2023-2024
Surface Transportation Block Grant (STBG) Program

FINAL PROGRAM GUIDELINES

May 2023

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TABLE OF CONTENTS

OVERVIEW

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") provides $550 billion of new federal investment in infrastructure. The IIJA expands and continues the Surface Transportation Block Grant Program (STBG) from its predecessor FAST Act. STBG one of the cornerstones for transportation funds distributed to regions. Fresno Council of Governments (COG), acting in its role as a Metropolitan Planning Organization (MPO), is programming future federal transportation revenues that will come to the Fresno region. STBG funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States code. Eligible costs include preliminary engineering, right-of-way acquisition, capital costs, and constructions costs associated with an eligible activity. These guidelines describe the policy, standards, criteria, and procedures developing, managing, and adopting of Fresno COG's STBG program.

Once projects have been approved by the MPO, they must be included in the Federal Transportation Improvement Program (FTIP) prior to federal reimbursement.

PROGRAM PURPOSE

The STBG program provides flexible funding that localities may use for projects to preserve and improve conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STBG promotes flexibility in local transportation decisions and provides flexible funding to best address regional and local transportation needs.

PROGRAM SCHEDULE

Once the Fresno COG Policy Board approves projects, they must be included in the Federal Transportation Improvement Program (FTIP) prior to federal reimbursement. The 2023-24 STBG call for projects will cover a four-year program of projects in the FTIP (covering federal fiscal years 2024/25, 2025/26, 2026/27, and 2027/28). The following schedule lists the major milestones for developing and adopting the 2023/24 STBG call for projects and related FTIP and air quality conformity determination processes:

Programming subcommittee convenes to review scoring criteria and call information	April-May 2023
Guidelines, criteria and application packet to TTC/PAC for approval	June 9, 2023
Guidelines, criteria and application packet to COG Policy Board for adoption/initiates call for projects	June 29, 2023
Call for Projects Workshop for member agencies	July 12, 2023
Regional bid project submittals DUE	**Oct. 6, 2023**
STBG scoring committee convenes	Dec. 6, 2023
COG Policy Board approves recommended projects	January 2024
FTIP amendments and submittal to Caltrans	March–December 2024

FUNDING

DISTRIBUTION

At least 85% of the STBG apportionment will fund a STBG regional bid competitive program. The remaining apportionment may be used for projects on the current contingency list, post-programming adjustment requests (further defined later in this guidance), EPSPs, pavement management system updates, or retain the funding for future programming cycles. FCOG will manage the remaining apportionment based on project delivery of the current FFY to ensure funds are obligated in a timely manner and will follow FCOG's adopted project delivery policy and procedures document.

MATCHING REQUIREMENTS

Most federal projects require a local match of 11.47%. Title 23 U.S.C allows toll credits to be included for federal-aid highway projects, which provides local agencies up to 100% in federal reimbursement for participating work.

AUTHORIZATION TO PROCEED AND REIMBURSEMENT

Project applicants must comply with the provisions of Title 23 of the U.S.C., as well as with processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Fund Transfer Agreement with Caltrans. All guidance and procedures are available in the Local Assistance Procedures Manual at https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance- procedures-manual-lapm.

ELIGIBILITY

STBG funding is available to Fresno COG local agencies – cities within Fresno County and the County of Fresno.

ELIGIBLE STBG PROJECTS (Title 23 USC Section 133)

1. **Eligible Projects and Activities:**
   - 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) For a bridge for the replacement of a low water crossing[1]; and
     (5) As approved by the Secretary.

   - 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) as amended by the BIL 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);

     - That are eligible under 23 U.S.C. 129(c) as amended by the BIL, or
     - That are privately or majority-privately owned, that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in 23 U.S.C. 101(b)(3)(D). This eligibility was added by BIL

     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

[1] The definition of low water crossing is contained in 23 CFR part 650, subpart D supplementary guidance at: https://www.fhwa.dot.gov/bridge/0650dsup.cfm (See paragraph 3.b. of the supplementary guidance).

vi. Border infrastructure projects eligible under Section 1303 of SAFETEA- LU (23 U.S.C. 101 note).

vii. Wildlife crossing structures. This eligibility was added by BIL.

(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)(19).

(3) Environmental measures eligible under 23 U.S.C. 119(g), 148(a)(4)(B)(xvii), 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 (See 42 U.S.C. 7408(f)(1)(A)).

(4) Highway and transit safety infrastructure improvements and programs, including projects eligible under 23 U.S.C. 130 and installation of safety barriers and nets on bridges. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

(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). Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

(6) Recreational trails projects eligible under 23 U.S.C. 206, as amended by the BIL, including maintenance and restoration of existing recreational trails 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 23 U.S.C. 208 as amended by the BIL.

(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. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

(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. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

(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. Not
subject to the Location of Project requirement in 23 U.S.C. 133(c).

(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. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

(11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

(12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

(13) (14) Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance. Preventive maintenance is defined in 23 U.S.C. 116(a). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.

(14) The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure. Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.

(15) The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users. This eligibility was added by the BIL.

(16) Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop. This eligibility was added by the BIL.

(17) Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG. Natural infrastructure is defined in 23 U.S.C. 101(a)(17). This eligibility was added by the BIL.

(18) Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats. This eligibility was added by the BIL.

(19) 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.

(20) The creation and operation by a State of an office to assist in the design, implementation, and oversight, including conducting value for money analyses or similar comparative analyses, 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.

(21) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted (i.e., in effect on December 3, 2015. Among these are:

a. Replacement of bridges with fill material;
b. Training of bridge and tunnel inspectors;
c. 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;
d. 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;
e. 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;
f. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
g. Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213; (as in effect on the day before enactment of the FAST Act)

h. 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;
i. 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;
j. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
k. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(34);
l. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
m. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
n. 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;
o. 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
p. 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).

(22) Rural barge landing, dock, and waterfront infrastructure projects in accordance with 23 U.S.C. 133(j) (See Section K of this memorandum). Not subject to the Location of Project requirement in 23 U.S.C. 133(c). This eligibility was added by the BIL.

(23) Projects to enhance travel and tourism. This eligibility was added by the BIL. The following activities are made eligible by other sections of 23 U.S.C.:

(24) Public transportation projects: (i) as described in 23 U.S.C. 142(a)(1), (a)(2), (a)(3), and (c); and (ii) meeting the requirements contained in 23 U.S.C. 142.

(25) Initiatives to halt the evasion of payment of motor fuel taxes as provided for under 23 U.S.C. 143(b)(8), including expenditure limitations.

(26) Workforce development, training, and education activities under 23 U.S.C. 504(e).

2. **Applicability of Planning Requirements (23 U.S.C. 133(d)(5)):** Programming and expenditure of funds for projects shall be consistent with 23 U.S.C. 134 and 135, as amended by the BIL. 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) (See 23 U.S.C. 133(d)(5)). When obligating suballocated funding discussed below), the State must coordinate with relevant metropolitan planning organizations (MPO) or rural planning organizations (See 23 U.S.C. 133(d)(3)).

STBG projects for eligible planning purposes must be reflected in the statewide SPR work program or Overall Work Program. Further, these projects must be in the FTIP 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)(7) 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.

PROJECT SELECTION PROCESS

In administering a competitive selection process, FCOG will use a scoring committee to assist in evaluating project applications. The scoring committee will prioritize and rank all eligible, submitted applications based on the approved scoring criteria. The scoring committee has discretion to recommend partial funding, scaled options, pre-construction funding, or over subscribing the program if apportionment funds are available. The scoring committee's project recommendations will be presented to Fresno COG's TTC/PAC and Policy Board for approval.

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 among Fresno Area Express, Clovis Transit and Fresno County Rural Transit Agency)

PROJECT APPLICATION

STBG project applications will be available at: https://www.fresnocog.org/project/regional-surface-transportation-program/. Agencies may submit a maximum of 10 projects for consideration in the STBG Regional Bid process.

CONTACT AND SUBMITTAL INFORMATION

Please submit regional bid applications by noon, October 6, 2023. For regional bid funds, please send eight hard copies and one electronic copy of each application. All correspondence should be mailed to:

Fresno Council of Governments
Attention: Robert Phipps; STBG Call for Projects
2035 Tulare Street, Suite 201
Fresno, CA 93721

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

CONTINGENCY PROJECT LIST

Fresno COG will adopt a list of projects that is financially constrained with the amount of STBG funding available for programming the regional bid program. In addition, Fresno COG will include a list of contingency projects, ranked in priority order based on the project's evaluation score. Fresno COG intends to fund projects on the contingency list should there be cost savings or if a project is deleted from the program. Projects on the contingency list may also be funded using available apportionment to ensure project delivery and regional needs of the current FFY are met. This contingency list will be in effect only until the adoption of the next programming cycle.

PROJECT DELIVERY

All STBG projects must follow FCOG's project delivery policy and procedures document. *https://fresnocog.wpenginepowered.com/wp-content/uploads/2023/03/Final-Draft-FCOG-Project-Delivery-Policy-and-Procedures.pdf*

2023-24 STBG projects must be delivered in the programmed year specified and within the programming years of the 2024 FTIP (covering federal fiscal years 2024/25, 2025/26. 2026/27, and 2027/28). If regional bid projects are delayed due to unforeseen circumstances, projects, at any phase, may be pushed out. If the project is delayed more than two FTIP cycles, the project will be programmed based on financial capacity and at COG's discretion. To avoid the region losing any Federal or State funds, 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). Initially, local funds will be programmed for construction until the right-of-way phase is either cleared or imminent.

Because project delivery is so important, the *STBG Scoring Committee* may take into consideration – as a part of a project's "subjective" evaluation score – 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 its project(s) can be delivered in a timely fashion. 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 ensure that projects are promptly delivered. Also included with each project application should be a financial plan and project submittal checklist. A "sample" Resolution has been prepared to assist producing the required resolution(s) and the financial plan and project submittal checklist are included in the STBG application packet.

For awarded projects that received points in the construction ready and/or expedited project delivery categories, the following delivery rules apply:

- Projects must be obligated within the first two years of the programming cycle and must follow FCOG's adopted project delivery policy and procedures guidelines. No extension requests will be considered;
- If construction cannot be obligated by the awarded programming year, regional bid funding will be deobligated and replaced with local funds;
- Deobligated funding will be added to the regional apportionment balance;

FTIP AMENDMENTS

Federal regulations require adherence to the projects and schedules contained within the adopted FTIP. Amendments are used to make necessary changes to projects within the FTIP. Amendment procedures are available in Fresno COG's FTIP document at https://fresnocog.wpenginepowered.com/wp-content/uploads/2022/09/2023-FTIP-Update-FINAL-9_22.pdf

PROJECT COST SAVINGS

Project savings will be returned to the overall program and will be made available in the unprogrammed apportionment balance.

A local agency may transfer any cost savings between phases within the same project but cannot exceed the awarded amount of the total project. Any savings at project completion must be returned to the program proportionally. An agency is still responsible to meet federal local match requirements for all phases of the project.

POST PROGRAMMING ADJUSTMENTS

Project sponsors are responsible for all cost increases and must maintain the project delivery schedule. Some cost increases may be considered through a post programming adjustment request. Post-programming adjustments may be requested for up to 15% of the programmed federal cost per phase but may not exceed $500,000. Cost increases will be considered based on the region's apportionment availability and project delivery each FFY and may be subject to scoring committee approval if they exceed the 15%/$500,000 contingency threshold. Only projects that were awarded through a competitive process will be eligible for a post-programming adjustment.

SCOPE CHANGES

All projects selected under the regional bid process are selected based on the scope at time of submittal and will be held to fulfill the project with that scope. Fresno COG has limited options for accommodating minor scope changes, and larger scope changes of regional bid projects may face project cancellation and STBG fund revocation. Fresno COG staff strongly encourages all agencies to submit projects with the utmost confidence that the identified scope can be delivered.

STBG SCORING CRITERIA

General intent: Fresno COG's *STBG program shall be aimed toward approving projects that emphasize existing system preservation. Other factors set forth in the IIJA (BIL) 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. The overall STBG program is aimed to meet the performance of our long-term planning goals.*

Max 40	**Rehabilitation, Reconstruction and Replacement (Preservation)** Applicant should explain how the project addresses preservation of existing infrastructure. Describe current condition of roads/assets and how the project will improve current condition, including estimated lifespan, if applicable.	
	Range Factors	**Transit**
		High impact: Urgent asset replacement not the result of deferred maintenance; Assets are 20 percent above Federal Transit Administration's mileage/age requirements, and cost- effective vehicle rehabilitation. Medium impact: Normal asset replacement as provided for in the Short-Range Transit Plan; 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 Low impact: Rehabilitation to prolong useful life. Federal Transit Administration will not allow rehabilitation that prolongs the life less than 40 percent which determines the minimum.

	Range Factors	**Roads*:***
		High impact: Poor/failed condition - based on pavement management analysis demonstrating a project on road to be failed or in poor condition; Pavement condition below 50, typically requires treatments that address structural adequacy and/or reconstruction. Medium impact: At risk condition – based on pavement management analysis demonstrating a project on road to be in poor to fair condition; Pavement condition is between 50 and 70 to be considered at risk. Typically requires overlay treatments. Low impact: Good to excellent condition – based on pavement management analysis demonstrating a project on a road to be in good to excellent condition with project to prolong useful life. Pavement condition is above 70. Typically requires treatment for preventative maintenance such as chip seals and slurry seals.
	Range Factors	**Bicycle/Pedestrian:**
		High impact: Poor/failed condition – new or optimal project for bicycle/pedestrian facilities in very poor to poor condition. Medium impact: At risk condition – facilities in poor to fair condition. Low impact: Good to excellent condition – facilities in fair to good condition with project to prolong useful life.
Max 10	**Safety/Security** Applicant should explain how the project addresses safety and/or security issues and demonstrate how the project improvements will remedy potential safety hazards. Include data to clearly demonstrate these issues.	
	Range Factors	**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.
	Range Factors	**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: Widenings, auxiliary lanes, left-turn pockets, minor shoulder widenings. Low impact: Signage, restriping, intersection improvements.
	Range Factors	**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.

Max 5	Air Quality Applicant should explain how the project would have a positive benefit on air quality and incorporate transportation control measures (TCM).	
	Range Factors	High impact: Reduces emissions. Incorporates highly effective transportation control measure (TCM) and/or significantly reduces emissions. Medium impact: Air quality neutral. Incorporates moderately effective TCM and/or moderately reduces emissions. Low impact: Project does not include a TCM and/or does not increase or reduce emissions and/or increases vehicle emissions.
Max 10	**Congestion Relief / System Expansion** Applicant should explain how the project relieves congestions and/or expands the current infrastructure system without negatively effecting conformity requirements.	
SYSTEM EXPANSION (All modes):		
	Range Factors	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; enables multi-modal connections/transportation.
CONGESTION RELIEF:		
	Range Factors	**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.
	Range Factors	**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).

	Range Factors	**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.
Max 10	**Cost Benefit Ratio** Please reference analysis guidance on application**.** Projects will be evaluated on a relative basis, i.e., how they compare to each other.	
	Range Factors	Project annual safety, operational, and maintenance benefits divided by annualized project cost.
Max 5	**Congestion Management Plan (CMP)** Please reference map to find CMP information.	
	Range Factors	• One point for Congestion Management-Plan eligible projects. • Up to four additional points for congestion and collision rate levels. **COLLISION** • Two points for projects located on a roadway with a collision rate that is in the top 10 percent. • One point for projects located on a roadway with a collision rate that is in the top 25 percent, but not the top 10 percent. **CONGESTION** Expressways **This project is located on a street where the Peak Hour Average Speed is: (choose one)** ☐ < 30 mph **(2 pts)** ☐ 30 – 40 mph (Arterials) **(1 pt)** ☐ > 40 mph (Arterials) **(0 pts)** Arterials **This project is located on a street where the Peak Hour Average Speed is: (choose one)** ☐ < 25 mph (Arterials) **(2 pts)** ☐ 25 – 35 mph (Arterials) **(1 pt)** ☐ > 35 mph (Arterials) **(0 pts)** Collectors **This project is located on a street where the Peak Hour Average Speed is: (choose one)** ☐ < 20 mph (Arterials) **(2 pts)** ☐ 20 - 30 mph (Arterials) **(1 pt)** ☐ > 30 mph (Arterials) **(0 pts)**
Max 10	**Subjective Evaluation** 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 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.	

	Range Factors	The scorer may consider other important factors including but not limited to: • Prioritization by the project's sponsor, as assigned by the member agency. • Projects that minimize prime farmland losses, unique farmland, farmland of statewide importance and farmland of local importance. • Projects that support sustainable communities strategies. • Projects that leverage other funds. • Projects that address economic impacts such as connectivity, multimodal access, corridor concerns, freight/commodity movement and growth management.
Max 4	**Construction-Ready Projects** Project is requesting construction funding only and is committed to the delivery requirements as described in the guidelines. Projects requesting points in this category will go through a Caltrans screening process.	
	4 points	Project requesting funds for construction only in the first year (2022/23) of the FTIP. PE and ROW documentation should be included in application packet.
	2 points	Project requesting funds for construction only in the second year (2023/24) of the FTIP. PE and ROW documentation should be included in application packet.

6 points	**Expedited Project Delivery** Project applicant is committed to the expedited project delivery requirements as described in the guidelines.	
	6 points	Project is committed to the expedited project delivery schedule, programmed within the first two years of the FTIP, and its subsequent delivery requirements. No documentation is required. All phases of project may be programmed.
100 Total Points Available		

Potential Point Reductions

-5 points	**Constrained in Regional Transportation Plan (RTP)**	
	Range Factors	If the project is not on the constrained project list in the Fresno COG 2022 RTP, or submitted for the upcoming 2026 RTP, it will receive a five-point deduction in this category.