

Welcome!

- Please change your screen name to include your first and last name, and your affiliation.
- On a computer: click “participants”, hover your cursor over your name and click “more”, then “rename”
- On a tablet: touch “participants”, touch your name, and select “rename”
- Example:
 - Robert Phipps – Fresno COG
- Program materials are available through the links in the chat.
- **Please keep yourself muted unless actively speaking.**



CMAQ & STBG Application Workshop

July 12, 2023

Today's Agenda

1. Welcome
2. Application timelines/schedules
3. Available Funding
4. STBG Application Packet
5. CMAQ Application Packet
6. CRP Application Packet
7. Project Delivery Process
8. Questions and Next Steps

CMAQ/CRP Application Schedule

Application Workshop

July 12, 2023

Regional bid project submittals due

Sept. 15 (CMAQ) & 17 (CRP)

CMAQ Scoring Committee convenes

Dec. 6, 2023

COG Policy Board approves
recommend projects via resolution

January 2024

Projects programmed into 2024 FTIP

March-April 2024

Submittal of FTIP to Caltrans and anticipated
approval of 2025 FTIP/conformity analysis

Fall 2024

STBG Application Schedule

Application Workshop

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Fall 2024

Funding Distribution

STBG/CMAQ Programming Subcommittee

Available Funding

- STBG Regional Bid
 - \$27,815,400 (estimated)
- CMAQ Regional Bid
 - \$27,572,693 (estimated)
 - 25% cost-effective funding is \$6,893,173
 - NEW: CRP Regional Bid \$3,484,000
- Programming in years FY 26-27 to FY 27-28

Review

FHWA corrective action to remove suballocations of STBG and CMAQ funding from Fresno COG's project programming and selection procedures.

A similar corrective action was issued to Caltrans for the FSTIP.

Policy and guideline updates are necessary to comply with the legislative provisions of Title 23 and our outstanding corrective action.

Fresno COG Policy Board adopted new resolution in October 2022.

Former CMAAQ Funding Distribution

30% Lifeline/TPP

- Based on population
- Cost-overruns
- Match (in lieu of toll credits)

70% Regional Bid

- Based on scoring criteria
- Scoring committee

NEW CMAAQ Funding Distribution

95% Regional Bid/Competitive

- Based on scoring criteria
- Scoring committee

5% Contingency

- Up to 15% or \$500,000 per project phase
- First come-first served until apportionment is used

Former STBG Funding Distribution

60% Lifeline/TPP

- Based on population
- Cost-overruns
- Match (in lieu of toll credits)

40% Regional Bid

- Based on scoring criteria
- Scoring committee

NEW STBG Funding Distribution

85% Competitive (Regional Bid)

- Based on population
- Cost-overruns
- Local match 11.47%

15% Contingency/Post-Programming

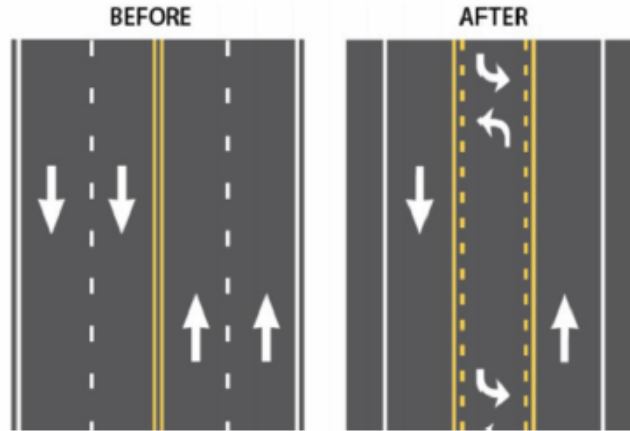
- Up to 15% \$500,000 per phase
- First-come, first-served up to maximum apportionment

STBG Regional Bid Application Overview

Cover Page

2019/2020 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM
REGIONAL BID APPLICATION

CEDAR AVENUE COMPLETE STREETS PROJECT *CEDAR FROM CHURCH TO JENSEN*



TOTAL COST: \$1,876,800
STBG REQUEST: \$1,661,600
CITY PRIORITY: 2 OF 9



City of
FRESNO

SUBMITTED BY:
CITY OF FRESNO
DEPARTMENT OF PUBLIC WORKS &
THE COUNTY OF FRESNO
DECEMBER 2019

2019/2020 Surface Transportation Block Grant (STBG) Regional Bid Application

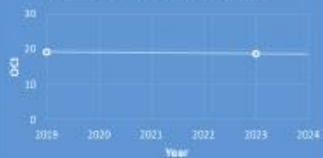
Fowler Ave Rehabilitation Alluvial to Nees Priority 2 of 5



2019 ADT
11,810
2023 ADT
13,552

Accident Rate
(Per Million Vehicle Miles
Traveled)
0.46

PERFORMANCE CURVE



Project Cost
\$1,196,690
Federal Funds
\$1,059,430

Cost Benefit Ratio
1.94

2019/2020 Surface Transportation Block Grant Program Regional Bid Application

City of Fowler



Adams Avenue Reconstruction, Ph III –
Merced St to Temperance Ave

1 of 3

\$852,424

General Project Information

- **Project Name** To be used in all program referenced project lists
- **Project Priority** Example: Project 1 of 4 – Max 10 per Agency
- **FTIP Project Title** Maximum 34 characters
- **Project Scope** Summary of existing condition, project scope, what the project is intended to do and the expected benefits
- **Project Purpose** Describe the main purpose of the project
- **FTIP Project Description**(Maximum 156 characters) [(Location :) + (Limits) + (;) + (Improvement)]
- **Project Location** Include Route # or Name, Post Mile Limits/Length of Project, and Project Limits

Project Type & Project Details

- Road Reconstruction/Preservation Project
 - Transit
 - Bicycle/Pedestrian Project
 - Other Type of Project
- Is this a capacity increasing project? YES NO

Part A4: Project Details

Average Daily Traffic Volume (ADT): (also, please provide source of ADT data)

Accident Rate – Last 3 Years: Accidents divided by millions of vehicle miles. For traffic signal or bridge, use accidents divided by millions of vehicles. Only include accidents occurring over past three years.

Air Quality Assessment Code(s): Refer to Appendix A for air quality screening criteria code sheet and list all that apply.

Cost/Benefit Results: Please reference question #5a in Part B for methodology.

Is this project listed on the Financial Constrained List of the 2018 RTP or submitted to the 2022 RTP?

Documentation required as specified in “Attachment E” in part C of this application. Potential point reduction up to 10 points if project is not in the RTP.

Project is on the constrained project list in the 2018 RTP or submitted to the 2022 RTP.

Project is NOT on the constrained project list in the 2018 RTP nor submitted to the 2022 RTP.

If not, does the project meet the goal and objectives of the RTP policies? YES NO

Optional: Please explain why the project is not on the RTP. The STBG Scoring Committee may take extenuating circumstances into consideration. (up to 5 points can be considered)

Length/Width (in miles/feet) of Any New Active Transportation Facility (Class I / II / III / IV):

Example: 1.2 miles of Class I at 10 feet wide

Length/Width (in miles/feet) of New Sidewalk:

Number/Type of New Crosswalks:

Number of New ADA Ramps:

Number/Type of New Pedestrian Signals:

If ITS Project, Number of Signals Connected:

Length of Connected Signals:

Cost-Benefit Ratio

Cost Benefit Ratio (10 points):

Benefits To Be Considered:

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

Factors to Be Supplied By Application:

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

Safety Benefits:

Benefit (\$) = \$8.73 x ADT x L x Project Design Life

Operational Benefits:

Benefit (\$) = \$0.075 x ADT x L x Project Design Life

Maintenance Cost Benefit (Full Reconstruction Only):

Benefit \$ = \$120,000 x L

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.

Total project Cost	\$ 1,081,000
L (miles)	0.36
Design Life (years)	20
2017 ADT (vpd)	3,920
ADT @ 1/2 Life (vpd)	5,530
Full Reconstruction?	YES
Safety Benefit	\$ 347,565.22
<i>Benefit (\$) = \$8.73 x ADT x L x Design Life</i>	
Operational Benefit	\$ 2,985.96
<i>Benefit (\$) = \$0.075 x ADT x L x Design Life</i>	
Maintenance Cost Benefit	\$ 43,200.00
<i>Benefit (\$) = \$120,000 x L (Full Reconstruction Only)</i>	
Total Benefit = \$ 393,751.17	
Benefit/Cost Ratio = 0.37	

Project Data

1	Project Average Daily Traffic: <i>Inflated at 3.5% per year over 1/2 life of project</i>	10,965
2	Project Design Life (Years):	20
3	Project Length (Miles):	0.56
4	Project Cost:	\$1,876,871

Project Calculations

Safety Benefits:		
Benefit = \$8.73 x ADT x L x Project Design Life	=	\$1,072,073
Operational Benefits:		
Benefit = \$0.075 x ADT x L x Project Design Life	=	\$9,210
Maintenance Cost Benefit (Full Reconstruction Only):		
Benefit = \$120,000 x L	=	\$67,200

Benefit/Cost Ratio:

Ratio = $\frac{\text{Safety} + \text{Operational} + \text{Maintenance Benefits}}{\text{Project Cost}}$ = **0.61**

Project Delivery Schedule and Funding Sources

Part A5: Project Delivery Schedule

Fund	Work Phase	2024/25	2025/26	2026/27	2027/28	Total
STBG Grant Funds						
	% Percent share of costs – typically 88.53%					
	PE					
	ROW					
	Construction					
	Sub-total					

Local Matching Funds						
	% Matching fund rate – minimum 11.47%	2024/25	2025/26	2026/27	2027/28	Total
	PE					
	ROW					
	Construction					
	Sub-total					

Project Total						
		2024/25	2025/26	2026/27	2027/28	Total
	PE					
	ROW					
	Construction					
	Grand Total					

Leveraging %

LOCAL	Sales Tax	
	<input type="checkbox"/> City	
	<input type="checkbox"/> County	
	<input type="checkbox"/> Other (Transportation Development Act)	
	Sales Tax sub-total:	
	Gas Tax	
	<input type="checkbox"/> Gas Tax (Subventions to Cities)	
	<input type="checkbox"/> Gas Tax (Subventions to Counties)	
	Gas Tax sub-total:	
	Other Local Funds	
<input type="checkbox"/> City General Funds		
<input type="checkbox"/> Street Taxes and Developer Fees		
<input type="checkbox"/> Other		
Other Local Funds sub-total:		
REGIONAL	Transit	
	<input type="checkbox"/> Transit Fares	
	<input type="checkbox"/> Other Transit (parcel/property taxes, parking revenue, etc.)	
	<input type="checkbox"/> Tolls (e.g., non-state-owned bridges)	
	<input type="checkbox"/> Other (e.g., RTEP)	
	Transit sub-total:	
	<input type="checkbox"/> Tolls	
	<input type="checkbox"/> Bridge	
	<input type="checkbox"/> Corridor	
	<input type="checkbox"/> Regional Transit Fares/Measures	
<input type="checkbox"/> Regional Sales Tax "Measure C" Local Pass Through		
<input type="checkbox"/> Regional Bond Revenue		
<input type="checkbox"/> Regional Gas Tax		
<input type="checkbox"/> Vehicle Registration Fees (CARB Fees, SAFE)		
<input type="checkbox"/> Other		
Regional sub-total:		
Grand Total:		

Project Scalability & Partial Funding

Is the project scalable?

Example: If a project is asking for 2 miles of road reconstruction, and applicant is willing to take funding for 1 mile of road reconstruction, or a partial scope of any project, this project would be considered **scalable**.

Would you accept partial funding?

Example: If a project is asking for funding to reconstruct a 2-mile segment, and applicant received funding to reconstruct 1 mile, how would the agency plan to fully fund the full 2 miles segment? If an agency could use other funds, this project would be willing to accept partial funding. If not, then agency would not accept partial funding. **Partial funding still requires the entire scope be completed.**

STBG Scoring Criteria

Category	Max Points
Rehabilitation, Reconstruction and Replacement (Preservation)	40
Safety/Security	10
Air Quality	5
Congestion Relief/System Expansion	10
Cost Benefit Ratio	10
Congestion Management Plan	5
Subjective Evaluation	10
Construction Ready Projects	2 or 4
Expedited Project Delivery	6
Total	100
Potential Point Reductions	
Constrained in RTP	0 or -5

Narrative Questions

1. Rehabilitation, Reconstruction and Replacement (Preservation) 40 Points.

- 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 and pavement condition index information, if applicable.

2. Safety/Security 10 Points

- 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. Projects will be scored based on the high, medium, and low scoring criteria

3. Air Quality 5 Points

- Explain if the project has a positive benefit on air quality and incorporate transportation control measures (TCM).

4. Congestion Relief/System Expansion 10 Points

- Explain how the project relieves congestions and/or expands the current infrastructure system without negatively effecting conformity requirements.

5. Cost Benefit Ratio 10 Points

- If there is 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.

6. Congestion Management Plan (CMP) 5 Points

- [CMP Scoring \(arcgis.com\)](http://arcgis.com)

7. Subjective Evaluation 10 Points

- 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.

8. Construction-Ready Projects 2 or 4 Points

- Points will be awarded to projects requesting construction funding only and within the first two years of the FTIP. Please attach all available environmental and ROW certifications or documentation.

9. Expedited Project Delivery 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

Attachments

- **Attachment A:** Application Checklist and Signature Page
- **Attachment B:** Financial Plan
- **Attachment C:** Project Estimate
- **Attachment D:** AB 1012 Resolution
- **Attachment E:** RTP Documentation
- **Attachment F:** Project Location Map
- **Attachment G:** Cost Benefit Analysis
- Attachment H: Preliminary Engineering and Design, Environmental, and Right-of-Way Documentation or Certification (If needed)
- Attachment I: Photos of Existing Conditions (**Strongly recommended** for all applications)
- Attachment J: Additional Attachments may be included. They should be organized in a way that allows application reviewers easy identification of the information and listed below.

CMAQ Regional Bid Application Overview

CMAQ Application Packet Run-Through

- No restriction to road classification
- Any project requiring a “Buy-America” waiver is ineligible this cycle
- **Cost-effectiveness threshold was updated to \$63 per pound**
- Application itself is streamlined to be the same as STBG, same instructions apply to:
 - Cover page (except CMAQ has now added cost-effectiveness to the cover page)
 - Project name
 - Project description and location (some questions differ slightly though)
 - Project funding source
 - Project delivery schedule
 - Project scalability and partial funding
- Big difference is no narrative questions
- Attachments
 - Like STBG, removes Cost-benefit ratio and adds in emissions reductions / CE sheet

CMAQ Application - Project Details

- **Air pollution reduction:**
 - every project requires an attachment
 - **Cost-effectiveness** should be included/visible on all emissions reductions attachments
- **Average Daily Traffic Volume (ADT):** ADT on a road facility or equivalent volume levels for transit/bicycle/pedestrian facilities. List number/source/year. example: *245 ADT, 24hr counts, Dec 2019. We understand that COVID-19 has affected traffic counts!*
- **Annual Auto Trips and VMT reduced:**
 - Application asks for this information; it will give scorers an easier look at trip reductions. If your project reduces trip, it will have that data on the emissions reductions sheet.
 - **Air Quality Assessment:** list all codes that apply to your project – reference Appendix A.
- Subjective information
 - This is your chance to tell the scorers a narrative, use it to your advantage

CMAQ Scoring Criteria

Scoring Criteria	Max Points
Cost-Effectiveness	30
Congestion Relief	20
Air Pollutant Emissions Reduction	20
Trip Reduction	10
Subjective Evaluation	10
Construction-Ready Projects	2 or 4
Expedited Project Delivery	6
Total	100

Potential Point Reductions	
Submitted or Constrained to/in RTP?	0 or -10

CMAQ SCORING CRITERIA RUBRIC

30-point range	Cost-Effectiveness Project cost-effectiveness is determined through various methods: https://www.fresnocog.org/emission-calculation-guidelines/	
	Range Factors	Projects will be evaluated on a relative basis (i.e., how they compare to each other). <i>Note: Cost-effective projects are those that meet the \$45 per pound (\$90,000 per ton) cost-effectiveness threshold. During the scoring committee process, projects identified as cost-effective are scored and selected first.</i>
20-point range	Congestion Relief Project has impact on congestion and increases service capacity and/or reliability	
	Range Factors	Transit: <i>HIGH Impact:</i> Significantly reduces transit vehicle crowding; increases service capacity significantly; Transportation Control Measures; increases service reliability significantly; a major interconnect or fare coordination project; bus turnouts at major intersections; intermodal facility accommodating major transfers; travel time reduction. <i>MEDIUM Impact:</i> Increases service reliability in a minor capacity; a minor interconnect or fare coordination project; general bus turnouts; intermodal facility accommodating major transfers. <i>LOW Impact:</i> Increases passenger comfort or convenience, bike racks.
	Range Factors	Roads: <i>HIGH Impact:</i> Transportation Control Measures, signal coordination of multiple (>3) signals, gap closure projects, traffic operations system, left turn pockets, other intersection improvements and traffic flow improvements. <i>MEDIUM Impact:</i> HOV lanes signal coordination, park-and-ride lots. <i>LOW Impact:</i> New signals where none currently exist and are warranted by volume or delay, ramp metering with HOV bypasses (when shown not to adversely affect surface streets).
	Range Factors	Bicycle/Pedestrian: <i>HIGH Impact:</i> Transportation Control Measures, a facility that will primarily serve commuters and/or school sites, and sidewalks where none exist. <i>MEDIUM Impact:</i> Public educational, promotional, and safety programs that promote non-motorized modes of transportation. <i>LOW Impact:</i> Mixed use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments.
30-point range	Air Pollutant Emissions Reduction Project incorporates transportation control measures, reduces volatile organic compounds, nitrogen oxides, and/or particulate matter emissions.	
	Range Factors	Projects will be evaluated on a relative basis; (i.e., how they compare to each other) based on the submitted air pollutant reductions of volatile organic compounds, oxides of nitrogen, and/or particulate matter.

10-point range	Trip Reduction Project reduces vehicle trips and/or vehicle miles traveled (VMT).	
	Range Factors	<p><i>HIGH Impact:</i> Significantly reduces vehicle trips and VMT. <i>MEDIUM Impact:</i> Moderately reduces vehicle trips and VMT. <i>No Impact:</i> Does not reduce vehicle trips or VMT.</p> <p>Projects will be evaluated on a relative basis, (i.e. how they compare to each other). The CMAQ Scoring Committee may take factors such as city population, project size/scale, project cost, and/or local impact into consideration when evaluating project impact.</p> <p><i>Note: projects that increases vehicle trips and/or VMT will receive zero points.</i></p>
10-point range	Subjective Evaluation The subjective evaluation category allows the scorer the flexibility to decide that some aspect of the project that was not already 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 all-inclusive of what might be considered under subjective evaluation	
	Range Factors	<p>The scorer may consider other important factors including, but not limited to:</p> <ul style="list-style-type: none"> ▪ The prioritization importance placed on the project by the project's sponsor, support for multimodal access, and enhancing connectivity of transportation systems. ▪ Projects which minimize the loss of prime farmland, unique farmland, farmland of statewide importance, and farmland of local importance. ▪ Projects that increase safety, promote energy conservation, improves quality of life, leverages other funds, promotes system management such as supporting other modes of transportation; reduces greenhouse gas emissions, and supports Sustainable Communities Strategies. ▪ Since the issue of "timely project delivery" is so important, the CMAQ Scoring Committee may take into consideration, as a part of a project's "subjective" evaluation score, the local agency's ability to deliver projects on timely basis (i.e. past performance/current ability to deliver projects on schedule).
4-point range	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. <i>Note: Projects requiring waivers or other independent agency approval are excluded from this category unless applicant can demonstrate absolute certainty in delivering project on an expedited schedule.</i>	
	4 Points	Project is requesting funds for construction only in the first year (2022/23) of the FTIP. PE and ROW documentation should be included in the application packet.
	2 Points	Project is requesting funds for construction only in the first year (2023/24) of the FTIP. PE and ROW documentation should be included in the application packet.
6-point	Expedited Project Delivery Project applicant is committed to the expedited project delivery requirements as described in the guidelines. <i>Note: Projects requiring waivers or other independent agency approval are excluded from this category unless applicant can demonstrate absolute certainty in delivering project on an expedited schedule.</i>	
	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		

Emissions Reductions Calculations

- There are two options for doing emissions reductions calculations, it will depend on what type of project you are submitting. Both options are available on the Fresno COG website under “Programming” > “CMAQ” > “Emissions Calculations Guidelines”
- Please pay attention to the units. You need to report the reductions for ROG, NO_x, PM_{2.5/10} in kg/day. When the project outputs are small (> 0.5), the access database rounds it down to zero, please make sure to manually edit the PDF and add in the correct numbers for the kg/day column (will show in a few min)
- Do NOT count CO emissions reductions in your calculations. The SJV is in compliance with CO standards.
- Use the emission factors document when advised. This is on the FCOG website as well. It was updated in Nov 2020.

Microsoft Access Database

- Published by CARB and has built in emission factors tables and guidance, use for nearly every project
- https://ww2.arb.ca.gov/sites/default/files/2023-01/Cost%20Effectiveness%20Tables%202022_final.pdf
- Incorporates PM2.5 which was changed from PM10 a few years ago
- Note: **cannot** be used for shoulder or road paving projects
- Note: If project incorporates a wide scope, multiple calculations may be needed.
 - For example, if a project is constructing Class II bike lanes and sidewalks, you will need to use the “bicycle facilities” sheet and the “trip reductions from walking” sheet to find the total cost-effectiveness and emissions reductions. If you do have a project like this, please reach out to me for assistance.

Excel Spreadsheets

- Will be used for road paving and shoulder stabilization/paving **only**
- More straightforward than the Access database
- Includes on-sheet instructions.

General Application Tips

- Be consistent throughout the application
- Make sure all checklists are complete
- Use attachments as additional info

Calculation Tips

- Follow the CARB methodology guidebook
- Use the emissions factors table when/if needed built into the Access Database or from CARB website
- When doing any calculations, make sure the units match and make sense throughout. We eventually want to get all reductions in pounds per year or kilograms per day

**MOST IMPORTANT: DO NOT BE AFRAID TO ASK FOR HELP
FROM CALTRANS/FCOG STAFF**

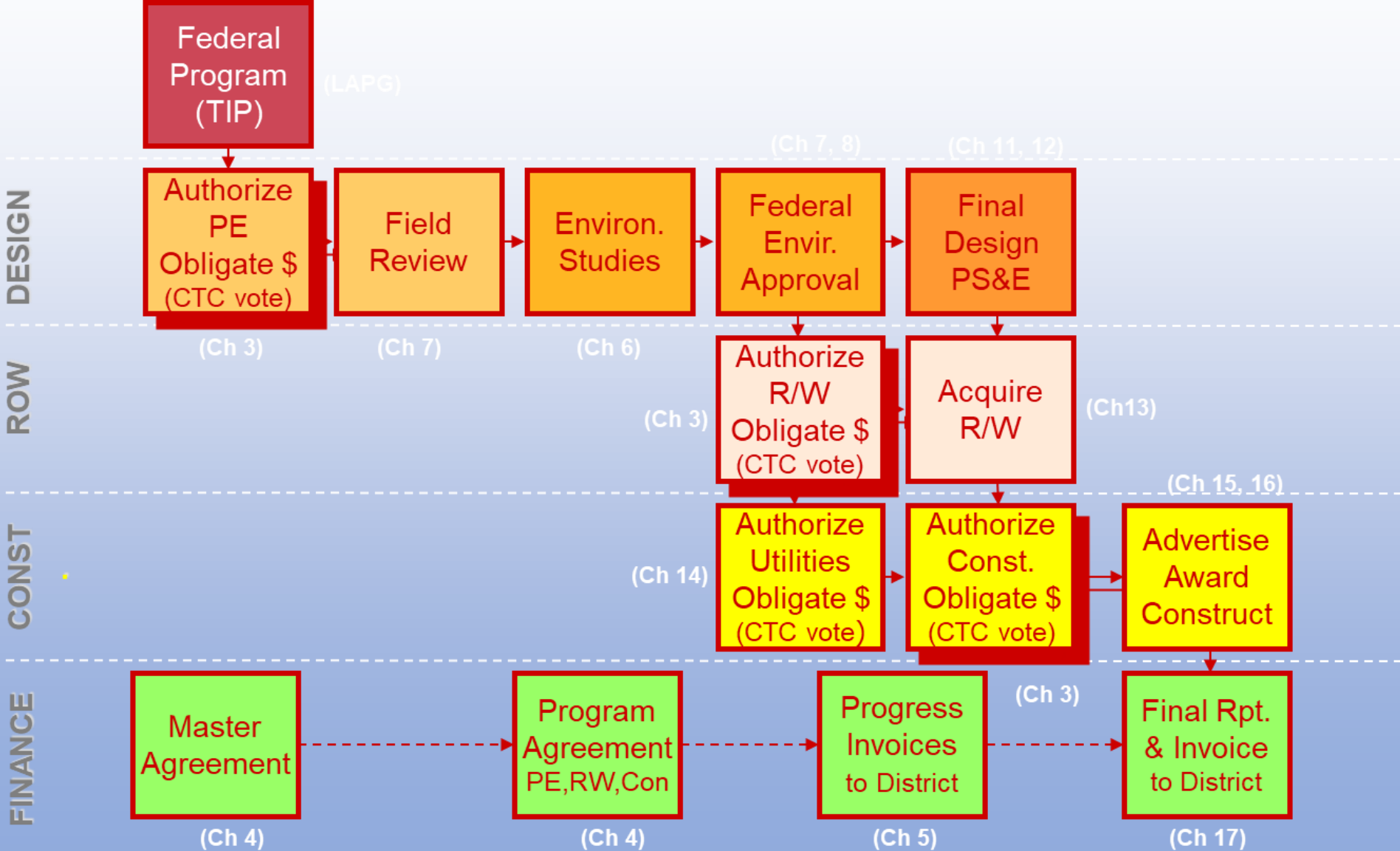
CRP Application Packet Run-Through

- Category targets or program “pillars”
 - Transit improvements
 - ZEV technology
 - CO2 reducing
- Any project requiring a “Buy-America” waiver is ineligible this cycle
- **No Cost-effectiveness threshold**
- Application itself is streamlined to be the same as CMAQ, same instructions apply to:
 - Cover page (except CMAQ has now added cost-effectiveness to the cover page)
 - Project name
 - Project description and location (some questions differ slightly though)
 - Project funding source
 - Project delivery schedule
 - Project scalability and partial funding
- Attachments

CRP Scoring Criteria

Scoring Criteria	Max Points
GHG Emissions Reduction	35
Trip Reduction	35
Subjective Evaluation	15
Construction-Ready Projects	10
Expedited Project Delivery	5
Total	100

Caltrans Project Delivery Process



Next Steps

- **CMAQ/CRP Applications Due: September 15, 2023 (by noon)**
- **STBG Applications Due: October 6, 2023 (by noon)**
- Scoring Committee Convenes: Week of December 6, 2023
- Fresno COG Policy Board Approves Recommended Projects: January 2024
- Projects Programmed into 2023 FTIP: March 2024 –July 2024
- Submittal, Anticipated FHWA approval 2025 FTIP October - December 2024

Questions?

Contact Information

- For further information on STBG or CMAQ-eligible projects or application submittals, please contact Robert Phipps at 559-233-4148 ext. 210; rhipps@fresnocog.org, OR Christina White at ext. 240, cwhite@fresnocog.org