

**DISCUSSION OF DRAFT CRITERIA FOR RAMP PROJECT SELECTION (1/9/2013)**

**All Programs and Projects Eligibility Criteria**

To be submitted for consideration as a potential project, the following eligibility criteria must be met:

- Project can be constructed/implemented within 5 years (January 2018).
- Project is consistent with Long-Range Statewide Transportation Plan.
- On-system improvement projects only or integrated with state highway system (not applicable to Asset Categories: Facilities and Roadway Equipment).
- Must be able to provide sufficient information on the additional eligibility and evaluation criteria identified below.

**Program Specific Eligibility Criteria and Evaluation/Selection Criteria**

<b>Program and Category</b>	<b>Goal</b>	<b>Additional Eligibility Criteria</b>	<b>Evaluation Criteria</b>
<b>Program 1: Asset Management and Operational Improvements</b>			
Surface Treatment, Bridge (non-Enterprise), Culverts, Tunnel, Rockfall Mitigation	Lowest life-cycle cost	None	<ul style="list-style-type: none"> <li>• Project selection is based on the asset management model, and if necessary, additional qualifying criteria established by the Transportation Commission.</li> </ul>
Enterprise Bridge	Goal of Enterprise Bridge Program	None	<ul style="list-style-type: none"> <li>• Project selection based on Enterprise Bridge Plan, so no additional evaluation criteria</li> </ul>
Roadway Equipment Fleet, ITS, Buildings	Lowest life-cycle cost	None	<ul style="list-style-type: none"> <li>• Project selection is based on the asset management model, and if necessary, additional qualifying criteria established by the Transportation Commission.</li> </ul>
Operational Improvements	High benefit to cost, improved safety	None	<p>Primary Criteria</p> <ul style="list-style-type: none"> <li>• Quantify mobility benefit based on appropriate measure (i.e., reduction in delay, travel time or number of stops; reduction in frequency of queues or queue length; improvement in LOS)</li> <li>• Quantify reliability when reliability measure is developed in 2015.</li> <li>• Quantify safety benefit</li> <li>• Quantify cost (include study and implementation cost)</li> </ul> <p>Secondary Criteria – quantify or list additional benefits</p> <ul style="list-style-type: none"> <li>• Environmental benefits (i.e. noise reduction, air quality-reduced emissions)</li> <li>• For signals, the number of warrants met</li> <li>• Other benefits</li> </ul>

Program and Category	Goal	Additional Eligibility Criteria	Evaluation Criteria
Program 2: Transportation Partnership Fund			
Public-Private Partnerships	Leverage funds to address “critical need” corridors of the state highway system	<ul style="list-style-type: none"> <li>Specific corridors that are eligible: US 36, I70E, I-70W, I-270, I-25N, C-470, SH93/US 6 (Jefferson County); tolled arterials</li> </ul>	<ul style="list-style-type: none"> <li>Critical need: addresses generally recognized regional capacity/mobility needs in important highway corridors</li> <li>Acceleration: provides potential for accelerated delivery</li> <li>Financial feasibility: demonstrates potential for innovative financing</li> <li>Stakeholder support: reflects political consensus and local government contribution</li> <li>Other benefits</li> </ul>
Public-Public Partnerships	Leverage state/federal funds with local funds to provide a high benefit to cost for critical need projects	<ul style="list-style-type: none"> <li>Commitment of local match minimum of 20% (non-federal highway sources of cash, ROW, or design costs)</li> </ul>	<p>Primary Criteria</p> <ul style="list-style-type: none"> <li>Critical Need: quantify benefit of improvement addressing “critical need” (asset condition, safety, mobility/operations)</li> <li>Identify total project cost and funding plan</li> <li>Leveraging of funds: additional match beyond the 20% minimum</li> </ul> <p>Secondary Criteria – quantify or list additional benefits (for example)</p> <ul style="list-style-type: none"> <li>Completes a project that has an earlier phase in the STIP</li> <li>Hierarchy of state highway system: Interstate, NHS, other</li> <li>Economic benefits (i.e. job creation)</li> <li>Other benefits</li> </ul> <p>Informational – provide estimated funding requirements by year</p>
Public-Public Partnerships Devolution	Aligns function of sections of state highway system with CDOT’s mission.	<ul style="list-style-type: none"> <li>Demonstrate local support and willingness for local maintenance responsibility.</li> </ul>	<ul style="list-style-type: none"> <li>Functionality – functions as a local road; lacks connectivity</li> <li>Net present value of savings over 20 years if there is a payment to locals in lieu of CDOT improvement</li> <li>Maintenance difficulty for CDOT</li> <li>Other benefits (for example: community has improved opportunity to support economic development because roadway is not subject to CDOT access control)</li> </ul>