

Memorandum

To: Chair and Commissioners

Date: October 12, 2007

From: JOHN F. BARNA, JR.
Executive Director

File: Book Item 4.3
Action

Ref: Draft Public Partnership High Occupancy Toll (HOT) Lane Guidelines and Application Resolution G-07-08

ISSUE: Should the draft Public Partnership (PP) HOT lane guidelines and application form developed to implement the requirements of AB 1467 be adopted by the Commission? The Commission has received a request from a Regional Transportation Agency (RTA) to develop and operate a HOT lane in response to this legislation. Therefore, a process to request and receive an eligibility determination by the Commission is necessary.

RECOMMENDATION: Commission staff recommends that the Commission consider the draft PP HOT lane guidelines and application attached to this memorandum, together with any comments received to date. If there are no substantive comments from regional transportation agencies or other interested parties, staff recommends that the Commission adopt the guidelines and application form. If there are substantive comments, we recommend that the Commission direct staff to address these comments and prepare a final draft for adoption at the November 7-8 meeting.

BACKGROUND: Assembly Bill 1467 (Nunez), approved by the Governor May 19, 2006, authorizes that, until January 1, 2012, RTAs, in cooperation with the Department of Transportation (Department) may apply to the Commission to develop and operate high-occupancy toll lanes, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit, as specified. The number of projects that may be approved is limited to four, two in Northern California and two in Southern California.

AB 1467 provides that the Legislature will select the HOT lane project(s). The Commission's role in implementing this legislation is limited to establishing eligibility criteria, determining whether each HOT lane application is eligible, holding public hearings in both Northern and Southern California for each eligible application, and submitting eligible application(s) and any public comments to the Legislature for approval or rejection. Approval by the Legislature is achieved by enactment of a statute.

SUMMARY: Attached to this book item are:

- A summary of the proposed process for the Commission to follow for PP HOT lane projects.
- Draft guidelines and a draft application form to provide a process for RTAs to request the Commission to consider whether a HOT lane project is eligible and to set forth the eligibility criteria and procedures for the Commission to evaluate PP HOT lane project eligibility.

**Summary of the Proposed Process for
Public Partnership Transportation Projects – High Occupancy Toll Lanes**

Public Partnership (PP) High Occupancy Toll (HOT) lane applications would be evaluated according to the following process:

1. Commission staff would perform a preliminary pre-qualification review of the application to assess whether the application appears complete and generally meets the eligibility criteria.
2. Commission staff would evaluate project applications against eligibility criteria. Eligibility objectives would include obtaining evidence to support whether the project complies with the Streets & Highways Code Sections 149 through 149.7, there is cooperation with the Department and consistency with state highway system requirements; the project is technically and financially feasible; the project is consistent with the RTP; and there are performance measures established for project monitoring and tracking.
3. Based on an evaluation of the project application to the eligibility criteria, the Commission Executive Director would recommend that the Commission accept or reject the application. For applications considered eligible by the Commission, one public hearing would be held in Northern California and one in Southern California.
4. The Commission would submit the eligible application and any public comments made during the hearings to the Legislature for approval or rejection.
5. For those projects approved by the Legislature and enacted by statute, the Department would enter into an agreement with the Regional Transportation Agency.
6. The Commission, in cooperation with the Legislative Analyst, would report annually to the Legislature on the progress of the development and operation of a facility approved under these guidelines.

**California Transportation Commission
Guidelines for the Determination of Eligible
Public Partnership Transportation Projects
High Occupancy Toll Lanes**

Background:

In accordance with AB 1467, until January 1, 2012, Regional Transportation Agencies, in cooperation with the Department of Transportation (Department), may apply to the California Transportation Commission (Commission) to develop and operate high-occupancy toll lanes, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit, as specified. The number of projects that may be approved is limited to four, two in Northern California and two in Southern California.

In order to ensure that Public Partnership (PP) transportation projects selected promote California's transportation goals and advance the public interest, the Commission would use technical and financial criteria to determine eligibility of PP applications relative to the development and operation of the facilities proposed. The proposed eligibility criteria and procedures for the Commission to evaluate PP transportation project eligibility are set forth below.

Legislative Background:

Assembly Bill 1467, Nunez, added Section 149.7 to the Streets and Highways Code to read:

- (a) A Regional Transportation Agency, as defined in Section 143, in cooperation with the Department, may apply to the Commission to develop and operate high-occupancy toll lanes, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit, consistent with the established standards, requirements, and limitations that apply to those facilities in Sections 149, 149.1, 149.3, 149.4, 149.5 and 149.6.
- (b) The Commission shall review each application for the development and operation of the facilities described in subdivision (a) according to eligibility criteria established by the Commission. For each eligible application, the Commission shall conduct at least one public hearing in Northern California and one in Southern California.
- (c) Following public hearings, the Commission shall submit an eligible application and any public comments made during the hearings to the Legislature for approval or rejection. Approval shall be achieved by the enactment of a statute. The number of facilities approved under this section shall not exceed four, two in Northern California and two in Southern California.
- (d) A Regional Transportation Agency that develops or operates a facility, or facilities, described in subdivision (a) shall provide any information or data requested by the

Commission or the Legislative Analyst. The Commission, in cooperation with the Legislative Analyst, shall annually prepare a report on the progress of the development and operation of a facility authorized under this section. The Commission may submit this report as a section in its annual report to the Legislature required pursuant to Section 14535 of the Government Code.

(e) No applications may be approved under this section on or after January 1, 2012.

Guidelines for Determining PP Transportation Project Eligibility

Proposed PP transportation project applications arising from AB 1467 would be evaluated for eligibility according to the following criteria:

Phase One: Review of Application

Commission staff would perform a preliminary qualification review of each application to determine whether the proposer has:

- A project that conceptually meets the requirements of AB 1467.
- Evidence that the application was submitted in cooperation with the Department.
- A project plan which appears technically feasible.
- A financial plan which appears to allow access to the necessary capital to finance the facility.

Phase Two: Evaluation of Project Eligibility

A. In order to determine project eligibility, Commission staff will evaluate project applications against eligibility criteria. The Commission may obtain professional opinions from necessary experts in the evaluation of the detailed application. For example, consultation and opinions could be obtained from expert engineers, accountants and attorneys as applicable.

B. Eligibility Objectives

Eligibility objectives include obtaining evidence to support that:

- The proposed project complies with Sections 149, 149.1, 149.3, 149.4, 149.5, 149.6 and 149.7 of the Streets and Highways Code.
- The application was submitted in cooperation with the Department and the Department has determined that the project is consistent with State Highway System requirements.
- The project is technically and financially feasible.
- The project is consistent with the Applicant's Regional Transportation Plan.

- The Regional Transportation Agency has established performance measures for project tracking and reporting purposes.

C. Eligibility Criteria

Eligibility criteria for public partnership transportation projects submitted in accordance with AB 1467 are set forth in Attachment I.

D. Executive Director's Recommendation to the Commission

Upon final evaluation of the project application against eligibility criteria, the Commission's Executive Director would make a recommendation to the Commission to accept or reject the application.

Phase Three: Public Hearings & Legislature Review and Approval/Rejection

A. Public Hearings

For those applications accepted as eligible by the Commission, one public hearing would be held in Northern California and one in Southern California. The purpose of the public hearings would be to allow agencies, stakeholders and the public an opportunity to present concerns pertaining to the project.

B. Legislative Approval

For those applications meeting the eligibility requirements established by the Commission, the eligible application(s) and any public comments made during the hearings would be forwarded to the Legislature for approval or rejection. Approval would be achieved by the enactment of a statute.

Phase Four: Approved PP Application

Upon Legislature's enactment of a statute for the project, the Department would enter into an agreement with the Regional Transportation Agency. This agreement would include all the requirements outlined in AB 1467 and all applicable laws and regulations.

Phase Five: Report to the Legislature

Annually the Commission, in cooperation with the Legislative Analyst, would provide a report on the progress of the development and operation of each facility approved under these guidelines and the Streets and Highways Code Section 149.7.

**California Transportation Commission
Public Partnership Application Eligibility Criteria
High Occupancy Toll Lanes**

The eligibility criteria set forth below would be considered by the California Transportation Commission (Commission) staff in making a determination whether a public partnership (PP) transportation project submitted in accordance with Assembly Bill 1467 should be recommended to the Commission for approval, public hearings, and final submission to the Legislature.

Documentation to support the development and operation of high-occupancy toll lanes including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit should be provided with each project application submitted. Applications that do not satisfactorily address the primary elements of the eligibility criteria would be considered incomplete and would not be recommended for approval.

Eligibility Criteria

Compliance with Streets & Highways Code

1. Streets & Highways Code

Was evidence provided to support that the proposed project is consistent with the established standards, requirements, and limitations that apply to those facilities in Sections 149, 149.1, 149.3, 149.4, 149.5, 149.6 and 149.7 of the Streets and Highways Code?

Department of Transportation Cooperation & State Highway Compatibility

1. Department of Transportation Cooperation

Was evidence provided that the Department of Transportation (Department) supports this project and that the project application was submitted in cooperation with the Department?

2. State Highway System Compatibility

Has the Department determined the project to be consistent with State Highway System requirements?

Technical Feasibility

1. Project Definition

Is the project described in sufficient detail to determine the type and size of the project, the location, all proposed interconnections with other transportation facilities,

the communities that may be affected, and alternatives (e.g. alignments) that may need to be evaluated?

2. Proposed Project Schedule

Is the time frame for project completion clearly outlined? Is the proposed schedule reasonable given the scope and complexity of the project? Does the proposal contain adequate assurances that the project will be completed and will be completed on time?

3. Operation

Does the applicant present a reasonable statement setting forth plans for operation of the facility?

4. Technology

Does the technology proposed maximize interoperability with relevant local and statewide transportation technology?

5. Conforms to Laws, Regulations and Standards

Is the proposed project consistent with applicable state and federal statutes and regulations and standards? Does the proposed design meet appropriate state and federal standards?

6. Federal Permits

Is the project outside the purview of federal oversight, or will it require some level of federal involvement due to its location on the National Highway System or Federal Interstate System or because federal permits are required?

7. Meets/Exceeds Environmental Standards

Has the project received environment clearance? If not, is the project likely to receive environmental clearance to meet the timeline set forth in the project proposal?

8. State and Local Permits

Does the proposal list the required permits and schedule to obtain them? Are there negative impacts known for the project? If so, is there a mitigation plan identified?

9. Right of Way

If not too early to determine, does the proposal set forth the method by which the operator proposes to secure all property interests required for the transportation facility?

10. Maintenance

Is there a process in place to develop a maintenance plan with the Department? Specifically, is there a process to clearly define assumptions or responsibilities during the operational phase including law enforcement, toll collection and maintenance?

Financial Feasibility

It is expected that the proposer will provide information relative to the project financial plan and feasibility. This will include information to support whether the proposer has provided a financial plan and financial guarantees which will allow for access to the necessary capital to finance the facility as well as the following:

1. Financing and Financial Plan

Does the financial plan demonstrate a reasonable basis for funding project development and operations? Are the assumptions on which the plan is based well defined and reasonable in nature? Are the plan's risk factors identified and dealt with sufficiently? Are the planned sources of funding and financing realistic? Did the proposer demonstrate evidence of its ability to obtain the other necessary financing? Does the proposer have the ability to fund shortfalls if revenues do not meet projections?

2. Estimated Cost

Is the estimated cost of the facility reasonable in relation to the cost of similar projects? A significant portion of the final determination will rely on a cost/benefit analysis.

3. Life Cycle Cost Analysis

Does the proposal include an appropriately conducted analysis of projected rate of return and life cycle cost estimate of the proposed project and/or facility?

4. Business Objective

Does the proposer clearly outline the reason for pursuing this project? Do the assumptions appear reasonable?

5. Financial Condition

Is the financial information submitted by the proposer sufficient to determine the financial capability to fulfill its obligations described in the project application?

6. Project Ownership

Does the application identify the proposed ownership arrangements for each phase of the project and indicate assumptions on legal liabilities and responsibilities during each phase of the project?

7. Competitive Bidding

To what extent have adequate and transparent procurement policies been adopted by the applicant to maximize competitive bidding opportunities for potential contractors and suppliers?

Regional Transportation Plan & Community Support**1. Consistency with Local, Regional and State Transportation Plans**

Is the project consistent with City and County comprehensive plans and regional transportation plans? Is this project consistent with plans and documents for the Regional Transportation Agency's long range plan? If not, are steps proposed that will achieve consistency with such plans?

2. Compatibility with the Existing Transportation System

Does this project propose improvements that are compatible with the present and planned transportation system? Does the project provide continuity with existing and planned state and local facilities?

3. Fulfills Policies and Goals

Does the proposed project help achieve performance, safety, mobility or transportation demand management goals? Does the project improve connections among the transportation modes?

4. Air Quality and Environmental Statutes and Regulations

Is the proposed project consistent with applicable state and federal environmental statutes and regulations? Is the project consistent with the air quality component of the RTP? Does the proposal adequately address or improve air quality conformity?

5. Enhance Community-Wide Transportation System

Are there identified project benefits to the affected community transportation system? Does this project enhance adjacent transportation facilities?

6. Economic Development

Will the proposed project enhance the state's economic development efforts? Is the project critical to attracting or maintaining competitive industries and businesses to the region, consistent with state objectives?

6. Local Support

Has the regional agency governing body taken action to approve this proposal? How have or will local impacts be addressed?

7. Community Benefits

Will this project bring a significant transportation and economic benefit to the community, the region, and/or the state? Are there ancillary benefits to the communities because of the project?

8. Community Support/Environmental Justice

What is the extent of support or opposition for the project? Does the project proposal demonstrate an understanding of the national and regional transportation issues and needs, as well as the impacts this project may have on those needs? Is there a demonstrated ability to work with the community? Have all affected local jurisdictions provided clear written statements of the extent of their support for the project?

Performance Measures

Does the Regional Transportation Agency have performance measures in place to track and report annually on the following?

1. Safety

The ratio of the number of fatalities to the number of vehicle miles traveled, the ratio of the number of fatal collisions to the number of vehicle miles traveled, and the ratio of the number of injury collisions to the number of vehicle miles traveled.

2. Mobility

The total amount of delay per traveler that exists on a designated area over a selected amount of time, the average travel time for peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs, the average travel time for non-peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.

3. Accessibility

The accessibility of transit service.

4. Reliability

The difference between expected travel time and actual travel time and the ability of transit service operators to meet customers' reliability expectations.

5. Productivity

The utilization of the transportation system by all vehicles, by people, and by trucks as well as the effectiveness of mass transportation system operations by measuring the number of passengers carried for every mile of revenue service provided.

7. System Preservation

The number of lane miles in poor structural condition or with bad ride (pavement condition) and roadway smoothness.

8. Return on investment/Lifecycle Cost

The ratio of resources available to assets utilized. Lifecycle cost analysis is a benefit cost analysis that incorporates the time value of money.

9. Emission Reduction

The amount of emission reduction achieved as required to be reported in accordance with Assembly Bill 32, Nunez, and set forth in the Health and Safety Code, Division 25.5 commencing with Section 38500.

Secondary Evaluation and Eligibility Criteria

The following evaluation and eligibility criteria are to be addressed only if the project team is known. Where a project team is not known given the stage of the project, this secondary evaluation and eligibility criteria is not required to be addressed.

Qualifications and Experience

Does the Regional Transportation Agency propose a team which is qualified, led, and structured in a manner which will clearly enable the team to complete the proposed project?

1. Experience with Similar Infrastructure Projects

Have members of this team previously worked together constructing, improving or managing transportation infrastructure? Has the lead agency managed, or any of the member agencies worked on infrastructure projects?

2. Demonstration of Ability to Perform Work

What commitments has the team made to carry out the project? Does the team possess the necessary financial, staffing, equipment, and technical resources to successfully complete the project? Do the team and/or member agencies have competing financial or workforce commitments that may inhibit success and follow-through on this project?

3. Leadership Structure

Does the organization of the team indicate a well thought out approach to managing the project? Is there an agreement/document or joint powers agreement in place between members and/or multiple agencies?

4. Project Manager's Experience

Depending on applicability given the stage of the project, is a Project Manager identified, and does this person work for the Regional Transportation Agency, Lead Agency or principal firm? If not, is there a clear definition of the role and responsibility of the Project Manager relative to the member firms? Does the Project Manager have experience leading this type and magnitude of project?

5. Management Approach

Have the primary functions and responsibilities of the management team been identified? Have the members of the team developed an approach to facilitate communication among the project participants?

Public Involvement Strategy

What strategies are proposed to involve local and state elected officials in developing this project? What level of community involvement has been identified for the project? Is there a clear strategy for informing, educating and obtaining community input through the development and life of the project?

Public Partnership Application - High Occupancy Toll Lanes

County:	Route:	PPNO:
Project Title:		

We acknowledge the scope, cost, schedule, benefits, and information as identified on the attached application and project fact and funding sheets are true to the best of our knowledge and belief. We certify that funding sources cited are committed and expected to be available; the estimated costs represent full project funding, and the description of benefits is the best estimate possible.

Name: _____ Date _____
Title: _____
Agency: _____

**Public Partnership Application
for High Occupancy Toll Lanes
Project Fact Sheet**

Lead Agency:

Fact Sheet Date:

Contact Person			
Phone Number		Fax Number	
Email Address			

Project Information:

County	Caltrans District	PPNO *	EA *	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *

* NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System.

Legislative Districts	Senate:	Congressional:
	Assembly:	
Implementing Agency (by component)	E&P (PA&ED):	PS&E:
	R/W:	CON:
Project Title		

Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)

Description of Major Project Benefits

Daily Vehicle Hours of Delay Saved	Hrs.
Daily Peak Duration Person-Minutes Saved	Min.
Other:	

Corridor System Management Plan

Month/Year

Lead Agency:	
Plan Adoption Date:	
Plan Implementation Date:	

Expected Source(s) of Additional Funding if the Current Funding Plan Proves Insufficient

Project Delivery Baseline (Milestones)

Month/Year

Begin Environmental Phase (PA&ED)	
Draft Environmental Document Milestone	Document Type:
Draft Project Report Milestone	
End Environmental Phase (PA&ED Milestone)	
Begin Design Phase	
End Design Phase (Plans, Specifications, and Estimates Milestone)	
Begin Right-of-Way	
End Right-of-Way (Right-of-way Certification Milestone)	
Begin Construction Phase	
End Construction Phase (Construction Contract Acceptance Milestone)	
Begin Closeout Phase	
End Closeout Phase (Closeout Report Milestone)	

**Public Partnership - HOT Lane Application
Project Fact Sheet - Project Cost and Funding Plan**
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

				Date:	0-Jan-00
County	CT District	PPNO *	EA*	Region/MPO/TIP ID *	
0	0	0	0	0	
Project Title:		0			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTP/MPO

Proposed Total Project Cost		07/08	08/09	09/10	10/11	11/12	12/13	Project Total
Component	Prior							
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W SUP (CT) *	0	0	0	0	0	0	0	0
CON SUP (CT) *	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0	0	0	0	0	0	0	0

Shaded fields are automatically calculated. Please do not fill these fields.

**Public Partnership - HOT Lane Application
Project Fact Sheet - Project Cost and Funding Plan**
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

County	CT District	PPNO *	EA*	Date:	0-Jan-00
0	0	0	0	Region/MPO/TIP ID *	0
Project Title:		0			

* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Funding Source:								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
E&P (PA&ED)								0
PS&E								0
R/W SUP (CT) *								0
CON SUP (CT) *								0
R/W								0
CON								0
TOTAL	0							

Shaded fields are automatically calculated. Please do not fill these fields.

**California Transportation Commission
Public Partnership Transportation Projects
High Occupancy Toll Lane Application**

The California Transportation Commission will consider the eligibility of those project applications that are completed comprehensively. Those applications received that do not provide sufficient evidence to support the eligibility criteria will be rejected and returned to the proposer.

For each of the requirements below, please provide detailed information and supporting documentation. Please ensure that all information provided is identified to correspond with the applicable document reference set forth below.

I. Project Eligibility

PART A – COMPLIANCE WITH STREETS & HIGHWAYS CODE

<u>Description of Required Documentation for Submission</u>	<u>Document Reference</u>
Provide evidence to support that the proposed project is consistent with the established standards, requirements, and limitations that apply to those facilities in Sections 149, 149.1, 149.3, 149.4, 149.5, 149.6 and 149.7 of the Streets and Highways Code.	<u>A 1</u>
Provide the reason for pursuing this project.	<u>A 2</u>

PART B – DEPARTMENT OF TRANSPORTATION COOPERATION & STATE HIGHWAY COMPATIBILITY

<u>Description of Required Documentation for Submission</u>	<u>Document Reference</u>
Provide evidence that the Department of Transportation (Department) supports this project and that the project application was submitted in cooperation with the Department.	<u>B 1</u>
Provide evidence that the Department determined the project to be consistent with State Highway System requirements.	<u>B 2</u>

PART C – TECHNICAL FEASIBILITY

Description of Required Documentation for Submission	Document Reference
Provide a Project Study Report/Project Report (PSR/PR) that describes, but is not limited to, the following:	<u>C</u>
The type and size of the project, the location, all proposed interconnections with other transportation facilities, the communities that may be affected, and alternatives (e.g. alignments) that may need to be evaluated.	<u>C 1</u>
The timeframe for project completion.	<u>C 2</u>
How the proposed schedule is reasonable given the scope and complexity of the project.	<u>C 3</u>
The methods expected to be followed to assure that the project will be completed and will be completed on time.	<u>C 4</u>
The plan for operation of the facility.	<u>C 5</u>
The technology that will be used to maximize interoperability with relevant local and statewide transportation technology.	<u>C 6</u>
How the proposed project is consistent with applicable state and federal statutes and regulations and standards. Document the applicable state and federal standards and provide evidence that the proposed design meets the standards.	<u>C 7</u>
Whether the project is outside the purview of federal oversight, or whether it will require some level of federal involvement due to its location on the National Highway System or Federal Interstate System or because federal permits are required.	<u>C 8</u>
Evidence that the project has received environment clearance. If environmental clearance was not yet received, explain whether the project is likely to receive environmental clearance to meet the timeline set forth in the project proposal.	<u>C 9</u>
The required state and local permits and the schedule to obtain them.	<u>C 10</u>
All negative impacts known for the project. For each negative impact, document whether there is a mitigation plan identified.	<u>C 11</u>

If not too early to determine, the method by which the operator proposes to secure all property interests required for the transportation facility.	<u>C 12</u>
Whether there is a process in place to develop a maintenance plan with the Department. Specifically, whether there is a process to clearly define assumptions or responsibilities during the operational phase including law enforcement, toll collection and maintenance.	<u>C 13</u>

PART D – FINANCIAL FEASIBILITY

<u>Description of Required Documentation for Submission</u>	<u>Document Reference</u>
Provide information relative to the project financial plan and feasibility.	<u>D 1</u>
Document a financial plan and financial guarantees which will allow for access to the necessary capital to finance the facility.	<u>D 2</u>
Provide evidence of the proposer's ability and commitment to provide sufficient equity in the project as well as the ability to obtain the other necessary financing.	<u>D 3</u>
Explain how shortfalls will be funded if revenues do not meet projections.	<u>D 4</u>
Explain how the financial plan demonstrates a reasonable basis for funding project development and operations.	<u>D 5</u>
If, applicable, describe the nature and amount of the proposer's financial contribution to the project.	<u>D 6</u>
Describe how the estimated cost of the facility is reasonable in relation to the cost of similar projects through a cost/benefit analysis.	<u>D 7</u>
Provide an analysis of the projected rate of return and life cycle cost estimate of the proposed project and/or facility.	<u>D 8</u>
Explain how the financial information submitted is sufficient to determine the financial capability to fulfill the obligations described in the project application.	<u>D 9</u>

Identify the proposed ownership arrangements for each phase of the project and indicate assumptions on legal liabilities and responsibilities during each phase of the project.	<u>D 10</u>
Describe the extent that adequate and transparent procurement policies have been adopted to maximize competitive bidding opportunities for potential contractors and suppliers.	<u>D 11</u>

PART E – REGIONAL TRANSPORTATION PLAN & COMMUNITY SUPPORT

<u>Description of Required Documentation for Submission</u>	<u>Document Reference</u>
Provide documentation to show that the project is consistent with City and County comprehensive plans and regional transportation plans and with plans and documents for the Regional Transportation Agency's long range plan. If the project is not consistent, please identify the steps proposed that will achieve consistency with such plans.	<u>E 1</u>
Describe how the project proposed includes improvements that are compatible with the present and planned transportation system. Include the methods by which the project provides continuity with existing and planned state and local facilities.	<u>E 2</u>
Explain how the proposed project helps to achieve performance, safety, mobility, and air quality or transportation demand management goals.	<u>E 3</u>
Explain whether the proposed project is consistent with applicable state and federal environmental statutes and regulations, the air quality component of the RTP, and whether the proposal adequately addresses or improves air quality conformity.	<u>E 4</u>
Identify any emission reductions provided by the proposed project.	<u>E 5</u>
Explain how the project improves connections among the transportation modes.	<u>E 6</u>
Identify the project benefits to the affected community transportation system and provide an explanation whether this project enhances adjacent transportation facilities.	<u>E 7</u>

Explain whether the proposed project will enhance the state’s economic development efforts.	<u>E 8</u>
Explain if the project is critical to attracting or maintaining competitive industries and businesses to the region, consistent with state objectives.	<u>E 9</u>
Explain whether the regional agency governing body has taken action to approve this proposal and whether local impacts have been addressed. Provide the Board or other resolution to document the action taken.	<u>E 10</u>
Explain whether this project will bring a significant transportation and economic benefit to the community, the region, and/or the state.	<u>E 11</u>
Describe any ancillary benefits to the communities because of the project.	<u>E 12</u>
Explain the extent of support or opposition for the project. Explain the national and regional transportation issues and needs, as well as the impacts this project may have on those needs.	<u>E 13</u>
Describe any plans intended to work with the community. List the affected local jurisdictions and provide clear written statements of the extent of support for the project from all affected local jurisdictions, if available. Describe any environmental justice issues or concerns.	<u>E 14</u>

PART F – PERFORMANCE MEASURES

<u>Description of Required Documentation for Submission</u>	<u>Document Reference</u>
Describe the Regional Transportation Agency’s performance measures used to track and report annually on the following: Safety Mobility Accessibility Reliability Productivity System Preservation Return on investment/Lifecycle Cost Emission Reduction	<u>F 1</u>

II. Secondary Evaluation and Project Eligibility Criteria

The following criteria are to be completed only if the project team is known. Where a project team is not known given the stage of the project, this secondary evaluation and eligibility criteria is not required.

<u>Description of Required Documentation for Submission</u>	<u>Document Reference</u>
Describe the team's qualifications and experience.	<u>G 1</u>
Describe the extent of experience with similar infrastructure projects.	<u>G 2</u>
Provide a description of the team's ability to perform work.	<u>G 3</u>
Describe the leadership structure.	<u>G 4</u>
Provide a description/backgroup relative to the Project Manager's experience.	<u>G 5</u>
Describe the anticipated management approach for this project.	<u>G 6</u>
Describe the planned public involvement strategy.	<u>G 7</u>