



Appendix C - Base TIP application questions

Section A: Project information

This section is not scored or weighted.

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

Section B: Impact of proposed project

This section is scored with a weighting of 25%.

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

urban development, urban centers, housing, employment and accessibility to natural resources and recreational areas, as outlined in Metro Vision?

Section C: Regional Transportation Plan priorities

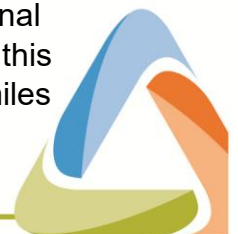
This section is scored with a weighting of 50% in the Regional Share and 60% in the Subregional Share.

Reliability

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

Air quality

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



traveled, and therefore improving air quality within the project limits and throughout the metropolitan area?

Regional Transit

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

Safety

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

Freight

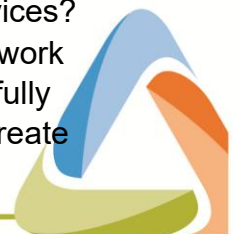
- Is this project located in or impact access to a defined Freight Cluster?
- Is the project located on any tier of the defined Regional Highway Freight Vision Network?



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

Active Transportation

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



a safe, comfortable and connected walking and bicycling network, particularly improvements in line with the recommendations in the Denver Regional Active Transportation Plan and Regional Complete Streets Toolkit.

Section D: Project Readiness

This section is scored with a weighting of 15%.

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



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

Section E: Regionalism

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

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

