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## AGENDA

**EXECUTIVE COMMITTEE**  
**Wednesday, March 4, 2019**  
**2:00 p.m.**

**Denver Regional Council of Governments**  
**1001 17<sup>th</sup> St, 7<sup>th</sup> Floor**  
**Red Rocks Conference Room**

- 1. Welcome and Introductions**
- 2. Election of Officers**
- 3. Advanced Mobility Partnership (AMP) Updates**  
Emily Lindsey, Transportation Technology Strategist, DRCOG
- 4. MCB Tactical Action Prioritization and Discussion**  
Brian Welch, Senior Manager, Planning Technical Services, RTD
- 5. CDOT Mobility Technology Data Scrum**  
Sophie Shulman, Chief of Innovative Mobility, CDOT
- 6. DRCOG Regional Transportation Operations & Technology Program and Set-Aside**  
Steve Cook, Travel Model and Transportation Operations Manager, DRCOG
- 7. Next Steps and Adjournment**





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**EXECUTIVE COMMITTEE**  
**Thursday, December 5, 2020**  
**2:00 p.m.**

**Denver Regional Council of Governments**  
**1001 17<sup>th</sup> St.**  
**Red Rocks Conference Room**

**MEETING SUMMARY**

**Attendees**

Sara Bogovich, DRCOG  
Kelly Brough, Denver Metro Chamber  
Steve Cook, DRCOG  
Steve Erickson, DRCOG  
Dave Genova, RTD  
Dorothy Jones, Denver Metro Chamber  
Amber Leberman, DRCOG

Emily Lindsey, DRCOG  
Ravi Palakurthy, RTD  
Ron Papsdorf, DRCOG  
Zach Peil, DRCOG  
Doug Rex, DRCOG  
Sophie Shulman, CDOT  
Brian Welch, RTD

**1. Welcome and Introductions**

Doug Rex welcomed attendees to the first meeting of the Advanced Mobility Partnership (AMP) Executive Committee, participants went around the room and introduced themselves.

**2. MOU Signing and Photo Opportunity**

Mr. Rex described the MOU, which officially establishes the AMP, which includes the Denver Regional Council of Governments (DRCOG), Regional Transportation District (RTD), Colorado Department of Transportation (CDOT) and the Denver Metro Chamber of Commerce. Mr. Rex distributed copies of the AMP MOU and executives from each of the four partner agencies signed and posed for a photo opportunity. Each agency took home an original copy of the executed MOU, signed by: Mr. Rex, Dave Genova, Kelly Brough and Sophie Shulman (on behalf of Shoshana Lew). Photos by Sara Bogovich will also be shared with partner agencies.

Mr. Genova inquired whether a press release would be issued to announce the formation of the AMP, Mr. Rex noted staff would work with Steve Erickson, DRCOG's Communications and Marketing Director, on that. Mr. Erickson said he would work with relevant contacts at each partner agency on drafting something.



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### 3. AMP Overview

Ron Papsdorf provided an overview of the AMP. Mr. Papsdorf described the committee structure that supports the AMP, which includes an Executive Committee and Working Group. He noted that the Executive Committee would meet quarterly and the Working Group would meet monthly.

### 4. AMP Visual Identity

Zach Peil, a graphic designer at DRCOG, presented the AMP visual identity and branding. He unveiled the new logo for the partnership, alluding to its distinct identity which includes the acronym inside a dashed-colored circle. Mr. Peil noted that in addition to the logo, he also developed AMP letterhead, PowerPoint template and each agency logo alongside the AMP for unique branding opportunities. Mr. Peil noted these visual resources would be shared with all partner agencies following the meeting.

### 5. Status of Tactical Actions and Initial Priorities

Mr. Rex provided an overview of the Mobility Choice Blueprint (MCB), a plan completed in early 2019 by all of the partner agencies now part of the AMP. He provided context, reviewing the approach to the plan which was: collaborative, integrated and regional.

Following, each agency provided a review of tactical actions for which they were listed as an initiator and updated other agencies as to their latest status. Ron Papsdorf noted that staff would engage stakeholders at the working group to get an initial recommendation regarding the prioritization of tactical actions and bring that to the next Executive Committee meeting for agencies to weigh in on 2020 priorities and desired outcomes.

### 6. Next Steps and 2020 Meeting Calendar

Ms. Lindsey distributed the 2020 AMP Executive Committee meeting calendar and thanked everyone for participating in the meeting. The next meeting is March 4, 2020 at DRCOG. Ms. Lindsey noted that DRCOG staff would send out a calendar invite for each of the four 2020 meetings this week.





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AGENDA ITEM 2

**DATE:** March 4, 2020  
**TO:** AMP Executive Committee  
**FROM:** Emily Lindsey, Transportation Technology Strategist, DRCOG  
**SUBJECT:** Election of Officers  
**ACTION:** Election

#### **SUMMARY**

In support of the Advanced Mobility Partnership, the AMP Executive Committee meets quarterly to collaborate on transportation technology-related efforts in the Denver region. The Executive Committee 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 will be solicited from partner agencies at the March meeting.

#### **PROPOSED MOTION**

Move to elect the Chair and Vice Chair of the AMP Executive Committee 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](mailto:elindsey@drcog.org).





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AGENDA ITEM 3

**DATE:** March 4, 2020  
**TO:** AMP Executive Committee  
**FROM:** Emily Lindsey, Transportation Technology Strategist, DRCOG  
**SUBJECT:** AMP Updates  
**ACTION:** Information

#### SUMMARY

##### *AMP Website*

Following the kickoff of the Advanced Mobility Partnership (AMP), DRCOG staff began scoping and planning the development of an AMP website which will soon be available. DRCOG staff will work with partner agency representatives to build the site out which will host: AMP-related meeting information, materials and resources.

##### *Working Group Update*

In support of the AMP, the AMP Working Group meets monthly to collaborate on transportation technology-related efforts in the Denver region. The Working Group first met on January 2020 and continues to meet on the first Tuesday of each month at 2:30pm. Each AMP partner agency has primary and alternate representatives that participate in each meeting and lead collaborative efforts in support of the implementation of Mobility Choice Blueprint.<sup>1</sup> The Working Group has covered several topics at their three meetings so far including: Mobility Choice Blueprint Overview, Tactical Action Discussion and Prioritization, DRCOG Regional Transportation Operations and Technology Program (set-aside, existing conditions/data) and CDOT Technology Data Scrum. Several items on today's agenda will provide additional information on these discussions and opportunities.

#### 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](mailto:elindsey@drcog.org).

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<sup>1</sup> <https://www.mobilitychoiceblueprintstudy.com/>





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AGENDA ITEM 4

**DATE:** March 4, 2020  
**TO:** AMP Executive Committee  
**FROM:** Brian Welch, Senior Manager, Planning Technical Services, RTD  
**SUBJECT:** MCB Tactical Action Prioritization and Discussion  
**ACTION:** Discussion and Recommendation

#### **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 AMP partner agencies. The Advanced Mobility Partnership (AMP) will work together with partners to implement the Mobility Choice Blueprint. 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 MCB tactical actions and heard from partner agencies about the latest status of each action at their January 2020 meeting. As part of their February 2020 meeting, attendees participated in an interactive prioritization exercise to better gauge stakeholder priorities as they relate to specific MCB tactical actions. Staff will present results (Attachment 1) from the prioritization activity to the Executive Committee for discussion around priority tactical actions for the AMP. Staff will also solicit input on any specific outcomes as they pertain to the implementation of Mobility Choice Blueprint to guide the efforts of the AMP Working Group.

#### **ATTACHMENT(S)**

1. AMP Working Group - Prioritization Survey Results

#### **ADDITIONAL INFORMATION**

For additional information, please contact Brian Welch, Senior Manager, Planning Technical Services, RTD, at 303-299-2404 or [brian.welch@rtd-denver.com](mailto:brian.welch@rtd-denver.com).





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ATTACHMENT 1

## AMP Working Group – Prioritization Survey Results

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



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ATTACHMENT 1

2.2	Prepare for <b>technology upgrades and interoperability</b> in transportation construction projects	CDOT, DRCOG	3.21
1.2	Establish a new <b>public-private partnership mobility entity or entities</b> to pursue mobility technology implementation	All	3.13
6.2	Minimize zero occupancy and <b>encourage high shared use of driverless automated vehicles</b>	CDOT, DRCOG	3.09
2.7	Implement "smart corridor" operations on all regional freeways	CDOT	3.08
2.3	Accelerate <b>testing of bicycle/pedestrian detection on arterials</b>	Local Jurisdictions	3.04
1.6	Establish a <b>regional smart mobility navigator</b>	DRCOG	2.96
5.2	Create an <b>electrified mobility development program</b>	Chamber	2.91
3.2	Adopt a <b>regional compact defining common standards for micromobility services</b>	DRCOG	2.83
5.1	Incentivize <b>ridehailing and ridesharing providers to use electric vehicles</b>	DRCOG	2.83
3.3	Develop incentives to <b>improve ridehailing and ridesharing operations</b>	RTD, Local Jurisdictions	2.70
2.9	Pilot <b>mobility technologies on mountain corridors</b>	CDOT	2.67
1.3	Engage university resources to develop <b>technology mobility research and development</b>	DRCOG	2.64
3.7	Pilot <b>smart parking at Park-n-Rides</b>	RTD	2.61
6.1	Pilot <b>driverless microtransit to increase public exposure to automated vehicle technology</b>	RTD	2.48
2.1O	Pilot <b>modular lanes</b>	CDOT	2.26
1.5	Develop regional guidelines for <b>drone delivery and drone passenger travel</b>	CDOT	1.88



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AGENDA ITEM 5

**DATE:** March 4, 2020  
**TO:** AMP Executive Committee  
**FROM:** Sophie Shulman, Director of Innovative Mobility, CDOT  
Ashley Nylen, Assistant Director of Mobility Technology, CDOT  
**SUBJECT:** Mobility Technology Data Scrum  
**ACTION:** Information

#### SUMMARY

CDOT, in partnership with the Harvard Kennedy School, is hosting a Technology Data Scrum May 6-7 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.

Beyond a convening of stakeholders, the scrum is a structured process to achieve three objectives:

1. Establish and define a common understanding of the core issues surrounding data sharing, interoperability and deployment.
2. Engage stakeholders in a deep-dive on priority barriers to data sharing issues.
3. Create a path forward for CDOT and partners for continued Technology Data Sharing.

The scrum is meant to catalyze action. CDOT sees this as a way to accelerate the decision making process and provide a path forward to enable regional transportation data sharing among CDOT and various partners that will mutually benefit from a proposed technology data sharing framework. In order to ensure the best use of time during the Data Scrum a survey will be sent to participants prior to the workshop to gauge expectations, needs and interests. The Technology Data Scrum will be hosted at the CDOT Golden Offices and take place over a two-day period. There will be no cost associated with attending the event.

#### ATTACHMENT(S)

1. Mobility Technology Data Scrum –flyer

#### ADDITIONAL INFORMATION

For additional information, please contact Lily Lizarraga, Innovative Mobility Project Coordinator, CDOT, at 303-757-9789 or [lily.lizarraga@state.co.us](mailto:lily.lizarraga@state.co.us).

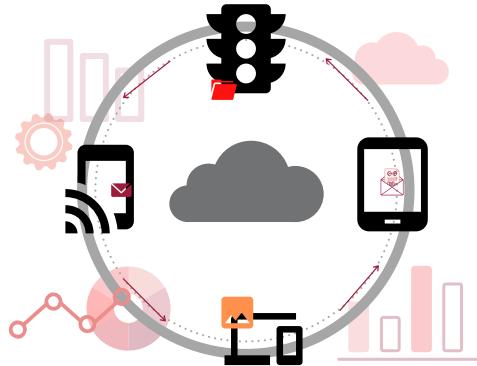




# TECHNOLOGY DATA SCRUM

## 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



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 4, 2020  
**TO:** AMP Executive Committee  
**FROM:** Steve Cook, Travel Model and Transportation Operations Manager, DRCOG  
**SUBJECT:** Regional Transportation Operations & Technology Program and Set-Aside  
**ACTION:** Information

#### SUMMARY

DRCOG's Regional Transportation Operations & Technology Program (RTO&T) has existed for 30 years, though only recently with that specific name. The program began with a focus on multi-jurisdictional traffic signal coordination and has evolved over time to include other Intelligent Transportation System (ITS) infrastructure and systems supporting multimodal transportation operations. Examples include fiber optic networking, transit signal priority applications, data warehousing and monitoring systems, traffic management centers and equipment. The DRCOG [Metro Vision Plan](#)<sup>1</sup> provides the high-level policy perspective for the RTO&T Program.

A consistent aspect of the program is the Regional Transportation Operations (RTO) Working Group. The group meets monthly and is made up of the day-to-day operational staff from CDOT, RTD, local governments and other agencies. The RTO Working Group has identified key operational concepts and foundational initiatives which have evolved from the primary concept of improved situational awareness of real-time events and conditions. The establishment of the AMP stimulates the need for even greater coordination and policy-level guidance to transportation system operators.

In Spring 2020, DRCOG is issuing a Call for Projects to solicit applications for projects to be funded through the RTO&T Set-Aside of the DRCOG Transportation Improvement Program (TIP). An estimated \$13 million will be available for distribution over the four-year TIP period. DRCOG has engaged the AMP Working Group and RTO Working Group in review and discussion of the set-aside Eligibility Rules and Selection Process (draft in Attachment 1). Staff worked with the AMP Working Group and RTO Working Group to identify appropriate evaluation criteria weights.

#### ATTACHMENT(S)

1. DRAFT RTO&T Set-Aside 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](mailto:gmackinnon@drcog.org).

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<sup>1</sup> <https://metrovision.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/](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

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