

CRITERIA FOR RAMP PROJECT SELECTION (2/21/13)

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 (December 2017).
- Project is consistent with Long-Range Statewide Transportation Plan and CDOT Policies.
- 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

Program and Category	Goal	Additional Eligibility Criteria	Evaluation Criteria
Program 1: Asset Management and Operational Improvements			
Surface Treatment, Bridge (non-Enterprise), Culverts, Tunnel, Rockfall Mitigation	Lowest life-cycle cost	None	<ul style="list-style-type: none"> • Project selection is based on the asset management model or plan. • For surface treatment, adhere to the Practical Design Guide, avoiding reconstruction and requiring thin treatments on very low and low volume roads (<4000 ADT), unless approved by the Chief Engineer.
Enterprise Bridge	Goal of Enterprise Bridge Program	None	<ul style="list-style-type: none"> • Project selection based on Enterprise Bridge Plan
Roadway Equipment Fleet, ITS, Buildings	Lowest life-cycle cost	None	<ul style="list-style-type: none"> • Project selection is based on the asset management plan or model.
Operational Improvements	High benefit to cost, improved safety	None	<p>Primary Criteria</p> <ul style="list-style-type: none"> • 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) • Quantify reliability when reliability measure is developed in 2015. • Quantify safety benefit • Quantify cost (include study and implementation cost) <p>Secondary Criteria – quantify or list additional benefits</p> <ul style="list-style-type: none"> • Environmental benefits (i.e. noise reduction, air quality-reduced emissions) • For signals, the number of warrants met • Other benefits

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Program 2: Transportation Partnership Fund			
Public-Private Partnerships	Leverage funds to address critical needs of the state highway system	<ul style="list-style-type: none"> • Demonstrate local support • Projects with the potential to be funded with tolls and/or significant private contribution or investment. • Examples of such projects include projects in or integrated with the following corridors: US 36, I-70 East, I-70 West, I-270, I-25 North of Denver, C-470, SH93/US 6 (Jefferson County), US 85, and Powers Blvd in Colorado Springs. 	<p>Primary Criteria</p> <ul style="list-style-type: none"> • Critical need: quantify benefit of improvement addressing “critical need” for asset condition, safety, mobility/operations, capacity • Identify total project cost and financing plan <p>Secondary Criteria – quantify or list additional benefits</p> <ul style="list-style-type: none"> • Demonstrates potential for innovative financing • Local government contribution • Other benefits
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"> • Commitment of local match for a target minimum of 20% (non-federal highway sources of cash, ROW, or design costs) 	<p>Primary Criteria</p> <ul style="list-style-type: none"> • Critical Need: quantify benefit of improvement addressing “critical need” for asset condition, safety, mobility/operations • Identify total project cost and funding plan <p>Secondary Criteria – quantify or list additional benefits (for example)</p> <ul style="list-style-type: none"> • Leveraging of funds: additional match beyond the 20% targeted minimum • Completes a project that has an earlier phase in the STIP • Hierarchy of state highway system: Interstate, NHS, other • Economic benefits (i.e. job creation) • Other benefits <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"> • Demonstrate local support and willingness for local maintenance responsibility. 	<ul style="list-style-type: none"> • Functionality – functions as a local road; lacks connectivity • Demonstrable net present value of savings over 20 years • Maintenance difficulty for CDOT • Other benefits (for example: community has improved opportunity to support economic development because roadway is not subject to CDOT access control)