



COLORADO

Department of Transportation

Transportation Alternatives Program Guidelines and Application

For Funding Period Fiscal Years 2024-2026

Updated as of January 28, 2023

Table of Contents

Introduction	3
Infrastructure Investment and Jobs Act	3
Where and When Do I Submit My Application?	4
TAP Application Schedule	5
Section 1: Eligibility	6
Who May Apply for Transportation Alternatives Funds	6
Eligible Transportation Alternative Activities and Project Categories	7
Section 2 – Evaluation Process	11
Application and Scoring Criteria	11
Application Screening and Scoring Process	12
Section 3 – Project Implementation	13
Section 4 – Financing	14
Funding Available	14
Federal Funding & Local Match Requirements	14
Section 5 – Application Instructions and Form	15
Application Instructions	15
Application Form	16
Appendix A – Scoring Criteria	17
Appendix B – CDOT Region Map and TAP Contacts	19
Appendix C – Reference and Source Guides for the Transportation Alternatives Program	20

Introduction

Infrastructure Investment and Jobs Act

The **Infrastructure Investment and Jobs Act (IIJA)**, commonly referred to as the **Bipartisan Infrastructure Bill**,^[1] and originally in the House as the **INVEST in America Act (H.R. 3684)**, is a [United States federal statute](#) enacted by the [117th United States Congress](#) and signed into law on November 15, 2021.

[The Infrastructure Investment and Jobs Act \(IIJA\)](#) - commonly referred to as the **Bipartisan Infrastructure Bill**, and originally in the House as the **INVEST in America Act (H.R. 3684)** - is a United States federal statute enacted by the 117th United States Congress and signed into law on November 15, 2021.

[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 of 2015. In the FAST Act and IIJA, this program falls under the Surface Transportation Block Grant (STBG) Program, and TAP has become a set aside of this block grant.¹

IIJA 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
- Safe routes for non-drivers
- Vulnerable road user safety assessments
- Conversion of abandoned railway corridors to trails
- Scenic turnouts and overlooks
- Outdoor advertising management
- Historic preservation & rehabilitation of historic transportation facilities
- Vegetation management
- Archaeological activities
- Stormwater mitigation
- Wildlife management
- 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

¹ For 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 the FAST Act of 2015.

Where and When Do I Submit My Application?

While no two state Transportation Alternatives Programs are exactly alike, each state's program has several characteristics with which you will want to be familiar. [The Colorado Department of Transportation \(CDOT\)](#) addresses these characteristics as they apply to Colorado in the following sections:

- 1) Eligibility
- 2) Evaluation process
- 3) Project implementation
- 4) Financing

CDOT is prepared to assist all applicants in understanding the federal requirements of TAP.

[CDOT is divided into five engineering regions throughout the state.](#) A Regional Transportation Director (RTD) oversees each Region and has planning staff that will work with you throughout the application process. **Appendix B** shows a map of the five CDOT Regions and identifies the CDOT contact for TAP in your region. Per the TAP Application Schedule below, there are three important steps in bold that applicants will need to work with their CDOT Region to complete:

1. Attend a mandatory pre-application meeting with your CDOT Region.
2. Submit a draft application to your CDOT Region by March 24th, 2023.
 - This is an opportunity to flag and address any immediate scope and feasibility issues before the final application deadline.
 - Note that **Attachment F** of the application form requires attachment of a cost estimate and a project schedule that has been reviewed and signed by your CDOT region staff.
3. Submit final application to your CDOT Region contact by April 21st.

Communicating with your CDOT Region early and often is crucial in developing and submitting your application.

Please note that if an applicant has received TAP funding in a prior funding cycle, they are still eligible to submit an application for a new project or project phase in this funding cycle.

TAP Application Schedule

February 2023	March 2023		April 2023	May 2023	June 2023	Summer 2023
<p>Call-for-Projects open following the February STAC meeting.</p> <p>Attend mandatory pre-application meeting with your CDOT Region.</p>	<p>Draft application deadline:</p> <p><u>March 24</u></p>	<p>Engineer review/ feedback period:</p> <p><u>March 24-April 7</u></p>	<p>Final application deadline:</p> <p><u>April 21</u></p>	Projects scored	Projects awarded	Projects programmed in TIP/STIP

Section 1: Eligibility

Who May Apply for Transportation Alternatives Funds

The following entities are eligible to receive TAP funds:

- **Local governments:** Any unit of local government below a State government agency, except for MPOs. Examples include city, town, or county agencies.
- **Regional transportation authorities:** A regional transportation authority is a governmental authority formed to address transportation needs within a specific geographic region.
- **Transit agencies:** Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration (FTA).
- **Natural resource or public land agencies:** 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.
- **School districts, local education agencies, or schools:** These may include any public or nonprofit private school.
- **Tribal governments:** There are two federally recognized Tribes in Colorado, the Southern Ute Indian Tribe and the Ute Mountain Ute Tribe.
- **Nonprofit organizations: Nonprofit organizations must apply through a local government agency or quasi-governmental agency for contracting purposes.**
- **Metropolitan Planning Organizations** that represent an area with a population of 200,000 or under.
- **Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails** that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23, or at the request of another eligible entity.
- **CDOT, Metropolitan Planning Organizations that represent an area with a population of over 200,000, and/or rural Transportation Planning Regions** may also partner with an eligible entity project sponsor to carry out a project at the request of another eligible entity.

Eligible Transportation Alternative Activities and Project Categories

Under [23 U.S.C. 133\(h\)\(3\)](#), eligible activities under the TAP consist of the following 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, shared micro-mobility, 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.).

Examples of these projects can include the following:

- 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; and
 - 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 and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

Examples of these projects can include the following:

- 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; and
- Purchasing unused railroad property for reuse.

2. Environmental mitigation transportation activities:

- 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 these projects can include the following:

- Detention and sediment basins;
 - Stream channel stabilization; and
 - 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 these projects can include the following:
 - 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; and
 - 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 invasive species, and provide erosion control.
Examples of these projects can include the following:
 - 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; and
 - 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 these projects can include the following:
 - Research, preservation planning, and interpretation;
 - Developing interpretive signs, exhibits, and guides;
 - Inventories and surveys; and
 - Note only projects related to the impacts of implementing a transportation project are eligible for TAP funding under this category.

3. Historic/Scenic transportation activities

- 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; and
 - 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; and
 - 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.

4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways:

Converting an Interstate or Divided Highway to a walkable, low-speed, divided arterial thoroughfare in urban environments designed to carry both through and local traffic.

See [Boulevards from Divided Highways](#) for examples.

Eligible "boulevard" projects should demonstrate some of the following elements:

- Traffic calming measures;
- Context-sensitive bicycle and pedestrian facilities;
- Compliance with accessibility requirements and guidelines;
- Promotion of transit corridor through additional protected stops and routes;
- Environmentally efficient lighting, landscaping, and water-saving systems; and
- Vulnerable Road user safety assessments.

Note: CDOT does not anticipate any projects related to the construction of boulevards from divided highways or former interstates. To this end, if a proposed boulevard project is submitted, CDOT staff will determine the merits of that application on a case-by-case basis.

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 (except trail maintenance as [permitted under the Recreational Trails Program](#))
- 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 the 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) that are NOT defined as a historic transportation facility. The operation of historic transportation facilities is also not eligible under TAP.
- Archaeological planning and research. Under TAP, archaeological activities must relate to impacts from the 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 TAP eligibility criteria. For more information on eligible TAP activities, please refer to the Federal Highway Administration TAP Guidance (see **Appendix C**) or contact your CDOT Region Contact (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.
- 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 eligible and falls into one or more of the Transportation Alternatives project categories.
- Project must demonstrate a relationship to surface transportation.
- The application meets the project match requirements.
- The application must document 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:

- Enhance safety
- Maximize transportation investment / improve network connectivity / encourage active transportation / reduce greenhouse gas emissions
- Improve or expand state & regional economy, recreation, quality of life, and public health

- Enhanced transportation equity
- Project readiness
- Integration with plans, initiatives, and documented community support
- Built environment / community development policies

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.

Application Screening and Scoring Process

There are two key steps in the application screening and scoring process:

1. Initial Region engineer review for fatal flaws/feedback to provide an opportunity to flag and address any immediate scope and feasibility issues before the final application deadline.
2. Projects are scored by five regional interdisciplinary review committees, one for each CDOT Region, and would include:
 - Up to three CDOT regional representatives (e.g. planners, engineers, safety representatives) selected by the CDOT Region Transportation Director;
 - A CDOT Division of Transportation Development (DTD) representative (e.g. bike/ped planner) selected by DTD Director;
 - A CDOT Division of Transit and Rail (DTR) representative (e.g. transit planners) selected by DTR Director;
 - The Transportation Planning Region (TPR) Chair (or designee) from each TPR

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. Please see the [Local Agency Desk Reference](#) web page.

Section 4 – Financing

Funding Available

The next Call-for-Projects will cover fiscal years 2024-2026. Please contact the CDOT representative for your region for application minimums. The maximum request is the **Total Pool Funding limit** for each Region.

CDOT Engineering Region	FY 2023-24	FY 2024-25	FY 2025-26	Total Pool Funding (2023-2026)
Region 1	\$3,718,208	\$3,736,800	\$3,755,483	\$11,210,491
Region 2	\$2,709,185	\$2,722,731	\$2,736,345	\$8,168,261
Region 3	\$2,577,901	\$2,590,791	\$2,603,744	\$7,772,436
Region 4	\$3,921,933	\$3,941,543	\$3,961,251	\$11,824,727
Region 5	\$1,226,532	\$1,232,665	\$1,238,828	\$3,698,025

Federal Funding & Local Match Requirements

TAP is federal funding and requires a 20% local match. The 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. CDOT Regions are responsible for the efficient use of TAP funding at the program level, to that end, at the discretion of the regions, project award timing might be adjusted based on project readiness.

Combining TAP with the Multimodal Transportation & Mitigation Options Fund (MMOF), Highway Safety Infrastructure Program (HSIP), and Revitalizing Main Streets (RMS) Funding:

The main project type that is eligible for both TAP and MMOF is the design, planning, and construction of pedestrian or bike facilities. MMOF has different [match requirements](#) based on jurisdiction. TAP funds may be used to satisfy the match requirements of MMOF and vice versa. MMOF is a competitive grant process awarded by Transportation Planning Regions (TPRs). More details are available on the TAP web page <https://codot.gov/programs/planning/grants/tap-fiscal-years-2023-25>.

TAP also allows HSIP funds to be used toward non-Federal shares, and allows the non-Federal share requirements to be met on an aggregate basis instead of by project basis.

For the [Revitalizing Main Street \(RMS\) Opportunity 2 grant program](#), any state or local grants can be used as a match for. Federal funds are not permitted, as they trigger additional requirements outside of the RMS Opportunity 2 process. TAP is federal funding and may not be used as a match. Some MMOF funding is federal and some is state, so applicants should be sure their MMOF funding is state dollars to use it for a match. If the community has received CARES Act or ARPA direct distribution funding, that can count toward the local match requirement. These funds may be used for the match as they are considered local, not federal.

Section 5 – Application Instructions and Form

Application Instructions

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

Please note that all applicants are required to submit an initial draft project application by March 24, 2023, prior to submitting a final application. This draft application allows CDOT staff to identify any proposed project issues prior to an application moving forward in the process.

Applicant Information:

1. Indicate whether your agency is part of a Municipality, County, State Agency, Federal Agency, or “Other (*e.g., tribal government, etc.*)”
2. The name of your agency
3. List any other agencies or individuals who are sponsoring/co-sponsoring the project
4. Indicate the name, title, and telephone number of the contact person from your agency who is responsible for overseeing this project
5. Your agency’s mailing address, including city, state, and ZIP code

Project Description:

6. The project name
7. The project location and physical address (*if applicable*)
8. Include information about the project limits (*e.g., mileposts, intersecting roadways, rivers, other*)
9. Name of the county in which the project is located
10. Name of the municipality in which the project is located (*if applicable*)
11. Indicate the project length (*distance, if applicable*)
12. A brief description of this project (*1-2 sentences*)

Eligibility:

13. This project must fall into at least one of the eligible project categories listed

(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 the total amount of Federal TAP funds requested. Provide the fiscal year for when you are requesting TAP funding in the appropriate fiscal year column. *Note: 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.*
17. Indicate the total amount of other funding secured (e.g. local match). Provide the fiscal year for when these other funds will be available in the appropriate fiscal year column. Provide the name of the agency or entity that will provide these other funds.
18. Indicate the total project cost.
19. Indicate if your agency has been awarded TAP or Transportation Enhancement (*Transportation Enhancement was the old name for TAP identified in TEA-21 - Transportation Equity Act for the 21st Century*) funds previously. If yes, please provide the award dates and project details.

Required Attachments:

20. Attach all items listed 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 ensure there are no missing pages in the application package.

Signature:

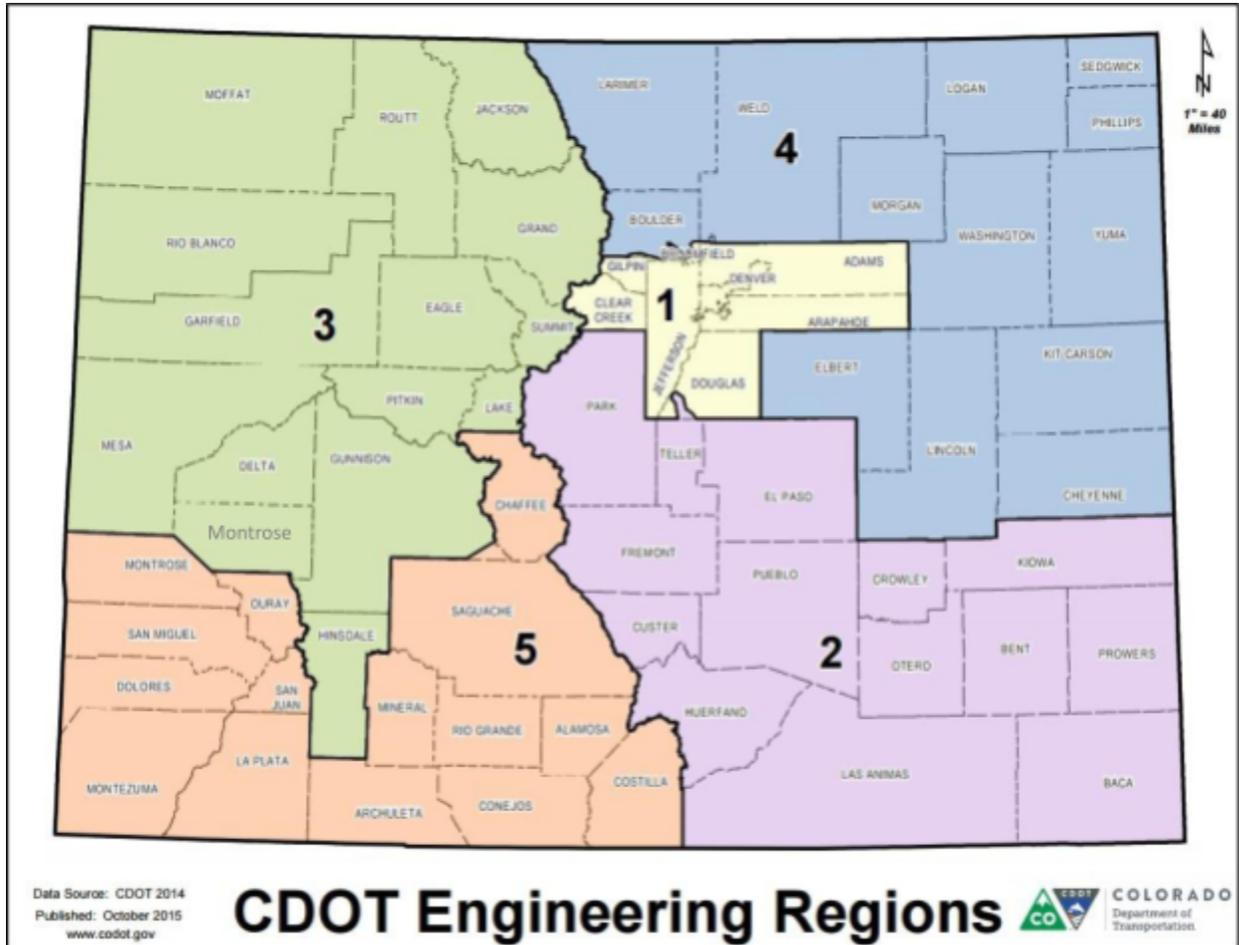
21. Indicate the name and title of the Authorized Representative of your agency who is responsible or authorized to implement the activities of the project.
22. The Authorized Representative must sign and date the application in these fields.

Appendix A – Scoring Criteria

	Points Possible	Score
Project Readiness	PASS / FAIL	
<p>Applicant has worked with CDOT Region on developing an acceptable implementation schedule, project budget and risk assessment. (See #20 of application, Attachment F). <i>This is pass/fail. If an application does not pass the project readiness criteria, it will score an automatic zero and will not advance to be scored according to the subsequent scoring criteria categories below.</i></p>		
Enhance Safety	30	
<p>Consider the following factors when scoring:</p> <ul style="list-style-type: none"> ● Provides a shared use path or enhanced separation from motorized vehicles; ● Provides safe crossing at intersection, railroad, roadway, or waterway; ● Eliminates or mitigates roadway hazards (drainage system, pavement edge drop, etc.); ● 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); ● Project reduces wildlife-vehicle crashes where patterns exist, addresses public health and environmental safety by improving water quality related to highway construction or due to highway runoff, and/or 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 ● Project constructs turnouts, overlooks, viewing areas, utilizes signage and/or removes non-conforming billboards so the traveling public is directed to safe areas to pull off the road, preventing illegal parking or blockage of roadway facilities and minimizes distracted driving; ● Project includes important safety features such as access improvements to historic sites and buildings; ● Other substantive safety issues identified by the applicant that are mitigated by the proposed project. 		
Maximize Transportation Investment / Improve Network Connectivity / Encourage Active Transportation / Reduce Greenhouse Gas Emissions	25	
<p>Consider the following factors when scoring:</p> <ul style="list-style-type: none"> ● Closes gap between two existing facilities or extends existing facility; ● Project will include installation of bike/ped counting device; ● Increases access to school, or existing activity center such as employment locations, parks, library, transit station, park and ride, etc.; ● Enhances wayfinding (e.g., signage/systems to convey location and directions to non-motorized transportation users; ● Project addresses multiple active transportation modes (e.g., bicycle & pedestrian facilities) with "complete streets"; ● Project encourages alternative transportation, improves air quality, and reduces Greenhouse Gas emissions; ● This project would bring an existing facility into compliance with the Americans with Disabilities Act. 		

Improve State & Regional Economy, Recreation, Quality of Life, and Public Health	20	
<p>Consider the following factors when scoring:</p> <ul style="list-style-type: none"> ● Supports tourism activities by improving the travel experience (i.e., constructing turnouts, overlooks, viewing areas, restores or preserves historic buildings or facilities with a strong link to transportation history); ● Provides access to public lands (owned by a government entity) and/or is located on or connects to a Scenic Byway; ● Project is located in defined downtown or "Main Street" area (preserves or enhances downtown character); ● Considers the environment by minimizing transportation system impacts by resorting/ maintaining connectivity among terrestrial or aquatic habitats, addressing sediment control or providing slope stabilization related to stormwater management, and/or through archaeological activities (i.e. interpretive signs, exhibits and guides; research, preservation planning, and interpretation; inventories and surveys). 		
Provide Transportation Equity	10	
<p>Points in this category will be awarded as follows:</p> <ul style="list-style-type: none"> ● Project is located in a Disproportionately Impacted Community: <ul style="list-style-type: none"> ○ <u>6 Points</u> if the project is located in a Disproportionately Impacted Community for one more categories (People of Color, Housing Burden, Low Income); ○ <u>0 Points</u> if the project is not located in a Disproportionately Impacted Community. Applicants can use CDOT's Disproportionately Impacted Communities ArcGIS mapping application to check the location for the proposed project. ● Project is located in a county where a high share of the population is 65 years and older: <ul style="list-style-type: none"> ○ <u>4 Points</u> if the project is located in an area with > 28.9% of the population 65 years and older; ○ <u>3 Points</u> if the project is located in an area with 18.4% to 28.9% of the population 65 years and older; ○ <u>2 Points</u> if the project is located in an area with 10.2% to 18.4% of the population 65 years and older; ○ <u>0 Points</u> if the project is located in an area with less than 10.2% of the population 65 years and older. Applicants can use CDPHE's EnviroScreen mapping application to check the location for the proposed project. 		
Integration With Plans, Initiatives, and Documented Community Support	5	
<p>Is the project included in a regional plan (see #14 of the application) or a local plan (see #15 of the application)?</p>		
Built Environment/Community Development Policies	10	
<p>The applicant has implemented, or intends to implement, one or more of the following <u>best practices</u> (list has been developed with DOLA, CEO, CDOT staff and is attached to this guidance). If applicant does not have land use authority, this section is not required and other point categories will be pro-rated to equalize points.</p>		
Total Points:	100	

Appendix B – CDOT Region Map and TAP Contacts



CDOT Contacts:

<p>CDOT Region 1 JoAnn Mattson (303) 757-9866 2829 W. Howard Pl. Denver, CO 80204 joann.mattson@state.co.us</p>	<p>CDOT Region 2 Lachelle Davis (719) 562-5516 5615 Wills Blvd Pueblo, CO 81008 lachelle.davis@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 Josie Thomas (970) 888-4006 10601 West 10th St Greeley, CO 80634 josie.thomas@state.co.us</p>	<p>CDOT Region 5 Tony Cady (970) 385-1433 3803 N. Main Avenue, Suite 300 Durango, CO 81301 tony.cady@state.co.us</p>	<p>CDOT Headquarters, DTD Aaron Willis (303) 512-4019 2829 W. Howard Ave Denver, CO 80222 2829 aaron.willis@state.co.us</p>

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

US Department of Transportation, FHWA Bipartisan Infrastructure Law

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

US Department of Transportation, FHWA TAP Guidance

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf

US Department of Transportation, FHWA TAP Fact Sheet

<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

US Department of Transportation, FHWA TAP Questions & Answers

https://www.fhwa.dot.gov/environment/transportation_alternatives/

Colorado Department of Transportation Website

<http://www.codot.gov>

CDOT Transportation Alternatives Program

Built Environment and Community Development Best Practices

OVERVIEW

The Transportation Alternatives Program includes grant criteria for built environment and community development best practices. The following list of best practices are intended as a guide for communities in providing an answer to the grant criteria question. These criteria were developed jointly between the Department of Local Affairs (DOLA), the Colorado Energy Office (CEO), and the Colorado Department of Transportation (CDOT). If applicants have any questions on how to apply these best practices to the TAP application, please contact Nathan Lindquist, CDOT Senior Land Use Planner at nathan.lindquist@state.co.us

Applicants are recommended to consider either **one or both** of the following options when providing answers to this question:

1. **Consider if the proposed TAP project is a benefit to the built environment and community development goals of your community.** For example: a new sidewalk may be part of a downtown revitalization initiative. Or, a bike lane may connect an area with new affordable housing to a school or park. Any information like this can be submitted to provide an answer for this criteria.
2. **If your proposed TAP project is not connected to built environment or community development goals, there are other options to receive points in this category.** For example, a proposal for a wildlife study may be difficult to connect to the guidelines mentioned above. For these kinds of projects, the applicant is recommended to discuss with their community development or planning office whether the jurisdiction is currently involved with, or has an intention to consider, any of the best practices listed below. The applicant may also submit related best practices that are not on the list.

SUGGESTED BEST PRACTICES

INFILL DEVELOPMENT

1. **Higher density mixed use development in core areas.**
Establish higher minimum density mixed use development (by-right) in downtown areas, workforce centers, and around multimodal transportation nodes (or other walkable areas);

RURAL OPTION Higher density near service areas.

Establish higher densities in areas close to jobs and services that are served by public water and sewer. In areas served by well and/or septic systems, reduce allowed densities;

2. **Density bonus program.**

Establish a density bonus program to increase construction of units that meet affordable housing needs within the local community;

3. **Minimum lot size requirements.**

Reduce or eliminate minimum lot size requirements and permit development of small residential unit sizes (e.g. 500–1000 square feet of living space) to increase options for affordable housing development;

RURAL OPTION Minimum lot size.

Increase minimum lot size to avoid and mitigate impacts from development in prime agricultural lands, critical habitat corridors or spaces, and hazard areas in counties (e.g. 70 or 120 acres);

HOUSING TYPES

4. **Multi-family housing options.**

Permit duplexes, triplexes, or other appropriate multi-family housing options as a use by right in single-family residential zoning districts;

5. **Accessory Dwelling Units (ADUs).**

Permit ADUs as a use by right in residential zoning districts;

6. **Alternative building options.**

Remove barriers and/or update zoning to permit alternative housing options, including but not limited to, modular, manufactured, and prefabricated homes;

DISTRICTS & SUBDIVISIONS

7. **Planned Unit Developments (PUDs).**

Require PUDs to include and/or increase percentage of integrated affordable housing units;

8. **Urban Growth Areas/Boundaries.**

Establish Urban Growth area/boundary agreements between neighboring municipalities and/or counties to coordinate future development by directing development toward existing communities. Jurisdictions determine together where it is cost effective to grow, guiding growth where most needed (e.g., infill areas) and away from areas where it can create problems (e.g., high hazard areas, wildlife habitat, prime agricultural land);

9. **Infill incentive district.**

In areas designated as infill, create an infill incentive district that allows mixed uses and prioritizes inclusion of affordable housing units, including the possible use of a property tax abatement program for infill locations;

10. **RURAL OPTION Mixed-use zoning districts.**

Establish flexible, by-right, mixed-use zone districts adjacent to towns and in town influence/growth areas to accommodate large developments that are in accord with town and/or county comprehensive plans;

11. **RURAL OPTION Cluster/conservation subdivisions.**

- a. Require cluster subdivisions at a community's edge to transition to rural areas;
- b. Require conservation subdivisions in rural areas (residential subdivision that devotes at least half of its potentially buildable land area to undivided, permanently protected open space);

MOBILITY

12. **Minimum Parking Standards.**
Reduce minimum parking requirements and/or create parking maximums, principally focused near active transportation nodes and areas in, or adjacent to, job centers and services;
13. **Multi-modal road standards.**
Adopt pedestrian and multi-modal road standards that allow for minimum width roads/streets to reduce construction and maintenance costs, increasing connectivity, multi-modality and walkability (e.g., ADA access, bike lanes, sidewalks, etc.);

AFFORDABLE HOUSING

14. **Affordable housing development as a use by right.**
Classification of affordable housing developments as a use by right;
15. **Inclusionary Zoning Ordinance (IZ).**
IZ programs vary in structure; they can be mandatory or voluntary and have different set-aside requirements, affordability levels, and control periods. Most offer developers incentives such as density bonuses, expedited approval, and fee waivers to offset some of the costs with providing the affordable units. Many programs also include developer opt-outs or alternatives, such as allowing developers to pay fees or donate land in lieu of building affordable units; (C.R.S. 29-20-104(1))
16. **RURAL OPTION—Affordable housing subsidies and/or incentives.**
Create subsidy and/or incentive tools to support affordable housing development (served by public water and sewer) near jobs and services (e.g., fee waivers or reductions, funding source to buy down costs, use of vacant publicly owned land, reduced parking, etc.);

UTILITIES & RESOURCES

17. **Development fee schedule.**
Codify development policies to reduce or remove local development fee/deposit schedules, including but not limited to, building permit fees, planning fees, and water/sewer tap fees for affordable housing developments;
18. **Water conservation.**
Adopt water conservation standards, such as permitting recycled water irrigation systems or providing stormwater management credits to protect agricultural land and greenspaces;
19. **Water rate structure reduction.**
Codify water rate structures with cost percentage reductions for affordable and denser housing;
20. **Energy efficiency codes.**
Adopt energy efficient building codes and design standards that substantially exceed the standards required by HB 22-1362 to ensure lower household utility costs long term;

LAND USE & CONSERVATION

21. **High risk and environmentally sensitive areas.**
Restrict development in high risk, hazard, and environmentally sensitive areas (e.g., floodplains, wildfire, protected wildlife habitat areas, etc.), using overlays and other tools that require mitigation measures;
22. **Land donation, acquisition, banking program, or land trust program.**
Create a land donation, land acquisition, land banking or land trust program for developing affordable housing or create incentives (e.g., reduced property tax) to support such programs;
23. **RURAL OPTION Transfer of Development Rights (TDRs) and Purchase of Development Rights (PDRs).**
Use TDRs and PDRs to incentivize housing development in municipalities while allowing some cost recapture/return on investment for agricultural or other large lot land owners;

GOVERNMENT POLICIES

24. **Update annexation policies.**
Update annexation policies to require or incentivize mixed use development that includes affordable housing and ensures connectivity with roads, transit, trails, parks and schools;
25. **RURAL OPTION—Intergovernmental Agreements (IGAs).**
Use IGAs with municipalities that designate tiers/growth areas where urban and suburban-level growth will be built only if annexed by the municipality and low level density will occur only in the unincorporated county. These IGAs may require development in areas of municipal interest (i.e., likely to be annexed in the future) to develop to the municipality's infrastructure standards in order to reduce future costs.

RESOURCES

Strategies from HB 22-1304
Strategies from HB 21-1271
MT Task Force - Montana Task Force
SDC - Sustainable Development Code
Smart Growth Principles
EPA's Essential Smart Growth Fixes
[Sustainable OKC](#)