

2016 TSSIP Miscellaneous Prioritization Table

Priority Level	Priority Justifications
1	<p>Purchases to assure proper operation of existing traffic signal systems, in descending priorities:</p> <ul style="list-style-type: none"> a. Replacement of equipment that is obsolete/incompatible or has a demonstrated history of poor reliability. b. Replace/upgrade communications equipment/system where existing communication has a demonstrated history of poor reliability. <p>The application must illustrate how the equipment is obsolete/incompatible and/or document history of poor reliability.</p>
2	<p>Purchases to extend the reach of traffic signal system control to locations not currently under system control (operating agency must already have an operational system to which the proposed locations would be added), in descending priorities:</p> <ul style="list-style-type: none"> a. Installation of controller (and related) equipment. b. Installation of communications equipment.
3	<p>Purchases to install uninterruptable power supply (UPS) at signalized intersections where existing power has a demonstrated history of poor reliability.</p> <p>The application must document history of poor reliability.</p>
4	<p>Purchases that facilitate coordinated traffic signal operations across multiple agencies, in descending priority:</p> <ul style="list-style-type: none"> a. Improvements in or expansion of the shared (inter-agency) communications network. b. Improvements in inter-agency data sharing. c. Improvements in performance measures reporting. d. Improvements in shared monitoring between jurisdictions. e. Improvements in coordination and integration of multi-modal traveler information. <p>The operating agency must demonstrate significant commitment from all stakeholders.</p>
5	<p>Purchases that upgrade beyond base level signal control for agencies migrating from a base-function control system with an already-owned higher-function control system, in descending priorities:</p> <ul style="list-style-type: none"> a. Upgrading agency-owned communication, which is incompatible with the higher-function system. b. Migrating from leased to agency-owned communication, if required by the higher-function system. c. Deploying system detector equipment to support adaptive traffic control improvements. d. Implementing higher system functions at traffic signal controller locations to support operation improvements for pedestrians, bicycles, and transit at signalized intersections or crossings.
6	<p>Purchases that enhance systems operational capabilities, in descending priorities:</p> <ul style="list-style-type: none"> a. Upgrading to newer/higher version of existing system software or upgrading beyond base level signal control. The jurisdiction must define in the application the functions/features determined to be necessary that are not available in the current signal system. b. Advancement of traffic signal system management to support bicycle and pedestrian operations. c. Deploying TSP equipment on transit vehicles.

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Notes: Traffic control signalization projects are counted among select safety projects that are eligible for an increased federal share.

Eligible projects are those that are:

- Focus on traffic control signalization
- Improve inter-agency signal timing coordination
- Located on Principal Arterials and higher
- Corridors that have not implemented new signal timing with DRCOG traffic operations program assistance since 2012

Poor Reliability = Equipment has a documented history of failures or malfunctions that impact corridor coordination. **Documentation that illustrates both failure/malfunction and the consequent impact on coordinated signal operations and travel time reliability. The threshold is an impact on four or more peak periods in one month.**

In the event that projects within a priority level exceed total available funding, the evaluation will consider the following criteria:

1. Foremost, the congestion and air quality benefits of installing equipment must be documented by either a signal timing project or similarly credible benefits analysis. Projects that anticipate positive congestion and air quality benefits are considered more critical.
2. Other factors that will be considered:
 - a. projects with an average signal spacing of ½ mile or less are considered more critical; and,
 - b. projects on corridors that have not been retimed in less than 4 years are more critical.
 - c. projects on corridors with a higher congestion grade in the *DRCOG Congestion Management Process (CMP)* are considered more critical;
 - d. projects on corridors and at intersections with poor safety performance scores in the *Report on Transportation Safety in the Denver Region* are more critical; and,
 - e. projects on corridors within a ½ mile of a planned transit park-n-Ride are considered more critical.
3. Projects will be examined to determine feasibility of splitting into more than one project.
4. Relevant applicants will be contacted, if necessary, to further ascertain their priorities and perspectives.

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