



COLORADO

Department of Transportation

Region 2

Planning

905 N Erie Avenue

Pueblo, CO 81001-2915

May 9, 2014

## CALL FOR PROJECTS Transportation Alternatives Program (TAP)

CDOT is now soliciting applications for the Transportation Alternatives Program. Applications should be sent to the appropriate transportation planning region as described in the "Transportation Alternatives Program Guidelines and Application." Electronic application packages must be submitted to Wendy Pettit and received by CDOT Region 2 by 5:00 p.m. on June 15, 2014 for review.

The TAP program is a new program under MAP-21 that replaces the Transportation Enhancement (TE) program. TAP wraps pre-MAP-21 programs into a single, flexible funding source for alternatives to traditional highway construction. Eligible activities include: facilities for bike/ pedestrian, infrastructure projects to provide safe routes for non-drivers, overlooks and viewing areas, preservation of historic transportation facilities, and environmental mitigation/vegetation management/storm water mitigation. The Recreational Trails Program is also funded by TAP, but is deducted off the top as a set aside. Most of the activities eligible under the TE program remain eligible under TAP with a few exceptions. Unlike TE, State DOTs and Metropolitan Planning Organizations (MPOs) are not eligible recipients of TAP funds. Projects must be selected through a competitive process administered by the State or, for funds sub-allocated to the Transportation Management Areas (TMAs), through a competitive process administered by the MPOs in consultation with the State.

The application and evaluation criteria are organized around three categories of projects based on the language in statute: bicycle/pedestrian, environmental mitigation, and historic/scenic transportation activities. Each category of projects includes evaluation criteria applicable to the category. Each CDOT Region will use the same application, evaluation criteria, and scoring system.

There have been many changes to the process to fund projects from the previous TE program. Changes include a three year call for projects in Region 2. We are looking for projects to be implemented in fiscal years 2015, 2016, and 2017. This is a big change from our previous one-year application and award cycle. The lower and upper federal funding limits are also changed under TAP. The lower limit is now \$50,000 and the upper limit is the actual Regional pool balance of Federal funds to be distributed for that year. The match requirements are still at a minimum of 20 percent.

Another major change in the program is that the applicants in the Pikes Peak Area Council of Governments (PPACG) planning region can now also apply for projects in the Region 2 call for projects as well as apply for projects in the PPACG call for projects. Due to the rules of the program there is a state wide distribution requirement.

**An application must be received for every project proposed for funding, even if a previous application or letter of interest has been submitted.** If you wish to reapply for a project that was not previously selected for funding, you must submit a new application package that reflects current costs,



availability of matching funds, and other changes that may have occurred since the previous submittal. The initial applications are draft and do not need to be complete. The final completed application is due on September 1, 2014.

Please review the CDOT Transportation Alternatives Program (TAP) Guidelines and Application at:

<http://www.coloradodot.info/programs/statewide-planning/mpo-rural-planning.html>.

Review the application and guidelines to be sure your proposed projects are eligible for the Transportation Alternatives Program. If your project meets the preliminary criteria, and you would like to apply, please be sure that your application is received by the deadline.

## TAP Region 2 Call for Projects Schedule...

Application Available	May 2014
Initial electronic Application Due to CDOT Region 2	June 15, 2014
CDOT Review Complete	August 15, 2014
Final Application to CDOT	September 1, 2014
CDOT scoring	By September 26, 2014
TPR meetings	October 2014
Tentative Project Awards	By October 30, 2014

Please contact Wendy Pettit, the Region 2 Transportation Planner and Transportation Alternatives Coordinator at 719-546-5748 if you have questions.

Sincerely,

Wendy Pettit  
CDOT Region 2  
719-546-5748  
wendy.pettit@state.co.us





**COLORADO**  
Department of Transportation  
Division of Transportation Development

Director's Office  
4201 E. Arkansas Ave. Room 262  
Denver, CO 80222-3400

DATE: May 9, 2014  
TO: Members of STAC  
FROM: Debra Perkins-Smith, Director, Division of Transportation Development  
SUBJECT: Transportation Alternatives Program (TAP) Guidelines and Application

**Purpose:**

This memo serves to provide members of STAC with the new CDOT TAP Guidelines and Application.

**Background:**

The TAP program is a new program under MAP-21 that replaces the Transportation Enhancement (TE) program. TAP wraps pre-MAP-21 programs into a single, flexible funding source for alternatives to traditional highway construction. Eligible activities include: facilities for bike/ped, infrastructure projects to provide safe routes for non-drivers, overlooks and viewing areas, preservation of historic transportation facilities, and environmental mitigation/vegetation management/stormwater mitigation. The Recreational Trails Program is also funded by TAP, but is deducted off the top as a set aside. Most of the activities eligible under TE remain eligible under TAP with a few exceptions. Eligible and ineligible TAP activities are defined in detail in the TAP Guidelines and Application, attached with this memo. Unlike TE, State DOTs and MPOs are not eligible recipients of TAP funds. Projects must be selected through a competitive process administered by the State or, for funds suballocated to the TMAs, through a competitive process administered by the MPOs in consultation with the State.

**Details:**

The new TAP Guidelines and Application are similar to the former CDOT TE Guidelines and Application, but have been updated to meet the new federal TAP requirements. TAP applications from other state DOTs were also examined in developing the new guidelines and application. CDOT's intent was to develop a common application that would be used in each Region and a common process and timeline for calls for projects. The CDOT Regions will conduct the call for projects, with projects evaluated by a review panel at the Region level.

The application and evaluation criteria are organized around three categories of projects based on the language in federal statute: bicycle/pedestrian, environmental mitigation, and historic/scenic transportation activities. Each category of projects includes evaluation criteria applicable to the category. While each CDOT Region will use the same application, evaluation criteria, and scoring system, individual Regions may wish to weigh project categories differently. For example, one Region may want to emphasize bicycle / pedestrian projects, while another Region may want to emphasize stormwater projects. It is up to each CDOT Region to determine the process for TPR involvement in the application evaluation. The final project selection will be competitive, administered by the State, and conducted using the CDOT TAP Guidelines and Application attached.

**TAP process in TMA areas:**

Under MAP-21, the TMAs receive a TAP suballocation based on their relative share of population for the Urbanized Areas (UZAs) over 200,000 (see attached map). The result is a TAP suballocation that is significantly reduced from TE suballocation levels. The TMAs will select projects for their area and funds based on a competitive selection process, as they did with TE. Applicants within a TMA may apply for TAP funds either through the TMA application process or through the CDOT application process administered via the CDOT Region. This will require close coordination with the TMAs on calls for projects. **Since TMA applications are typically more detailed than what is being proposed for the**



CDOT TAP application process, the intention is that applicants within a TMA could complete a single TMA application that could compete in either the MPO or Region process.

**Implementation Steps:**

The CDOT Regions will each hold their call for projects beginning in the Spring/Summer of 2014. This call will cover projects to be funded in fiscal years 2015-2017. The upcoming call will make use of the new TAP guidelines, application, and evaluation criteria. Some modifications to the timeline and process may be necessary in some Regions for this initial call for projects.

In general, the goal is to have a two year call for projects cycle, recognizing that the TMAs will have calls that cover a minimum of four years. For this reason, Regions with TMAs will need to coordinate with the TMAs during calls for projects. FY2015-2017 will be a transition period of three years, instead of two, so that each Region may align their call cycles to be on a similar statewide schedule. MAP-21 requires that 50% of TAP funds be spent in areas on the basis of population (i.e. X% of funds in areas <5,000). Consistency and coordination will be important throughout this process to ensure these targets are met at the statewide level.

It is anticipated that CDOT Regions 2, 3 and 5 will begin their calls for projects in the Spring/Summer of 2014. CDOT Regions 1 and 4 will begin their calls in the Fall of 2014, in coordination with the DRCOG and NFRMPO calls for projects. Please contact your CDOT Region Planner for more information about when to apply and other important details.



# Transportation Alternatives Program Guidelines and Application

Colorado Department of Transportation

5/9/14

# Table of Contents

Introduction .....	3
MAP-21 Becomes Law .....	3
Transportation Alternatives Program Defined .....	3
Where Do I Submit My Application? .....	3
Section 1: Eligibility .....	4
Who May Apply for Transportation Alternatives Funds.....	4
Eligible Transportation Alternative Activities and Project Categories.....	5
Section 2 – Evaluation Process .....	8
Scoring Criteria .....	8
CDOT Region Screening and Scoring Process .....	9
Section 3 – Project Implementation .....	10
Local Agency Manual .....	10
Section 4 – Financing .....	11
Local Match .....	11
Section 5 – Application Instructions and Form.....	12
Application Instructions.....	12
Application Form .....	13
Appendix A – Eligibility and Scoring Criteria .....	16
Appendix B – CDOT Region Map and TAP Contacts .....	23
Appendix C – Reference and Source Guides for the Transportation Alternatives Program.....	24



## MAP-21 Becomes Law

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 provides needed funds and represents a milestone for the U.S. economy. MAP-21 is the first multi-year transportation authorization enacted since 2005 and funds surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. The legislation transforms the framework for investments to guide the growth and development of the country's vital transportation infrastructure.

## Transportation Alternatives Program Defined

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of MAP-21 and is codified in 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP.

The TAP 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



## Who May Apply for Transportation Alternatives Funds

Under 23 U.S.C. 213(c)(4)(B), 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 a State agency) 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.

Nonprofit organizations are not eligible as direct grant recipients for TAP funds unless they qualify through one of the eligible entity categories (e.g., where a nonprofit organization is a designated transit agency or a school). Nonprofits are eligible to partner with any eligible entity on a TAP project, if State or local requirements permit.

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.
- Promotional activities.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
- Routine maintenance and operations.

Careful consideration should be given to whether an activity falls within the eligibilities created under TAP. Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 101 of title 23 and inserted in its place a definition of transportation alternatives. The transportation alternatives definition contained in 23 U.S.C. 101(a)(29) created different categories of activities than those included under the previous transportation enhancement definition. As a result, some activities that were previously eligible as independent transportation enhancement projects are no longer eligible; some categories of eligibility remain, but for a different range of activities. In some cases, activities that are no longer eligible for funding as independent TAP projects may be eligible for FHWA participation under other title 23 provisions, such as project mitigation measures when determined necessary to mitigate project impacts (including the impacts of a TAP project). Transportation enhancement categories that are no longer expressly described as eligible activities under the definition of transportation alternatives are:

- Safety and educational activities for pedestrians and bicyclists. *Exception:* Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding). \* *Note:* Some of these activities may be eligible under Highway Safety Improvement Program (HSIP). Non-construction projects for bicycle safety remain broadly eligible for STP funds.
- 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.

---

\* Due to the limited amount of TAP funds available, CDOT is not funding the Safe Routes to School (SRTS) Program. Therefore, SRTS education programs will not be considered as eligible. SRTS infrastructure projects, however, are still eligible and will be scored under the Bicycle/Pedestrian and Non-motorized forms of transportation category.

- 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.

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**).

.....

## 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.
- 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.

.....

There are two phases involved in project implementation: 1) the project development / preliminary design / 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) the CDOT Region 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.

[http://www.coloradodot.info/business/designsupport/bulletins\\_manuals/2006-local-agency-manual](http://www.coloradodot.info/business/designsupport/bulletins_manuals/2006-local-agency-manual)



## 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.



## 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. Five copies 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.

### Section 1 - 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.

### Section 2 – 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.

### Section 3 – Eligibility:

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

**Section 4 – Funding:**

14. 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.
15. 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.
16. 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.
17. Indicate the total cost of the project.
18. Indicate if your agency has been awarded TAP or TE funds previously. If yes, please provide the award dates and project details.

**Section 5 – Required Information:**

19. 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.

**Section 6 – Signature:**

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

**Application Form**

See next page.

# TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION

Colorado Department of Transportation

*Please type or print legibly*

APPLICANT INFORMATION			
Local Applicant Agency <input type="checkbox"/> State Agency <input type="checkbox"/> Federal Agency <input type="checkbox"/> Other Agency <input type="checkbox"/>			
Agency Name	3 ADDITIONAL SECTIONS - SECTIONS		
Agency Project ID	Local	P	
Agency Project Address	City	State	ZIP
PROJECT DESCRIPTION			
Project Name			
Project Location Address	Project Location Description		
Project Start Date	Project End Date	Project Length	
Project Start Date	Project End Date	Project Length	
Project Description			
ELIGIBILITY			
Project Type			
<b>PEDESTRIAN &amp; BICYCLE/ NON-MOTORIZED TRANSPORTATION</b>		<b>HISTORIC / SCENIC TRANSPORTATION ACTIVITIES</b>	
<input type="checkbox"/> Bicycle & non-motorized transportation		<input type="checkbox"/> Historic transportation activities	
<input type="checkbox"/> Non-motorized transportation		<input type="checkbox"/> Scenic transportation activities	
<input type="checkbox"/> Non-motorized transportation		<input type="checkbox"/> Scenic transportation activities	
<b>ENVIRONMENTAL MITIGATION</b>			
<input type="checkbox"/> Environmental mitigation			
<input type="checkbox"/> Environmental mitigation			
<input type="checkbox"/> Environmental mitigation			
<input type="checkbox"/> Environmental mitigation			

FUNDING				DATE AVAILABLE	SOURCE OF FUNDS	TOTAL (\$)
1	D	AL	AP		AP	
1	L	AL	A			
1		D				
17. TOTAL PROJECT COST						

PREVIOUS TAP OR TE FUNDS AWARDED	
1	y ncy n AP in w y? Y c n

REQUIRED INFORMATION	
1	DA A
<input type="checkbox"/>	Ab c nA D c n i
<input type="checkbox"/>	Ab c n n n c
<input type="checkbox"/>	Ab c n n n
<input type="checkbox"/>	Ab c n P n n c n n c v n n
<input type="checkbox"/>	Ab c n w n c i w w y y d c t y
<input type="checkbox"/>	Ab c n n i n i n i v
<input type="checkbox"/>	Ab c n D n i d
<input type="checkbox"/>	Ab c n i y i y c n
<input type="checkbox"/>	Ab c n n w n n w i

SIGNATURE	
0 A U DA Y P S A	L
1 S A	DA
CDOT USE ONLY	
D D D S L DA	S P P
D S D P A L DA	<input type="checkbox"/> A v <input type="checkbox"/> D v

.....

**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.).
- **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.
- **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.

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

(See next page)

**Pedestrian & Bicycle / Non-Motorized Transportation Projects**

Evaluation Criterion	Scoring	Points	Points Possible
<b>Enhance Safety</b>			20
	Shared use path or Enhanced separation from motorized vehicles	10	
	Provides safe crossing at railroad, roadway or waterway	5	
	Eliminates or mitigates roadway hazards (drainage system, pavement edge drop, etc.)	5	
<b>Increase Bicycling and/or Walking Activity</b>			9
	Project will increase bicycling and/or walking	6	
	Project will include installation of bike/ped counting device	3	
<b>Maximize Transportation Investment / Network Connectivity Improvement</b>			11
	Closes gap between two existing facilities	3	
	Extends existing facility	2	
	Increases access to school, or existing activity center such as parks, library, etc.	2	
	Increases access to transit station and/or park and ride	2	
	Enhances wayfinding; i.e. signage or systems used to convey location and directions to non-motorized transportation users	2	
<b>Improve State &amp; Regional Economy</b>			8
	Provides better access to employment locations	4	
	Supports tourism activities	4	

<b>Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health</b>			8
	Provides access to public lands	2	
	Project is located in defined downtown or "Main Street" area (preserves or enhances downtown character)	2	
	Project is located on or connects to a Scenic Byway	2	
	Project is located in a county with a high obesity rate. Rates can be found at <a href="http://www.countyhealthrankings.org/">http://www.countyhealthrankings.org/</a>	2	
<b>Provide Transportation Equity</b>			4
	Project is located in an area of underserved population (low-income or minority)	2	
	Project is located in an area of high >65 age population	2	
<b>Project Readiness</b>			20
	Applicant has worked with CDOT Region on developing an acceptable implementation schedule and project budget	8	
	Preliminary Engineering is completed. Project has the required Right of Way and was properly acquired using the Uniform Act.	6	
	Applicant does not have funds yet to be "encumbered" for any TAP or TE projects awarded in previous fiscal years.	6	
<b>Integration With Plans and Community Documented Support</b>			20
	Project is defined in a regional plan	10	
	Project is in a local plan	5	
	Project has documented community support	5	

**Total Available Points: 100**

## **Project Category 2: Environmental Mitigation Transportation Activities**

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; or
- 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.

### **Scoring Criteria for Environmental Mitigation Transportation Activities:**

(See next page)

## Environmental Mitigation Transportation Activities

Evaluation Criterion	Scoring	Points	Points Possible
<b>Environmental Sensitivity</b>			60
Extent to which project accomplishes one or more of the following:	<ul style="list-style-type: none"> <li>• Project reduces vehicle-caused wildlife mortality or restore/maintain connectivity among terrestrial or aquatic habitats.</li> <li>• Project enhances water quality, address sediment control, or provide slope stabilization related to storm water management.</li> <li>• Project uses vegetation management practices in transportation rights-of-way that will improve roadway safety, prevent against invasive species and provide erosion control.</li> <li>• Project includes archaeological activities relating to impacts from implementation of transportation projects eligible under title 23.</li> </ul>	60	
<b>Project Readiness</b>			20
	Applicant has worked with CDOT Region on developing an acceptable implementation schedule and project budget	8	
	Preliminary Engineering is completed. Project has the required Right of Way and was properly acquired using the Uniform Act.	6	
	Applicant does not have funds yet to be "encumbered" for any TAP or TE projects awarded in previous fiscal years.	6	
<b>Integration With Plans and Community Documented Support</b>			20
	Project is defined in a regional plan	10	
	Project is in a local plan	5	
	Project has documented community support	5	

**Total Available Points:**

**100**

**Project Category 3: Historic / Scenic Transportation Activities**

Types of historic/scenic transportation activities eligible under this category include:

- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, which include but are not limited to:
  - Inventory, control, or removal of outdoor advertising;
  - Historic preservation and rehabilitation of historic transportation facilities;

**Scoring Criteria for Historic / Scenic Transportation Activities:**

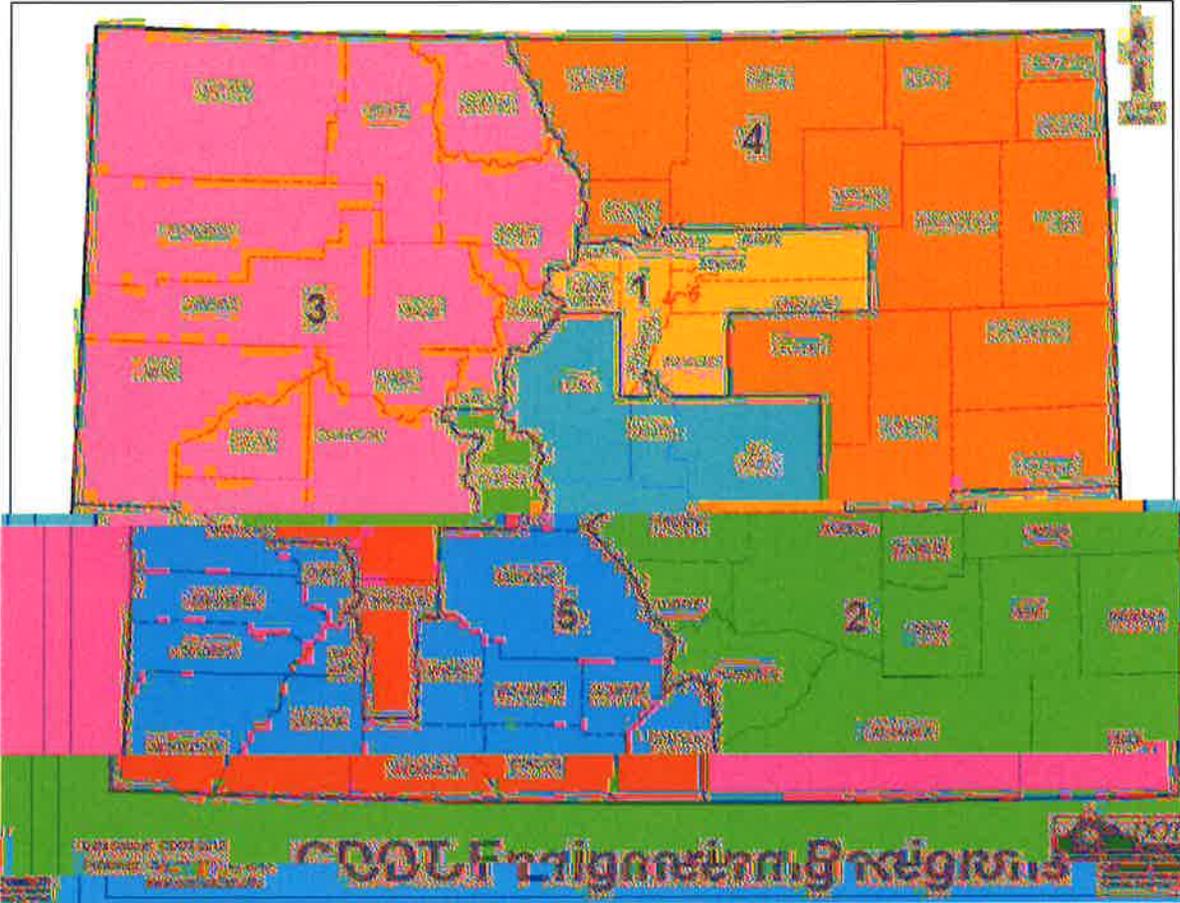
(See next page)

## Historic / Scenic Transportation Activities

Evaluation Criterion	Scoring	Points	Points Possible
<b>Community aesthetics, quality of life, or cultural understanding</b>			60
Extent to which project accomplishes one or more of the following:	<ul style="list-style-type: none"> <li>• Project enhances community by constructing turnouts, overlooks, and viewing areas.</li> <li>• Project improves community by activities related to the inventory, control, or removal of outdoor advertising.</li> <li>• Project preserves and/or rehabilitates historic transportation facilities</li> </ul>	60	
<b>Project Readiness</b>			20
	Applicant has worked with CDOT Region on developing an acceptable implementation schedule and project budget	8	
	Preliminary Engineering is completed. Project has the required Right of Way and was properly acquired using the Uniform Act.	6	
	Applicant does not have funds yet to be "encumbered" for any TAP or TE projects awarded in previous fiscal years.	6	
<b>Integration With Plans and Community Documented Support</b>			20
	Project is defined in a regional plan	10	
	Project is in a local plan	5	
	Project has documented community support	5	

**Total Available Points:**

**100**



**CDOT Contacts:**

CDOT Region 1 Danny Herrmann (303) 757-9946 2000 S. Holly Street Denver, CO 80220 danny.herrmann@state.co.us	CDOT Region 2 Wendy Pettit (719) 546-5748 905 Erie Avenue Pueblo, CO 81001 wendy.pettit@state.co.us	CDOT Region 3 Mark Rogers (970) 683-6252 222 S. 6th Street, Room 317 Grand Junction, CO 81501 mark.rogers@state.co.us
CDOT Region 4 Karen Schneiders (970) 350-2172 1420 2nd Street Greeley, CO 80631 karen.schneiders@state.co.us	CDOT Region 5 Matt Muraro (970) 385-1433 3803 N. Main Avenue, Suite 300 Durango, CO 81301 matt.muraro@state.co.us	CDOT Headquarters, DTD Marissa Robinson (303) 512-4235 4201 E. Arkansas Ave., Shumate Bldg. Denver, CO 80222 Marissa.Robinson@state.co.us



US Department of Transportation, Federal Highway Administration (FHWA) MAP-21 Website  
<http://www.fhwa.dot.gov/map21/>

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.coloradodot.info/>