

AGENDA

REGIONAL TRANSPORTATION COMMITTEE

Tuesday, April 14, 2020

8:30 a.m.

VIDEO/WEB CONFERENCE

Denver, CO

1. Call to Order
2. Public Comment
3. February 18, 2020 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Discussion on returned Community Mobility Planning and Implementation (CMPI) set-aside of the 2020-2023 Transportation Improvement Program (TIP) funding to projects
(Attachment B) Derrick Webb
5. Discussion of Urban Arterial Multimodal Safety Improvements Program and Eligibility Rules and Selection Process
(Attachment C) Ron Papsdorf
6. Discussion of the draft Eligibility Rules and Selection Process for the RTO&T Set-Aside
(Attachment D) Steve Cook, Greg MacKinnon

ADMINISTRATIVE ITEMS

7. Member Comment/Other Matters
8. Next Meeting – May 19, 2020
9. Adjournment



ATTACHMENT A

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, February 18, 2020

MEMBERS PRESENT:

| | |
|------------------------|--|
| Shannon Gifford | Colorado Department of Transportation |
| Karen Stuart | Colorado Department of Transportation |
| Don Stanton | Colorado Department of Transportation |
| Douglas Rex | Denver Regional Council of Governments |
| Wynne Shaw | Denver Regional Council of Governments |
| Bob Fifer (Chair) | Denver Regional Council of Governments |
| John Diak (Vice Chair) | Denver Regional Council of Governments |
| Jeff Kullman | Michael Baker International |
| Mike Silverstein | Regional Air Quality Council |
| Doug Tisdale | Regional Transportation District |
| Vince Buzek | Regional Transportation District |

Others Present:

| | |
|----------------------------|--|
| Eula Adams (Alternate) | Colorado Department of Transportation |
| Rebecca White (Alternate) | Colorado Department of Transportation |
| Ron Papsdorf (Alternate) | Denver Regional Council of Governments |
| Jim Dale (Alternate) | Denver Regional Council of Governments |
| Bill Van Meter (Alternate) | Regional Transportation District |
| Kate Williams (Alternate) | Regional Transportation District |

Public: Alex Ariniello, Town of Superior; Maureen McCanna, Peter Piccolo, Bicycle Colorado; Jordan Rudel, CDOT R1

DRCOG Staff: Jacob Riger, Todd Cottrell, Steve Cook, Steve Erickson, Emily Lindsey, Greg MacKinnon, Beth Doliboa, Melinda Stevens

Call to Order

Chair Bob Fifer called the meeting to order at 8:33 a.m.

Public Comment

Peter Piccolo, Executive Director of Bicycle Colorado, asked for the committee to reconsider funding an additional project for Bicycle Colorado with remaining funds from the Transportation Demand Management (TDM) set-aside of the 2020-2023 Transportation Improvement Program (TIP). He explained that Bicycle Colorado is a small non-profit that could benefit greatly from having this project funded.

Summary of December 17, 2019 Meeting

The summary was accepted.

ACTION ITEMS

2020-2023 Transportation Improvement Program (TIP) amendments

Todd Cottrell presented proposed 2020-2023 TIP amendments to the committee. The amendments to the TIP have been found to conform with the State Implementation Plan for Air Quality:

TIP Amendments

- **2007-095** **Region 4 Surface Treatment Pool**

Add \$8.9 million in State surface treatment funds, along with one new pool project

- **2020-080** **CDOT Trust Settlement Pool**
 Remove \$8.5 million representing the two RTD pool projects and transfer to new TIP project (below)
- **New Project** **RTD Electric Bus Purchases**
 Create a new \$17.69 million-dollar project for electric bus and infrastructure purchases, including transferred state funding (see above), new FTA funding, and RTD match

Doug Tisdale MOVED to recommend to the Board of Directors the attached amendments to the *2020-2023 Transportation Improvement Program (TIP)*. The motion was seconded and passed unanimously.

Discussion on amendment to the FY 2019 TIP delayed projects report

Todd Cottrell presented the amendment to the committee. Based on conversations with City of Arvada staff, DRCOG staff has become aware of an additional project that should have been included on the first-year project delay list. Arvada staff are currently working to address ROW compliance issues associated with the project and project design simultaneously. They anticipate being able to advertise the project in October 2020.

Doug Tisdale MOVED to recommend to the Board of Directors the amendment to the approved TIP project delays report for Fiscal Year 2019. The motion was seconded and passed unanimously.

Discussion on recommendation of projects to be funded through the Transportation Demand Management (TDM) set-aside of the 2020-2023 TIP

Steve Erickson, Communications and Marketing Director, presented the proposed projects to the committee. The 2020-2023 TIP Policy established \$1.8 million in federal funds for TDM non-infrastructure projects over the four-year period. The purpose of the TDM set-aside is to support marketing, outreach and research projects that reduce traffic congestion and improve air quality. After conducting a workshop for potential applicants, DRCOG issued a call for letters of intent, followed by a call for applications. Staff convened a review panel consisting of two internal and five external participants who first submitted project scores based on approved criteria, then met to review and discuss each project. Separately, DRCOG technical staff scored projects based on data-driven elements.

The review panel recommended the following projects for funding:

| Project Sponsor | Project Title | Recommended Award |
|---|---|--------------------------|
| Transportation Solutions | Commute Trip Reduction Plans and Pilots | \$165,580 |
| Bicycle Colorado | Denver Shifts Gears | \$198,696 |
| Northeast Transportation Connections | The Colfax Corridor Collaboration | \$165,580 |
| Denver Bike Sharing | Bikeshare Innovation & Expansion | \$275,691 |
| Denver Regional Mobility Access Council | Metropolitan Area Transit Training (MATT) | \$80,800 |

| | | |
|----------------------------|--|----------------|
| City of Littleton | Safe Routes to School Wayfinding and SchoolPool Implementation | \$108,415 |
| Recommendation Total | | \$994,762.06 |
| Planning Funding Available | | \$1,136,000.00 |

At the January 27 Transportation Advisory Committee meeting, TAC members discussed the remaining fund balance of \$141,238. While the review panel had recommended moving these funds to the next call for projects, TAC discussed remaining projects and voted unanimously to use the balance to partially fund the following project:

| | | |
|---------------------|-------------------------------|-----------|
| Commuting Solutions | Downtown Superior TDM project | \$141,238 |
|---------------------|-------------------------------|-----------|

The RTC also took into consideration the public comment made by Peter Piccolo of Bicycle Colorado, along with a letter he had written to address the same issue. After a discussion amongst the committee members, it was ultimately decided that they would follow TAC recommendation of awarding partial funding to the Commuting Solutions project. The committee agreed that if additional funds were to become available, Bicycle Colorado should be next on the list to receive them.

Vince Buzek MOVED to recommend to the Board of Directors the projects above be funded through the TDM Services Set-Aside of the DRCOG 2020–2023 TIP and to have Bicycle Colorado put on a waitlist, to be funded should additional funds become available. The motion was seconded and passed with 12 in favor and 2 abstentions by Bill Van Meter and Kate Williams.

Appointment of TAC Seniors Interest seat

Jacob Riger explained the recent vacancy of the seniors interest seat on the TAC. Staff conducted a competitive solicitation process to identify a preferred candidate for nomination by Board Chair Bob Fifer. Of three applications received, DRCOG staff recommended, and the Board Chair has nominated, Carol Buchanan, Director of Programs at the Denver Regional Mobility and Access Council (DRMAC). Her appointment would become effective with the first TAC meeting following RTC’s confirmation.

Doug Tisdale MOVED to confirm the Transportation Advisory Committee seniors special interest seat nomination made by Board Chair Bob Fifer. The motion was seconded and passed with 13 in favor and 1 abstention by Kate Williams.

INFORMATIONAL ITEMS

Briefing on the upcoming DRCOG Regional Transportation Operations & Technology (RTO&T) set-aside program Call-for-Projects

Steve Cook and Greg MacKinnon provided an overview of the upcoming call for projects to the committee. The DRCOG Board established the Regional Transportation Operations & Technology (RTO&T) set-aside program at \$5 million per year as part of the 2020-2023 Transportation Improvement Program (TIP). Once funds are taken off the top for projects already programmed, DRCOG staff, and consultant services, just over \$13 million remains to be allocated for the 2020-2023 period.

Key tasks for the 2020 Call-for-Projects include:

- Define a policy framework defining eligibility rules, priority project types, and other guidance for foundational technology infrastructure (e.g. interoperability of systems, multi-jurisdiction projects, pilot corridors)
- Approve specific project evaluation criteria and process (April RTC)
- Issue a call for Letters of Intent (LOI) from sponsors of specific projects
- After review of the LOIs, invite sponsors to complete the official application form

- Project funding recommendations made by the Evaluation Committee, AMP Working Group, DRCOG TAC, and DRCOG RTC
- DRCOG Board approval of project funding list (September)

CDOT 10-Year Strategic Pipeline

Ron Papsdorf presented this plan to the committee. CDOT is developing its Statewide Transportation Plan. Statewide transportation planning is required by federal and state regulations. One of CDOT's goals is to leverage the Statewide Plan process to develop a 10-Year Strategic Pipeline of Projects, inclusive of all modes, informed by a data-driven needs assessment and public and stakeholder input. The targets for CDOT Region 1 and Region 4 (DRCOG portion) are as follows (\$ million):

| REGION | REGIONAL TRANSIT | HIGHWAY CAPITAL | TOTAL |
|---------|------------------|-----------------|-----------|
| 1 | \$150.40 | \$921.90 | \$1,072.3 |
| 4-DRCOG | \$21.18 | \$141.62 | \$162.80 |

Region 1 and Region 4 have somewhat different approaches to developing the pipeline project lists since Region 1 is entirely within the DRCOG region while Region 4 is only partially within the DRCOG region and includes three other MPOs/TPRs (North Front Range MPO, Upper Front Range TPR, and Eastern TPR).

Karen Stuart commented that all these projects are currently unfunded and that this is a list of projects that "could be" funded. CDOT is hoping to have a finalized list by March or April 2020

State Highway urban arterial improvements concept

Ron Papsdorf explained this concept to the committee. The 2020-2023 Transportation Improvement Program (TIP) includes a Waiting Lists Protocol for how additional funds will be allocated if they become available. A discussion took place regarding if DRCOG should consider a one-time exception to the TIP Waiting Lists Protocol, in order to leverage \$9 million of unanticipated STBG-Metro funds with \$17 million CDOT STBG funds for an urban arterial state highways multimodal and safety improvements program. Additionally, the criteria and process considered for selecting projects within this program were discussed. The committee expressed support for this concept.

Karen Stuart commented that it would be most beneficial to the region if we were to proceed with this concept to improve regional safety versus only a few subregions dividing the amount of \$9 million for their select projects.

Member Comment/Other Matters

The meeting ended at 10:05 a.m. The next meeting is scheduled for March 17, 2020.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Derrick Webb, Planner 303-480-6728 or dwebb@drcog.org

| Meeting Date | Agenda Category | Agenda Item # |
|----------------|-----------------|---------------|
| April 14, 2020 | Action | 4 |

SUBJECT

Recommended returned Community Mobility Planning and Implementation (CMPI) set-aside of the *2020-2023 Transportation Improvement Program (TIP)* funding to projects.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff and the project review panel recommend fully funding the Thornton Trail Wayfinding Signage project and partially funding the City and County of Denver Mobility Choice Network project as proposed.

ACTION BY OTHERS

[February 24, 2020](#) – TAC Recommended Approval

SUMMARY

The 2020-2023 TIP Policy established \$4.8 million in federal funds for the CMPI Set-Aside over the four-year period. For the first two-year period (FY 2020 and 2021) the CMPI Set-Aside contains:

- \$1 million for small area planning and/or transportation studies; and
- \$1.4 million for small infrastructure projects.

In addition to this commitment, \$949,000 from previous calls and returned funds were rolled into the small infrastructure portion, bringing the total available for small infrastructure projects to \$2,349,000.

All of the funds available for small infrastructure projects were awarded in October 2019 by the Board of Directors. In late 2019, the City of Centennial returned their \$300,000 award.

After reconvening and consulting with the project review panel, staff recommends fully funding the City of Thornton Trail Wayfinding Signage project, adding \$52,996. Staff recommends using the remaining \$247,004 to partially fund the City and County of Denver's Mobility Choice Network. This project was the next project on the list of high-scoring small infrastructure projects submitted for consideration in the FY 2020-21 CMPI Set-Aside. There are no recommended changes for planning projects.

PREVIOUS DISCUSSIONS/ACTIONS

[October 15, 2019](#) – RTC recommended project funding for the CMPI Set-Aside

[May 14, 2019](#) – RTC recommended approval of the Eligibility Rules and Selection Process for the CMPI Set-Aside

[April 16, 2019](#) – RTC discussed CMPI Set-Aside

PROPOSED MOTION

Move to recommend to the Board of Directors funding through the CMPI Set-Aside of the DRCOG *2020–2023 TIP* for projects as proposed.

ATTACHMENT

1. List of CMPI Set-Aside Projects

ADDITIONAL INFORMATION

If you need additional information, please contact Derrick Webb, Planner, at 303-480-6728 or dwebb@drcog.org.

| Small Infrastructure Projects Submitted | | | | |
|--|--|------------------|---------------------|-------|
| Sponsor | Application Name | Requested Amount | Recommended Award | Score |
| RTD | RTD Multi-Modal Wayfinding System | \$ 240,000 | \$ 240,000 | 82.0 |
| Lakewood | Alameda Corridor Shared Use Path | \$ 336,000 | \$ 336,000 | 81.2 |
| Denver | Denver Passenger Amenity Program | \$ 200,000 | \$ 200,000 | 80.2 |
| Westminster | US36/Church Ranch Station Multimodal Access Improvements | \$ 82,790 | \$ 82,790 | 79.0 |
| Sheridan | Safe Stops Through Sheridan | \$ 158,046 | \$ 158,046 | 78.0 |
| Centennial | Orchard Road Trail | \$ 300,000 | \$0 RETURNED | 76.7 |
| Littleton | Downtown Littleton Raised Pedestrian Crossings | \$ 214,160 | \$ 214,160 | 76.5 |
| Boulder | Boulder Enhanced Pedestrian/Bicyclist Crossings | \$ 230,000 | \$ 230,000 | 75.3 |
| Aurora | 25th Avenue Pedestrian Improvements | \$ 391,000 | \$ 391,000 | 75.3 |
| Thornton | Trail Wayfinding Signage* | \$ 250,000 | \$ 250,000 | 74.8 |
| Denver | Mobility Choice Network** | \$ 400,000 | \$ 247,004 | 74.2 |
| Aurora | Aurora Arts District - E. Colfax Corridor Streetscape Improvements | \$ 420,000 | \$ - | 68.7 |
| Boulder | Boulder Junction Secure Bike and Ride Storage | \$ 162,000 | \$ - | 67.3 |
| Aurora | Transit Orientated, On-demand Bicycle Lockers Pilot | \$ 45,534 | \$ - | 63.8 |
| Littleton | Prince St. and Church Ave. Intersection Reconstruction | \$ 245,448 | \$ - | 58.7 |
| Castle Rock | Castle Rock Alley Master Plan Implementation - Phase 1 | \$ 535,000 | \$ - | 56.3 |
| Superior | 76th St/Sycamore St. Intersection Enhanced Pedestrian Protection | \$ 165,580 | \$ - | 56.0 |
| Commerce City | Brighton Road Improvements between E14th Ave and E112th Ave | \$ 350,000 | \$ - | 48.0 |
| Total Small Infrastructure Awards | | | \$ 2,349,000 | |

| |
|---|
| shaded green denotes funded project |
| shaded yellow denotes recommended award changed from 10/2019 award |
| *recommend increasing awarded funds by \$52,996 to fully fund project |
| **recommend remaining funds to partially fund project |

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee
From: Ron Papsdorf, Director, Transportation Planning & Operations
(303) 480-6747 or rpapsdorf@drcog.org

| Meeting Date | Agenda Category | Agenda Item # |
|----------------|-----------------|---------------|
| April 14, 2020 | Action | 5 |

SUBJECT

Urban Arterial Multimodal Safety Improvements Program.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommend a one-time exception to the 2020-2023 Transportation Improvement Program (TIP) Waiting Lists Protocol in order to leverage \$9 million of unanticipated DRCOG-directed Surface Transportation Block Grant (STBG) funds with \$17 million of CDOT-directed STBG funds to create a \$26 million Urban Arterial Multimodal Safety Improvements set-aside program. DRCOG and CDOT staff also recommend approval of the *Eligibility Rules and Selection Process* for the Urban Arterial Multimodal Safety Improvements Program.

ACTION BY OTHERS

[February 24, 2020](#) – TAC recommended approval of the Waiting Lists Protocol exception for the Urban Arterial Multimodal Safety Improvements Program
[March 23, 2020](#) – TAC recommended approval, with an amendment, of the *Eligibility Rules and Selection Process* for the Urban Arterial Multimodal Safety Improvements Program

SUMMARY

CDOT Region 1 has previously allocated \$25 million of State Flexible (SB17-267) funds for Urban Arterial Safety Improvements and \$26 million of State Transit (SB17-267) funds for Denver Area Arterial Street Pre-BRT and BRT Elements.

In addition to these state funds, CDOT has been notified of a supplemental apportionment of federal Surface Transportation Block Grant (STBG) funds totaling approximately \$37 million. Of that total, DRCOG would normally direct approximately \$9 million (STBG-Metro), while approximately \$17 million would be available for CDOT to obligate anywhere in the state.

CDOT staff has approached DRCOG staff regarding a funding concept that would leverage the DRCOG-directed STBG-Metro funds (\$9m) with the CDOT statewide STBG funds (\$17m) to create a \$26m program focused on multimodal and safety enhancements on urban arterials in the Denver region.

The 2020-2023 Transportation Improvement Program (TIP) includes a Waiting Lists Protocol for how additional funds will be managed if they become available (Attachment 2). This proposal requires Board action for an exception to the TIP Waiting Lists Protocol. Creating the program will also require Transportation Commission approval.

At its February 24, 2020 meeting, the DRCOG Transportation Advisory Committee recommended the creation of a \$26 million Urban Arterial Multimodal Safety Improvements Program using \$9 million of unanticipated DRCOG-directed Surface

Transportation Block Grant (STBG) funds and \$17 million of CDOT-directed STBG funds.

Goals for the STBG funding program would include improving safety for all modes, especially vulnerable users; improving transit connectivity; and improving multimodal mobility.

Pending approval by the DRCOG RTC and Board of Directors and the Colorado Transportation Commission, CDOT and DRCOG have determined that it is desirable to allocate these three funding allocations (totaling approximately \$77 million) through one consolidated call for projects.

DRCOG and CDOT staff have worked together to develop the proposed eligibility rules and project selection process for this combined call for projects. The Transportation Advisory Committee reviewed the proposed Eligibility Rules and Selection Process document at its March 23, 2020 meeting and unanimously recommended approval with an amendment to remove "road diets" from the list of project and project component examples.

PREVIOUS DISCUSSIONS/ACTIONS

[February 18, 2020](#) – RTC discussed the pros and cons of creating an urban arterial multimodal safety improvements set-aside program with unanticipated STBG funds.

PROPOSED MOTION

Move to recommend to the Board of Directors a one-time exception to the 2020-2023 TIP Waiting Lists Protocol in order to use unanticipated DRCOG-directed Surface Transportation Block Grant funds to create an Urban Arterial Multimodal Safety Improvements Program and approval of the Eligibility Rules and Selection Process for the program.

ATTACHMENTS

1. Staff presentation
2. *Eligibility Rules and Selection Process* document, as amended by TAC
3. 2020-2023 TIP Waiting Lists Protocol

ADDITIONAL INFORMATION

For additional information, please contact Ron Papsdorf, Director, Transportation Planning & Operations, at 303-480-6747 or rpapsdorf@drkog.org.



Urban Arterial Multimodal Safety Improvements Program

Presented by:

Ron Papsdorf

April 14, 2020



Crash History: A Call to Action



In 2017, **266 people were killed** in crashes on the Denver region's streets and highways

There were nearly **8,700 crashes** between 2013 and 2017 that resulted in a fatality or severe injury

1,149 people died on Denver region roadways during that five year period



Program Purpose



Joint effort of CDOT and DRCOG to support infrastructure projects that improve safety, especially for vulnerable users, along urban arterials within the DRCOG Metropolitan Planning Organization and consistent with CDOT's and DRCOG's Vision Zero efforts.



Opportunity for Action

CDOT Region 1 SB 267 Allocation

- \$25 million – Urban Arterial Safety Improvements
- \$26 million – Arterial Street Pre-BRT and BRT Elements
- **Total - \$51 million**

Surface Transportation Block Grant Supplemental Apportionment

- ~\$37 million to Colorado
 - \$9 million DRCOG (STBG-Metro)
 - \$3 million other MPOs (STBG-Metro)
 - \$7 million for small urban & rural areas
 - \$17 million available statewide

Proposal: Leverage \$9 million of unanticipated STBG-Metro funds with \$17 million STBG statewide funds to create a \$26 million urban arterial multimodal safety improvements set-aside program in the DRCOG MPO area.

- Opportunity to focus investments to address identified safety and mobility needs with a focus on locations of highest injury/crashes
- Opportunity to leverage funds nearly 2 to 1
- Allows use of STBG funds throughout the region
- Funds will not be targeted by regional/subregional share

Requires an exception to the 2020-2023 TIP Waiting Lists Protocol



Program Goals

- Reduce fatal and serious injury crashes on the region's transportation system
- Support a transportation system that safely accommodates all modes of travel
- Improve transit access and multimodal mobility
- Support the development of connected urban/employment centers and multimodal corridors
- Provide safe access to opportunity and mobility for residents of all ages, incomes and abilities, including vulnerable users



Available Funding and Eligibilities

- Three funding categories
 - State Transit (SB17-267): \$26 million (available only for projects located within CDOT Region 1)
 - State Flexible (SB17-267): \$25 million (available only for projects located within CDOT Region 1)
 - STBG: \$26 million (available for projects located within the DRCOG MPO boundary)
- SB17-267 funds are limited to projects located on arterial State Highways that otherwise meet program criteria
- STBG funds are available for projects on the federal-aid-eligible roadways, especially those that are on the high injury network, that otherwise meet the program criteria



Funding Requirements

- All eligible and funded projects must be able to complete all activities and submit all billings by **no later than June 1, 2024**
- Applicants may specify a preference for state-only funds for projects on state highways, but CDOT and DRCOG cannot guarantee a specific funding source for a particular project
- Minimum grant request: \$250,000
- Maximum grant request: \$15,000,000
- Minimum local match: 20%



Evaluation Criteria

| Category | Summary | Weight (%) |
|--|---|-------------------|
| Safety | Extent to which the project addresses an identified safety need, especially those located on a High Injury Network | 35 |
| Enhanced Mobility (vulnerable users) and Transit | Extent to which the project improves safe multimodal mobility for vulnerable users or improves safe transit access and/or reliability | 25 |
| Other considerations: Innovation, Technology, Devolution, Benefit-Cost, etc. | Extent to which the project involves innovation, technology, state highway devolution, and is cost-effective | 10 |
| Public Support/Local Match | Extent to which the applicant demonstrates public support and committed local match | 10 |
| Readiness | Extent to which the applicant demonstrates the ability to meet project delivery requirements | 20 |



Application and Selection Process

Project Call Released: Monday, April 20, 2020

Applications Due to CDOT R1: Wednesday, June 3, 2020 by 5pm MT





Recommendation

Move to recommend to the Board of Directors a one-time exception to the 2020-2023 TIP Waiting Lists Protocol in order to use unanticipated DRCOG-directed Surface Transportation Block Grant funds to create an Urban Arterial Multimodal Safety Improvements Program and approval of the Eligibility Rules and Selection Process for the program.

Urban Arterial Multimodal Safety Improvements Program

FY 2021 - FY 2023 Projects

Eligibility Rules and Selection Process

Program Purpose

The *Urban Arterials Multimodal Safety Improvements Program* (UAMSI) program was developed by the Colorado Department of Transportation (CDOT) and the Denver Regional Council of Governments (DRCOG) to support infrastructure projects that improve safety, especially for vulnerable users, along urban arterials within the DRCOG Metropolitan Planning Organization (MPO) and consistent with CDOT's and DRCOG's regional Vision Zero efforts.

Program Goals

- Reduce fatal and serious injury crashes on the region's transportation system
- Support a transportation system that safely accommodates all modes of travel
- Improve transit access and multimodal mobility
- Support the development of connected urban/employment centers and multimodal corridors
- Provide safe access to opportunity and mobility for residents of all ages, incomes and abilities, including vulnerable users

Applicant Eligibility Requirements

- Applicants must be eligible to be direct recipients of federal transportation funds. These include local governments, CDOT, RTD, and other governmental agencies. Nonprofits and transportation management associations/organizations (TMA/Os) are not eligible applicants for projects but may partner with a governmental agency. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible.
- Applicants must pledge local matching funds.

Project Eligibility Requirements

Funding background

There are three main funding categories for this program: State Transit (SB17-267), State Flexible (SB17-267), and Federal Surface Transportation Block Grant (STBG). The amounts available from each category are:

- State Transit: \$26,000,000 (available only for projects located within CDOT Region 1)
- State Flexible: \$25,000,000 (available only for projects located within CDOT Region 1)
- STBG: \$26,000,000 (available for projects located within the DRCOG MPO boundary)

Eligible Project Locations

The location of projects is limited to the following:

- State funds from SB17-267 are limited to projects located on arterial State Highways that otherwise meet the program criteria.
- Federal STBG funds are available for projects on the federal-aid-eligible roadways, especially those that are on the high injury network (HIN), that otherwise meet the program criteria.
 - Bicycle and Pedestrian project locations are exempt from the above

Eligible project types

Applicants must consider the program goals in developing project concepts.

Project components and scopes must adhere to Surface Transportation Block Grant program guidance (<https://www.fhwa.dot.gov/specialfunding/stp/>) and should address the specific safety problems at the project location. This funding is for capital projects (infrastructure) only. A non-exhaustive list of example project types is included below.

project and project component examples

- Bicycle and pedestrian facilities, including sidewalks, crossings, pedestrian amenities, and protected bicycle facilities.
- Pedestrian safety enhancements such as pedestrian-actuated crossings, Rectangular Rapid Flashing Beacon, intersection crosswalk improvements, curb extensions, obstruction elimination, etc.
- Traffic calming, ~~road diets~~, complete street improvements, speed reduction measures.
- Projects with innovative concepts or those that utilize technology to address overall program goals
- Pedestrian-scale lighting and other street lighting enhancements
- Improved access to transit stops
- Raised medians
- Signal improvements
- Transit amenities: access enhancements such as bus queue jump lanes and bus pads
- This is a non-exhaustive list.

Ineligible projects

Roadway through lane capacity projects greater than 1 mile are not eligible under the Urban Arterial Multimodal Safety Program. Please reach out to CDOT or DRCOG staff if there are questions about eligibility.

Funding Requirements

Because of the rules in the various funding programs, all **eligible and funded projects must be able to complete all activities and submit all billings by no later than June 1, 2024.** Applicants may specify a preference for state-only funds for projects on state highways, but CDOT and DRCOG cannot guarantee a particular funding source allocation for a particular project.

Each project must request a minimum of \$250,000 and is not allowed to request more than \$15,000,000 from the program, excluding match.

A local match of at least 20% of the total project cost is required (total federal and/or state share equals 80%). Additional overmatch is allowable as part of the application (though not tracked within the IGA with CDOT) and given additional consideration within the scoring criteria.

Application Process

- 1. Identify the project concepts to discuss at the pre-application workshop**
- 2. Attend a UAMSI program pre-application and funding reimbursement workshop hosted at CDOT**
- 3. Complete and submit an application**

Applications should be submitted along with letters of support from impacted or participating entities. Per CDOT requirements, the application requires a mandatory Risk Assessment form to be submitted along with the application. Projects requiring CDOT concurrence (projects on a state highway or within the state rights-of-way) must provide an official CDOT response with the application submittal. Projects requiring RTD concurrence (projects involving RTD service, facilities, RTD maintenance, within RTD rights-of-way, or otherwise in need of RTD involvement) must provide an official RTD response with the application submittal.

Project Funding Evaluation and Selection Process

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

- CDOT Region 1 Traffic
- CDOT Division of Transit and Rail
- CDOT Region 1 Engineering Design Representative
- DRCOG Representative
- RTD Representative

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.

Project review, scoring and recommendation

Applications will be reviewed and scored based on the program evaluation criteria. A CDOT/DRCOG final scoring and selection panel will prepare and provide project evaluation information to an advisory panel that includes a staff representative selected by each DRCOG subregional transportation forum and two CDOT representatives. The advisory panel will prepare a recommendation to the scoring and selection panel for final review and recommendation to DRCOG's Transportation Advisory Committee and Regional Transportation Committee for a recommendation prior to presentation to the DRCOG Board of Directors and Colorado Transportation Commission for approval.

Applicants are notified about approved projects

Evaluation criteria

| Category | Summary | Weight (%) |
|--|---|-------------------|
| Safety | The extent to which the project addresses an identified safety need, especially those located on a High Injury Network | 35 |
| Enhanced Mobility (vulnerable users) and Transit | The extent to which the project improves safe multimodal mobility for vulnerable users or improves safe transit access and/or reliability | 25 |
| Other considerations: Innovation, Technology, Devolution, Benefit-Cost, etc. | The extent to which the project involves innovation, technology, state highway devolution, and is cost-effective | 10 |
| Public Support/Local Match | The extent to which the applicant demonstrates public support and committed local match | 10 |
| Readiness | The extent to which the applicant demonstrates the ability to meet project delivery requirements | 20 |

Award Conditions

- All project scopes of work are subject to review and approval by DRCOG, RTD (as appropriate), and CDOT. The submitted and approved project scope becomes the work that the applicant at a minimum must complete.
- 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 state and federal funds. CDOT will specify requirements for status reporting and reimbursement requests.
- Select applicants may be required to attend a post-project debrief with DRCOG and CDOT staff.
- Projects must be completed and all billings submitted by June 1, 2024. No reimbursements will be provided for work completed or billings submitted after June 1, 2024.
- Applicants will work with DRCOG, CDOT, RTD (as appropriate), and FHWA/FTA to ensure that the project is being implemented in accordance with federal requirements.

WAITING LISTS PROTOCOL

If additional funds become available in FY2020-2022, DRCOG staff will initiate the process to allocate funds to waiting list projects as described below. Additional funding that becomes available in FY2023 (October 1, 2022) will be rolled over and included with the Calls for Projects in the FY2024-2027 TIP. This protocol does not apply to any TIP set-asides, pool programs, or projects not on the waiting list.

Additional funding can come from two sources:

- Project cancellations by project sponsors or project savings. Funding from these methods will be returned to where it was originally programmed (Regional Share or each individual Subregional Share forum). TIP Set-Asides project cancellations or savings will be returned to their respective set-aside and are not listed in Table 5.
- New revenues. Funding from this method will be split according to the established funding split; 20% to the Regional Share and 80% to the Subregional Share processes. Subregional funds will be further broken down and targeted according to the established breakdown:
 - Adams County: 15.17%
 - Arapahoe County: 19.37%
 - Boulder County: 9.70%
 - City/County of Broomfield: 2.33%
 - City/County of Denver: 24.29%
 - Douglas County: 10.04%
 - Jefferson County: 16.44%
 - SW Weld County: 2.66%

When DRCOG staff is notified of additional funds, the following steps will be followed:

1. Obtain official verification from CDOT of availability of funds.
2. When either a) \$2 million is accrued or b) an amount equal to 100% of the next-in-line (top-ranked) project funding request is accrued for any one of the individual waiting lists (Regional Share, or any of the Subregional Share forums), staff will first contact sponsors of projects to try to advance project phases and/or adjust funding types already identified in the TIP. Staff will then select projects in order from the appropriate waiting lists included in preceding page (Appendix D, Table 5) of the 2020-2023 TIP to the limit of applicable funds available.
 - a. Contact the sponsor of the top ranked project on the specific waiting list to determine the sponsor's interest in being selected. If the amount of funds available is less than the requested

cost of that project, the sponsor will be asked if it would be willing to complete the entire project as submitted for the amount of funds available. Projects that accept partial funding will be removed from the list. If the response is no, or if all the available funds have not been fully allocated, DRCOG staff will proceed to the next project on the waiting list. Sponsors that request to be passed over on the funding opportunity will remain on the waiting list. DRCOG staff will make every attempt to adjust and swap funding types between projects in order to fund the top ranked project with the appropriate available funding.

- b. At the end of FY2022 (September 30, 2022), even if less than \$2 million has accrued within a funding category, staff will go down each specific waiting list in accordance with section 2.a. above to allocate available funds.
3. Recommend projects to be programmed and take them through the committee process to the Board as TIP Amendments.

Table 5. Eligible Projects for Waiting List for the 2020-2023 TIP (\$9 m STBG)

| DRCOG Regional Share Waiting List | | | | | | 20% = \$1.80m |
|-----------------------------------|-----------------|--|-----------------------------|-------------|------------------|----------------------|
| Subregional Forum | Project Sponsor | Project Name | Funding Request (\$1,000's) | Score (1-3) | Project Activity | Waiting List Ranking |
| Denver | Denver | Broadway Station and I-25 Safety & Access Improvements | \$ 12,000 | 2.4 | Construction | 1 |
| Boulder | Boulder County | US-287 BRT Feasibility and Corridor Safety Study | \$ 250 | 1.9 | Study | 2 |
| Broomfield | Broomfield | US-36 Bikeway Realignment and Safety Improvements | \$ 1,234 | 1.9 | Construction | 3 |

| Subregional Share: Adams County Forum Waiting List | | | | | | 15.17% = \$1.09m |
|--|-----------------|--|-----------------------------|-------------|------------------|----------------------|
| Subregional Forum | Project Sponsor | Project Name | Funding Request (\$1,000's) | Score (1-5) | Project Activity | Waiting List Ranking |
| Adams | Northglenn | 120th Ave. Improvements: Washington St. to York St. (remaining amount) | \$ 9,763 | 3.2 | Construction | 1 |
| Adams | Aurora | Fulton St. Bicycle Boulevard and Pedestrian Enhancements (Phase 2) | \$ 1,911 | 3.0 | Construction | 2 |
| Adams | Aurora | Bicycle and Pedestrian Improvements: Havana St. and Lola St. | \$ 917 | 2.9 | Construction | 3 |

| Subregional Share: Arapahoe County Forum Waiting List | | | | | | 19.37% = \$1.39m |
|---|-----------------|---|-----------------------------|-------------|------------------|----------------------|
| Subregional Forum | Project Sponsor | Project Name | Funding Request (\$1,000's) | Score (1-3) | Project Activity | Waiting List Ranking |
| Arapahoe | Littleton | Santa Fe Dr. and Mineral Ave. Operational Improvements (remaining amount) | \$ 6,048 | 1.9 | Construction | 1 |
| Arapahoe | Centennial | Havana St. and Easter Ave. Intersection Operational Improvements | \$ 5,000 | 2.0 | Construction | 2 |
| Arapahoe | Littleton | Broadway Corridor Study | \$ 800 | 1.9 | Study | 3 |
| Arapahoe | Littleton | Federal Blvd. and Bowles Ave. Intersection Operational Improvements | \$ 3,400 | 1.9 | Construction | 4 |
| Arapahoe | Arapahoe County | Peoria St. and Easter Ave. Intersection Operational Improvements | \$ 5,194 | 1.8 | Construction | 5 |

| Subregional Share: Boulder County Forum Waiting List | | | | | | 9.7% = \$0.70m |
|--|-----------------|---|-----------------------------|-------------|------------------|----------------------|
| Subregional Forum | Project Sponsor | Project Name | Funding Request (\$1,000's) | Score (1-3) | Project Activity | Waiting List Ranking |
| Boulder | Boulder County | US-287 BRT Feasibility and Corridor Safety Study | \$ 250 | 2.4 | Study | 1 |
| Boulder | Lyons | US-36 Multimodal Improvements in Lyons | \$ 1,966 | 2.3 | Construction | 2 |
| Boulder | Lyons | St. Vrain Trail Extension: Lyons | \$ 1,048 | 2.3 | Construction | 3 |
| Boulder | Boulder | 30th St. Corridor Improvements: Boulder Creel to Arapahoe | \$ 2,580 | 2.1 | Construction | 4 |
| Boulder | Longmont | SH-119 Operational Improvements: Nelson to Pratt | \$ 3,000 | 2.1 | Construction | 5 |
| Boulder | Boulder | SH-7 and Arapahoe Bridge Replacement | \$ 4,200 | 2.0 | Construction | 6 |
| Boulder | Longmont | County Line Rd. Shoulder Improvements: 17th to SH-66 | \$ 225 | 1.9 | Design | 7 |
| Boulder | Superior | Marshall Rd. Underpass | \$ 1,440 | 1.5 | Construction | 8 |
| Boulder | Boulder County | Multimodal Intersection Improvements: SH-7 and 95th Ave. | \$ 5,200 | 1.2 | Construction | 9 |

| Subregional Share: City/County Broomfield Forum Waiting List | | | | | | 2.33% = \$0.17m |
|--|-----------------|---|-----------------------------|-------------|------------------|----------------------|
| Subregional Forum | Project Sponsor | Project Name | Funding Request (\$1,000's) | Score (1-3) | Project Activity | Waiting List Ranking |
| Broomfield | Broomfield | Industrial Lane Bikeway Phase 2 (remaining amount) | \$ 186 | 2.1 | Construction | 1 |
| Broomfield | Broomfield | Industrial Ln. & Nickel/Commerce Intersection Improvements (remaining amount) | \$ 1,600 | 1.8 | Construction | 2 |

| Subregional Share: City/County Denver Forum Waiting List | | | | | | 24.29% = \$1.75m |
|--|-----------------|---|-----------------------------|-------------|------------------|----------------------|
| Subregional Forum | Project Sponsor | Project Name | Funding Request (\$1,000's) | Score (1-3) | Project Activity | Waiting List Ranking |
| Denver | Denver | Strategic Transportation Plan Update | \$ 4,000 | 2.4 | Study | 1 |
| Denver | Denver | Broadway Station and I-25 Safety & Access Improvements (remaining amount) | \$ 3,755 | 2.4 | Construction | 2 |
| Denver | Denver | Transit Speed & Reliability (remaining amount) | \$ 6,100 | 2.4 | Construction | 3 |
| Denver | Denver | N. Broadway Multimodal Improvements: 7th Ave. to 16th St. | \$ 9,183 | 2.2 | Construction | 4 |
| Denver | Denver | South Platte Regional Trail Improvements | \$ 17,504 | 2.1 | Construction | 5 |
| Denver | Denver | Buchtel Trail Multimodal Network Improvements | \$ 12,838 | 2.2 | Construction | 6 |
| Denver | Denver | Peoria St. Multi-Modal Improvements: 37th Ave. to 56th Ave. | \$ 6,589 | 2.1 | Construction | 7 |
| Denver | Denver | Alameda Ave. Multimodal Improvements: Santa Fe Dr. to Cherokee St. | \$ 7,600 | 1.9 | Preconstruction | 8 |
| Denver | Denver | Park Ave. West Viaduct Rehab Phase 3: Wazee to I-25 | \$ 9,600 | 1.8 | Construction | 9 |
| Denver | Denver | Sand Creek Regional Trail Improvements | \$ 7,077 | 2.1 | Construction | 10 |
| Denver | Evergreen | Evergreen Lake Trail Improvements | \$ 200 | 1.8 | Construction | 11 |

| Subregional Share: Douglas County Forum Waiting List | | | | | | 10.04% = \$0.72m |
|--|-----------------|--|-----------------------------|-------------|------------------|----------------------|
| Subregional Forum | Project Sponsor | Project Name | Funding Request (\$1,000's) | Score (1-3) | Project Activity | Waiting List Ranking |
| Douglas | Castle Rock | Fifth St. Roadway Operational Improvements | \$ 3,900 | 2.3 | Construction | 1 |
| Douglas | Castle Rock | Wolfensberger Rd. Roadway Operational Improvements | \$ 3,300 | 2.2 | Construction | 2 |
| Douglas | Douglas County | Broadway & Highlands Ranch Pkwy. Intersection Improvements | \$ 2,500 | 1.6 | Construction | 3 |
| Douglas | Parker | Parker Rd. Adaptive Traffic Signal System | \$ 1,000 | 2 | Construction | 4 |

| Subregional Share: Jefferson County Forum Waiting List | | | | | | 16.44% = \$1.18m |
|--|------------------|---|-----------------------------|-------------|------------------|----------------------|
| Subregional Forum | Project Sponsor | Project Name | Funding Request (\$1,000's) | Score (1-3) | Project Activity | Waiting List Ranking |
| Jefferson | Jefferson County | W. 32nd Ave. Bike Lanes: Ford St. to Eldridge St. | \$ 4,000 | 1.8 | Construction | 1 |

| Subregional Share: SW Weld County Forum Waiting List | | | | | | 2.66% = \$0.19m |
|--|-----------------|---|-----------------------------|-------------|------------------|----------------------|
| Subregional Forum | Project Sponsor | Project Name | Funding Request (\$1,000's) | Score (1-3) | Project Activity | Waiting List Ranking |
| SW Weld | Mead | SH-66 and WCR-7 Pedestrian Underpass (remaining amount) | \$ 825 | 1.8 | Construction | 1 |
| SW Weld | CDOT R4 | SH-52 PEL (remaining amount) | \$ 750 | 2.3 | Study | 2 |

ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee
From: Steve Cook, Transportation Modeling and Operations Manager
303-480-6740 or scook@drcog.org

| Meeting Date | Agenda Category | Agenda Item # |
|----------------|-----------------|---------------|
| April 14, 2020 | Action | 6 |

SUBJECT

Eligibility rules and evaluation process for the selection of projects to be funded through the Regional Transportation Operations and Technology (RTO&T) Set-Aside of the *2020-2023 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG Staff recommends approval of the draft *Eligibility Rules and Selection Process* for the RTO&T Set-Aside.

ACTION BY OTHERS

[March 23, 2020](#) – TAC recommended approval

SUMMARY

The DRCOG Board adopted the *2020-2023 Transportation Improvement Program (TIP)* that included the Regional Transportation Operations & Technology (RTO&T) Set-Aside at \$5 million per year.

In February 2020 the RTC was provided an informational briefing about the overall RTO&T program. The RTO&T Set-Aside contains the following components:

- RTO&T Improvement Program of projects (~\$3.5 million per year)
 - traffic signal systems, fiber communications system expansion, multimodal detection, monitoring cameras, interjurisdictional corridor management, and transportation management center infrastructure.
- DRCOG Regional Traffic Operations Program (~\$1.5 million per year)
 - Technical services (e.g. traffic signal system planning and design) and support from DRCOG staff and engineering consultants for project implementation.

Accounting for previous project funding commitments and cost savings, approximately \$13 million remains for fiscal years 2020-2023 in total. Previously funded projects are listed in the attachment. Funding will be allocated to new projects through a call-for-projects this year. The proposed process and criteria were developed in cooperation with the Advanced Mobility Partnership Working Group and the Regional Transportation Operations Working Group. It is anticipated project recommendations will be made by late summer.

The TAC recommended approval at their meeting on March 23.

PREVIOUS DISCUSSIONS/ACTIONS

[February 18, 2020](#) – RTC received a briefing on the DRCOG RTO&T set-aside program

PROPOSED MOTION

Move to recommend to the Board of Directors the eligibility rules and evaluation process for selecting projects to be funded through the Regional Transportation Operations and Technology Set-Aside of the *2020-2023 Transportation Improvement Program*.

ATTACHMENTS

1. Staff presentation
2. *Eligibility Rules and Selection Process* document
3. *2018-2021 RTO Project List*

ADDITIONAL INFORMATION

If you need additional information, please contact Steve Cook, Transportation Modeling and Operations Manager, at 303-480-6749 or scook@drcog.org; or Greg MacKinnon, Transportation Operations Program Manager, at 303 480-5633 or gmackinnon@drcog.org.



Regional Transportation Operations & Technology Set-Aside Program Eligibility Rules and Selection Process

Presented by:

**Steve Cook and
Greg MacKinnon**

RTC
April 14, 2020

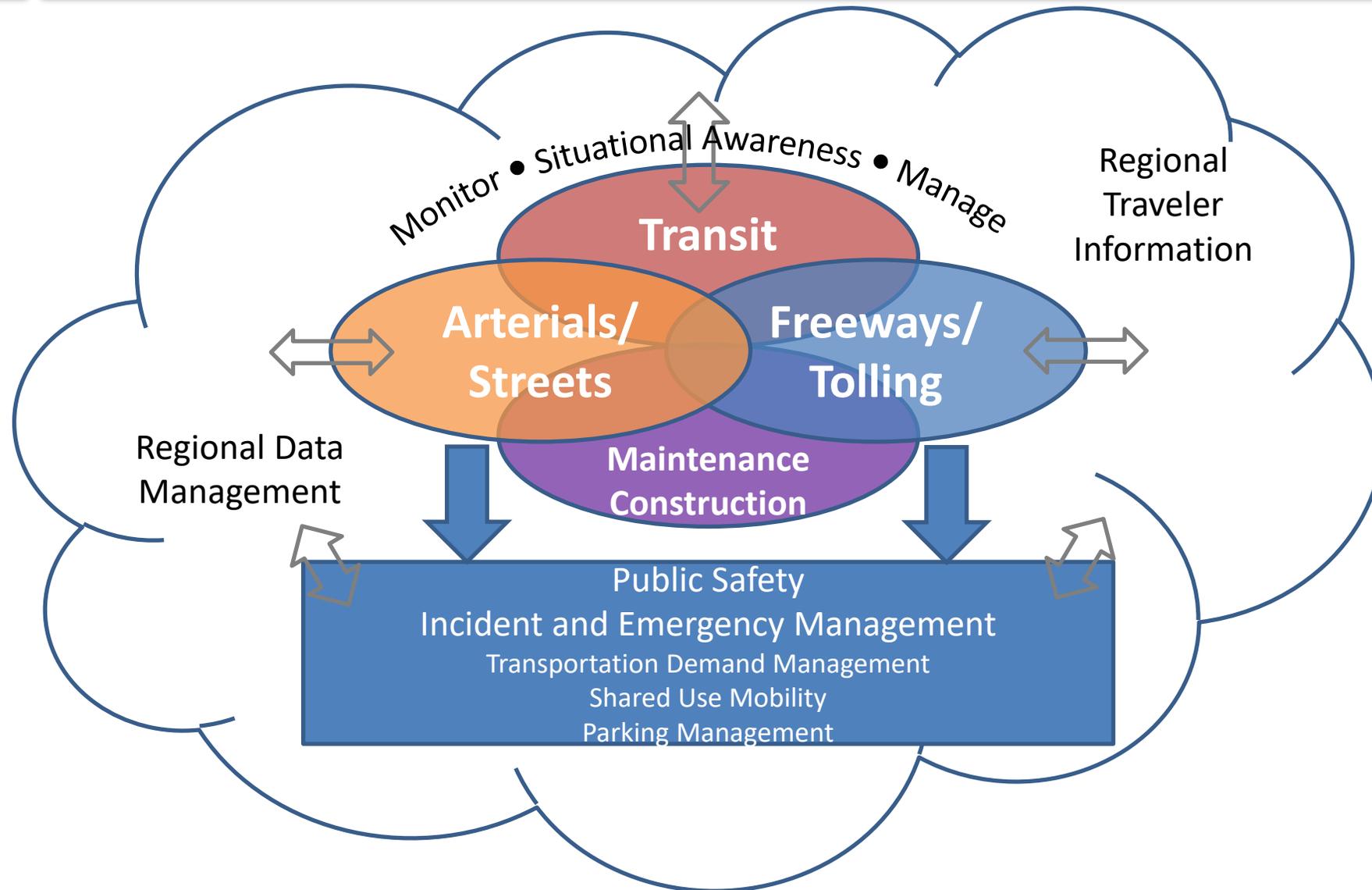


RTO&T TIP Set-Aside Program

- Part of 2020-2023 Transportation Improvement Program (TIP)
- \$5 Million per year for RTO&T Set-Aside (Total = \$20 mil.)
 - **~\$13+ Million remaining**
 - After previous project programming and project \$ savings
 - Call for projects in 2020
- Multimodal transportation operations



Transportation Operations - Relationships





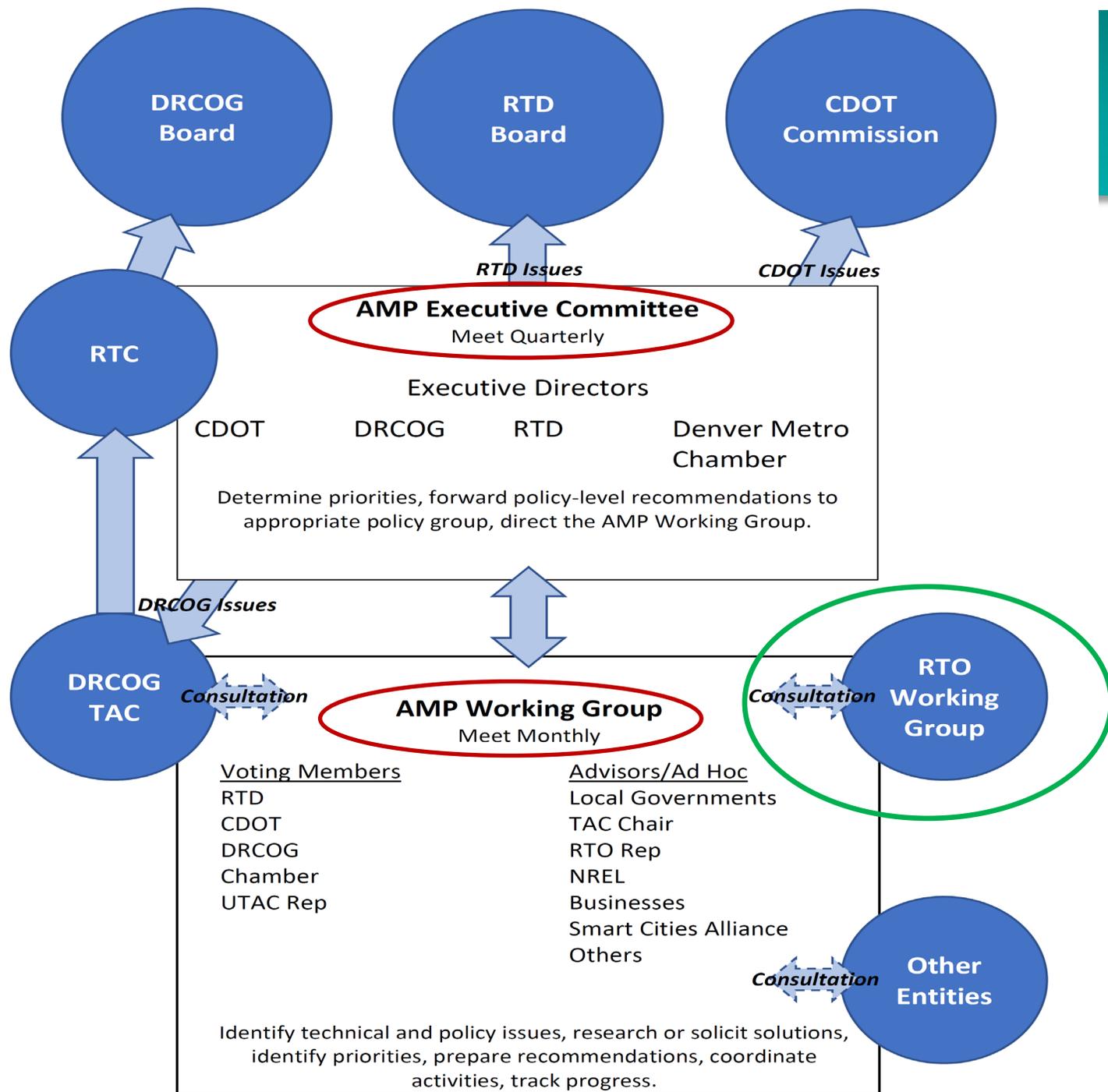
RTO&T Program 2020 Call For Projects

- Overall guidance from Advanced Mobility Partnership (AMP)
 - Foundational system and infrastructure priorities
 - Project type priorities
 - Corridor priorities
 - Compatibility, collaboration, interoperability
- Eligibility rules
- Evaluation criteria



ADVANCED
MOBILITY
PARTNERSHIP

Advanced Mobility Partnership (AMP)



ADVANCED
MOBILITY
PARTNERSHIP



Project Type Priorities

1. Extend traffic signal systems to key regional signals
2. Integrated and advanced traffic signal systems
3. Performance measurement and monitoring systems
4. Travel time monitoring and performance measurement systems
5. Regional data sharing and coordinated traveler information improvements
6. Expand traffic camera systems – focusing on interjurisdictional sharing
7. Other field infrastructure for advanced functions – detection, connected vehicle equipment, etc.

Important Theme: Improve Situational Awareness



Evaluation Criteria & Weighting

- 25% - Travel reliability and air quality benefits
- 20% - Need in geographic area of project
- 15% - Collaboration and partnerships
- 15% - Address RTO&T objectives
- 10% - Align with Metro Vision implementation
- 10% - Innovation and transferability
- 5% - Risk management plan



RTO&T Set-Aside: Schedule

1. Pre-Application workshop - April
2. Letter of Intent (LOI) from project sponsor - May
3. LOI Review and screening - June
4. Sponsors complete and submit applications - July
5. Applications reviewed and scored by internal project review panel - August
6. Project selection recommendation – August/September



Motion requested

Move to recommend to the Board of Directors the eligibility rules and evaluation process for selecting projects to be funded through the Regional Transportation Operations and Technology Set-Aside of the *2020-2023 Transportation Improvement Program*

Regional Transportation Operations & Technology Set-Aside

FY 2020 to FY 2023 Projects

Eligibility Rules and Selection Process

for 2020 Call-for-Projects

DRAFT March 16, 2020

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. | <p>low – minimal impact to implementation of Metro Vision</p> <p>medium – consistent relationship to several Metro Vision objectives</p> <p>high – strong relationship to Metro Vision objectives</p> | 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." | <p>low – contribution to main objective only</p> <p>medium – strong contribution to main objective with contribution to at least one other objectives</p> <p>high – strong contribution to main objective with contribution to at least two other objectives</p> | 15 |
| Collaboration and Partnerships | The extent to which the project involves multi-agency and/or multi-jurisdictional collaboration. | <p>low – no partnerships as part of project, sponsor-led and implemented</p> <p>medium – acknowledgement of partnership with other agencies and/or jurisdictions</p> <p>high – partnerships include financial support and resources and collaboration throughout the life of the project</p> | 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. | <p>low – no potential for outcome to provide proof of concept for a process or practice. No transferability locally or regionally.</p> <p>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.</p> <p>high – strong potential for outcome to provide proof of concept for a process or practice including potential transferability to other projects locally and regionally</p> | 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 Designation for corridor in bottom third of scale | 20 |

| Category | Description | Scoring | Weight |
|----------------------|---|--|--------|
| | | <p>medium – Congestion Score and High Injury Network Designation for corridor in middle third of scale or mixed results</p> <p>high – Congestion Score and High Injury Network Designation 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

**Regional Transportation Operations (RTO) Improvement Program
FY2018-2021 Projects**

Project Descriptions

| | |
|---|--|
| Strategy: Employ consistent incident management processes | |
| Denver | Dynamic Message Sign Implementation for Incident Management Deploy 3 dynamic message signs to distribute traveler information to travelers approaching I-25 on Broadway, Speer and Colorado during freeway incidents. |
| Strategy: Expand transportation operators' situational awareness | |
| Aurora | CCTV Network Upgrade Deploy 51 CCTV cameras at selected key intersections across the city. |
| Aurora | Travel Time Monitoring System Implementation Deploy a travel time monitoring system on key arterials and feed the information to the CDOT's Traffic Management System. |
| CDOT TSM&O | CCTV Network Upgrade Deploy 5 CCTV cameras on the Arapahoe Road corridor between I-25 and Parker Road expanding the existing camera system. |
| CDOT TSM&O | CCTV Network Upgrade Deploy 23 CCTV cameras on the Wadsworth Boulevard corridor from Trailmark Parkway to Hampden Avenue and 26th Avenue to SH 128 expanding the existing cameras system. |
| Denver | CCTV Network Upgrade Deploy 54 cameras along Colorado Boulevard, University Boulevard, Evans Avenue, Hampden Avenue, and Yale Avenue expanding the existing camera system. |
| Denver | Travel Time Monitoring System Expansion Deploy additional field devices and system server to expand the existing travel time monitoring system to cover multiple corridors extending from Denver's Central Business District (a total of 75 units). and feed the information to the CDOT's Traffic Management System. |
| Strategy: Employ good interjurisdictional transportation operations coordination | |
| Adams County | Traffic Signal System Equipment Upgrade On Pecos and Washington Streets, deploy upgraded: traffic signal system; traffic signal controllers and cabinets; signal interconnect communications; intersection detection; and, uninterruptible power supplies. |
| Arvada | Traffic Signal Interconnect Upgrade/Expansion Deploy fiber communications expanding from the existing backbone network and upgrade 17 traffic signal controllers, cabinets and uninterruptible power supplies across the city. |
| Aurora | Traffic Signal System Equipment Upgrade At 26 intersections across the city., deploy upgraded: traffic signal controllers and cabinets; signal interconnect communications; and, uninterruptible power supplies. |
| Broomfield | Sheridan Boulevard Traffic Signal Interconnect Upgrade Deploy upgraded fiber communications along Sheridan Boulevard from 1st Avenue to Dillon Road interconnecting 8 traffic signals. |
| CDOT TSM&O | Region 1 Traffic Adaptive Feasibility Study and Pilot Implementation Using CDOT's "adaptive signal timing prioritization tool" evaluate and prioritize opportunities to deploy adaptive traffic signal control in the DRCOG area. Deploy a pilot installation of traffic adaptive control on a high priority corridor determined by the feasibility study. |
| Denver | Adaptive Signal Control Pilot Deploy the equipment necessary to implement traffic adaptive control at: 56th Avenue & Quebec Street and 56th Avenue & Tower Road. |
| Denver | Central Business District Signal System Upgrade (Phase 3) At 56 intersection in Denver's Central Business District (CBD), deploy upgraded: traffic signal controllers; signal interconnect communications; and, uninterruptible power supplies. |
| Denver | Multijurisdictional Monitoring and Management In partnership with CDOT and Lakewood, deploy Trans Suite system configurations that allow shared monitoring and control between the three traffic signal systems and other common operations strategies. |
| Denver | ITS Device Performance and Reliability Improvement Deploy 12 upgraded Ethernet switches at communications hubs across the city. Deploy several upgraded fiber communications links replacing radio bridges across the city. |
| Littleton | Dynamic Lane Assignment System Deploy a dynamic lane assignment system at the intersection of S Platte Canyon Road and W Bowles Avenue. Deploy a wireless CCTV at the same intersection to monitor operations. |
| Thornton | Traffic Signal System Upgrade (Ph 5) Deploy final phase of traffic signal system upgrades on: 84th Avenue (Huron Street to Grant Street); 120th Avenue (I-25 to Quebec Street); Huron Street (84th Avenue to Fire Station #2); and, Washington Street (121st Avenue to 134th Avenue) - a total of 32 intersections. Selected intersections will also have communications and UPS upgrades. |
| Strategy: Coordinate management of freeway and arterial operations | |
| Denver | I-25 Managed Motorway Performance Measures Deploy 34 advance detectors at intersections near I-25 on University Boulevard, Colorado Boulevard, Evans Avenue, Yale Avenue, and Hampden Avenue. The purpose is to collect signal performance measures on these arterials to better manage their operation in coordination with CDOT's Smart 25 project. |
| Superior/ Louisville | McCaslin Monitoring and Management System Jointly deploy vehicle detectors, a travel time monitoring system, and a CCTV camera system along McCaslin Boulevard between South Boulder Road and Coalton Road. The purpose of the system is to jointly monitor and manage operations on McCaslin while coordinating operations with US 36. |
| Strategy: Provide multimodal traveler support | |
| Aurora | Bicycle Detection Deploy bicycle detection at 33 intersections where bike lanes cross major arterials. The purpose is to provide a bike phase at the intersection only when bicyclists are present. |
| Denver | Bicycle Detection Deploy bicycle detection at 37 additional intersections to support bicycle movements crossing major arterials. The purpose is to provide a bike phase at the intersection only when bicyclists are present. |
| Overall program support: | |
| CDOT TSM&O | Travel Time Monitoring Project Support To present travel time-related traveler information from local jurisdictions, CDOT must prepare specific software configurations to accept travel time feeds from those jurisdictions. |
| DRCOG | Signal Timing Support and System Design and Coordination DRCOG provides interjurisdictional signal timing plan development services for the projects identified above. DRCOG consultants will also provide design support services for traffic signal system upgrade projects. |