



Transportation Alternatives Program Guidelines and Application

3/1/16

Table of Contents

Introduction	3
FAST Act	3
Where Do I Submit My Application?	3
Section 1: Eligibility	2
Who May Apply for Transportation Alternatives Funds.....	2
Eligible Transportation Alternative Activities and Project Categories.....	3
Section 2 – Evaluation Process	6
Application and Scoring Criteria	6
CDOT Region Screening and Scoring Process	7
Section 3 – Project Implementation	8
Local Agency Manual	8
Section 4 – Financing	9
Local Match.....	9
Section 5 – Application Instructions and Form	10
Application Instructions.....	10
Application Form	12
Appendix A – Eligibility and Scoring Criteria.....	15
Appendix B – CDOT Region Map and TAP Contacts	24
Appendix C – Reference and Source Guides for the Transportation Alternatives Program.....	25
Appendix D – Application Criteria Maps.....	26

Introduction

FAST Act

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act. The FAST Act authorizes Federal highway, transit, and rail programs and represents the first long-term comprehensive surface transportation legislation since 2005. The FAST Act is a five year (FY 2016 – FY 2020) \$300 billion highway, transit, highway safety and rail bill. The legislation provides the framework for investments to guide the growth and development of the country's vital transportation infrastructure.

The Transportation Alternatives Program (TAP) was first established in 2012 under the previous federal transportation legislation Moving Ahead for Progress in the 21st Century (MAP-21), and has been redefined under the FAST Act. In the Fast Act, the TAP program falls under the Surface Transportation Block Grant program, and TAP has become a set-aside of this block grant.*

The FAST Act maintains the eligibility requirements for TAP, and provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Where Do I Submit My Application?

While no two state Transportation Alternatives programs are exactly alike, each state program has several characteristics with which you will want to be familiar. We address these characteristics as they apply to Colorado in the following sections: 1) Eligibility; 2) Evaluation Process; 3) Project Implementation; 4) Financing. The Colorado Department of Transportation (CDOT) is prepared to assist all applicants in understanding the federal requirements of TAP.

CDOT is divided into five engineering regions throughout the state. Each Region is headed by a Regional Transportation Director and has planning staff that will work with you throughout the application process. **Appendix B** shows a map of the CDOT Regions and identifies the CDOT contact for TAP in your region. Each Region has specific guidelines that meet the unique needs

* For the purpose of this document, CDOT will continue to refer to the TAP program as "TAP" instead of "Surface Transportation Block Grant Set-Aside," which is how TAP is renamed in FAST.

and situations for that Region. Therefore, communicating with your CDOT Region is crucial in developing and submitting your application.

Section 1: Eligibility

Who May Apply for Transportation Alternatives Funds

The eligible entities to receive TAP funds are:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a Metropolitan Planning Organization (MPO) or State DOT) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

State DOTs and MPOs are not eligible entities as defined under 213(c)(4)(B) and therefore are not eligible project sponsors for TAP funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.

Non-Governmental Organizations are eligible to partner with a government entity when applying for funding.

Local government entities include any unit of local government below a State government agency, except for MPOs. Examples include city, town, or county agencies.

Transit agencies include any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration (FTA).

Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:

- State or local park or forest agencies
- State or local fish and game or wildlife agencies
- Department of the Interior Land Management Agencies
- U.S. Forest Service

Eligible Transportation Alternative Activities and Project Categories

Under 23 U.S.C. 213(b), eligible activities under the TAP consist of the following. For the purpose of simplicity, CDOT has further defined these activities into three project categories.

1. Bicycle/Pedestrian, Non-motorized forms of transportation activities
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
2. Environmental Mitigation transportation activities
 - Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - i. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - ii. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - Archaeological activities relating to impacts from implementation of transportation projects eligible under title 23.
3. Historic/Scenic transportation activities
 - Construction of turnouts, overlooks, and viewing areas.
 - Community improvement activities, which include but are not limited to:
 - i. Inventory, control, or removal of outdoor advertising;
 - ii. Historic preservation and rehabilitation of historic transportation facilities.

TAP funds cannot be used for:

- State or MPO administrative purposes
- Grant administration
- Promotional activities.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
- Routine maintenance and operations.
- Safety and educational activities for pedestrians and bicyclists. Note that safety and educational activities for K-8 children to safely walk and bike to school are eligible under the CDOT Safe Routes to School Program, which is funded separately from TAP. For more information about the CDOT Safe Routes to School Program, please visit: www.codot.gov/programs/bikeped/safe-routes
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields), and scenic or historic highway programs (including tourist and welcome center facilities). *Exceptions:* A few specific activities under this category are eligible for funding as TAP projects, including construction of turnouts, overlooks, and viewing areas; historic preservation and rehabilitation of historic transportation facilities; and bicycle and pedestrian facilities.
- Landscaping and other scenic beautification. However, under the "community improvement activities" category, projects such as streetscaping and corridor landscaping may be eligible under TAP if selected through the required competitive process. States may use TAP funds to meet junkyard screening and removal requirements under 23 U.S.C. 136 if selected through the competitive process. Landscaping and scenic enhancement features, including junkyard removal and screening, may be eligible as part of the construction of any Federal-aid highway project under 23 U.S.C. 319, including TAP-funded projects.
- Historic preservation, and rehabilitation and operation of historic buildings, structures, or facilities (including historic railroad facilities and canals). Historic preservation activities now are limited to historic preservation and rehabilitation activities relating to a historic transportation facility. See section 101(a)(29)(E). Operation of historic transportation facilities is not eligible under TAP.
- Archaeological planning and research. Under TAP, archaeological activities must relate to impacts from implementation of a transportation project eligible under title 23.
- Establishment of transportation museums. There is no eligibility for this activity under TAP.

Careful consideration should be given to whether an activity falls within the eligibilities created under TAP. For more information regarding definitions of eligible TAP activities, please refer to the Federal Highway Administration TAP Guidance at <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm> or contact your CDOT Region (see **Appendix B**).

Section 2 – Evaluation Process

Application and Scoring Criteria

CDOT uses a two-step evaluation method to determine if projects qualify under the TAP. Applications must first meet all of the following *threshold* criteria:

- Applicant is an eligible entity to receive TAP funding and has the authority to enter into a contract with the State. (See Section 1 – Eligibility)
- The application form is filled out correctly and includes all required attachments.
- The application is received by CDOT or the agency designated by your CDOT Region prior to the application deadline.
- The applicant demonstrates how the project is one or more of the three eligible Transportation Alternatives categories.
- Project must demonstrate a relationship to surface transportation.
- The application demonstrates that the required 20% minimum local match is available to support the project.
- The application includes a commitment for long-term maintenance of the completed project.
- Applicant does not currently have any other projects with CDOT that are on the FHWA inactive projects report.
- The completed project is open to the general public and meets the accessibility standards of the Americans with Disabilities Act.
- The completed application meets applicable federal, state, and local requirements.
- The application demonstrates that the completed project fulfills a public need or benefit related to the State’s transportation system.

Applicants who meet the threshold criteria will then be scored and ranked according to the following criteria.

For Bicycle/Pedestrian, Non-motorized forms of transportation activities:

- Enhance Safety
- Increase Bicycling and/or Walking Activity
- Maximize Transportation Investment / Network Connectivity Improvement
- Improve State & Regional Economy
- Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health
- Provide Transportation Equity
- Project Readiness
- Integration with Plans and Community Documented Support

For Environmental Mitigation transportation activities:

- Environmental Sensitivity
- Project Readiness
- Integration with Plans and Community Documented Support

For Historic / Scenic transportation activities:

- Community aesthetics, quality of life, or cultural understanding
- Project Readiness
- Integration with Plans and Community Documented Support

Project sponsors are encouraged to submit their applications as soon as possible. Early application submission allows for the expeditious completion of the application evaluation process and provides an opportunity for the Region to resolve any issues discovered during their review.

For more information on eligibility and scoring criteria, please see [Appendix A](#).

CDOT Region Screening and Scoring Process

Each CDOT Region is responsible for screening and scoring TAP projects in their region. Variances occur within each CDOT Region due to specific requirements of the governmental and/or local agencies within each Region. We highly recommend that all applicants contact the appropriate CDOT Region TAP contact prior to developing your application. See [Appendix B](#) for how to contact the appropriate Region staff.

Section 3 – Project Implementation

There are two phases involved in project implementation: 1) the project development / engineering phase; and 2) the project construction / completion phase. After a TAP project is approved for funding and incorporated in the Statewide Transportation Improvement Program (STIP), CDOT and the local agency initiate a detailed sequence of events to complete the project. CDOT's main objective is to assist project applicants in successfully completing their project with minimal administrative oversight, while ensuring they satisfy all federal and state requirements. **Please refer to the CDOT Local Agency Manual and contact your CDOT Region (see Appendix B) for detailed information on this process.**

Local Agency Manual

The main purpose of the CDOT Local Agency Manual is to assist Local Agency personnel (a public agency, local public agency, established public owned organization, or private interest that can legally enter into an agreement with CDOT for a transportation project) involved in the design, construction and management of State and Federally funded projects. The Manual is also recommended for CDOT personnel who manage Local Agency projects.

https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual

Section 4 – Financing

Local Match

Applicants for Transportation Alternatives program funds must provide at least 20% of the total project costs in matching funds. Minimum request for federal dollars is \$50,000. Maximum request is the pool limit for the Region. Contact your CDOT Region (**See Appendix B**) for more information about financing requirements specific to your area.

Local match must be cash or cash equivalent (i.e. design, right of way, and materials). Cash equivalent must be as defined by FHWA and approved by FHWA.

Section 5 – Application Instructions and Form

Application Instructions

Please be sure to fill out the Transportation Alternatives form completely. Incomplete applications will be returned to the applicant and not considered in the selection process. One digital copy and one hard copy of all documents must be submitted with the application. Please indicate if you would like any materials returned at the conclusion of the selection process.

Applicant Information:

1. Indicate whether your agency is part of a municipality, county, state agency, federal agency, or tribal government.
2. The name of your agency.
3. List any other agencies or individuals who are sponsoring the project.
4. Indicate the contact person from your agency who is responsible for overseeing this project. Also indicate their title and telephone number.
5. Your agency's mailing address, including city, state and zip code.

Project Description:

6. The name of the project.
7. The general location of the project, or physical address, if applicable.
8. If a physical address is not applicable, indicate information regarding the project location to identify the specific location.
9. Name of the county in which the project is located.
10. Name of the municipality in which the project is located.
11. If the project has a beginning point and an ending point, indicate the total length.
12. Briefly describe the project.

Eligibility:

13. The project must fall into at least one of the three eligible project categories. See Application Section 1: Eligibility.

Funding:

14. Indicate if the project is defined in a regional plan. If yes, please identify the plan.
15. Indicate if the project is defined in a local plan. If yes, please identify the plan.
16. Indicate if the project is part of a Governor's Initiative for the State of Colorado. If yes, please identify the initiative.
17. Indicate the total amount of federal TAP funds of the total project cost that are being requested. Provide the fiscal year for when you are requesting TAP funding in the "Date Available" column. Note that all TAP projects must pay Davis-Bacon wages regardless of location and proximity to CDOT Right of Way. Please be sure to factor in these costs in the total project cost.
18. Indicate the total amount of the project costs that will be funded by a local match. Provide the fiscal year for when the local match funds will be available in the "Date Available" column. Provide the name of the agency or entity that will provide the funds for the local match under the "Source of Funds" column.
19. List the total amount of funds secured from other sources. Provide the fiscal year for when the other funds will be available in the "Date Available" column. Provide the name of the agency or entity that will provide the other funds under the "Source of Funds" column.
20. Indicate the total cost of the project.
21. Indicate if your agency has been awarded TAP or TE funds previously. If yes, please provide the award dates and project details.

Required Attachments:

22. Attach all items in this section and label the attachments accordingly. If a particular attachment is not applicable to the project, we recommend attaching an appropriately labeled page and writing "Not Applicable" on the page. This will provide consistency in the application process and insure there are no missing pages in the application package.

Signature:

23. Indicate the name and title of the authorized representative of your agency who is responsible or authorized to implement the activities of the project.
24. The authorized representative must sign and date the application.

Application Form

See next page.

FY2018-FY2020 TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION

Colorado Department of Transportation

Please type or print legibly

APPLICANT INFORMATION			
1. ELIGIBLE APPLICANT AGENCY – indicate ONE <input type="checkbox"/> Municipality <input type="checkbox"/> County <input type="checkbox"/> State Agency <input type="checkbox"/> Federal Agency <input type="checkbox"/> Other _____			
2. AGENCY NAME	3. ADDITIONAL SPONSORS OR CO-SPONSORS		
4. CONTACT PERSON	TITLE	PHONE	
5. AGENCY MAILING ADDRESS	CITY	STATE	ZIP
PROJECT DESCRIPTION			
6. PROJECT NAME			
7. PROJECT LOCATION/ADDRESS	8. PROJECT LIMITS (mileposts, intersecting roadways, rivers, other geographic features)		
9. COUNTY	10. MUNICIPALITY	11. PROJECT LENGTH	
12. 1-2 SENTENCE DESCRIPTION OF PROJECT			
ELIGIBILITY			
13. PROJECT CATEGORY – check all that apply			
PEDESTRIAN & BICYCLE/ NON-MOTORIZED TRANSPORTATION <input type="checkbox"/> Bicycle & pedestrian / Non-Motorized transportation facilities <input type="checkbox"/> Infrastructure related projects to provide safe routes for non-drivers <input type="checkbox"/> Conversion of abandoned railway corridors to trails		HISTORIC / SCENIC TRANSPORTATION ACTIVITIES <input type="checkbox"/> Construction of turnouts, overlooks, and viewing areas <input type="checkbox"/> Control and/ or removal of outdoor advertising <input type="checkbox"/> Historic preservation and rehabilitation of transportation facilities	
ENVIRONMENTAL MITIGATION <input type="checkbox"/> Mitigation of water pollution due to highway runoff <input type="checkbox"/> Reduction of vehicle-caused wildlife mortality <input type="checkbox"/> Vegetation management practices <input type="checkbox"/> Archaeological activities relating to impacts from a transportation project			

PLAN INTEGRATION

14. Is your project defined in a regional plan? Y N If yes, please identify the plan:

15. Is your project defined in a local plan? Y N If yes, please identify the plan:

16. Is your project part of a Governor's Initiative for the State of Colorado? Y N If yes, please identify the initiative:

FUNDING

PROJECT COST	FY18	FY19	FY20	TOTAL (\$)
17. FEDERAL TAP FUNDS REQUESTED				
18. LOCAL MATCH FUNDS				
19. OTHER FUNDING SECURED*				
20. TOTAL PROJECT COST				

*Please list all other funding sources.

PREVIOUS TAP FUNDS AWARDED

21. Has your agency had any project or project phase listed on the FHWA inactive list? Y or N (Check One)
If yes, please provide details:

REQUIRED INFORMATION

22. REQUIRED ATTACHMENTS – please label attachments accordingly

- Attachment A – Description of proposed project
- Attachment B – Maps, plans and photographs
- Attachment C – Evidence of eligibility by project category
- Attachment D – Benefits of proposed project
- Attachment E – Environmental Review
- Attachment F – Budget and implementation schedule signed by CDOT
- Attachment G – Proposed maintenance plans, agreements, covenants
- Attachment H – Resolutions of community financial support and letters of approval
- Attachment I – Right-of-way or legal property description

SIGNATURE

23. AUTHORIZED AGENCY REPRESENTATIVE	TITLE
24. SIGNATURE	DATE

CDOT USE ONLY

CDOT RTD OR DESIGNEE / TITLE / DATE	STIP #	PROJECT #
CDOT RESIDENT OR PROGRAM ENGINEER / TITLE / DATE	<input type="checkbox"/> Approved <input type="checkbox"/> Disapproved	

Appendix A – Eligibility and Scoring Criteria

Project Category 1: Pedestrian & Bicycle / Non-Motorized Transportation

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

- **Bicycle & Pedestrian / Non-Motorized transportation facilities**
Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.). Project examples include:
 - New or reconstructed sidewalks, walkways, or curb ramps
 - Bike lane striping
 - Wide paved shoulders
 - Bike parking and bus racks
 - New or reconstructed off-road trails
 - Bike and pedestrian bridges and underpasses

- **Infrastructure related projects to provide safe routes for non-drivers**
Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. Communities applying for TAP funding in this category should consider ways to improve the ability of non-drivers to access daily needs, such as schools, clinics, libraries, markets, and public transportation.

- **Conversion of abandoned railway corridors to trails**
Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users. Project examples include:
 - Planning, designing, and constructing multi-use trails along a railroad right-of-way
 - Major reconstructions of multi-use trails along a railroad right-of-way
 - Developing rail-with-trail projects
 - Purchasing unused railroad property for reuse

Scoring Criteria for Pedestrian & Bicycle / Non-Motorized Transportation Projects:

(See next page)

Pedestrian & Bicycle / Non-Motorized Transportation Projects

Scoring Criteria	Points Possible	Score
Enhance Safety		
Provides a shared use path or enhanced separation from motorized vehicles	9	
Provides safe crossing at railroad, roadway or waterway	5	
Eliminates or mitigates roadway hazards (drainage system, pavement edge drop, etc.)	5	
Project is in a high pedestrian and/or bike crash area (Three or more incidents in last five years; "Area" is defined as an intersection or corridor segment not exceeding a quarter mile in length)	5	
Maximize Transportation Investment / Network Connectivity Improvement		
Closes gap between two existing facilities or extends existing facility	3	
Project will include installation of bike/ped counting device	3	
Increases access to school, or existing activity center such as parks, library, transit station, park and ride, etc.	3	
Enhances wayfinding; i.e. signage or systems used to convey location and directions to non-motorized transportation users	3	
Improve State & Regional Economy		
Provides better access to employment locations	3	
Supports tourism activities	3	
Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health		
Provides access to public lands (land owned by a government entity) and/or is located on or connects to a Scenic Byway	2	
Project is located in defined downtown or "Main Street" area (preserves or enhances downtown character)	2	
Project is located in a county with a high obesity rate according to Overweight and Obese Population in Colorado map in Appendix D. (See #9 of application for project location.) <ul style="list-style-type: none"> • <u>2 Points</u>: Project is located in county in the Highest Quartile (64.6-79.4%) • <u>1 Point</u>: Project is located in county in Third Quartile (57.2-64.5%) (Zero points awarded if outside these thresholds.)	2	

Provide Transportation Equity		
<p>Project is located in a county with a median household income below \$50,000 according to Median Household Income map in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in county with a median household income of < \$40,000. • <u>1 Point:</u> Project is located in county with a median household income of \$40,000 to \$50,000. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>Project is located in an area that contains a high minority, or non-white population, according to the Non-White Population map in Appendix D. (See #9 and #10 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in an area with a non-white population of 76% and greater. • <u>1 Point:</u> Project is located in an area with a non-white population of 51 – 75%. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>Project is located in a county where a high share of the population is age 65 years and older, according to map in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in a county with > 20% of population 65 years and older. • <u>1 Point:</u> Project is located in a county with 15 to 20% of population 65 years and older. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>This project would bring an existing facility within CDOT Right of Way into compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).</p>	2	
Project Readiness		
<p>Applicant has worked with CDOT Region on developing an acceptable implementation schedule and project budget. (See #21 of application, Attachment F)</p>	10	
<p>Risk Assessment complete with CDOT Local Agency Coordinator</p> <ul style="list-style-type: none"> • <u>10 Points:</u> Project is low risk • <u>5 Points:</u> Project is medium risk • <u>0 Points:</u> Project is high risk 	10	
Integration With Plans, Initiatives, and Documented Community Support		
<p>Project is defined in a regional plan. (See #14 of application)</p>	10	
<p>Project is in a local plan. (See #15 of application)</p>	6	
<p>Project is part of a Governor’s Initiative for the State of Colorado. (See #16 of Application.)</p>	2	
<p>Project has documented community financial support of 20% or more of the total project cost. (See #17 and #18 of application)</p>	6	
Total:	100	

Project Category 2: Environmental Mitigation Transportation Projects

Types of projects eligible for funding under this category are any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:

- Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23. Examples of projects include:
 - Detention and sediment basins
 - Stream channel stabilization
 - Storm drain stenciling and river clean-ups

- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats. Examples of projects include:
 - Wetlands acquisition and restoration
 - Stream channel stabilization
 - Wildlife underpasses or overpasses which may include bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity
 - Monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality

- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control. Examples of projects include:
 - Clearing of low-hanging branches or other vegetation encroaching on a travel corridor.
 - Landscaping to improve sightlines or other safety considerations
 - Planting grasses or wildflowers to manage erosion along transportation corridors
 - Note TAP funds cannot be used for scenic beautification projects

- Archaeological activities relating to impacts from implementation of transportation projects eligible under title 23. Examples of projects include:
 - Research, preservation planning, and interpretation
 - Developing interpretive signs, exhibits, and guides
 - Inventories and surveys
 - Note only projects related to the impacts of implementing a transportation project are eligible for TAP funding under this category.

Scoring Criteria for Environmental Mitigation Transportation Projects:

(See next page)

Environmental Mitigation Transportation Projects

Scoring Criteria	Points Possible	Score
Enhance Safety		
Project reduces wildlife-vehicle crashes where patterns exist	8	
Project addresses public health and environmental safety by improving water quality and addressing water pollution related to highway construction or due to highway runoff	8	
Project uses vegetation management practices that improve safety by eliminating obstructions to a driver's view of traffic control devices, approaching vehicles, wildlife and livestock, and/or pedestrians and bicycles	8	
Environmental Sensitivity		
Project helps minimize transportation system impacts to the environment by restoring/maintaining connectivity among terrestrial or aquatic habitats.	8	
Project helps minimize transportation system impacts to the environment by addressing sediment control, or providing slope stabilization related to storm water management.	8	
Project helps minimize transportation system impacts to the environment through archaeological activities (i.e. interpretive signs, exhibits and guides; research, preservation planning, and interpretation; inventories and surveys) relating to impacts from implementation of transportation projects	8	
Provide Transportation Equity		
<p>Project is located in a county with a median household income below \$50,000 according to Median Household Income map in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> <u>2 Points:</u> Project is located in county with a median household income of < \$40,000. <u>1 Point:</u> Project is located in county with a median household income of \$40,000 to \$50,000. <p>(Zero points awarded if outside these thresholds.)</p>	2	

<p>Project is located in an area that contains a high minority, or non-white population, according to the Non-White Population map in Appendix D. (See #9 and #10 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in an area with a non-white population of 76% and greater. • <u>1 Point:</u> Project is located in an area with a non-white population of 51 – 75%. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>Project is located in a county where a high share of the population is age 65 years and older, according to map in in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in a county with > 20% of population 65 years and older. • <u>1 Point:</u> Project is located in a county with 15 to 20% of population 65 years and older. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>This project would bring an existing facility within CDOT Right of Way into compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).</p>	2	
Project Readiness		
<p>Applicant has worked with CDOT Region on developing an acceptable implementation schedule and project budget. Please attach a letter signed by CDOT documenting this. (See #21 of application, Attachment F)</p>	10	
<p>Risk Assessment complete with CDOT Local Agency Coordinator</p> <ul style="list-style-type: none"> • <u>10 Points:</u> Project is low risk • <u>5 Points:</u> Project is medium risk • <u>0 Points:</u> Project is high risk 	10	
Integration with Plans, Initiatives, and Community Documented Support		
<p>Project is defined in a regional plan. (See #14 of application)</p>	10	
<p>Project is in a local plan. (See #15 of application)</p>	6	
<p>Project is part of a Governor’s Initiative for the State of Colorado. (See #16 of Application.)</p>	2	
<p>Project has documented community financial support of 20% or more of the total project cost. (See #18 and #19 of application)</p>	6	
Total:	100	

Project Category 3: Historic / Scenic Transportation Projects

Types of historic/scenic transportation activities eligible under this category include community improvement activities, such as:

- Construction of turnouts, overlooks, and viewing areas.
 - Note TAP funds may not be used for the construction of visitor centers. Additionally, funds cannot be used for marketing or promotion not related to the scenic or historic highway program, nor can they be used for the staffing, operating, or maintenance costs of facilities. TAP funds also cannot be used for tourist and welcome centers.
- Inventory, control, or removal of outdoor advertising
 - Billboard inventories, including those done with GIS/GPS;
 - Removal of illegal and non-conforming billboards. Non-conforming signs are those signs that were lawfully erected but do not now comply with the Highway Beautification Act of 1965. Please visit http://www.fhwa.dot.gov/real_estate/oac/zoningop.cfm for more information.
- Historic preservation and rehabilitation of historic transportation facilities
 - Restoration and reuse of historic buildings with strong link to transportation history
 - Restoration and reuse of historic buildings for transportation related purposes
 - Interpretive displays at historic sites
 - Access improvements to historic sites and buildings
 - Restoration of railroad depots, bus stations, and lighthouses
 - Rehabilitation of rail trestles, tunnels, bridges, and canals
 - Note TAP funds may not be used for the sole purpose of replicating a historic building and cannot be used for the operation of historic sites.

Scoring Criteria for Historic / Scenic Transportation Projects:

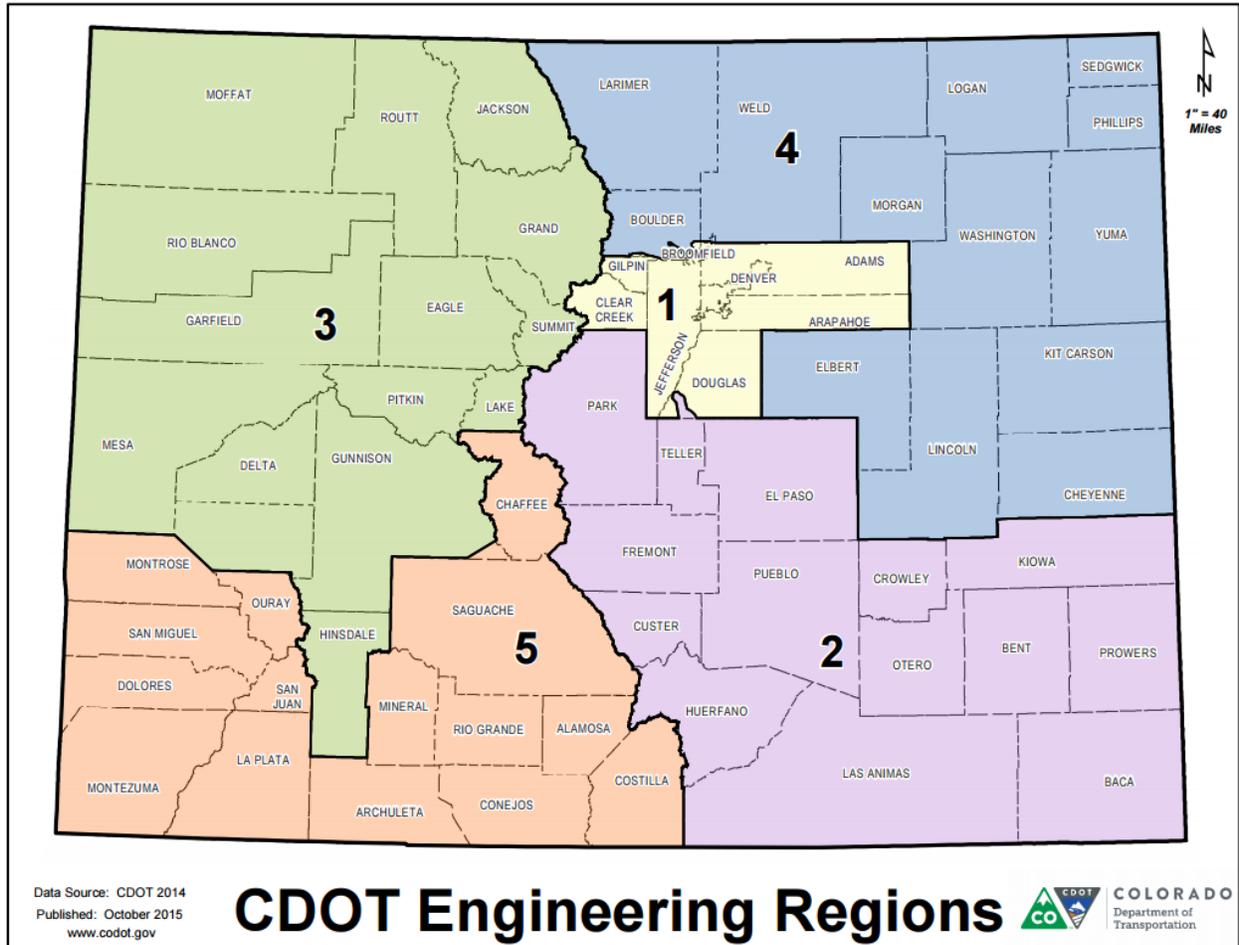
(See next page)

Historic / Scenic Transportation Projects

Scoring Criteria	Points Possible	Score
Enhance Safety		
Project improves safety by constructing turnouts, overlooks, viewing areas and/or utilizing signage so the travelling public is directed to safe areas to pull off the road, preventing illegal parking or blockage of roadway facilities.	8	
Project removes illegal or non-conforming billboards in areas adjacent to the transportation system in order to promote safety and minimize driver distraction. (Non-conforming signs are those signs that were lawfully erected but do not now comply with the Highway Beautification Act of 1965.)	8	
Project includes important safety features such as access improvements to historic sites and buildings.	8	
Community Aesthetics, Quality of Life, or Cultural Understanding		
Project will attract tourists and improve the travel experience by constructing turnouts, overlooks, and/or viewing areas.	8	
Project improves the scenic enjoyment of the traveling public by inventorying and removing illegal or non-conforming billboards.	8	
Project restores or preserves historic buildings or facilities with a strong link to transportation history.	8	
Provide Transportation Equity		
<p>Project is located in a county with a median household income below \$50,000 according to Median Household Income map in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in county with a median household income of < \$40,000. • <u>1 Point:</u> Project is located in county with a median household income of \$40,000 to \$50,000. <p>(Zero points awarded if outside these thresholds.)</p>	2	

<p>Project is located in an area that contains a high minority, or non-white population, according to the Non-White Population map in Appendix D. (See #9 and #10 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in an area with a non-white population of 76% and greater. • <u>1 Point:</u> Project is located in an area with a non-white population of 51 – 75%. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>Project is located in a county where a high share of the population is age 65 years and older, according to map in in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in a county with > 20% of population 65 years and older. • <u>1 Point:</u> Project is located in a county with 15 to 20% of population 65 years and older. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>This project would bring an existing facility within CDOT Right of Way into compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).</p>	2	
Project Readiness		
<p>Applicant has worked with CDOT Region on developing an acceptable implementation schedule and project budget. Please attach a letter signed by CDOT documenting this. (See #21 of application, Attachment F)</p>	10	
<p>Risk Assessment complete with CDOT Local Agency Coordinator</p> <ul style="list-style-type: none"> • <u>10 Points:</u> Project is low risk • <u>5 Points:</u> Project is medium risk • <u>0 Points:</u> Project is high risk 	10	
Integration with Plans, Initiatives, and Community Documented Support		
<p>Project is defined in a regional plan. (See #14 of application)</p>	10	
<p>Project is in a local plan. (See #15 of application)</p>	6	
<p>Project is part of a Governor’s Initiative for the State of Colorado. (See #16 of Application.)</p>	2	
<p>Project has documented community financial support of 20% or more of the total project cost. (See #18 and #19 of application)</p>	6	
Total:	100	

Appendix B – CDOT Region Map and TAP Contacts



CDOT Contacts:

<p>CDOT Region 1 Danny Herrmann (303) 757-9946 2000 S. Holly Street Denver, CO 80220 danny.herrmann@state.co.us</p>	<p>CDOT Region 2 Wendy Pettit (719) 546-5748 905 Erie Avenue Pueblo, CO 81001 wendy.pettit@state.co.us</p>	<p>CDOT Region 3 Mark Rogers (970) 683-6252 222 S. 6th Street, Room 317 Grand Junction, CO 81501 mark.rogers@state.co.us</p>
<p>CDOT Region 4 Karen Schneiders (970) 350-2172 10601 West 10th St Greeley, CO 80634 karen.schneiders@state.co.us</p>	<p>CDOT Region 5 Matt Muraro (970) 385-1433 3803 N. Main Avenue, Suite 300 Durango, CO 81301 matt.muraro@state.co.us</p>	<p>CDOT Headquarters, DTD Marissa Gaughan (303) 512-4235 4201 E. Arkansas Ave., Shumate Bldg. Denver, CO 80222 Marissa.Gaughan@state.co.us</p>

Appendix C – Reference and Source Guides for the Transportation Alternatives Program

US Department of Transportation, Federal Highway Administration (FHWA) FAST Act Website

<https://www.fhwa.dot.gov/fastact/>

US Department of Transportation, FHWA TAP Guidance

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

US Department of Transportation, FHWA TAP Fact Sheet

<http://www.fhwa.dot.gov/map21/factsheets/tap.cfm>

US Department of Transportation, FHWA TAP Questions & Answers

<http://www.fhwa.dot.gov/map21/qandas/qatap.cfm>

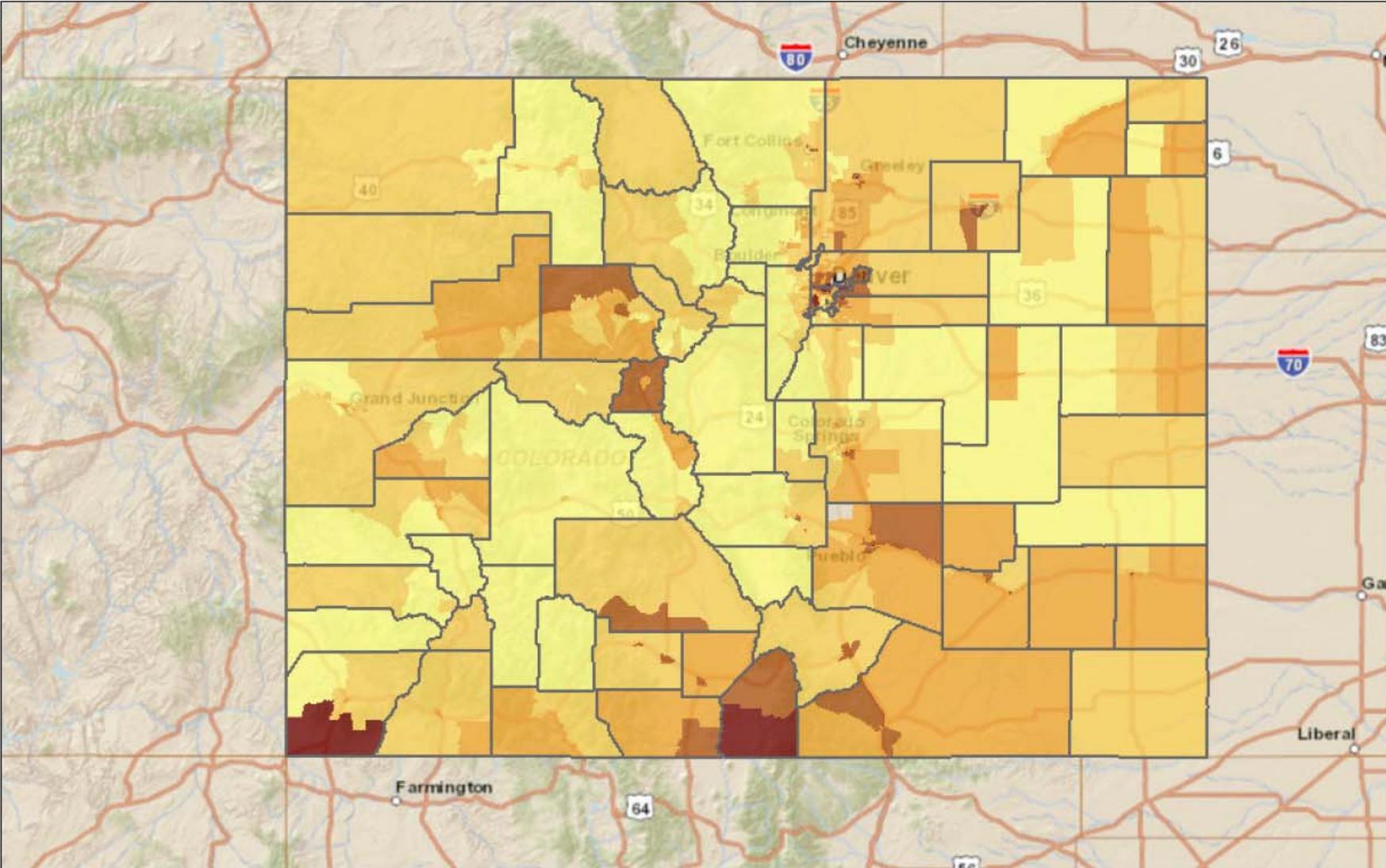
Colorado Department of Transportation Website

<http://www.codot.gov>

Appendix D – Application Criteria Maps

- Overweight and Obese Population in Colorado
Built Environment/Active Living Scan - November 2013
Colorado Department of Health and Environment
http://www.coephtmaps.dphe.state.co.us/cdphe_maps/activeliving_initiatives/
- Median Household Income by County in Colorado
American Community Survey 2008-2012
Department of Local Affairs
http://dola.colorado.gov/cms-base/sites/dola.colorado.gov.gis-cms/files/projects/thematic/ACS08_12/MedianHouseholdIncome_County.png
- Non-White Population 2010 (% of Total) in Colorado
US Census, American Community Survey 2010
Colorado Department of Public Health and Environment
http://www.chd.dphe.state.co.us/topics.aspx?q=Adult_Health_Data (Select “Percent Minority” Layer on the “Explore Colorado’s Demographics: Poverty, Income, Education and Race” map. Note there is a map zoom feature that allows users to pinpoint specific locations on the interactive map.)
- Share of Population 65 Years and Older by County in Colorado
2010 US Census
Department of Local Affairs
[http://dola.colorado.gov/cms-base/sites/dola.colorado.gov.gis-cms/files/projects/thematic/Census%202010/Percent%2065%20or%20Older%20\(County\).pdf](http://dola.colorado.gov/cms-base/sites/dola.colorado.gov.gis-cms/files/projects/thematic/Census%202010/Percent%2065%20or%20Older%20(County).pdf)

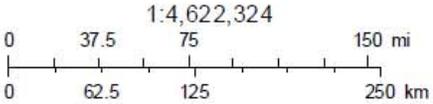
Non-White Population 2010 (% of Total)



August 12, 2015

□ County Boundaries

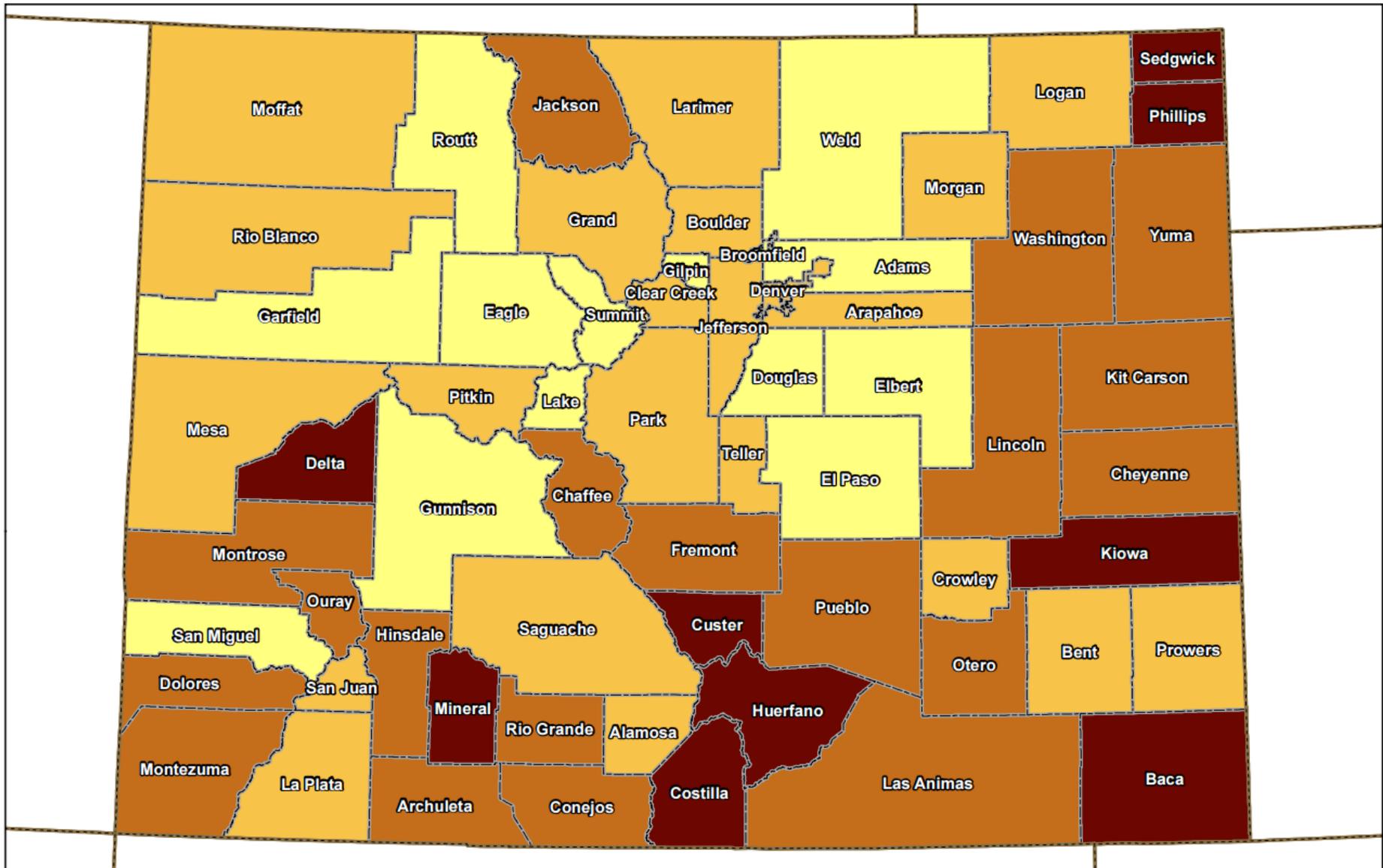
Non-White Population 2010 (Percent of Total)



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand).

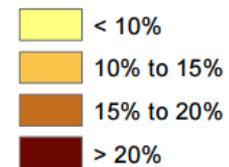
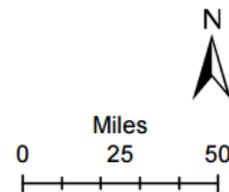
CDPHE_user_community

Source: US Census, American Community Survey, CDPHE, 2010



Share of Population 65 Years and Older by County in Colorado

Per Table P12, SF1, 2010 US Census. 2010 TIGER County Geography.



Date: 12/17/2012

Source: DOLA, Census 2010