



**Fresno Council
of Governments**

**Surface Transportation
Block Grant (STBG) Program**
(Formerly Regional Surface Transportation Program (RSTP))

**CALL FOR PROJECTS
APPLICATION PACKET**

September 2017

2035 Tulare Street, Suite 201
Fresno, CA 93721
559-233-4148
559-233-9645 (Fax)

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OVERVIEW, SUBMITTAL AND CONTACT INFORMATION

Overview

Fresno COG, acting in its role as a Metropolitan Planning Organization (MPO), is in the process of programming the future federal transportation revenues that will come to the Fresno Region. STBG funds (formerly RSTP) are reimbursable federal aid funds, subject to the requirements of Title 23, United States code. Eligible costs for funds include preliminary engineering, right-of-way acquisition, capital costs, and constructions costs associated with an eligible activity.

Once projects have been approved by the MPO, they must be included in the Federal Transportation Improvement Program (FTIP) prior to reimbursement of federal funding. Due to the time and effort required to process federal-aid funds, these projects should be included in the FTIP in a timely manner in order to ensure sufficient time for project delivery.

Timeline

The tentative schedule for the Call for Projects and related Federal Transportation Improvement Programming and Air Quality Conformity Determination processes are as follows:

- 7/19/2017 Programming Subcommittee convenes to review scoring criteria and call information
- 9/8/2017 Call for Projects Process noticed at TTC/PAC
- 9/28/2017 COG Policy Board approves/initiates Call for Projects
- 10/05/2017 Call for Projects Workshop for Member Agencies
- **11/16/2017** **Regional Bid project submittals due**
- 1/9/2018 STBG Scoring Committee convenes
- 2/5/2018 Lifeline project submittals due
- 2/22/2018 COG Policy Board approves selected projects and Council resolutions are due
- October 2018 FTIP to Caltrans
- December 2018 FTIP approved by FHWA

Contact and Submittal Information

For further information on eligible projects, submittal of applications or other questions related to the STBG program, please contact Jen Soliz at (559) 233-4148 ext. 223.

Please submit regional bid applications by 12:00 pm on Thursday, November 16, 2017 and lifeline applications by 12:00 pm on Monday, February 5, 2018. If you are applying for Regional Bid funds, please send 8 hardcopies of each application. For Lifeline funds please send 2 hardcopies of each application. All correspondence should be mailed to:

**Fresno Council of Governments
2035 Tulare Street, Suite 201 Fresno, CA 93721
Attention: Jen Soliz; STBG Call for Projects**

STBG “LIFELINE” AND “REGIONAL BID” CONCEPTS DEFINED

STBG includes both ‘lifeline’ and “regional bid” funding approaches. The fundamental difference between lifeline funding and regional bid funding is that lifeline funding is based on a quantitative formula (110% of previous FAU and FAS programs) and is the member agency’s money in perpetuity. This level of lifeline funding was established under Senate Bill 1435. Regional bid funding, on the other hand, is tied to a *project* rather than to a member agency. Acquisition of regional bid funds is based on a *project’s* ability to compete well against other projects submitted for programming within the region.

STBG Lifeline

The “lifeline” concept is aimed at system preservation, given the high percentage of maintained miles within the County, and also the high level of truck traffic circulating within the system. It also had as its foundation the need for connectivity of roads within the metropolitan area with roads outside the metropolitan area. Both system preservation and connectivity are required consideration factors of the FAST Act process. The general idea of the “lifeline” concept was to provide a generalized target of STBG fund availability for jurisdictions to use for system preservation and connectivity. It has allowed each jurisdiction to maintain a minimum road maintenance “pool”.

STBG Regional Bid

The “regional bid” concept was developed in order to allow local jurisdictions the opportunity to compete for limited available funding. It was believed that such an approach would allow smaller jurisdictions an opportunity to compete equally with larger jurisdictions for needed road and transportation-related improvements. This competitive approach necessitated establishment of a set of scoring criteria and a scoring and ranking committee to review and evaluate each project nomination. As it was originally envisioned the federal dollars that were programmed under the regional bid process were intended to be “project specific.” [Agencies may submit a maximum of 10 projects for consideration in the STBG Regional Bid process.](#)

STBG SCORING COMMITTEE REPRESENTATION

1. Westside Cities
2. Eastside Cities
3. Fresno Council of Governments
4. Fresno-Clovis Metropolitan Area (Rotates between Clovis and Fresno Representatives)
5. Fresno County
6. Caltrans
7. Transit (Rotates between Fresno Area Express, Clovis Transit and Fresno County Rural Transit Agency)

ELIGIBLE STBG PROJECTS (TITLE 23 USC SECTION 133)

1. Eligible Projects and Activities:

1. Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-
 - (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
 - (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
 - (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
 - (4) As approved by the Secretary.
2. Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):
 - (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:
 - i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
 - ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
 - iii. transit capital projects eligible under chapter 53 of title 49, United States Code;
 - iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and
 - vi. Border infrastructure projects eligible under Section 1303 of SAFETEA- LU (23 U.S.C. 101 note).
 - (2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).
 - (3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
 - (4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
 - (5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).
 - (6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
 - (7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
 - (8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.
 - (9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to

bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

(10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.

(11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

(12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

(13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.

(14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

(15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:

i. Replacement of bridges with fill material;

ii. Training of bridge and tunnel inspectors;

iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;

iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;

v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;

vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;

vii. [Transportation alternatives](#) previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;

viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;

ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;

x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);

xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);

- xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
- xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
- xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;
- xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and
- xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

2. **Applicability of Planning Requirements (23 U.S.C. 133(d)(5)):** Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). When obligating suballocated funding (discussed below), the State must coordinate with relevant metropolitan planning organizations (MPO) or rural planning organizations (23 U.S.C. 133(d)(3)). Programming and expenditure of funds for projects shall be consistent with 23 U.S.C. 134 and 135.

STBG projects for eligible planning purposes must be reflected in the statewide SPR work program or Metropolitan Unified Planning Work Program. Further, these projects must be in the STIP/TIP unless the State DOT or MPO agree that they may be excluded. (23 CFR 420.119(e))

3. **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes.” However, 23 U.S.C. 133(b)(6) and 133(h) list “recreational trails projects” as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and Section 217(i) continues to apply to bicycle facilities using other Federal-aid highway program funds (e.g., NHPP, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program). The transportation requirement under Section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.

STBG SCORING CRITERIA (As approved by FCOG's Policy Board on mm/dd/yyyy)

General Intent: The Fresno COG STBG Program shall be aimed toward approving projects that emphasize Existing System Preservation. Other factors set forth in the Fast Act Guidelines that are important and are emphasized include: System Integration and Connectivity; Safety and Security; Accessibility, Mobility, and Efficiency; Energy Conservation; Environmental Protection; and Support for Economic Development Activities.

Max 40 20	Rehabilitation, Reconstruction and Replacement (Preservation)	
	Range Factors	Transit Urgent asset replacement not the result of deferred maintenance; Normal asset replacement as provided for in the Short Range Transit Plan; Rehabilitation to prolong useful life.
	Range Factors	Roads: Optimal project on road in very poor to poor condition; Road condition in poor to fair condition; Road in fair to good condition with project to prolong useful life.
	Range Factors	Bicycle/Pedestrian: New or optimal project for bicycle/pedestrian facilities in very poor to poor condition; Facilities in poor to fair condition; Facilities in fair to good condition with project to prolong useful life.
Max 10 15	Safety/Security	
	Range Factors	Project has high impact on a safety or security problem; Project has medium impact on a safety or security problem; Project has low impact on a safety or security problem; Project has no impact on a safety or security problem.
Max 5 15	Air Quality (-5 negative points possible)	
	Range Factors	Incorporates highly effective TCM and/or significantly reduces emissions; Incorporates moderately effective TCM and/or moderately reduces emissions; Project does not include a TCM and/or does not increase or reduce emissions.
Max 10	Congestion Relief / System Expansion	
	Range Factors	Has high impact on congestion, and increases service capacity/reliability; Has moderate impact on congestion, increases service capacity/reliability; Has minimal impact on congestion, increases some service capacity/reliability; Project has no impact on a congestion problem. Provides for system expansion to meet current demand; Provides for system expansion to meet projected demand; Supports economic development activities; Provides for system continuity; Enables multi-modal connections/transportation.
Max 10	System Expansion (may not exceed Air District's established emissions budget)	
	Range Factors	Provides for system expansion to meet current demand; Provides for system expansion to meet projected demand; Supports economic development activities; Provides for system continuity; Enables multi-modal connections/transportation.
Max 10	Cost Benefit Ratio	
	Range Factors	Project annual safety, operational, and maintenance benefits divided by annualized project cost.
Max 5	Congestion Management Plan (CMP)	
	Range Factors	One (1) point for CMP eligible projects. Up to four (4) additional points for congestion and collision rate levels.
Max 18 19	Subjective Evaluation	
	Range Factors	The subjective evaluation category allows the scorer the flexibility to decide that some aspect of the project that was not considered in prior criteria should in fact be given consideration. The items listed under the subjective category are examples only and the list is not meant to be all-inclusive of what might be considered under subjective evaluation. Examples may include, but are not limited to: the priority number assigned to the project by the member agency, supports Sustainable Communities Strategies, leverages other funds, addresses economic impacts such as connectivity, multimodal access, corridor concerns, freight/commodity movement, and growth management.
Max 2 4	Constrained in Regional Transportation Plan (RTP)	
	Range Factors	Project will receive one point in this category if the project is on the "constrained project list" in the RTP.
100	Total Points Available	

STBG SCORING CRITERIA DESCRIPTION

Rehabilitation, Reconstruction and Replacement (Preservation)

40 ~~20~~ point range

- **Transit:**

Urgent asset replacement: Assets are 20% above Federal Transit Administration’s mileage/age requirements, and cost-effective vehicle rehabilitation.

Normal asset replacement: Examined case by case, but on average:

Bus	12 years
Van	4 years
Tools and equipment	10 years
Service vehicle	7 years
Facility	must be examined case by case

Prolong life: Federal Transit Administration will not allow rehabilitation that prolongs the life less than 40%, so that is the minimum.

- **Roads:**

Optimal: Based on pavement management analysis demonstrating a road to be failed/very poor to poor.

Poor to fair condition: Based on pavement management analysis demonstrating a road to be in poor to fair condition.

Prolonged use: Meets minimal FHWA eligibility criteria.

- **Bicycle/Pedestrian:**

Must show facility to be in **very poor to poor condition**.

Must show facility to be in **poor to fair condition**.

Must show **facility use will be prolonged** with rehabilitation/replacement.

Safety/Security

10 -15 point range

▪ **Transit:**

High impact: Passenger or employee safety/security, such as: lighting in high security area, handrails, equipment or assets safety/security project (such as projects which reduce violence threats on bus or at transfer points).

Medium impact: Lighting in low security area, bus turnouts, maintenance yard fences,

Low impact: Projects such as revenue collection security project.

▪ **Roads:**

High impact: Projects such as High Occupancy Vehicle (HOV) enforcement areas, grade separations, median barrier when crossover median accidents are an issue, geometric improvements, shoulders, curve corrections, new signals, drainage improvements, sight & distance improvements, profile grade improvements.

Medium impact: Widening's, auxiliary lanes, left-turn pockets, minor shoulder widening's.

Low impact: Signage, restriping, intersection improvements.

▪ **Bicycle/Pedestrian:**

High impact: Commuter available bike paths/lanes, curb cuts, resolve conflict between modes, routes to school sites.

Medium impact: Recreational bike paths/lanes, general sidewalk improvements.

Low impact: Striping, signage.

Air Quality

5 -15 point range [-5 possible if project increases vehicle emissions]

Reduces emissions.

Air Quality neutral.

Increases vehicle emissions. [Should a project increase emissions, it may be subject to a -5 rating.]

Congestion Relief/System Expansion

10 point range

CONGESTION RELIEF:

▪ ***Transit:***

High impact: Significantly reduces transit vehicle crowding, increases service capacity significantly, Transportation Control Deficiency Plan Measure, increases service reliability significantly. Interconnect or fare coordination project, bus turnouts at major intersections, intermodal facility accommodating major transfers. Reduces travel time.

Medium impact: Increases service reliability in a minor capacity, interconnect or fare coordination project, general bus turnouts, and intermodal facility accommodating major transfers.

Low impact: Increases passenger comfort or convenience, bike racks.

▪ ***Roads:***

High impact: Transportation Control Deficiency Plan Measure, signal coordination of multiple (>3) signals, gap closure projects, Traffic Operations System, left-turn pockets or other intersection improvements.

Medium impact: HOV lanes, auxiliary lanes, signalization.

Low impact: New signal where none currently exists and is warranted by volume or delay, ramp metering with HOV bypasses (when shown not to adversely affect surface streets).

▪ ***Bicycle/Pedestrian:***

High impact: Transportation Control Deficiency Plan Measure, facility that will primarily serve commuters and/or school sites, sidewalks where none exist.

Medium impact: Mixed use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments including upgrades and new installations.

Low impact: Bicycle/pedestrian facility primarily for recreational use, signage.

SYSTEM EXPANSION:

▪ ***Transit – Roads – Bicycle/Pedestrian:***

Current needs: Meets a demonstrated high demand of current needs, (must be able to meet conformity requirements).

Future needs: Meets a projected demand of future needs, (must be able to meet conformity requirements).

Economic enhancement: Supports economic enhancement efforts or improves system continuity.

Congestion Management Plan (CMP)

5 point range

- **Transit – Roads – Bicycle/Pedestrian:**

One (1) point for CMP eligible projects. Up to four (4) additional points for congestion and collision rate levels:

Two (2) points for projects located on a roadway where the Peak Hour Average Speed is less than 15 MPH

One (1) point for projects located on a roadway where the Peak Hour Average Speed is between 15 and 25 MPH.

Two (2) points for projects located on a roadway with a Collision Rate that is in the top 10%

One (1) point for projects located on a roadway with a Collision Rate that is in the top 25%, but not the top 10%.

Cost Benefit Ratio

10 point range

Projects will be evaluated on a relative basis, i.e. how they compare to each other.

- **Transit – Roads – Bicycle/Pedestrian:**

Annual safety, operational, and maintenance benefits divided by annualized project cost.

Subjective Evaluation

19 point range

The subjective evaluation category allows the scorer the flexibility to decide that some aspect of the project that was not considered in prior criteria should in fact be given consideration. The items listed under the subjective category are examples only and the list is not meant to be all-inclusive of what might be considered under subjective evaluation.

Examples may include, but are not limited to: whether or not the project is on the financially constrained RTP project listing, the priority number assigned to the project by the member agency, supports Sustainable Communities Strategies, whether or the project, economic impacts such as connectivity, multimodal access, corridor concerns, freight/commodity movement, and growth management.

Constrained Project in RTP

1point range

Project will receive one point in this category if the project is on the “constrained project list” in the RTP.

STBG PROJECT SUBMITTAL FORM

**Fresno Council of Governments
2017-18 STBG PROJECT SUBMITTAL FORM**

Agency

FTIP Project Title

Total Cost of Project

Application Prepared by:

Name	Title	Phone	Date
------	-------	-------	------

Email address: _____

Lifeline Project: **Regional Bid Project:**

Road Reconstruction/Preservation Project *Other Type of Project*

Priority #: _____ **of** _____ *(note: Maximum of 10 projects per agency)*

Route # or Name:

Post mile Limits/Length of Project:

Functional Classification:

Project Limits:

Project Description/Scope of Work:

Main Purpose of Project:

Right-Of-Way Information:

Average Daily Traffic Volume (ADT):

Accident Rate:

Photo of Facility/Project (Optional-Please Attach):

Engineering Estimate/ Route (Required – Please Attach):

Air Quality Assessment Rating (See code Sheet):

Construction Award Date:

ROW Acquisition Date:

Cost/Benefit Results:

FTIP Proposed Project Title (34 Characters Max):

FTIP Proposed Description of Location and Work (156 Characters Max):

[(Location :) + (Limits) + (;) + (Improvement)]

Is this a capacity increasing project? YES NO

Is this project listed on the Financial Constrained List of the 2018 RTP? YES NO

If no, does the project meet the goal and objectives of the RTP policies? YES NO

PROJECT DELIVERY SCHEDULE

<i>Fund</i>	<i>Work Phase</i>	<i>2018/19</i>	<i>2019/20</i>	<i>2020/21</i>	<i>2021/22</i>	<i>Total</i>
STBG	___% (typically 88.53%)					
	<i>PE</i>					
	<i>ROW</i>					
	<i>Const.</i>					
	Total					

Local	___% (most projects require minimum 11.47% match)					
	<i>PE</i>					
	<i>ROW</i>					
	<i>Const.</i>					
	Total					

Project Total						
	<i>PE</i>					
	<i>ROW</i>					
	<i>Const.</i>					
	Total					

Please fill out the Project Delivery Schedule according to the planned years of implementation for your project. Actual programming will depend on financial capacity. If you plan on using STBG Lifeline for your local match, please record that amount under "Local" in the schedule above. Then indicate "Toll Credits" on the following page of this application.

<p>Is this project scalable? YES NO</p> <p>If yes, specify the minimum funds required. \$_____ . Please provide an explanation of scalability with specific reference to budget line items on the Financial Plan.</p>

<p>Would your agency accept partial funding for this project? YES NO</p> <p>If yes, please explain your contingency plan to fully fund and implement the project.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>

Proposed Source of Local Match funding:

Place a checkmark in the box signifying where local matching funds for this project will be coming from and specify dollar amount.

LOCAL	Sales Tax	
	-- City	
	-- County	
	-- Other (Transportation Development Act)	
	Gas Tax	
	-- Gas Tax (Subventions to Cities)	
	-- Gas Tax (Subventions to Counties)	
	Other Local Funds	
	-- City General Funds	
	-- Street Taxes and Developer Fees	
	-- Other	
	Transit	
	-- Transit Fares	
	-- Other Transit (parcel/property taxes, parking revenue, etc.)	
	Tolls (e.g., non-state owned bridges)	
	Other (e.g., RTEP)	
REGIONAL	Tolls	
	-- Bridge	
	-- Corridor	
	Regional Transit Fares/Measures	
	Regional Sales Tax "Measure C" Local Pass Through	
	Regional Bond Revenue	
	Regional Gas Tax	
	Vehicle Registration Fees (CARB Fees, SAFE)	
	Other	
	Toll Credits (STBG or CMAQ Lifeline)	
	TOTAL	

STBG SCORING QUESTIONS:

#1 – Please explain how your project addresses preservation of existing infrastructure: (40 points)

#2 – Please explain how your project addresses safety and/or security issues: (10 points)

#3 – Please detail the ways in which your project relieves congestions and/or expands the current infrastructure system without negatively effecting conformity requirements. (10 points)

#4 – Does your project have a positive benefit on air quality? If so, please explain. (5 points)

#5a – Provide the Cost Benefit Analysis for your project by following the instructions below:
(10 points)

Cost Benefit Analysis:

METHODOLOGY:

Benefits To Be Considered:

- Savings Resulting from Improved Safety
- User Operational Savings
- Maintenance Cost Savings

Factors to Be Supplied By Application:

1. Project Average Daily Traffic (ADT)-- **Inflated At 3.5% Per Year Over 1/2 Life Of Project**
2. Project Design Life (Years)
3. Project Length (L) Measured In Miles

Safety Benefits:

$$\text{Benefit (\$)} = \$8.73 \times \text{ADT} \times L \times \text{Project Design Life}$$

Operational Benefits:

$$\text{Benefit (\$)} = \$0.075 \times \text{ADT} \times L \times \text{Project Design Life}$$

Maintenance Cost Benefit (Full Reconstruction Only):

$$\text{Benefit \$} = \$120,000 \times L$$

$$\text{Benefit/Cost Ratio} = \frac{\text{Safety} + \text{Operational} + \text{Maintenance Benefits}}{\text{Project Cost}}$$

Note: Spot improvement projects (i.e. signals, bridge widening, etc.) assume a project length of 0.1 mile.

Cost Benefit Results: _____

#5b – If there is any other supplemental information you would like scorers to be aware of in terms of your Cost Benefit analysis, please share that information here. If not, leave blank.

PROJECT DELIVERY ASSURANCE DOCUMENTS

Approval of AB 1012 now requires that both State and Federal funds be used in a “timely” manner. In order to avoid losing any Federal or State funds to our Region, the “use it or lose it” requirements of AB 1012 place local governmental agencies in a position that they must be able to deliver their projects on time. That is, they must be able to meet their project delivery schedules as proposed and as programmed within the Federal Transportation Improvement Program (FTIP).

Because the issue of “project delivery is so important, the *STBG Scoring Committee* may take into consideration as a part of a project’s “subjective” evaluation score (20 points), local agency’s ability to deliver projects in a timely manner (i.e. past performance/current ability to deliver projects rapidly).

Each agency must be able to assure that their project(s) can be delivered timely. Therefore, **each application must be accompanied by a formal Council/Board/District Resolution stating that each project will meet project delivery schedules and that staff be directed to insure that projects are delivered timely. If the Resolution cannot be prepared prior to the submittal deadline, it must be received by COG prior to February 22, 2018. Also included with each project application should be a Financial Plan and Project Submittal Checklist.** The attached “Sample” Resolution has been prepared as a guide for helping prepare the required resolution(s) and the financial plan and project submittal checklist are included below.

SAMPLE COUNCIL/BOARD RESOLUTION

**BEFORE THE
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)
RESOLUTION NO. 2018-_____ -**

In the Matter of:

Project Delivery Schedules
For Federal Transportation Project Selection

RESOLUTION SUPPORTING
AND IMPLEMENTING TIMELY
USE OF FUNDING

WHEREAS, AB 1012 has been enacted into State Law in part to provide for the “timely use” of State and Federal funding; and

WHEREAS, the (City/County/District) is able to apply for and receive Federal and State funding under the Regional Surface Transportation Program;

WHEREAS, the (City/County/District) desires to ensure that its projects are delivered in a timely manner to preclude the Fresno Region from losing those funds for non-delivery; and

WHEREAS, it is understood by the (City/County/District) that failure for not meeting project delivery dates for any phase of a project may jeopardize federal or state funding to the Region; and

WHEREAS, the (City/County/District) must demonstrate dedicated and available local matching funds; and

NOW THEREFORE BE IT RESOLVED, that the (Council/Board) hereby agrees to ensure that all project delivery deadlines for all project phases will be met or exceeded.

BE IT FURTHER RESOLVED, that failure to meet project delivery deadlines may be deemed as sufficient cause for the Fresno Council of Governments Policy Board to terminate an agency’s project and reprogram Federal/State funds as deemed necessary.

BE IT FURTHER RESOLVED that the (City/County/District) (Council/Board) does direct its management and engineering staffs to ensure all projects are carried out in a timely manner as per the requirements of AB 1012 and the directive of the (City/County/District) (Council/Board).

THE FOREGOING RESOLUTION was passed and adopted by the (Council/Board) on Month, Day, and Year.

AYES:	Signed: _____
NOES:	Mayor, City of (-----)
ABSTAIN:	Chair, Board of (-----)
ABSENT:	Chair, (-----) Board
ATTEST:	

I hereby certify that the foregoing is a true copy of a resolution of the (Council/Board) duly adopted at a regular meeting thereof held on the _____ day of Month, Year.

PROJECT SUBMITTAL CHECKLIST

Name of Project

Submitted by:

Agency/Organization

Check All That Apply:

<input type="checkbox"/>	Project meets STBG eligibility under Federal Guidelines
<input type="checkbox"/>	Sponsor will comply with California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, AB1012 (Timely Use of Funds), Buy America and any other applicable regulations.
<input type="checkbox"/>	Project can be obligated within the identified timelines
<input type="checkbox"/>	Project scope will remain the same as detailed in application
<input type="checkbox"/>	AB 1012 Resolution is attached, or will be provided prior to Fresno COG Board approval on February 22, 2018
<input type="checkbox"/>	8 hard copies of application for Regional Bid (2 hard copies for Lifeline) are attached
<input type="checkbox"/>	An engineer's estimate/quote of probable costs for project is attached
<input type="checkbox"/>	I understand that incomplete or late submittals will be considered for scoring at the committee's discretion, as time allows, after scoring other projects.

I certify that the information contained in the application packet is accurate to the best of my knowledge and that I am authorized to submit the following project proposal for scoring and possible programming. The agency will provide the required non-federal matching funds, and deliver the project as proposed within the scope and schedule specified in the application should the project be awarded funding.

Signed: _____

Printed Name: _____

Date: _____

INSTRUCTIONS FOR PREPARING STBG SUBMITTALS

- Step #1 (Project funding):** Indicate whether the project is Regional Bid or Lifeline.
- Step #2 (Category of project):** Indicate whether project is a Road Reconstruction/Preservation or Other Type of project.
- Step #3 (Priority #):** Indicate the priority of this project in relationship to the number of Regional Bid projects that you are submitting.
- Step #4 (Route # or Name):** List the name of the road or highway.
- Step #5 (Post mile Limits/Length):** Indicate the length of the facility (road, highway, bikeway, etc.) measured in miles including tenths of a mile. If post miles are available, indicate post mile limits.
- Step #6 (Functional classification):** Projects must be on federally eligible routes. Examples of local function include: arterial, expressway, major collectors, etc.; as designated within local circulation plan. Provide both local classification and federal classification if different. The federal classification takes precedence. Projects may not be on rural minor collectors.
- Step #7 (Projects Limits):** Indicate the nearest cross-street at each end of the travel way.
- Step #8 (Project Description/ Scope of Work):** Describe what the project is intended to do. It may be expansion of an existing road (i.e. increase from 2 to 4 lanes), a road repair (i.e. AC overlay), expansion of transit services to reduce air emissions (i.e. purchase clean air buses), conversion of an abandoned right-of-way (i.e. rail line to a bicycle path), etc.
- Step #9 (Main Purpose of Project):** A statement by the proposer, using the criteria as a guide to the main purpose of each project submittal. Additional benefits could be listed as secondary and tertiary benefits.
- Step #10 (Right-of-Way Info):** Percentage of total right-of-way already acquired and time required to complete.
- Step #11 (Average Daily Traffic Volume):** ADT on a road facility or equivalent volume levels for transit/bicycle/pedestrian facilities.
- Step #12 (Accident Rate):** Accidents divided by millions of vehicle miles. For traffic signal or bridge, use accidents divided by millions of vehicles. Would need number of accidents over past three years.
- Step #13 (Photo of Facility/Project):** Optional-please attach if desired.
- Step #14 (Air Quality Assessment):** Please select the applicable air quality code from the attached list.
- Step #15 (Construction Award Date):** Please identify the anticipated Construction Award date.
- Step #16 (Right-of-Way Acquisition Date):** Please identify the anticipated ROW acquisition date.
- Step #17 (Cost-Benefit Analysis):** All STBG project submittals require a cost-benefit analysis as part of the project submittal. Please see STBG project scoring question #5 for the factors and methodology that are to be utilized.
- Step #18 (Proposed Project Title):** Using a maximum of 34 characters, including spaces, propose a title for the FTIP.

Step #19 (Proposed Description of Location and Work):

Using a maximum of 156 characters, including spaces, propose a description of work for the FTIP in the following format. [(Location :) + (Limits) + (;) + (Improvement)]

Step # 20 (Optional-For CMP projects only-Category of Strategy):

Please identify the category of the strategy that this project will implement. See Page 25.

Step # 21 (Optional-For CMP projects only-Justification):

Please explain how the project fits into the Category identified in Step 18. Explain if the project will impact current congestion or future travel demands.

Step # 22 (Project Delivery Schedule): Please program the specific work phase and dollar amounts into the appropriate Fiscal Year.

The codes are shown below for Fund Type and Work Phase.

FUND TYPE

STBG	Surface Transportation Block Grant Program (Regional Bid
Local	Local Agency Funds (Including and Lifeline funding agency may be allocating to project if agency will be utilizing “toll credits”)

WORK PHASE

PE	Preliminary Engineering/Development
RW	Right-of-Way Acquisition
Const.	Construction
Totals	Totals

Step # 23 (Indicate project scalability)

Step # 24 (Proposed Source of Local Match funding): Insert the dollar amount in the box signifying where local matching funds for this project will be coming from. If toll credits are being utilized insert the amount in the toll credits box; keeping in mind that toll credit use will not increase your total project amount.

EXAMPLE PROJECT SUBMITTAL FORM

**Fresno Council of Governments
2017-18 STBG PROJECT SUBMITTAL FORM**

City of Example

Agency

Reconstruction of Sample Ave.

FTIP Project Title

\$1,036,100

Total Cost of Project

Application Prepared by:

Name	Title	Phone	Date
------	-------	-------	------

Email address: _____

Lifeline Project: **Regional Bid Project:**

X Road Reconstruction/Preservation Project *Other Type of Project*
Priority #: 3 of 4 (note: Maximum of 10 projects per agency)

Route # or Name: Sample Avenue

Post mile Limits/Length: 5 miles in length

Functional Classification: Sample Avenue is classified as a Major Collector on the FFCS

Project Limits Description: From ABC Avenue to 123 Avenue

Project Description/Scope of Work: Reconstruction of an existing 2-lane road.

Main Purpose of Project: To provide permanent roadway foundation and pavement surfacing with adequate shoulder width

Right-Of-Way Information: Full right-of-way presently exists

Average Daily Traffic Volume): 1,455 ADT (2016)

Accident Rate: Three year accident total for project length is 10 accidents for an accident rate of 0.93 accidents per million vehicle miles.

Photo Of Facility/Project (Optional-Please Attach): Photos of existing road conditions are attached

**Engineering Estimate/ Quote
(Required – Please Attach):**

Engineering estimate is attached

**Air Quality Assessment Rating
(See Code Sheet):**

3.04

Construction Award Date:

05/2018

ROW Acquisition Date:

Already acquired and certified

Cost/Benefit Ratio:

0.89

FTIP Proposed Project Title (34 Characters Max):

Reconstruction of Sample Ave.

FTIP Proposed Description of Location and Work (156 Characters Max):

[(Location :) + (Limits) + (;) + (Improvement)]

Sample Avenue: from ABC Avenue to 123 Avenue; Reconstruction.

Is this a capacity increasing project? YES

NO

EXAMPLE PROJECT SUBMITTAL FORM (CONTINUED)

PROJECT DELIVERY SCHEDULE

<i>Fund</i>	<i>Work Phase</i>	<i>2018/19</i>	<i>2019/20</i>	<i>2020/21</i>	<i>2021/22</i>	<i>Total</i>
STBG ___% (typically 88.53% - Regional Bid ask only)						
	<i>PE</i>	44,500				44,500
	<i>ROW</i>					
	<i>Const.</i>		872,000			872,700
	Total	44,500	872,000			917,200

Local ___% (most projects require minimum 11.47% match)						
	<i>PE</i>	5,800				5,800
	<i>ROW</i>					
	<i>Const.</i>		113,100			113,100
	Total	5,800	113,100			118,900

Project Total						
	<i>PE</i>	50,300				50,300
	<i>ROW</i>					
	<i>Const.</i>		985,800			985,800
	Total	50,300	985,800			1,036,100

Please fill out the Project Delivery Schedule according to the planned years of implementation for your project. Actual programming will depend on financial capacity. If you plan on using STBG Lifeline for your local match, please record that amount under "Local" in the schedule above. Then indicate "Toll Credits" on the following page of this application.

Is this project scalable? YES NO

If yes, specify the minimum funds required. \$_____. Please provide an explanation of scalability with specific reference to budget line items on the Financial Plan.

Would your agency accept partial funding for this project? YES NO

If yes, please explain your contingency plan to fully fund and implement the project.

Proposed Source of Local Match funding:

Place a checkmark in the box signifying where local matching funds for this project will be coming from and specify dollar amount.

LOCAL	Sales Tax	
	-- City	5,800
	-- County	
	-- Other (Transportation Development Act)	
	Gas Tax	
	-- Gas Tax (Subventions to Cities)	113,100
	-- Gas Tax (Subventions to Counties)	
	Other Local Funds	
	-- City General Funds	
	-- Street Taxes and Developer Fees	
-- Other (registration fees (AB434) and Prop 42)		
Transit		
-- Transit Fares		
-- Other Transit (e.g., parcel/property taxes, parking revenue, etc.)		
Tolls (e.g., non-state owned bridges)		
Other (e.g., RTEP)		
REGIONAL	Tolls	
	-- Bridge	
	-- Corridor	
	Regional Transit Fares/Measures	
	Regional Sales Tax "Measure C"	
	Regional Bond Revenue	
	Regional Gas Tax	
	Vehicle Registration Fees (CARB Fees, SAFE)	
	Other	
Toll Credits (STBG or CMAQ Lifeline)		
TOTAL		118,900

AIR QUALITY SCREENING CRITERIA (176A)

1.00 PROGRAM ADMINISTRATION (ACTIVITIES THAT DO NOT INVOLVE OR LEAD DIRECTLY TO CONSTRUCTION)

- 1.01 Planning Activities & Technical Studies
- 1.02 Grants For Training & Research Programs
- 1.03 Federal-Aid Systems Revisions
- 1.04 Engineering To Assess Social, Economic, & Environmental Effects

2.00 SAFETY PROGRAMS

- 2.01 Railroad/Highway Crossing
- 2.02 Pavement Marking
- 2.03 Hazard Elimination Program
- 2.04 Safer Off-System Roads
- 2.05 Emergency Relief

3.00 OTHER SAFETY PROJECTS, INCLUDING

- 3.01 Road Widening (No Additional Travel Lanes)
- 3.02 Bridge Widening (No Additional Travel Lane)
- 3.03 Bridge Reconstruction (No Additional Travel Lanes)
- 3.04 Shoulder Improvements
- 3.05 Increase Sight Distance
- 3.06 Traffic Control Devices
- 3.07 RR/Highway Crossing Warning Devices
- 3.08 Adding Medians
- 3.09 Emergency Truck Pullovers
- 3.10 Fencing & Sound walls (Noise Attenuation)
- 3.11 Guardrails, Median Barriers, Crash Cushions
- 3.12 Pavement Resurfacing & Rehabilitation
- 3.13 Skid Treatment
- 3.14 Lighting Improvements
- 3.15 Truck Climbing Lanes Outside Urbanized Areas
- 3.16 Truck Inspection Stations
- 3.17 Safety Roadside Rest Areas
- 3.18 Safety Improvement Program

4.00 AIR QUALITY

- 4.01 Continuation Of Ride-Sharing & Van-Pooling Promotional Activities At Current Levels
- 4.02 Bicycle & Pedestrian Facilities
- 4.03 Other Adopted Transportation Control Measures

5.00 LANDSCAPING/SIGNS

- 5.01 Plantings, Landscaping, Etc.
- 5.02 Acquisition of Scenic Easements
- 5.03 Sign Removal
- 5.04 Directional & Informational Signs

6.00 CAPACITY ENHANCEMENT

- 6.01 Adding travel lane (Specify)
- 6.02 New Facility (Specify)

6.03 Other (Specify)

7.00 MASS TRANSIT

- 7.01 Operating Assistance To Transit Agencies
- 7.02 Purchase Of Support Vehicles
- 7.03 Rehabilitation Of Transit Vehicles (Subject To Applicable Transportation Control Measures)
- 7.04 Purchase Of Office, Shop, & Operating Equipment For Existing Facilities
- 7.05 Purchase Of Operating Equipment For Vehicles (E.G. Radios, Fare boxes, Lifts, Etc.)
- 7.06 Construction Or Renovation of Power, Signal, & Communications Systems
- 7.07 Construction Of Small Passenger Shelters & Information Kiosks
- 7.08 Reconstruction Or Renovation Of Transit Buildings & Structures
- 7.09 Rehabilitation Or Reconstruction Of Track Structures, Track, & Track bed in Existing R-O-W
- 7.10 Purchase Of New Replacement Buses/Rail Cars Or For Minor Fleet Expansions
- 7.11 Construction Of New Bus & Rail Storage/Maintenance Facilities

8.00 OTHER:

- 8.01 Transportation Enhancement Activities
- 8.02 Repair Of Damage Caused By Natural Disasters, Civil Unrest, Or Terrorist Acts
- 8.03 Advance Land Acquisitions (23 CFR part 712 or 23 CFR part 771)