



ADVANCED
MOBILITY
PARTNERSHIP

AGENDA

WORKING GROUP
Tuesday, March 3, 2020
2:30 p.m.

Denver Regional Council of Governments
1001 17th St.
Aspen Conference Room

- 1. Welcome and Introductions**
- 2. Election of Officers**
- 3. MCB Tactical Action Prioritization and Discussion**
All partner agencies
- 4. Mobility Technology Data Scrum**
Lily Lizarraga, Innovative Mobility Project Coordinator, CDOT
- 5. Regional Transportation Operations Data and Existing Conditions**
Greg MacKinnon, Transportation Operations Program Manager, DRCOG
- 6. Regional Transportation Operations and Technology Set-Aside**
Greg MacKinnon, Transportation Operations Program Manager, DRCOG
- 7. Next Meeting: April 7, 2020**



COLORADO
Department of Transportation





ADVANCED
MOBILITY
PARTNERSHIP

WORKING GROUP
Tuesday, February 4, 2020
2:30 p.m.

Denver Regional Council of Governments
1001 17th St.
Aspen Conference Room

MEETING SUMMARY

Attendees

Steve Cook, DRCOG

Paul DesRocher, RTD

Matt Duncan, RTO Representative, City of
Lakewood

Crissy Fanganello, Panasonic

Nadia Garas, Denver Transit Partners

Lisa Houde, DRCOG

Dave Levy, Mobilitynext

Emily Lindsey, DRCOG

Lily Lizarraga, CDOT

Greg MacKinnon, DRCOG

Christelle Matsuda, CDOT

Wes Marshall, UTAC, CU Denver

Danny Montoya, RTO Representative, Douglas
County

Ron Papsdorf, DRCOG

Carson Priest, TAC Representative, Smart

Commute Metro North

Chris Primus, HDR

Celeste Stragand, Ford

Brian Welch, RTD

Tom Worker-Braddock, City of Aurora

1. Welcome and Introductions

Emily Lindsey welcomed attendees to the Advanced Mobility Partnership Working Group, participants went around the room and introduced themselves. Ms. Lindsey shared the 2020 AMP Working Group meeting calendar, noting all of the AMP Working Group meetings would take place at DRCOG, except three meetings which would occur at partner agency locations – June (CDOT), September (Chamber) and December (RTD).

2. Technology Data Scrum

Lily Lizarraga provided an overview of CDOT's upcoming Technology Data Scrum. Ms. Lizarraga introduced the scrum, which will be hosted with support from the Harvard Kennedy School and include participants from local stakeholders from Colorado. The purpose of the event will be to improve data sharing and technology interoperability across the state. Ms. Lizarraga noted CDOT should have an update on this at the next meeting, where she can share additional details.

3. DRCOG Regional Transportation Operations & Technology Program

Greg MacKinnon, manager of DRCOG's Regional Operations and Technology program, provided a brief overview of the Regional Transportation Operations and Technology (RTO&T) Set-Aside of





the DRCOG Transportation Improvement Program (TIP). This set-aside includes around \$13 million and DRCOG plans to issue a Call for Projects in Spring 2020.

Mr. MacKinnon provided an overview of the application process, eligibility requirements, eligible project types, funding requirements, timeline and evaluation criteria. Nadia Garas requested clarification on the eligible project sponsors, which can include local governments, RTD, CDOT or other governmental agencies. Mr. MacKinnon clarified that project sponsors must be eligible recipients of federal aid funding and own/operate the ROW. Mr. MacKinnon requested input from the AMP Working Group and conducted an exercise to learn more about their thoughts on weighting of the proposed evaluation criteria.

The group had discussions about better understanding the current state of the system. Crissy Fanganello inquired about a potential state of the system report, something that would enable the work group to better understand the level of technology use/adoption throughout the Denver region. Dave Levy inquired about an inventory, he suggested this might assist the group in understanding where gaps might be in the system. The group also discussed policy-level priorities, both in relationship to the set-aside and an overall conversation about setting the region up for success. Tom Worker-Braddock inquired about a regional plan for ITS/operations, Mr. MacKinnon described the regional ITS architecture. The group set the stage for a future conversation to better understand the existing system and have conversations about policy-level priorities.

4. MCB Tactical Action Prioritization

Following the group discussion about Mobility Choice Blueprint Tactical Actions at their January meeting, the group participated in an engagement activity to prioritize tactical actions by objective. Staff will share a link with folks that were unable to attend to get a better picture of AMP Working Group stakeholder priorities and report on findings at the March meeting.

5. Election of Officers Discussion

Ms. Lindsey noted the group has yet to identify a Chair and/or Vice-Chair. Responsibilities of the Chair/Vice-Chair would be to run the meeting – DRCOG would still be responsible for all of the logistics and meeting prep (agenda, packet, summary), but it would be good to have a chair to call the meeting to order, introduce agenda items, etc. Brian Welch noted he would be willing to serve in either capacity. The group will discuss further at the March meeting.

6. Next Steps and 2020 Meeting Calendar

Ms. Lindsey thanked everyone for participating in the meeting. The next meeting is March 3, 2020 at the same time/place.





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DATE: March 3, 2020
TO: AMP Working Group
FROM: Emily Lindsey, Transportation Technology Strategist, DRCOG
SUBJECT: Election of Officers
ACTION: Approve

SUMMARY

In support of the Advanced Mobility Partnership, the AMP Working Group meets monthly to collaborate on transportation technology-related efforts in the Denver region. The Working Group will be asked to elect a Chair and Vice Chair to serve a one-year term at their March meeting. The role of the Chair, or in absence of the Chair, Vice Chair, is to: call the meeting to order, announce agenda items, recognize members and other tasks as necessary to run each meeting. Nominations from partner-agency representatives were solicited and the officers are proposed as:

- Chair: Brian Welch, RTD
- Vice-Chair: Ashley Nysten, CDOT

PROPOSED MOTION

Move to elect the Chair and Vice Chair of the AMP Working Group to serve from March 2020 to February 2021.

ATTACHMENT(S)

N/A

ADDITIONAL INFORMATION

For additional information, please contact Emily Lindsey, Transportation Technology Strategist, DRCOG, at 303-480-5628 or elindsey@drcog.org.



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DATE: March 3, 2020
TO: AMP Working Group
FROM: Emily Lindsey, Transportation Technology Strategist, DRCOG
SUBJECT: MCB Tactical Action Prioritization and Discussion
ACTION: Discussion

SUMMARY

The Mobility Choice Blueprint is a collaborative strategy to help the Denver region prepare for the rapidly changing technology that is revolutionizing transportation mobility. Completed in 2019, this effort was a unique planning and funding partnership between DRCOG, RTD, CDOT and the Denver Metro Chamber of Commerce. The planning process included stakeholder engagement, travel trend analysis, evaluation of innovative mobility services and solutions, and identification of planning and implementation partnerships. The Advanced Mobility Partnership (AMP) will work together with partners to implement the Mobility Choice Blueprint.

The Mobility Choice Blueprint report outlines seven objectives including: regional collaboration, system optimization, shared mobility, data security and sharing, mobility electrification, driverless vehicle preparation and new transportation funding. A critical outcome of the Mobility Choice Blueprint was the development of tactical actions related to the objectives, these tactical actions outline specific process, program and pilot implementation guidance.

The AMP Working Group reviewed the tactical actions and heard from partner agencies about the latest status of each action at their January 2020 meeting and participated in an interactive prioritization exercise both in-person at the meeting and for those unable to participate at the meeting, remotely. The results of the prioritization exercise are in Attachment 1.

ATTACHMENT(S)

1. AMP Working Group - Prioritization Survey Results
2. [Mobility Choice Blueprint Final Report](#)¹
3. [Mobility Choice Blueprint Summary](#)²

ADDITIONAL INFORMATION

For additional information, please contact Emily Lindsey, Transportation Technology Strategist, DRCOG, at 303-480-5628 or elindsey@drcog.org.

¹ https://www.mobilitychoiceblueprintstudy.com/assets/docs/MCB_Final_Report_.pdf

² https://www.mobilitychoiceblueprintstudy.com/assets/docs/MCB_Summary_Brochure.pdf





AMP Working Group – Prioritization Survey Results

Action ID	Tactical Action	Initiator	Weighted Average Score
4.1	Establish a regional mobility data platform	All	4.13
2.4	Implement transit priority on all major bus corridors	RTD	3.96
4.2	Establish data sharing requirements for private sector roadway users	DRCOG	3.78
7.2	Explore the concept of a road usage charge for Colorado	CDOT	3.74
2.5	Implement traffic signal control technology on all major regional arterial corridors	DRCOG	3.71
3.4	Implement curbside management standards	DRCOG, RTD	3.70
5.3	Transition government fleets to electric and other zero-emission vehicles	CDOT, DRCOG, RTD	3.65
2.8	Coordinate traffic management centers systems and operations	CDOT	3.58
7.1	Expand DRCOG funding earmark for a mobility technology innovation fund	DRCOG	3.57
1.4	Make Mobility as a Service available to all	RTD	3.48
6.3	Support legislative efforts to ensure that automated vehicles operate safely	CDOT	3.48
3.6	Partner with the private sector to provide transportation in mobility-challenged communities	DRCOG, RTD	3.43
3.1	Develop a universal mobility app for trip planning and payment	RTD	3.39
7.3	Support legislative efforts to ensure that driverless automated vehicles generate appropriate funding	Chamber	3.39
2.6	Pilot integrated corridor management on ten arterial corridors	DRCOG	3.33
2.1	Evaluate technology upgrades and interoperability in projects in DRCOG's Transportation Improvement Program	DRCOG	3.26
3.5	Pilot neighborhood-scale mobility hubs	DRCOG, RTD	3.22





2.2	Prepare for technology upgrades and interoperability in transportation construction projects	CDOT, DRCOG	3.21
1.2	Establish a new public-private partnership mobility entity or entities to pursue mobility technology implementation	All	3.13
6.2	Minimize zero occupancy and encourage high shared use of driverless automated vehicles	CDOT, DRCOG	3.09
2.7	Implement " smart corridor " operations on all regional freeways	CDOT	3.08
2.3	Accelerate testing of bicycle/pedestrian detection on arterials	Local Jurisdictions	3.04
1.6	Establish a regional smart mobility navigator	DRCOG	2.96
5.2	Create an electrified mobility development program	Chamber	2.91
3.2	Adopt a regional compact defining common standards for micromobility services	DRCOG	2.83
5.1	Incentivize ridehailing and ridesharing providers to use electric vehicles	DRCOG	2.83
3.3	Develop incentives to improve ridehailing and ridesharing operations	RTD, Local Jurisdictions	2.70
2.9	Pilot mobility technologies on mountain corridors	CDOT	2.67
1.3	Engage university resources to develop technology mobility research and development	DRCOG	2.64
3.7	Pilot smart parking at Park-n-Rides	RTD	2.61
6.1	Pilot driverless microtransit to increase public exposure to automated vehicle technology	RTD	2.48
2.10	Pilot modular lanes	CDOT	2.26
1.5	Develop regional guidelines for drone delivery and drone passenger travel	CDOT	1.88





DATE: March 3, 2020
TO: AMP Working Group
FROM: Ashley Nylen, Assistant Director of Mobility Technology, CDOT
Lily Lizarraga, Innovative Mobility Project Coordinator, CDOT
SUBJECT: Mobility Technology Data Scrum
ACTION: Information

SUMMARY

CDOT will present additional information regarding the Mobility Data Technology Scrum that CDOT presented on during the February Advanced Mobility Partnership (AMP) meeting. CDOT will cover the intent, objectives and anticipated outcomes of the scrum event. Additionally, CDOT will facilitate a polling activity to help guide the preparation for the upcoming Mobility Data Technology Scrum and identify key discussion needs to be addressed during the event. The poll will help collect input and feedback, stimulate AMP group discussion, that will in turn help steer the core needs and barriers to regional data sharing and technology interoperability to be addressed during the scrum workshop.

CDOT, in partnership with the Harvard Kennedy School is hosting a Technology Data Scrum with the intent of improving data sharing and technology interoperability for the state of Colorado. The purpose of the scrum is to enable state, regional and local agencies to share mobility data effectively to achieve a broad range of transportation objectives.

ATTACHMENT(S)

- 1. Mobility Technology Data Scrum – updated flyer

ADDITIONAL INFORMATION

The Data Scrum will be held May 6-7th at the CDOT Golden location. There will be no cost associated in attending the Data Scrum. For additional information or to RSVP, please contact Lily Lizarraga, Innovative Mobility Project Coordinator, CDOT, at 303-757-9789 or lily.lizarraga@state.co.us.





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Office of Innovative Mobility

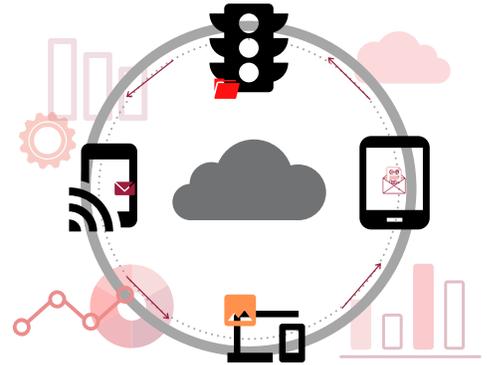


HARVARD
Kennedy School

TECHNOLOGY DATA SCRUM

Data Sharing & Interoperability

CDOT, in partnership with the Harvard Kennedy School is hosting a day and half workshop intended to result in actionable next steps to facilitate regional transportation data sharing and technology interoperability.



MAY 6TH, 2020: 1:00 PM - 5:00 PM

MAY 7TH, 2020: 8:30 AM - 4:30 PM

CDOT GOLDEN

425 Corporate Circle, Golden, CO 80401

DAY 1

BREAKOUTS RECOMMENDATIONS

TECHNOLOGY DATA SHARING GAME PLAN ACROSS
COLORADO

DAY 2

WORKSHOP OVERVIEW, OBJECTIVES, LEVEL-SETTING
PRIORITY OPPORTUNITIES, ISSUES, & BREAKOUTS



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Office of Innovative Mobility

The Office of Innovative Mobility works with emerging technologies and develops strategy for piloting connected and autonomous vehicles in Colorado, including data collection and usage, encouraging and facilitating interoperability of technology and data, and future policy recommendations.



✉ mark_fagan@hks.harvard.edu

Mark Fagan is a Public Policy Lecturer at the Mossavar-Rahmani Center for Business & Government at Harvard Kennedy School. He examines policy & regulatory impacts of autonomous vehicles, deregulation in the railroad industry, externalities associated with transportation of hazardous materials, and electricity restructuring in the US.

RSVP TO LILY LIZARRAGA: LILY.LIZARRAGA@STATE.CO.US



DATE: March 3, 2020
TO: AMP Working Group
FROM: Greg MacKinnon, Transportation Operations Program Manager, DRCOG
SUBJECT: Regional Transportation Operations Data and Existing Conditions
ACTION: Discussion

SUMMARY

Last month, during the presentation of the draft eligibility rules and selection process for the RTO&T Set-Aside of the DRCOG Transportation Improvement Program (TIP), it was remarked that baseline technology inventory is necessary to support regional technology planning and policy development.

Summaries (*.kmz files) of the several types of devices DRCOG has informally tracked over the last several years are available for [download](#), including: traffic signals, travel time monitoring devices, travel time monitoring corridors, traffic cameras, and CDOT ramp meters. The summaries are not definitive inventories of 100% of every agencies’ devices.

DRCOG staff is currently in the process of formalizing the data structure and data management procedures particular to these and other anticipated technologies. Additionally, updates to this data will be integrated into DRCOG’s annual request for data updates.

DRCOG staff will provide a brief overview of the available data at this AMP Working Group meeting.

ATTACHMENT(S)¹

- 1. Arterial Travel Time Corridors.kmz
- 2. CDOT Ramp Meters.kmz
- 3. Master CCTV Inventory.kmz
- 4. Master Travel Time Device Inventory.kmz
- 5. Traffic_Signals.kmz

ADDITIONAL INFORMATION

For additional information, please contact Greg MacKinnon, Transportation Operations Program Manager, DRCOG, at 303-480-5633 or gmackinnon@drcog.org.

¹ All KMZ files can be viewed in Google Earth. Files can be downloaded here:
https://www.dropbox.com/sh/cec1858ho828a30/AADq1srQ4_Yl3yrbcWwHHk66a?dl=0





DATE: March 3, 2020
TO: AMP Working Group
FROM: Greg MacKinnon, Transportation Operations Program Manager, DRCOG
SUBJECT: Regional Transportation Operations & Technology Set-Aside
ACTION: Discussion

SUMMARY

Last month, DRCOG staff provided an overview presentation of the draft eligibility rules and selection process for the Regional Transportation Operations and Technology (RTO&T) Set-Aside of the Transportation Improvement Program (TIP). Both the DRCOG Regional Transportation Operations (RTO) Working Group and this AMP Working Group provided input to the process.

The process will be presented to the RTO Working Group on February 26th for a final confirmation.

DRCOG staff will provide a presentation at this AMP Working Group meeting highlighting the minor changes from the last version of the document presented.

ATTACHMENT(S)

1. DRAFT RTO&T Eligibility Rules and Selection Process

ADDITIONAL INFORMATION

For additional information, please contact Greg MacKinnon, Transportation Operations Program Manager, DRCOG, at 303-480-5633 or gmackinnon@drcog.org.



Regional Transportation Operations & Technology Set-Aside

FY 2020 to FY 2023 Projects

Eligibility Rules and Selection Process

for 2020 Call-for-Projects

DRAFT FEB26-20

Program Purpose

The *Regional Transportation Operations & Technology (RTO&T) Set-Aside* funds transportation technology improvements to traffic signal systems, intelligent transportation system projects, and other technology projects associated with any travel mode. The specific outcomes and objectives of the RTO&T set-aside are listed below.

Program Objectives

The RTO&T program objectives extend from two objectives in the DRCOG Metro Vision:

Operate, manage and maintain a safe and reliable transportation system.

- Maintain existing and future transportation facilities in good condition.
- Improve transportation system performance and reliability.
- Improve transportation safety and security.

Improve and expand the regional's multimodal transportation system, services and connections.

- Improve the capacity of the multimodal regional roadway system.
- Improve the region's comprehensive transit system, including the timely completion of the FasTracks program.
- Improve bicycle and pedestrian accessibility.
- Improve interconnections of the multimodal transportation system within and beyond the region for people and freight.
- Expand travel demand management services and strategies.

For this call-for-projects, the RTO&T program specifically focuses on improvements to transportation system performance and reliability; the other objectives contribute to achieving that main objective.

Sponsor Eligibility Requirements

- Project sponsors must be eligible to be subrecipients of federal transportation funds, administered through the Colorado Department of Transportation. These include local governments, CDOT, RTD and other governmental agencies. Private, for-profit companies (e.g., contractors, suppliers, or consultants), nonprofits and transportation management associations/organizations (TMA/Os) are not eligible sponsors.

- All scopes of work must adhere to the federal Congestion Mitigation/Air Quality(CMAQ) program guidance:
https://www.fhwa.dot.gov/Environment/air_quality/cmaq/policy_and_guidance/.

Project Eligibility Requirements

Funding background

The DRCOG 2020 – 2023 Transportation Improvement Program allocates \$5,000,000 of federal CMAQ funds annually to this set-aside. Once funds are taken off the top for projects already programmed, DRCOG staff, and consultant services, just over \$13m is projected to be allocated for the 2020-2023 period in this year’s call for projects. Note: all selected projects become a “federal project” and must adhere applicable state and federal regulations.

Eligible project types

Sponsors are encouraged to consider the program goals in developing project concepts. The following is a list of requirements for all eligible projects:

- Project must be a transportation project
- Project must result in pollutant emissions reduction
- Project must be located in or benefit DRCOG region’s nonattainment or maintenance areas
- As this set-aside involves operations improvements, the project must be focused on improvements achieved along corridors identified in the 2040 Regional Roadway System
- As per 23 CFR §940.11, projects must be represented in the DRCOG Regional ITS Architecture.

The following is list of eligible types of projects focused on near-term regional transportation operations priorities:

- Extend reach of traffic signal system control to locations not currently under system control or locations having a demonstrated history of poor reliability.
- Implement traffic signal systems that are capable of both integrating with neighboring systems and supporting advanced signal control strategies.
- Implement infrastructure to support the implementation of regional advanced traffic signal performance measurement (ATSPM), including: upgraded controllers/cabinets, advance vehicle detection, connected vehicle roadside equipment, field communications, and traffic management center (TMC) infrastructure and software.
- Implement or expand infrastructure necessary to provide travel time monitoring and performance measurement. Additionally, such implementations must share data with CDOT’s traveler information system.
- Implement servers, software and infrastructure to provide and support regional transportation data sharing. May include: the deployment of analytics and similar applications utilizing shared transportation data; and, expansion and deployment of improved regional traveler information services.
- Implement traffic camera system (field equipment, TMC equipment and communications infrastructure).
- Implement field infrastructure necessary to support advanced signal control strategies, including: detection equipment (all types), connected vehicle roadside equipment, field communications, field support equipment not related to signal system and TMC infrastructure and software.

Ineligible projects

- **Projects submitted** to other DRCOG Transportation Improvement Program (TIP) set-aside programs (*Community Mobility Planning and Implementation, Regional TDM or Human Services Transportation Set-Aside, or the Regional Air Quality Council Set-Aside*) are not eligible under this set-aside.
- Projects that add new capacity for single-occupant vehicles are ineligible.
- Routine maintenance and rehabilitation projects (i.e. projects that solely maintain existing functionality) are ineligible.
- Stand-alone studies or studies that fall outside the project development pipeline are not eligible.

Please reach out to DRCOG staff if there are questions about eligibility.

Funding Requirements

The funding minimum is \$100,000 federal. Project sponsors must clearly describe how the funding request is supported by the work proposed for the project.

A non-federal cash match of at least 20% of the total project cost is required (federal share can be no more than 80%) except for projects noted below. CDOT is the steward of these funds and does not track overmatch. If a sponsor wants to commit a greater share of non-federal funding to the project, they may do so.

As per 23 CFR §120, certain safety projects are eligible for an increased federal share – up to 100 percent of the cost of construction. For the purpose of this call for projects, projects that include exclusively the items list below will be considered for the increased federal share:

- Traffic signal system (must have proven capability of integrating with neighboring traffic signal systems and support advanced signal control strategies)
- Traffic signal controllers (must meet Advanced Traffic Controller standard with high-resolution data logging capability) or dedicated data aggregator equipment
- Traffic signal cabinets (**meeting or exceeding jurisdiction's current standard specifications; new functionality requirements must be documented as part of procurement**)
- Field communications equipment to connect to transportation communications network
- Communications infrastructure connecting field equipment to Traffic Management Center (TMC)
- Communications equipment at TMC
- Transit Signal Priority (TSP) field equipment, firmware, and software
- System/advance detectors (expressly for new traffic signal timing coordination functionality)
- Communications equipment and infrastructure connecting neighboring TMCs

Application Process

- 1. Identify the project concept and begin early discussions with DRCOG staff** (strongly encouraged, not required)
- 2. Attend a mandatory RTO&T set-aside pre-application workshop**

3. Submit a letter of intent

With a multi-step application process, interested applicants must first submit a letter of intent that include applicant's contact information, a project description, estimated project cost and an initial project risk assessment matrix. Supplemental materials will be accepted if they contribute to the understanding of project being proposed.

4. Letter of intent discussion

DRCOG staff will review the letter of intent and request additional information as needed. As necessary, applicants may be contacted by DRCOG staff to clarify the proposal before next steps are taken. This will include screening of project proposals for eligibility and identification of potential partners and or project links. The RTO Working Group will assemble and discuss proposed project details and expected outcomes. If the letter of intent is accepted, sponsors will be invited to submit a full application.

5. Invited applicants complete and submit an application

Applications must be submitted along with letters of support from impacted or participating entities. Those letters must formally acknowledge and commit to their respective roles and responsibilities for the project implementation and subsequent operations. Infrastructure projects requiring CDOT or RTD concurrence (projects on a state highway or within the state rights-of-way or involving RTD service) must provide an official agency response with the application submittal. Note that applications must also include the required preliminary systems engineering analysis documentation necessary to initiate the project.

6. Project review, scoring and recommendation

Applications will be reviewed and scored based on the set-aside evaluation criteria. The internal project review panel will prepare a recommendation of projects to be funded to present to the RTO Working Group. DRCOG's Transportation Advisory Committee and Regional Transportation Committee will make further recommendation prior to a presentation to the Board of Directors for approval.

7. Applicants are notified about approved projects

Project Funding Evaluation and Selection Process

DRCOG will establish an internal project review panel to assist with scoring and evaluating projects. Participants may include staff from DRCOG divisions:

- Transportation Planning and Operations
- Regional Planning and Development
- Communications and Marketing (Way to Go)
- Area Agency on Aging, and/or
- Executive Office

Each member of the panel will review the applications and assign points to the criteria based on information contained in the project application forms. The panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project. The panel will recommend a list of projects to be funded by the *Regional Transportation Operations and Technology Set-Aside*. The recommended list of projects will be presented to the RTO Working Group and then taken through DRCOG committees for review and final approval by the DRCOG Board of Directors.

[Evaluation criteria](#)

Category	Description	Scoring	Weight
Alignment with Metro Vision	The project's ability to contribute to the implementation of Metro Vision.	low – minimal impact to implementation of Metro Vision medium – consistent relationship to several Metro Vision objectives high – strong relationship to Metro Vision objectives	10
Alignment with RTO&T Objectives	The extent of the project's capability to contribute to program objectives, including the main objective: "Improve transportation system performance and reliability."	low – contribution to main objective only medium – strong contribution to main objective with contribution to at least one other objectives high – strong contribution to main objective with contribution to at least two other objectives	15
Collaboration and Partnerships	The extent to which the project involves multi-agency and/or multi-jurisdictional collaboration.	low – no partnerships as part of project, sponsor-led and implemented medium – acknowledgement of partnership with other agencies and/or jurisdictions high – partnerships include financial support and resources and collaboration throughout the life of the project	15
Innovation and Transferability	The extent to which the project involves an innovative practice or technique and/or potential transferability of project process or products.	low – no potential for outcome to provide proof of concept for a process or practice. No transferability locally or regionally. medium – limited potential for outcome to provide proof of concept for a process or practice. Concept may prove transferrable to other projects locally or regionally. high – strong potential for outcome to provide proof of concept for a process or practice including potential transferability to other projects locally and regionally	10
Project Need	The extent to which the project location is an area needing improvement offered by the project.	low – Congestion Score and High Injury Network Score for corridor in bottom third of scale	20

Category	Description	Scoring	Weight
		<p>medium – Congestion Score and High Injury Network Score for corridor in middle third of scale or mixed results</p> <p>high – Congestion Score and High Injury Network Score for corridor in top third of scale</p>	
Project Impact	The extent to which the project provides improvements in air quality, congestion and travel reliability	<p>low – the lower third of projects submitted</p> <p>medium – the middle third of projects submitted</p> <p>high – the upper third of projects submitted</p>	25
Risk Management Plan.	The extent to which project development prepared for the rigors of implementation.	<p>low – minimal effort to identify risks and mitigation strategies or unrealistic assessment of risk and consequences</p> <p>medium – realistic assessment of project risks and consequences without notable mitigation plans</p> <p>high – rigorous review of the project risks and consequences addressed by intentional and specific mitigation strategies</p>	5

Award Conditions

- Applicants must update technology inventory information with DRCOG. DRCOG will distribute existing datasets for confirmation and update prior to the call for projects.
- Applicants must commit to sharing data and regional partners in support of the deployment of the regional data platform and consistent with the DRCOG Regional ITS Architecture.
- Project sponsors will formally acknowledge that federal funding is allocated and that adherence to applicable state and federal regulations (and DRCOG TIP policy) is mandatory for all phases of the project.
- Funding provided to local government sponsors must not replace existing local funding for staff.
- Applicants must not request funding for projects, activities, or services that are currently performed by other agencies or government entities. Applicants must not request funding for projects, activities, or services that are currently performed by, or may compete with, the private sector.
- All project scopes of work are subject to review and approval by DRCOG and CDOT.

- Each applicant awarded funds will sign an IGA and enter into a contract with the Colorado Department of Transportation (CDOT) to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these federal funds. CDOT will specify requirements for status reporting and reimbursement requests.
- Each awarded project sponsor will be required to attend reimbursement training (approximately 4 hours) that defines the documentation required for tracking expenses and requesting reimbursement.
- All funded projects must include a DRCOG staff representative as a member of the project management team or equivalent group.
- Each awarded project sponsor will be required to attend a post-project debrief with DRCOG staff.

DRAFT