

## **TIP Policy Document Amendment: Highlighted Edits to Date**

- Any deviation from the main Regional and Subregional calls for projects being held every four years requires Board approval.
  - Board approval has been added.
- Matching funds are required to be available at the time of application or expected to be available before the IGA process begins.
  - Current language only states funds need to be reasonably expected at application time.
- Projects that affect air quality were previously known as “capacity projects”. The policy now refers to these as “regionally significant projects”. “Capital project” refers to any infrastructure project.
  - This change in the TIP is meant to match RTP language.
- Text sections on freight and advance construction are deleted.
  - Although important, these sections do not provide or list any applicant requirements.
- DRCOG reserves the right to hold back funding for future programming if it’s believed upcoming legislation is not defined enough to provide detailed future funding estimates. If this arises, all parties will be notified.
  - This allows DRCOG the ability to program less than 100% of future estimated funding at the calls for projects, based on the premise that’s it safer to provide additional funding opportunities later rather than potentially cut recently funded scope elements or entire projects if funding estimates are off.
- Elimination of the dual track method in both calls for projects, including the opportunity to reduce match to only 10%.
  - DRCOG has no MMOF funding to program until Fiscal Year 2030, coupled with the lack of stability of the funding source.
- With the ongoing development of the new RTP, the existing six project and program investment priorities may be adjusted.
- Sponsors should use an appropriate inflation factor based on the current construction cost index provided by CDOT.
  - Current language mandates a minimum 3% inflation factor.
- Added a new section on project readiness, emphasizing the last step in a sponsor’s process should be to fill out an application.
  - This added emphasis is planned to continue into the draft application.
- Updated the project delays section, to state the entire process is really two steps; step one is the existing monthly updates that sponsors provide, and step 2 is the existing first and second year delay process.

- This section has just been re-worded, with no proposed policy changes.
- Transit pilot or starter service must be fully defined within the application scope. Therefore, it is not eligible if it's included as part of an incomplete study (TIP funded or not).
  - Updated eligibility in both the Regional and Subregional Share based on conversations with CDOT and FTA.
- Recommend adjustments to both the Regional and Subregional Share application section weighting.
- If the Regional Share project review panel continues to be utilized, staff recommend project sponsors who have submitted an application through their forum may not represent their forum as a panel member, except for both Denver and Broomfield as a city/county government.
  - This is an attempt to remove as much bias and favoritism as possible.
- Subregional Share funding targets by county will be available later this year and may be adjusted as an outcome of Gilpin and Clear Creek Counties joining the MPO.
- In the Subregional Share process, county transportation forums currently have the option to have DRCOG score a stated maximum number of applications. The option for forums still exists for DRCOG to score, but the maximum applications per forum has been removed.
- If DRCOG funding allocations have become overprogrammed since the TIP was adopted due to funding reductions, DRCOG will first use funding from any cancelled projects to make the entire program whole again, before allowing the returned funds to be reprogrammed.
- Any newly identified revenues will first be used by DRCOG to reverse any previous funding decreases.