul style="list-style-type: none"> Proposed project is located within an urban center or rural town center served by transit with 30 minute combined service headways or less in the peak periods Proposed project is located within an urban center or rural town center where the community has implemented zoning or development plans that allow a mix of uses Proposed project is located within an urban center or rural town center where the community has adopted parking management strategies that minimize the potential negative effects of parking on urban center development and multimodal access Proposed project is located within an urban center with community commitment to preserve or develop affordable housing (rentals available to households earning 0-60% of Area Median Income and/or for-sale units for households earning 0-80% of AMI). Preservation means replacing existing affordable units on a 1-for-1 basis. Community commitment for new affordable units could include approved

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Evaluation Criteria	Max Points	Scoring Instructions
		<p><u>developments with an affordable component, inclusionary housing ordinances, housing trust fund, or other development incentives (e.g. permit streamlining, fee reductions, etc.).</u></p> <ul style="list-style-type: none"> <u>Proposed project is identified in an adopted Urban Center Master Plan or Station Area Master Plan.</u> <p>(Score for all that are applicable)</p> <p>1 point for an urban center where the community has implemented zoning or development plans that allow a mix of uses with minimum gross densities that promote population and/or employment densities higher than the minimum required for urban center designation (as specified in the Metro Vision 2035 Growth and Development Supplement)</p> <p>1 point for an urban center where the community has adopted parking management strategies that increase the competitiveness of non-SOV travel modes (e.g., parking maximums, elimination of parking minimums, shared parking and pricing strategies)</p> <p>1 point for an urban center where the community has committed to preserve or develop mixed income housing (see definitions below).</p> <p>1 point for an urban center where the relevant capital improvement program, operating budget or equivalent has allocated funding over the next four years to the construction or implementation of supportive infrastructure, facilities or programs located in the urban center (see definitions below). This funding allocation must be in addition to the TIP funding request and associated local match, and be equivalent to at least 20% of the TIP funding request</p>
<p><u>Project location related to the "Modified" Urban Growth Boundary/Area (UGB/A)</u></p> <p>(See definition below) <u>Project location related to Urban Growth Boundary/Area (UGB/A)</u></p>	Up to 34	<ul style="list-style-type: none"> <u>4 points if the project is entirely contained within the established UGB of a UGB community or the "committed area" of a UGA community</u> <u>1 point if the project is partially within the established UGB of a UGB community or the "committed area" of a UGA community</u> <p>3 points if the project is at least 90% contained within the established UGB of a UGB community or the "committed area" of a UGA community</p> <p>1 point if the project is at least 40% contained within the established UGB of a UGB community or the "committed area" of a UGA community</p>
<p><u>Project location related to Denver International Airport (DIA)</u></p>	1	<p>(Score point if applicable)</p> <ul style="list-style-type: none"> <u>1 point if project is in or within one-half mile of DIA boundary and provides convenient access to DIA</u>

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Evaluation Criteria	Max Points	Scoring Instructions
Project location related to Strategic Corridors	Up to 4	<p>(Score points if applicable, for only 1 of the 2)</p> <p>Project is entirely on a strategic corridor shown on Figure F-1 (including relevant rapid transit lines), or is within proximity of and helps support the functioning of the strategic corridor by directly or indirectly serving it (definitions below):</p> <ul style="list-style-type: none"> 4 points if two or more strategic corridors 2 points if one strategic corridor
Project location related to job growth and environmental justice areas	3	<ul style="list-style-type: none"> 2 points if 1,000 or more jobs were added between 2005-2013 (or the most recent 2014 data) within a 1/2 mile radius of the project. 1 point if 500-999 jobs were added between 2005-2013 (or the most recent 2014 data) within a 1/2 mile radius of the project. <p>ALSO,</p> <p>1 point if the project receiving "job growth" points, is within or touching an environmental justice area. This equates to the project having been designated to receive points under the other specific EJ Criterion per its rules, which also state: "The sponsor must identify the benefits and disadvantages the project may have on the environmental justice community."</p>
Total Points Possible	48	17

Comment [DRCOG72]: At MVIC's request, 5/19 TAC discussed and revised staff's language for this job growth criterion.

Definitions:

- Modified Urban Growth Boundary/Area (UGB/A)
 - For the purposes of evaluating project location, the geographic extent of the UGB/A will include area entirely surrounded by UGB/A that falls into the following categories:
 - Parks and Open Space facilities in DRCOG's Parks and Open Space layer (last updated in 2013)
 - Bodies of Water
 - Transportation rights-of-way
 - Utility users (e.g. power station, water treatment, etc.)
 - Airports

*Definitions:

Urban center = as identified in the Metro Vision 2035 Plan

Rapid transit station = current or future stations as identified in the fiscally constrained Metro Vision 2035 RTP

Commitment to preserve mixed income housing = the community has inventoried the number of existing affordable housing units located within the urban center and has committed to preserving or replacing these units (1 for 1)

Commitment to develop mixed income housing = the community has committed that some portion of the new stock created within the urban center over the next six years will be affordable

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Affordable housing = rental units affordable to households earning 0-60% of the area median income (AMI) and for-sale units affordable to households earning 0-80% of AMI
Qualifying supportive infrastructure, facilities and/or programs located within urban centers include, but are not limited to:

- ~~Public buildings,~~
- ~~Structured parking, parking controls or management systems,~~
- ~~Parks, playgrounds, plazas, squares and other publicly accessible open spaces,~~
- ~~Sidewalks, medians, enhanced pedestrian crossings and refuges, raised crosswalks,~~
- ~~Streetscaping: enhanced tread surface materials, public furniture, landscaping, street trees, planters, light posts, thematic signage, monuments and public art,~~
- ~~Stormwater drainage, detention and infiltration projects~~
- ~~Wastewater sewer lines~~
- ~~Utility upgrades~~

~~Directly serving = physically touching~~

~~Indirectly serving = serving via an existing or included in the project linkage~~

~~Proximity (measured as crow flies)~~

- ~~For bus service projects: must directly serve urban center or fixed guideway transit station or use HOV/BRT guideway in strategic corridor.~~
- ~~For all project types except new bus projects: project area within 1/2 mile of urban center outer boundary or fixed guideway transit station platform location or fixed guideway transit station platform location or the centroid of a freeway interchange or major intersection (if not freeway) in strategic corridor.~~

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APPENDIX GF

SPONSOR-RELATED METRO VISION IMPLEMENTATION CRITERIA

(or the project location's jurisdiction)

Comment [DRCOG73]: Based on previous MVIC action.

Evaluation Criteria	Max Points	Scoring Instructions
<u>Local response to changing demographics</u> <u>Adopt Metro Vision community design policies, including policies that promote senior-friendly development</u>	1	<u>Demonstrate jurisdiction's plans, programs, and policies to support healthy and successful aging. Please see the Boomer Bond Assessment Tool and Toolkit for example implementation strategies.</u> <u>Demonstrate that Metro Vision community design policies, including policies that promote senior friendly development, have been incorporated into local plans and development regulations or are being implemented.</u>
<u>Implement alternative travel mode plans</u>	1	<u>Provide jurisdiction's adopted plan for either bicycle, pedestrian, transportation demand management, or transit forms of travel.</u> <u>Demonstrate implementation showing an example project in the jurisdictions currently adopted capital improvement program, operating budget, or equivalent.</u> <u>Show adopted plans for bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel are being implemented by demonstrating that at least \$3/resident*/year (average) has been allocated to the construction or implementation of facilities/programs in the plan(s) by the agency's capital improvement program or operating budget, or equivalent, during the past five years. (* for counties, residents are those in the unincorporated area).</u>
<u>Signed the Mile High Compact</u>	2	<u>Provide the date when the local jurisdiction signed the Mile High Compact.</u>
<u>Subtotal:</u>	<u>4</u>	
Sponsor scores for only one of the PM ₁₀ criterion listed below (PM = Particulate Matter pollutants), depending if it was asked to make a commitment or not.		
<u>Criterion 1:</u> PM ₁₀ conformity commitment (for communities that were asked to make a conformity commitment)	<u>Up to 4</u>	If the sponsor or project's local jurisdiction has made a conformity commitment (submitted to DRCOG before July <u>3031</u> , 201 <u>04</u>) for the horizon year in the RTP (<u>20352040</u>) that exceeds: <ul style="list-style-type: none"> 30 percent reduction, award 1 point. 45 percent reduction, award 2 points. 55 percent reduction, award 3 points. If the sponsor or project's local jurisdiction is meeting its 2015 conformity commitment in current practice, award 1 additional point to the PM ₁₀ points scored above. The <u>most recent</u> survey of past performance conducted <u>annually in June</u> by the RAQC will be compared to the conformity commitments assembled for the <u>20352040</u> RTP <u>update</u> conformity.
	<u>OR</u>	

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<u>Criterion 2:</u> Current practice (for communities that were not asked to make a PM ₁₀ conformity commitment)	<u>Up to</u> 4	Based on the survey of past performance conducted <u>annual in June</u> by the RAQC, if the sponsor or project's local jurisdiction has a current practice that exceeds: <ul style="list-style-type: none">• 30 percent reduction, award 1 point.• 45 percent reduction, award 2 points.• 55 percent reduction, award 4 points.
<u>Subtotal:</u>	<u>4</u>	
Total Points Possible	8	

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APPENDIX HG

PAVEMENT CONDITION GUIDELINES

The following elements define the information required to calculate the pavement condition index for roadway and bicycle/pedestrian reconstruction projects. Applicants are required to obtain and use distress data from CDOT (as available) if the reconstruction involves a state highway, in calculating the PCI score.

Visual Inspection of Core Distress

Applicants are required to visually investigate and report five key distresses. These specific distresses shall be examined and reported as specified in the Pavement Distress Identification Manual by CTL/Thompson Inc. For reconstruction funding requests on state highways, CDOT will have recent relevant distress information that should be used for this submittal.

The key distresses for asphalt roadways are:

alligator cracking (page 1 of the manual)
rutting/shoving (page 12)
longitudinal cracking (page 5)
patching (page 9)
potholes (page 10)

The key distresses for concrete roadways are:

corner cracking (page 23)
linear cracking (page 25)
divided slabs (page 27)
blowup/buckling (page 32)
faulting (page 33)

For intersection reconstruction projects, the distress survey shall be the entire project area. For **roadway reconstruction projects**, a sampling technique can be used. The sample must encompass a contiguous section of at least 10 percent of the project segment (with a minimum survey length of 200 lineal feet). All lanes within the sample section must be evaluated. The sample section must be representative of the average pavement condition for the project. Applications must identify the specific location of the sample. CDOT may not have data for all lanes, but CDOT data will be considered sufficient for state highways.

Specific areas showing multiple distresses should only be reported once. For example, if areas that have been patched are reported under "patches," other distresses within the patched area should not be reported.

Computation of Condition Index

To aid in self-storing, a software program has been developed to compute the pavement condition index (PCI). The program will be included in the web-based funding request application material. The basis for the program is the Corps of Engineers' PAVER method. Perfect pavements start with a value of 100, and points are deducted from that based on the amount and severity of the stresses reported in the visual survey. A correction curve for multiple distresses is applied.

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A copy of the input screens for asphalt pavement (Figure [HG-1](#)) and concrete pavement (Figure [HG-2](#)) are attached. After all necessary input data is entered; toggling the "Compute PCI" button will compute the PCI.

Validation

DRCOG staff and/or subject matter experts may conduct a field review of the top "tier" of reconstruction funding requests to validate the magnitude of distresses reported.

Contact

The means for obtaining the distress manual and the software program, along with a contact number for clarification/interpretation, will be included in the TIP solicitation packet.

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FIGURE HG-1

ASPHALT CEMENT PAVEMENT EVALUATION TOOL

DRCOG - Pavement Evaluation Tool Revised 6/19/99

Pavement Identification

Municipality/County:

Street Name:

From: To: Survey Area: From: To:

PMSID: Length (ft): Lanes: Lane Width (ft):

Surface Type: Survey Length (ft): Survey Area (sq ft):

ADT / Lane: RRD: Estimated Cost \$:

Points: Computed PCI: Structural Capacity:

Asphalt Cement Concrete Pavement Distress

	Low	Moderate	High
Alligator Cracking (sq ft) pg. 1	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rutting / Shoving (sq ft) pg. 12	<input type="text"/>	<input type="text"/>	<input type="text"/>
Longitudinal Cracking (ln ft) pg. 5	<input type="text"/>	<input type="text"/>	<input type="text"/>
Patching (sq ft) pg. 9	<input type="text"/>	<input type="text"/>	<input type="text"/>
Potholes (sq ft) pg. 10	<input type="text"/>	<input type="text"/>	<input type="text"/>

Compute PCI
Print Report
Save Record

FIGURE HG-2

PORTLAND CONCRETE PAVEMENT EVALUATION TOOL

DRCOG - Pavement Evaluation Tool Revised 6/19/99

Pavement Identification

Municipality/County:

Street Name:

From: To: Survey Area: From: To:

PMSID: Length (ft): Lanes: Lane Width (ft):

Surface Type: Survey Length (ft): Survey Slabs (count):

ADT / Lane: RRD: Estimated Cost \$:

Points: Computed PCI: Structural Capacity:

Portland Cement Concrete Pavement Distress

	Low	Moderate	High
Corner Cracking (slabs) pg.23	<input type="text"/>	<input type="text"/>	<input type="text"/>
Linear Cracking (slabs) pg.25	<input type="text"/>	<input type="text"/>	<input type="text"/>
Divided Slabs (slabs) pg.27	<input type="text"/>	<input type="text"/>	<input type="text"/>
Blow Ups (slabs) pg. 32	<input type="text"/>	<input type="text"/>	<input type="text"/>
Faulting (slabs) pg.33	<input type="text"/>	<input type="text"/>	<input type="text"/>

Compute PCI
Print Report
Save Record

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APPENDIX I

~~Ridership estimates are critical in determining the viability of new or expanded transit service. As such, a detailed description of the estimated ridership, service and any supporting activities to aid in attracting riders is needed to perform an evaluation of the proposed services.~~

~~Project submittals for new or expanded transit services should include:~~

~~A basic description of the “what,” or type of service to be provided;~~

~~The route, stops, and frequency of service for proposed new services should be defined;~~

~~The service area, response times, and related details for proposed demand-responsive services should be defined;~~

~~Connections to any existing services by RTD or other scheduled public transit providers should be identified and their schedule relationship described; and~~

~~The hours of operation, fare structure, vehicle type(s) to be used, and any limitations of the market to be served should be defined, such as serving the elderly;~~

~~A marketing plan to identify and reach prospective riders, in both the short and long term;~~

~~A detailed program of funding for a minimum of 3 years with detailed line item budgets for vehicles, physical improvements, marketing, and operations.~~

~~Additional details which should be supplied with the funding request:~~

~~**Ridership**—Describe the ridership estimates and the method(s) used to estimate the total ridership for the new service.~~

~~**Purpose of service**—Describe the gap(s) in existing services that the proposed service is expected to serve. Describe the justification for new services and how the new services will relate to any existing RTD and other transit services. Note any impacts to existing services from the operation of the proposed service. Provide a map to aid in understanding the proposed service.~~

~~**Support efforts**—Describe the project support efforts from businesses, employers, local governments and others to market the services and encourage a shift in travel to transit. Examples of support efforts are marketing programs, provision of EcoPasses (or other similar pass program), installation of shelter, and construction of sidewalks connecting bus stops to destinations.~~

~~**VMT**—Describe the methodology for VMT calculations, including any formulas and assumptions (trip length, percentage of new riders which were formerly SOV trips)~~