

# 2016 ITS Miscellaneous Prioritization Table

| Priority Level | Priority Justifications   |
|----------------|---|
| 1              | <p>Purchases that facilitate coordinated operations across multiple agencies, in descending priority:</p> <ul style="list-style-type: none"> <li>a. Improvement in regional traffic incident management</li> <li>b. Improvements in or expansion of the shared (inter-agency) communications network.</li> <li>c. Improvements in inter-agency data sharing.</li> <li>d. Improvements in performance measures reporting.</li> <li>e. Improvements in shared monitoring between jurisdictions.</li> <li>f. Improvements in coordination and integration of multi-modal traveler information.</li> </ul> <p><b>The operating agency must demonstrate significant commitment from all stakeholders.</b></p>  |
| 2              | <p>Purchases that extend traffic monitoring infrastructure, in descending priority:</p> <ul style="list-style-type: none"> <li>a. Arterials</li> <li>b. Freeways</li> </ul> <p>The operating agency will follow CDOT's <i>Regional Integrated Traveler Information Display Guidelines</i> and will commit to efforts (following/establishing regional standards and implementing CTMS software modifications, as necessary) to share data produced by the project with CDOT's CTMS.</p> <p><b>The operating agency must coordinate to share monitoring data (and access) with at least CDOT and potentially other neighbors. The operating agency must demonstrate significant commitment from all stakeholders.</b></p>  |
| 3              | <p>Purchases that improve work zone/special event management, in descending priority:</p> <ul style="list-style-type: none"> <li>a. Improvements in Regional Traveler Information coordination.</li> <li>b. Field implementation projects (i.e. work zone management)</li> </ul>  |
| 4              | <p>Purchases that enhance systems operational capabilities, in descending priorities:</p> <ul style="list-style-type: none"> <li>a. Deploying CCTV field equipment at traffic signal controller locations.</li> <li>b. Deploying Road-Weather Stations.</li> </ul>  |
| <b>Notes:</b>  | <p>In the event that projects within a priority level exceed total available funding, the evaluation will consider the following criteria:</p> <ol style="list-style-type: none"> <li>1. Foremost, the congestion and air quality benefits of installing equipment must be documented by either a signal timing project or similar before-after analysis. Projects that anticipate positive congestion and air quality benefits are considered more critical.</li> <li>2. Projects that assist the DRCOG region in achieving the <i>Denver Regional Concept of Transportation Operations</i> (RCTO) goals and objectives are considered more critical, in descending order of priority: <ul style="list-style-type: none"> <li>a. Improvements focused on incident management coordination (active management).</li> <li>b. Improvements focused on performance monitoring.</li> <li>c. Improvements focused on shared monitoring (active monitoring).</li> </ul> </li> <li>3. Other factors that will be considered: <ul style="list-style-type: none"> <li>a. projects on corridors with a higher congestion grade in the <i>DRCOG Congestion Management Process</i> (CMP) are considered more critical;</li> <li>b. projects on corridors and at intersections with poor safety performance scores in the <i>Report on Transportation Safety in the Denver Region</i> are more critical; and,</li> <li>c. projects on corridors within a ½ mile of a planned transit park-n-Ride are considered more critical.</li> </ul> </li> <li>4. Projects will be examined to determine feasibility of splitting into more than one project.</li> <li>5. Relevant applicants will be contacted, if necessary, to further ascertain their priorities and perspectives.</li> </ol> <p>* Equipment that is used mainly for traffic signal coordination purposes can be considered for 100% federal funds.</p> |

Last Update: 09/23/15