



Policies for DRCOG Transportation Improvement Program Development

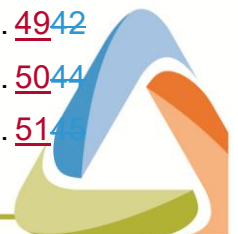
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Amended xxxx

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Introduction

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

Metro Vision, a regional plan created by DRCOG in close collaboration with regional and local partners, serves as a comprehensive guide for future development of the region with respect to growth and development, transportation and the environment. One component of Metro Vision is the Metro Vision Regional Transportation Plan, or RTP. ~~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~~ The RTP specifies the transportation strategies, policies and major improvements that advance the objectives of Metro Vision. The fiscally constrained RTP defines the specific transportation elements and services that can be provided throughout the years identified in the adopted RTP based on reasonably expected revenues. The TIP then implements the priorities of the RTP.

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

~~The TIP specifically identifies programs and projects for federal and state funding based on the adopted RTP. It takes the multimodal transportation vision of the adopted RTP and begins to implement it through projects funded in the adopted TIP. The~~ DRCOG programs projects TIP is programmed in the TIP through two calls for projects, referred to as the ~~using a~~ dual model selection process ~~for all funds allocated by DRCOG.~~ This process splits available funding into two shares: regional and subregional. The regional process is conducted similar to previous DRCOG allocations, while the subregional process proportionally targets funding for planning purposes to each county and all the eligible applicants within, known as county transportation forums, to recommend projects that meet both the regional vision of DRCOG and the needs of each individual county transportation forum.

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



Authority of the MPO

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

Geographic area of the TIP

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

- Colorado state Multimodal Transportation and Mitigation Options Funds, or MMOF, are eligible can be used for projects anywhere in the full DRCOG region, not just within the MPO planning boundary.
- Federal Congestion Mitigation/Air Quality, or CMAQ, funds are eligible can be used for projects in eastern Adams and Arapahoe counties outside of the MPO planning boundary, as well as inside the MPO planning boundary area.

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

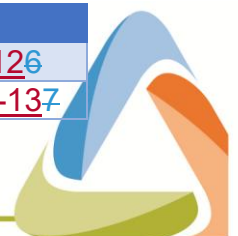
Each TIP ~~developed~~ contains four years of ~~committed and~~ programmed projects. TIP projects may also contain prior and future funding for years before and after the identified TIP. Prior and future funding is not fiscally constrained, and typically is used to align ~~CDOT and RTD planning products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

TIP development schedule

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

Table 1. TIP development schedule

TIP process element	Month
TIP Policy <u>document amendment</u> revisions	Month 1- <u>12</u> 6
Required TIP trainings	Month <u>12-13</u> 7



Solicitation for DRCOG Regional Share funding requests, <u>public feedback</u> , initial evaluation and draft project listing	Month 7-11 <u>13-20</u>
Solicitation for DRCOG Subregional Share funding requests, <u>public feedback</u> , initial evaluation and draft project listing	Month 13-21 <u>28-17</u>
Draft TIP document preparation	Ongoing <u>Month 25-30</u>
Public hearing on draft TIP	Month 18 <u>30</u>
Committee review of draft TIP	Month 31 <u>19</u>
Board action for TIP adoption	Month 32 <u>20</u>

Agency roles and requirements

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

Agency roles

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

DRCOG selects projects to receive federal and state funding from five programs. Please reference Appendix B for examples of projects by funding source. DRCOG is also the designated recipient for Section 5310 funds through the Federal Transit Administration, known as FTA, for the Denver-Aurora large urbanized area, though this is conducted outside of the TIP call for projects process.

- Federal Surface Transportation Block Grant Program, or STBG. STBG funds are the most flexible and can be used for a variety of transportation projects and programs including roadways, bridges, active transportation infrastructure and transit capital purchases.
- Federal Transportation Alternatives, or TA. TA funds are primarily for active transportation infrastructure.
- Federal Congestion Mitigation/Air Quality, or CMAQ. CMAQ funds are for projects and programs that provide air quality benefits by reducing emissions and congestion. Major project type exceptions include roadway capacity and reconstruction projects.
- Federal Carbon Reduction Program, or CRP. CRP funds are for projects that support a reduction in carbon dioxide equivalent emissions. Major project type exceptions include roadway capacity and reconstruction projects.



- State Multimodal Transportation and Mitigation Options Fund, or MMOF. MMOF funds are to be used for transit; transportation demand management programs; multimodal mobility projects enabled with new technology; studies; modeling tools; projects that decrease vehicle miles traveled, or VMT, or increase multimodal travel; and active transportation projects.

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

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



- ~~Other projects using~~ Established or new federal discretionary funding programs.

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

- FTA Section 5307 (transit capital, operations, capital maintenance, studies).
- ~~FTA Section 5309 (transit Capital Investment Grants, or (CIG)).~~
- FTA Section 5337 (transit State of Good Repair).
- FTA Section 5339 (transit capital improvements).
- FasTracks.
- ~~Other projects using~~ Established or new federal discretionary funding programs.
- RTD local base system funds.

Requirements and commitments for all TIP projects

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

Eligible applicants

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

Project eligibility

All projects granted funds in the TIP must:

- Be consistent with Metro Vision and the adopted RTP.
- Abide by federal, state and local laws.
- Be consistent with locally adopted plans.
- Have required matching funds ~~(if any)~~ available at the time of application or reasonably expected to be available before the intergovernmental agreement, or IGA, process begins.

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



Air quality commitments

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

Capital Regionally significant project eligibility

Regionally significant Capital projects, also referred to as capacity projects, must be identified in particular air quality staging periods in the adopted fiscally constrained RTP to be eligible for ~~Regional and Subregional Share~~ TIP funding. Appendix C of this document lists the current eligible ~~and ineligible~~ regionally significant and other capital projects and elements for all selection agencies. For DRCOG funding opportunities, ~~Please reference Chapter IV, Sections B and C~~ the Regional and Subregional Share calls for projects sections for how the currently eligible regionally significant and capital projects fit into ~~the Regional and Subregional~~ those calls for projects. ~~Capital projects and eligible activities~~ Regionally significant projects are defined extend to as the following:

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

This section only deals with regionally significant capital projects. Other roadway capital improvement elements, including lane mile changes of less than one mile, Roadway operational projects less than one mile in length and bus (service and operational) projects (including other elements, such as stops, signage, transit signal priority, rolling stock, queue-jump lanes and other similar ~~elements~~ project types) less than one mile in length are eligible regardless of their inclusion in the adopted RTP, as they do not meet the DRCOG official definition of being regionally significant, and therefore labeled as capital, or capacity projects.

Eligibility requirements of transportation technology projects

All transportation technology projects selected by DRCOG to receive federal funding shall clearly help achieve the goals and objectives in ~~an~~ the adopted DRCOG regional transportation operations and technology strategic plan and must follow specific guidance outlined in the call for projects eligibility criteria. Such projects must also be based on a systems engineering analysis, which is a specific process for guiding project



design, implementation and subsequent operations and maintenance processes and roles and responsibilities. ~~must be accounted for by the applicant pursuing TIP funds.~~ The first step is the identification of portions of the DRCOG regional Intelligent Transportation System, or ITS, architecture being implemented. Early coordination with DRCOG staff regarding the architecture is recommended.

Freight

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

Commitment to implement project

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

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

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

Public involvement

Public involvement is expected, and sometimes required, at all stages of project development, both pre-application by the project sponsor and post-application by DRCOG. ~~and the responsibility for seeking it lies with the project sponsor.~~ For projects seeking DRCOG-selected funding, early public input before applying is key as the



sponsoring agency is preparing its funding request submittal ~~in either the Regional or Subregional project selection process.~~

DRCOG public involvement opportunities are available once a call for project closes, in addition to ~~t~~The DRCOG committee review process through the Transportation Advisory Committee, or TAC, and Regional Transportation Committee, or RTC, and a public hearing at the regional level, which allows for ~~provide~~ opportunities to provide ~~for~~ public comment prior to DRCOG Board action on adoption of the TIP.

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

Advance construction

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

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

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



DRCOG initial programming

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

Overview, funding assessment and initial programming

Dual model overview

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

Within the Subregional Share, funds are proportionally targeted for planning purposes to predefined geographic units (county transportation forums) for project prioritization and recommendations to the DRCOG Board. Each county transportation forum can add criteria specific to their subregional application accounting for local values. Additional details are provided in [Section IV the DRCOG calls for projects section](#).

Funding assessment and assignment

DRCOG will estimate how much federal and state funding is anticipated to will be available, by funding source, for the federal fiscal years the TIP is programming in consideration of control totals provided by CDOT and other sources. Depending on the timing of TIP programming within the cycle of adopted federal or state transportation legislation or statutes, DRCOG reserves the ability to hold back funds for future programming if it believes upcoming legislation is not defined enough to provide detailed future funding estimates. If this situation arises, staff will inform all parties of the intent to reserve funds for future programming.

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

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

- ~~• STBG funds. Federal STBG funds are the most flexible and can be used for a variety of transportation projects and programs including roadways, bridges, active transportation infrastructure and transit capital purchases.~~
- ~~• TA funds. Federal TA funds are primarily for active transportation infrastructure.~~
- ~~• CMAQ funds. Federal CMAQ funds are for projects and programs that provide an air quality benefit by reducing emissions and congestion. Major project type exceptions include roadway capacity and reconstruction projects.~~



- ~~CRP funds. Federal CRP funds are for projects that support a reduction in carbon dioxide equivalent emissions. Major project type exceptions include roadway capacity and reconstruction projects.~~
- ~~MMOF funds. State MMOF funds are to be used for transit; transportation demand management programs; multimodal mobility projects enabled with new technology; studies; modeling tools; projects that decrease vehicle miles traveled, or VMT, or increase multimodal travel; and active transportation projects.~~

~~Both calls for projects are conducted using a dual track method, with separate application tracks for STBG and TA/CMAQ/CRP/MMOF. Within the TA/CMAQ/CRP/MMOF track~~ During the calls for projects, applicants will not ~~define request the~~ specific funding type, though they may indicate a wish to utilize state MMOF solely within their successful application if the state MMOF funds are part of the call. After all projects have been recommended for inclusion into the draft TIP document, staff will then assign the appropriate funding type to each project in consultation with state and federal partners.

Carryover projects

DRCOG staff will continue to fund all approved projects from the previous TIP that were delayed or were selected from a TIP wait list and receive permission from the DRCOG Board of Directors to proceed. Funding for projects being carried over into a new TIP will use previously dedicated funds.

Set-aside programs

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

Table 2. TIP set-aside programs (subject to future discussions)

Set-aside program	Sub-programs	4-year DRCOG funding allocations
Transportation Demand Management Services	DRCOG Way to Go program	\$9,600,000
	Regional transportation management association partnerships	\$3,840,000 (8 at \$120,000 each)
	Transportation demand management non-infrastructure call for projects	\$2,000,000
	Total	\$15,440,000
Regional Transportation Operations and Technology	DRCOG traffic signal plans program	\$4,000,000
	Capital investments call for projects	\$16,000,000
	Total	\$20,000,000
Air Quality Improvements	Ozone outreach and education	\$2,775,000
	Localized community-based marketing	\$1,000,000

(managed by the Regional Air Quality Council)	Other focused outreach and air quality improvement programs	\$3,425,000
	Ozone modeling	\$720,000
	Total	\$7,920,000
Human Service Transportation	Improve service and mobility options for vulnerable populations by funding underfunded and underserved trips and rolling stock expansion	\$8,000,000
Community Mobility Planning and Innovation	Transportation Corridor Planning	\$3,000,000
	Community Mobility Planning – Community-Based Transportation Planning	\$2,500,000
	Community Mobility Planning – Livable Centers Small-Area Planning	\$2,500,000
	Innovative Mobility	\$4,000,000
	Total	\$12,000,000
Grand Four-Year Total		\$63,360,000

Each set-aside program, apart from Air Quality Improvements, will independently develop its own eligibility requirements and criteria, including minimum project funding requests, along with a scoring system to recommend projects to the DRCOG Board for inclusion into the TIP at appropriate times, typically every two years. [The eligibility criteria and other items are contained within an adopted policy document located on the DRCOG TIP set-aside webpage.](#) All set-aside programs will be managed and calls for projects conducted by DRCOG staff, apart from the Air Quality Improvements Set-Aside, which will be managed by the Regional Air Quality Council.

Other commitments

No current commitments are made by the DRCOG Board to fund projects off the top, outside of the set-asides and calls for projects.

Dual model funding allocation

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

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



DRCOG calls for projects

DRCOG evaluates and selects projects through two calls for projects - one for the Regional Share and another for the Subregional Share. This [dual call for projects](#) approach provides the desired flexibility for member governments to apply local values to the TIP [project selection](#) process and still maintain DRCOG's strong commitment to implementing a TIP process consistent with Metro Vision and the adopted RTP investment priorities.

Requirements for all DRCOG-selected TIP projects

Eligible project activities and locations

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

Projects requiring [discussion and concurrence by CDOT or RTD](#)

If any eligible applicant wishes to apply for any project on a state highway or within state right-of-way, they [are required to discuss and must](#) have the written concurrence of CDOT before the application deadline. Funding requests in need of RTD involvement (for either capital projects, service operations or to access RTD property) [must are required to discuss and](#) have the written concurrence of RTD. [If written concurrence is required from either agency, sponsors must deliver it to DRCOG as part of the application process before the application deadline.](#) Applicants are strongly encouraged to contact CDOT or RTD early in the application process.

Projects requiring an intergovernmental agreement, or IGA

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

Eligible applicants

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

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



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

TIP connection and implementation of the adopted RTP

The adopted RTP includes project and program investment priorities. ~~These investment priorities will~~ that guide TIP development to support implementation of the policies and programs established in Metro Vision and the RTP. The following RTP priorities are part the main focus of the Regional and Subregional Share evaluation criteria and will assist project applicants in investment decisions. **Note: exact language for each investment priority below is draft until the new RTP is adopted.**

Safety.

- Increase the safety for all users of the transportation system.
- Drawn from RTP priorities, Regional Vision Zero, federal performance measures.
- Example TIP project types: Any that improve safety utilizing FHWA Proven Safety Countermeasures, ~~assuming safety is improved.~~

Active Transportation.

- ~~Expand and enhance active transportation travel options~~ Create a safe, comfortable and connected walking and bicycling network.
- Drawn from RTP priorities, Active Transportation Plan, Metro Vision objectives, federal performance measures.
- Example TIP project types: Bicycle and pedestrian facilities, transportation demand management, first and last mile, Complete Streets; projects can be stand alone or elements of a larger project.

Air Quality.

- Improve air quality and reduce greenhouse gas emissions.
- Drawn from RTP priorities, federal performance measures, Metro Vision objectives.
- Example TIP project types: Any, assuming the element is justified by improving air quality. Notable exceptions include standalone roadway capital or reconstruction, and bridge rehabilitation or replacement projects.

Multimodal Mobility.

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

Reliability



- Provide a quality travel experience for all users through maintenance and management.
- Drawn from TDM Strategic Plan, Regional Transportation and Operations Strategic Plan, Metro Vision outcomes, federal performance measures.
- Example TIP project types: Capacity, preservation and operational projects; projects can be stand alone or elements if a larger project.

Freight.

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

Regional Transit.

- Expand and improve the region's transit network and options.
- Drawn from RTP priorities, Coordinated Transit Plan, Regional Bus Rapid Transit Feasibility Study.
- Example TIP project types: BRT, new or enhanced bus service, mobility hubs, stop/station enhancements.

Financial requirements

Sponsors must commit a minimum of 20% match from non-federal financial resources for federal STBG, CMAQ, CRP and TA funding requests submitted for consideration. The state MMOF program requires a 50% non-MMOF match. ~~MMOF will be matched with CMAQ, TA, or CRP funds, plus the required 20% match on those funds.~~ Based on CDOT Transportation Commission action, local match requirements for the MMOF funding program may be reduced for certain jurisdictions and will be reviewed at the beginning of each TIP call for projects cycle where MMOF funds are to be allocated.

Additionally, sponsors must request a minimum of \$100,000 in DRCOG allocated funds to be a candidate for DRCOG selection. All submitted requests must be reflected in year of expenditure dollars using an appropriate minimum ~~3%~~ inflation factor. Sponsors are advised to review the current construction cost index provided by CDOT to assist in developing their inflation factor.

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

Commitment to project readiness before applying for funds

When a project sponsor is conducting internal discussions to prepare for a TIP call for projects, the last step in that process should be filling out a DRCOG TIP application. In recent TIP cycles, DRCOG has added a project readiness section into its applications.



meant to demonstrate if the applicant and the project are ready to receive TIP funding, if selected.

By exploring and reviewing a project before applying for funds, sponsors should have a strong knowledge of the impacts the project will have on utilities, railroads, right-of-way, historic and environmental resources and the public, among others. In turn, this should greatly assist sponsors with what project elements will be included within the application, local match availability, and the type of public input necessary before applying for funds. Ultimately, by investing time and local funding in exploring these project elements before applying, applicants should have a firm grasp on project costs and schedule, leading to projects that are on time and on within budget.

Commitment to implement a project

Inclusion of a project in the TIP shall constitute a commitment by the sponsor to complete their project in a timely manner. A sponsor's submittal of a funding request for DRCOG selection shall constitute a commitment to complete each project phase as described in the application form if the project is selected for funding. The adopted TIP scope at a minimum must be implemented, which is used to form the basis for the IGA with the appropriate agency. Once a sponsor has an executed IGA, then that IGA scope must be completed at a minimum. The IGA scope may contain additional project-level details that must be completed by the sponsor, as an executed IGA scope overrides an adopted TIP scope.

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

Next meaningful phase

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

Required Training

At the initiation of the Regional Share call for projects, DRCOG, CDOT and RTD staff shall jointly ~~conduct~~ make mandatory training available ~~workshops (a mixture of in-person and virtual, as warranted)~~ to cover and explain the submittal process, eligibility and evaluation, construction and development requirements, sponsor responsibilities and basic requirements for implementing federal projects for both the Regional and



Subregional processes. Specific details and requirements for applicants will be distributed before a call is conducted. ~~Applicants are only required to attend one of the trainings. Each training will cover the same material and include the two calls for projects, so if applicants are not anticipating submitting a Regional Share application, but are for the Subregional Share, or vice versa they are just required to attend one of the trainings.~~

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

DRCOG-selected project phase initiation delays

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

DRCOG defines the initiation of a project phase in the following manner as of September 30 ~~for at~~ the conclusion of the federal fiscal year with DRCOG-selected funding in the TIP being analyzed. Each criterion must be met for a phase to be considered initiated:

- Design.
 - IGA executed ~~with CDOT~~.
 - If consultant, consultant contract executed and notice to proceed, or NTP, issued.
 - If no consultant, design scoping meeting held with CDOT project staff.
- Environmental.
 - IGA executed ~~with CDOT~~.
 - If consultant, consultant contract executed and NTP issued.
 - If no consultant, environmental scoping meeting held with CDOT project staff.
- Right of way.
 - IGA executed ~~with CDOT~~.
 - First set of right of way plans turned into ~~CDOT~~ for ~~initial~~ review.



- Construction.
 - IGA executed.
 - Project publicly advertised.
- Construction (Construction Manager/General Contractor, or CM/GC, Delivery Method)
 - IGA executed.
 - Guaranteed Maximum Price signed agreement.
- Study.
 - IGA executed.
 - Kick-off meeting with consultant has been held.
- Bus Service.
 - IGA executed.
 - Service has started.
- Equipment Purchase (Procurement).
 - IGA executed.
 - Request for proposals/qualifications/bids issued.
- Others not listed.
 - IGA executed.
 - At least one invoice submitted to CDOT or RTD for work completed.

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

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

- First Year Delay: If a delay is encountered (project phase being analyzed has not been initiated by September 30), DRCOG, along with CDOT or RTD, will discuss the project and the reasons for its delay with the sponsor. The result will be an action plan enforceable by CDOT or RTD, which will be reported to the DRCOG committees and Board. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all its DRCOG-selected projects.

Sponsors will be requested to appear attend before the TAC, RTC, and DRCOG Board to explain the reasons for the delay(s) if requested, and receive TAC and RTC recommendation, and u Ultimately, the project sponsor is seeking DRCOG



Board approval, to continue their project. Any conditions established by the DRCOG Board in approving the delay become policy.

- Second Year Delay: On the following July 1, nine months after the project phase(s) was initially first year delayed, DRCOG staff will again review the project status with CDOT or RTD to determine if the phase is still delayed.
 - If it's determined the project sponsor, as identified in the adopted TIP, is the cause of the continued delay (phase not being initiated by July 1), the project's un-reimbursed DRCOG-selected funding for the delayed phase will be returned to DRCOG for reprogramming (federal funding reimbursement requests by the sponsor will not be allowed after July 1).
 - If it's determined that another agency outside of the project sponsor, or an outside factor beyond the control of the project sponsor not reasonably anticipated is the cause of the delay (phase not being initiated by July 1), the future course of action and penalty will be at the discretion of the Board of Directors. Board action may include, but is not limited to, establishing a deadline for initiating the phase, canceling the phase and returning funding to DRCOG for reprogramming, or reprogramming the project funding to future years to allow other programmed projects to advance.

Regional Share call for projects

Regional Share intent

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

Funding availability

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

For the Regional Share call for projects, sponsors must commit a minimum of 20% match from non-federal financial resources for federal STBG, CMAQ, CRP, and TA funding requests submitted for consideration through their county transportation forum. The MMOF program requires a 50% match from non-MMOF funds, when MMOF funds are part of the call. ~~MMOF will be matched with CMAQ, CRP, or TA funds plus the required 20% match on those funds.~~ Based on Per CDOT Transportation Commission action, some local agencies may require less than a 50% match. Additionally, sponsors



must request a minimum of \$100,000 in federal or state funds for any request submitted to be a candidate for DRCOG selection.

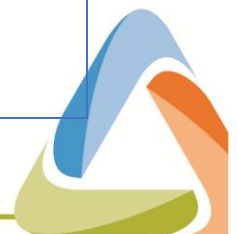
Eligibility requirements

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

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

Table 3. Project type categories eligible for Regional Share funding

Eligible <u>project type</u> categories	Eligible projects or programs for the Regional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	Pre-construction <u>only</u> activities
Multimodal capital (projects and programs, DRCOG administered funds only)	Listed <u>RTP</u> projects in the <u>2025-2029</u> and/or <u>2030-2034</u> 2020-2029 staging periods	Listed <u>RTP</u> projects in the <u>2035-2039</u> and/or <u>2040-2050</u> 2030-2039 staging period
Regional bus rapid transit <u>BRT</u> projects	Listed <u>RTP</u> projects in the <u>2025-2029</u> and/or <u>2030-2034</u> 2020-2029 staging periods	Listed <u>RTP</u> projects in the <u>2035-2039</u> and/or <u>2040-2050</u> 2030-2039 staging period
Corridor tTransit planning <u>activities</u> (<u>BRT, service, corridor service and projects and programs</u>)	Listed <u>RTP</u> projects in the <u>2025-2029</u> and/or <u>2030-2034</u> 2020-2029 staging periods <u>Regional mobility hubs</u> Any other <u>regional strategic</u> transit improvement <u>that is</u> (must not be an <u>air quality regionally significant project</u> as defined in the RTP)	Listed <u>RTP</u> projects in the <u>2035-2039</u> and/or <u>2040-2050</u> 2030-2039 staging period



Eligible <u>project type</u> categories	Eligible projects or programs for the Regional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	Pre-construction <u>only</u> activities
	<p><u>Restrictions:</u></p> <p><u>Transit service must be defined in the application, so pilot or starter service projects are not eligible if included as part of an incomplete study.</u></p> <p><u>DRCOG-allocated funding for transit service is limited to a maximum of three years</u></p>	
Arterial safety and Regional Vision Zero (projects and programs)	<p>Listed <u>RTP</u> projects in the <u>2025-2029 and/or 2030-2034</u> 2020-2029 staging periods</p> <p>Any other safety project located on the <u>Taking Action on Regional Vision Zero Plan High Injury Network</u> <u>that is</u> (must not be an air quality regionally significant project as defined in the RTP)</p>	<p>Listed <u>RTP</u> projects in the <u>2035-2039 and/or 2040-2050</u> 2030-2039 staging period</p>
Active transportation (projects and programs)	<p>Listed <u>RTP</u> projects in the <u>2025-2029 and/or 2030-2034</u> 2020-2029 staging periods</p> <p>Any other active transportation project that closes a gap or extends a facility on the <u>regional active transportation corridors</u></p>	<p>Listed <u>RTP</u> projects in the <u>2035-2039 and/or 2040-2050</u> 2030-2039 staging period</p>
Freight (projects and programs)	<p>Listed <u>RTP</u> projects in the <u>2025-2029 and/or 2030-2034</u> 2020-2029 staging periods</p> <p>Any other project located on the Tier 1 or Tier 2 Regional Highway Freight Vision Network that primarily improves freight movement or access to a Regional Freight Focus Area <u>that is</u> (must not be an air quality regionally significant project as defined in the RTP)</p>	<p>Listed <u>RTP</u> projects in the <u>2035-2039 and/or 2040-2050</u> 2030-2039 staging period</p>
Studies	<p>Study limits must include the entire <u>MPO planning boundary</u> at a minimum and specifically address one of the other categories listed in this table.</p>	



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

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

Regional Share Criteria

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

- **Section A: Regional impact of proposed projects (230%)**
The degree to which the proposed project addresses a significant regional problem or benefits people throughout the Denver region, including how the project will improve access and mobility for ~~disproportionately impacted and marginalized groups~~ users.
- **Section B: 2050 Metro Vision Regional Transportation Plan priorities (650%)**
The degree to which the proposed project addresses the ~~six~~ investment priorities identified in the RTP: ~~active transportation, air quality, freight, multimodal mobility, regional transit and safety.~~
- **Section C: Project leveraging (405%)**
The amount of non-Regional Share funds contributed toward the overall cost of the project beyond the required minimum match.
- **Section D: Project readiness (150%)**
The degree to which the proposed project sponsor has prepared the project for the application phase and demonstrates the ability to deliver the project within the proposed timeframe if selected for funding.

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

Application form

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

~~The “STBG” track will utilize an application that will solicit and select projects eligible for STBG funds.~~

~~The “Air Quality and Multimodal” track will utilize an application that will solicit and select projects eligible for MMOF, CMAQ, CRP and TA funds. Federal, state and local funding~~



~~types may be combined to reduce the overall required match to 10%, so long as a 20% match is provided for CMAQ, CRP and TA funds.~~

Required training

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

Call for projects and application submittals

The Regional Share call for projects will be announced by DRCOG and be open for [a minimum of](#) eight weeks. Regional Share project applications from individual sponsors will be due to DRCOG and must be submitted on behalf of and in concurrence of the county transportation forums, and CDOT and RTD, as warranted. Each county transportation forum will be permitted a maximum of three submittals. Two submittals will be allowed from RTD, and two from CDOT.

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

Applications from eligible sponsors must be prepared by those that have been [certified as having attended-completed](#) the required training. The application must be affirmed by either the applicant's city or county manager, chief elected official (mayor or county commission chair) for local governments, or agency director or equivalent for other applicants.

DRCOG review and scoring of applications

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

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

Project review panel consideration and recommendation

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



sponsors who have submitted an application for funding consideration may not represent their county transportation forum as a panel member, except for both Broomfield and Denver, who are a city/county government.

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

DRCOG Board draft project considerations

The action taken by the Board will be to recommend Regional Share projects into the draft TIP. Further action will be necessary, after the Subregional Share call for projects, to finalize the project recommendations into an adopted TIP. After the Board makes a recommendation, DRCOG staff will begin to evaluate the draft project list and assign the appropriate funding types in consultation with CDOT, RTD and its federal planning partners.

Subregional Share call for projects

Subregional Share purpose

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

Funding availability

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

The 80% of remaining funding allocated to the Subregional Share is further proportionally targeted for planning purposes ~~to~~for each county transportation forum to ultimately recommend projects back to the DRCOG Board. The ~~breakdown~~ breakdown targeted to each county transportation forum is configured by the average of three factors as compared to the regional total. The three factors are population (source: ~~2019~~ 2024 Department of Local Affairs), employment (source: ~~2019~~ 2024 Department of Local Affairs), and vehicle miles traveled (source: ~~2020~~ 2025 base year from the ~~2020~~ 2025 model run for the 2050 RTP). The average for each county is:

Table 4. Funding target percentage (will be updated in July 2026)

County	Average of factors
Adams	15.44%
Arapahoe	18.61%



Boulder	9.92%
Broomfield	2.44%
Denver	24.22%
Douglas	10.37%
Jefferson	16.50%
Southwest Weld	2.50%

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

Each county transportation forum has the authority to ~~may~~ increase the minimum local match requirement and the federal and state DRCOG-allocated funding request minimum if they wish. Funding targeted to any one specific county transportation forum can be proposed for projects outside of its boundaries, to further foster regional or subregional collaboration, as long as the project also provides benefits to the MPO area. Exact funding levels estimates will be available before the Subregional Share call for projects opens.

County transportation forums

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

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

Each county transportation forum will establish their own governance structure, membership and representatives, other entities invited to attend and quorum rules. Voting shall be established by the county transportation forum and be given to all members, except for DRCOG, CDOT and RTD. Voting rights for other regional agencies



and other stakeholders will be defined by each county transportation forum. While informal discussion may take place through alternative means, such as email or online polling, official votes must be cast at an official meeting (in-person or virtual) that is publicly advertised, open to the public, and contains time on the agenda to receive public comments. County transportation forums are not specifically required to adopt an agreement outlining these items.

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

Eligibility requirements

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

Table 5. Project type categories eligible for Subregional Share funding

Eligible <u>project type</u> categories	Eligible projects or programs for the Subregional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	Pre-construction <u>only</u> activities
Multimodal capital (projects and programs, DRCOG administered funds only)	Listed <u>RTP</u> projects in the 2020-2029 <u>2025-2029 and/or 2030-2034</u> staging periods	Listed <u>RTP</u> projects in the 2030-2039 <u>2035-2039 and/or 2040-2050</u> staging periods
Regional bus rapid transit projects	Listed projects in the 2020-2029 staging period	Listed projects in the 2030-2039 staging period



Eligible <u>project type</u> categories	Eligible projects or programs for the Subregional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	Pre-construction <u>only</u> activities
Corridor Transit planning activities (BRT, service, corridor service projects and programs)	<p>Listed <u>RTP</u> projects in the <u>2020-2029</u>2025-2029 and/or <u>2030-2034</u> staging periods</p> <p><u>Regional mobility hubs</u></p> <p>Any other <u>regional strategic</u> transit improvement <u>that is</u> (must not be an <u>air quality regionally significant project</u> as defined in the RTP)</p> <p><u>Restrictions:</u></p> <p><u>Transit service must be defined in the application, so pilot or starter service projects are not eligible if included as part of an incomplete study.</u></p> <p><u>DRCOG-allocated funding for transit service is limited to a maximum of three years</u></p>	Listed <u>RTP</u> projects in the <u>2030-2039</u> 2030-2039 <u>2035-2039</u> and/or <u>2040-2050</u> staging periods
Arterial safety and Regional Vision Zero (projects and programs)	<p>Listed <u>RTP</u> projects in the <u>2020-2029</u>2025-2029 and/or <u>2030-2034</u> staging periods</p> <p>Any other safety project <u>that is</u> (must not be an <u>air quality regionally significant project</u> as defined in the RTP)</p>	Listed <u>RTP</u> projects in the <u>2030-2039</u> 2030-2039 <u>2035-2039</u> and/or <u>2040-2050</u> staging periods
Active transportation (projects and programs)	<p>Listed <u>RTP</u> projects in the <u>2020-2029</u>2025-2029 and/or <u>2030-2034</u> staging periods</p> <p>Any other active transportation project <u>regardless of location</u></p> <p><u>Additional requirements are listed in the Requirements and commitments for all DRCOG-selected TIP projects selection and outlined in the application</u></p>	Listed <u>RTP</u> projects in the <u>2030-2039</u> 2030-2039 <u>2035-2039</u> and/or <u>2040-2050</u> staging periods



Eligible project type categories	Eligible projects or programs for the Subregional Share (As adopted in Table 3.1 of the RTP at the time of TIP call for projects)	
	Any project phase	Pre-construction only activities
Freight (projects and programs)	Listed <u>RTP</u> projects in the <u>2020-2029</u> 2025-2029 and/or <u>2030-2034</u> staging periods Any other project that primarily improves freight movement <u>that is</u> (must not be an <u>air quality regionally significant project</u> as defined in the RTP)	Listed <u>RTP</u> projects in the <u>2030-2039</u> 2035-2039 and/or <u>2040-2050</u> staging periods
Studies	No eligibility limitations, <u>as long as transportation is the focus</u>	
Other	Other project categories not listed, as long as they're eligible under one of the funding types <u>and</u> (must not be an <u>air quality regionally significant project</u> as defined in the RTP)	

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

For projects that require an Environmental Assessment or an Environmental Impact Statement, the Disclosure Document must be signed or be reasonably expected to be signed by the relevant federal agency within the TIP years being programmed. TIP funding for a previous, current or future study does not constitute a commitment by DRCOG to expedite funding for implementation in a coming TIP cycle, unless decided upon by ~~the an~~ individual subregion county transportation forum during a call.

Subregional Share criteria

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

- Section A: Subregional impact of proposed projects (30~~20~~%)
The degree to which the proposed project addresses a significant subregional problem or benefits people throughout the Denver region, including how the project will improve access and mobility for ~~disproportionately impacted and marginalized population groups~~ all users.
- Section B: RTP Investment priorities (50~~60~~%)
The degree to which the proposed project addresses the ~~six~~ RTP investment priorities identified in the RTP: ~~safety, active transportation, air quality, multimodal mobility, freight, and regional transit.~~
- Section C: Project leveraging (5~~10~~%)
The amount of non-Subregional Share funds contributed toward the overall cost of the proposed project beyond the required minimum match.



- Section D: Project readiness (15%)

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

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

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

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

Application form

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

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

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

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

Required Training

Training shall be required for any eligible sponsor who wishes to submit an application in the Subregional Share call for projects. The training will take place soon after the



Regional Share call for projects is issued. See [the requirements for all DRCOG-selected TIP projects section Section IV.A](#) for additional details.

Call for projects and application submittals

The Subregional Share call for projects will be announced by DRCOG and will be open for [a minimum of](#) 8 weeks. Subregional Share project applications from individual eligible sponsors must be submitted to DRCOG first. DRCOG staff will review for [eligibility, eligibility and conduct other activities to prepare the applications for county transportation forum review \(including items such as posting the applications, and developing the scoring materials\) sheets, and then before](#) returning the eligible applications to each appropriate county transportation forum. While there is no limit on the number of applications any one sponsor can submit for funding to a county transportation forum, each [forum is allowed can to](#) restrict [the number of applications](#) to a manageable number. ~~If any subregions request to have DRCOG staff assist with application review and scoring, the following table outlines the maximum number of applications from each subregion that DRCOG will aid on prior to subregions formally submitting their project recommendations.~~

~~Table 6. Maximum applications DRCOG will assist in scoring~~

County	Maximum
Adams	20
Arapahoe	20
Boulder	15
Broomfield	10
Denver	20
Douglas	15
Jefferson	20
Southwest Weld	10

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

Applications from eligible sponsors must be prepared by individuals certified as having attended one of the required training opportunities. The application must be affirmed by either the applicant's city or county manager, chief elected official (mayor or county commission chair) for local governments, or agency director or equivalent for other applicants.

Application review

DRCOG will review project submittals from each county transportation forum for eligibility; [and conduct other activities to prepare the applications for review, which may include](#) post~~ing~~ to the website and develop~~ing~~ the scoring sheets. DRCOG will also



consult and share application information with CDOT, RTD and any other regional agencies as appropriate. After applications are reviewed for eligibility, each county transportation forum will make a comprehensive evaluation of all eligible applications.

Application evaluations and project selection

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

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

DRCOG Board draft project considerations

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

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



TIP development, adoption and revisions

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

TIP development

Peer and interagency discussion

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

After the completion of both the Regional and Subregional Share calls for projects, staff from DRCOG, CDOT, ~~and RTD~~, FHWA and FTA will discuss preliminary recommendations, as well as requests not selected. The objective of this discussion is to look for conflicts, synergies and opportunities among projects, including what may be the most appropriate funding type to assign to each project. Each agency may consider feedback to revise selection decisions or adjust implementation scheduling.

Wait list

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

Draft TIP preparation

After the Board has made preliminary funding recommendations on Regional and Subregional Share projects, DRCOG staff will prepare a draft TIP. The draft program will be referred to both the TAC and RTC for recommendation and made available for public comment a minimum of 30 days before and at a public hearing by the DRCOG Board of Directors.

The draft TIP will include:

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

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



The Clean Air Act requires DRCOG to show the TIP conforms to the State Implementation Plan for Air Quality. The finding must be based on the most recent forecasts of emissions determined from the latest population, employment, travel and congestion estimates by DRCOG. DRCOG staff will prepare the technical documentation supporting a conformity finding coinciding with preparation of the draft TIP. The conformity document will list regionally significant non-federally funded projects anticipated to be implemented within the TIP time horizon. After the **g**Governor approves the TIP, FHWA and the Environmental Protection Agency make a conformity determination approval that allows the TIP to be incorporated in the Statewide Transportation Improvement Program. The approval letter is the start of the clock for the four-year expiration date of the TIP.

Adoption

Public involvement and hearings

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

Appeals

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

TIP adoption

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

Once the TIP is approved by DRCOG, and air quality conformity is demonstrated, federal law requires the TIP also be approved by the **g**Governor and incorporated directly, without modification, into the Statewide Transportation Improvement Program by CDOT.

TIP revisions

The TIP is subject to revision, either by through an administrative modification by staff, or through TIP amendments (commonly referred to as policy amendments) adopted by the DRCOG Board of Directors. Revisions reflect project changes that may affect the TIP's programming.



DRCOG staff will process any TIP revision by:

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

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

TIP (policy) amendments

TIP amendments are required for the following actions:

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

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

TIP amendments requiring a new conformity finding may only be processed as necessary, but only concurrent with an RTP amendment process. These major



amendments are subject to formal public hearings by the DRCOG Board prior to TAC and RTC recommendation and Board adoption.

Administrative modifications

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

Scope adjustment requirements

As ~~stated in Section IV.A.7~~previously mentioned in the Requirements for all DRCOG-selected TIP projects section, there is an expectation that DRCOG-selected projects will be implemented, at a minimum, with the scope defined in the funding request application and in the adopted TIP. Sometimes sponsors desire to ~~change~~add or delete scope elements ~~within the same budget~~. If this is the case, projects selected in the Regional Share must have confirmation by a majority of the Regional Share project review panel to change scope elements. If the project was recommended from the Subregional Share process through a county transportation forum, the forum must confirm the scope change by a vote. If the project was selected from a set-aside, the DRCOG Set-Aside Policy outlines the procedures for scope changes.

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

~~If the project review panel or subregional forum agrees to the scope changes, DRCOG staff will process the request as an administrative modification. If scope changes are deemed significant by the DRCOG Transportation Planning and Operations Director or Executive Director (the new proposed scope is vastly different than the approved scope), DRCOG reserves the right to reject the scope change altogether or bring the scope change through the TIP amendment process.~~

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

Project cancelations

In the event a TIP project is cancelled by the project sponsor or project savings are realized and funding is returned to DRCOG for reprogramming, the funding will return to



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

STIP actions prior to TIP revisions

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



Changes in funding allocations

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

Funding increase

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

- First, DRCOG will use any newly identified revenues to reverse any previous funding decreases, if any exist. By doing this, DRCOG can continue to fund previous funding awards without potentially cutting project funding.
- ~~First~~Second, existing funds will be advanced for projects already awarded funds in the TIP, as applicable. In some circumstances, funds may be flexed between types to advance projects.
- After options for advancing currently funded projects have been exhausted, new projects will be selected from the established wait lists with remaining funds in the following way.
 - All new revenues will be split according to the established funding split; 20% to the Regional Share and 80% to the Subregional Share processes. Subregional funds will be further broken down and targeted to individual county transportation forums according to the established breakdown ~~in~~ Section IV.G.
- A new call for projects may be necessary to select new projects if the wait list projects are exhausted or if the amount of new funding greatly exceeds the wait list funding requests. DRCOG Board approval will be required to issue a new call beyond the Regional and Subregional Share calls outlined in this document.

Funding decrease

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

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

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

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

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

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



- a. Previously granted project immunity.
 - b. Project readiness (projects, regardless of sponsor, that are or will be ready for ad in the next three months, as jointly determined by CDOT, RTD and the sponsor)
- B. DRCOG staff will query work with the Regional Share project review panel and each county transportation forum to submit to DRCOG projects create a list of projects that either were the lowest scored or have the lowest priority to be deferred impacted, along with the necessary action (deferral, scope reduction, partial or full cancellation). Any project deferral, either voluntary or involuntary, will not be counted as a project delay.



Appendix A - RTD and CDOT selection processes

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

RTD process

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

RTD solicits Five-Year Financial Forecast projects

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

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

Regionally significant projects are identified

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

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

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

Projects subjected to screening criteria

RTD staff compiles all regionally significant projects into two lists: one for capital projects and one for operating projects. Items in the lists are grouped according to the category of the project, such as park-n-rides, information technology or vehicle purchases. The projects are then scored based on the screening criteria by RTD's Senior Leadership.



- Does the project conform to RTD's mission statement?
- Safety benefit.
- Provision of reliable service.
- Provision of accessible service.
- Provision of cost-effective service.
- Meets future needs.
- Operational benefit.
- Business unit benefit.
- Risk of no-action.

Subject projects to fiscal constraints and develop cash flow

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

Title VI review

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

Board review and adoption

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

CDOT process

Basic underlying premises

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

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



Detail by funding program

Regional Priority Program, or RPP – CDOT uses a qualitative assessment to determine RPP funding priorities. The assessment is based on several factors, including but not limited to the priorities discussed at the county hearings, availability of funding, project readiness (design, environmental and right of way clearances), pertinent Transportation Commission policies, coordination with the CDOT 10-Year Plan and geographic distribution. CDOT regions have a need for a small, unprogrammed pool of funds to address unplanned needs that require relatively small funding investments. Therefore, CDOT also may choose to reserve a small pool of RPP funds to address these needs. For every RPP project selected, CDOT will also consider how well the project supports the adopted RTP. The CDOT ~~r~~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 or replace selected bridges, project readiness and funding limits.

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

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

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



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

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

Transit Program – CDOT administers FTA awards through the Division of Transit and Rail DTR. There are multiple programs covering a variety of eligible project types and subrecipients in both rural and small urbanized areas. RTD and DRCOG administer their respective FTA funds in the large urbanized area.

ADA Compliance – CDOT is pursuing an aggressive strategy of upgrading curb ramps through regular program delivery as well as committing dedicated funding toward curb ramp upgrading to achieve ADA compliance.

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

ITS – CDOT uses advanced technology and information systems to manage and maintain safe and free flowing state highways and to inform motorists in Colorado about traffic and roadway conditions. Travel information is provided to the public by a variety of methods.

- The COtrip.org website and app displaying camera images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts), and more.
- 511 Interactive Voice Response system providing up-to-date road and weather conditions, construction, special events, travel times, and transfers to bordering states and other transportation providers.
- Automated email and text messages using GovDelivery as third-party provider.



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

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

Transportation Alternatives Program, or TAP – The TAP ~~program~~ provides funding for bicycle, pedestrian, historic, scenic and environmental mitigation transportation projects. The program replaces the funding from former programs including Transportation Enhancements, and Scenic Byways, ~~Safe Routes to School, and Recreational Trails~~ by wrapping some elements of those programs into a single funding source. CDOT receives 50% of the funding allocated to the state, with the remaining split among the MPOs. A small portion of the State's allocation is distributed to the Colorado Parks & Wildlife division where the recreational trails grant program is housed and awarded to local communities to build and maintain their recreational trails.

Region Design Program – ~~Funds from the Transportation Commission Contingency Reserve Fund were used to establish this new program. This pool of preconstruction funds will allow achievement of selected significant preconstruction milestones in order to advance future projects.~~

Safe Routes to School, or SRTS – Since 2005, Congress has passed several transportation bills that have ~~impacted~~ advanced SRTS. Currently the program ~~does not have dedicated federal funding, but it is eligible for federal funding from other programs~~ is funded via a mix of federal and state investments. ~~Additionally, in 2015, CDOT's Transportation Commission resolved to commit \$2.5 million annually for the program (\$2 million to infrastructure projects that are within 2 miles of a school and \$500,000 for non-infrastructure projects).~~ This program enables and encourages children to safely walk and bicycle to school. The program provides technical assistance, awareness building activities, advocacy tools and funds behavior change and infrastructure projects. Applicants eEligible for the grant funds ~~applicants~~ include any political subdivision of the state (school district, city, county or state entity). Nonprofits may also apply by partnering with a state subdivision as the administrator. Funds are awarded through a statewide competitive process for projects impacting students in K-12~~8~~ grades. Projects are selected by a nine-member appointed panel consisting of bicyclists, pedestrians, educators, parents, law enforcement, and MPO and TPR representatives.



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



Appendix B - Eligible projects by funding source

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

Congestion Mitigation/Air Quality, or CMAQ

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

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

[Detailed CMAQ guidance](#) is available from FHWA.

Surface Transportation Block Grant, or STBG

The types of projects in this section are eligible.

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



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

[Detailed STBG guidance](#) is available from FHWA.

Transportation Alternatives, or TA

The types of projects in this section are eligible.

- Construction, planning and design of on-road and off-road active transportation facilities and related infrastructure.
- Conversion and use of abandoned railroad corridors for trails.
- Turnouts, overlooks and viewing areas.
- Community improvement activities (outdoor advertising, historic transportation facilities, vegetation management practices and archaeological activities).
- Environmental mitigation activity (stormwater management and vehicle-caused wildlife mortality).
- Safe routes to school program.
- Vulnerable road user safety assessments.
- Studies as necessary to plan and implement an eligible project.

[Detailed TA guidance](#) is available from FHWA.

Carbon Reduction Program, or CRP

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

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



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

[Detailed CRP guidance](#) is available from FHWA.

Multimodal Transportation and Mitigation Options Funds, or MMOF

The types of projects in this section are eligible.

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

[Detailed MMOF guidance](#) is available from CDOT.



Appendix C - Eligible 2050 RTP projects

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

This table only includes the major projects listed in the RTP, and other projects may be eligible as long as they are not regionally significant in regard to air quality. Projects or project segments already funded with DRCOG funds in previous TIPs have been removed.

Table 7. List of eligible RTP projects

To be provided.



Appendix D - Base TIP application

To be provided.

