



Fresno Council
of Governments

**Regional Surface
Transportation Program
Cycle III**

**CALL FOR PROJECTS
APPLICATION PACKET**

November 2011

2035 Tulare Street, Suite 201
Fresno, CA 93721
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OVERVIEW 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. RSTP funds 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 Cycle III “Call for Projects” and related Federal Transportation Improvement Programming and Air Quality Conformity Determination processes are as follows:

- October 4, 2011 Programming Subcommittee convenes to review scoring criteria and call information
- October 24, 2011 Call for Projects Workshop
- November 4, 2011 Cycle III “Call for Projects” Process noticed at TTC
- November 17, 2011 COG Policy Board approves/initiates Cycle III “Call for Projects”
- **January 6, 2012** **Project submittals due**
- February 22, 2012 RSTP Scoring Committee
- March 29, 2012 COG Policy Board Approves Selected Projects and Resolutions are due
- July 2012 FTIP and Corresponding Conformity Analysis Public Hearing
- August 30, 2012 FTIP Approval/Conformity Determination Adoption
- September 2012 FTIP to Caltrans

Contact and Submittal Information

For further information on eligible projects, submittal of applications or other questions related to the RSTP program, please contact Lindsey Monge at (559) 233-4148 ext. 205 or Melissa Garza at (559) 233-4148 ext. 210.

Please submit applications by 5:00 pm on Tuesday, January 6, 2012. If you are applying for Regional Bid funds, please send 9 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: Lindsey Monge; RSTP Call for Projects**

RSTP “LIFELINE” AND “REGIONAL BID” CONCEPTS DEFINED

RSTP 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.

RSTP 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 SAFETEA-LU process. The general idea of the ‘lifeline’ concept was to provide a generalized target of RSTP fund availability for jurisdictions to use for system preservation and connectivity. It has allowed each jurisdiction to maintain a minimum road maintenance ‘pool’. It should be noted that 53% of programmable lifeline funds were programmed by member agencies during Cycle I.

RSTP 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.’

Eligible RSTP Projects (Title 23 USC Section 133)

1. Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for:
 - highways (including Interstate highways)
 - bridges (including bridges on public

Includes any such construction or reconstruction necessary to accommodate other transportation modes.

Includes the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures.

Includes mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under this title.

2. Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
3. Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways in accordance with section 217, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
4. Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
5. Highway and transit research and development and technology transfer programs.
6. Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.
7. Surface transportation planning programs.
8. Transportation enhancement activities.
9. Transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
10. Development and establishment of management systems under section 303.

11. In accordance with all applicable Federal law and regulations, participation in natural habitat and wetlands mitigation efforts related to projects funded under this title, which may include participation in natural habitat and wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and development of statewide and regional natural habitat and wetlands conservation and mitigation plans, including any such banks, efforts, and plans authorized pursuant to the Water Resources Development Act of 1990 (including crediting provisions). Contributions to such mitigation efforts may take place concurrent with or advance of project construction. Contributions toward these efforts may occur in advance of project construction only if such efforts are consistent with all applicable requirements of Federal law and regulations and State transportation planning processes. With respect to participation in a natural habitat or wetland mitigation effort related to a project funded under this title that has an impact that occurs within the service area of a mitigation bank, preference shall be given, to the maximum extent practicable, to the use of the mitigation bank if the bank contains sufficient available credits to offset the impact and the bank is approved in accordance with the Federal Guidance for the Establishment, Use and Operation of Mitigation Banks (60 Fed. Reg. 58605 (November 28, 1995)) or other applicable Federal law (including regulations).

12. Projects relating to intersections that:

- have disproportionately high accident rates;
- have high levels of congestion, as evidenced by:
 - interrupted traffic flow at the intersection; and
 - a level of service rating that is not better than "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and
- are located on a Federal-aid highway.

13. Infrastructure-based intelligent transportation systems capital improvements.

14. Environmental restoration and pollution abatement in accordance with section 328.

15. Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section 329.

Location of Projects

Except as provided in subsection (b)(1), surface transportation program projects (other than those described in subsections (b)(3) and (4)) may not be undertaken on roads functionally classified as local or rural minor collectors, unless such roads are on a Federal-aid highway system on January 1, 1991, and except as approved by the Secretary.

RSTP SCORING CRITERIA

General Intent: The Fresno COG RSTP Program shall be aimed toward approving projects that emphasize Existing System Preservation. Other factors set forth in SAFETEA-LU 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 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: 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 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 15	Congestion Relief	
	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.
Max 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	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.
Max 10	Cost Benefit Ratio	
	Range Factors	Project annual safety, operational, and maintenance benefits divided by annualized project cost.
Max 15	Subjective Evaluation	
	Range Factors	The Evaluation Committee may use this category to consider factors of overriding concern, Examples may include, but are not limited to: economic impacts; connectivity, multimodal access, corridor concerns, freight/commodity movement, growth management, fund leverage/maximizing funds, etc.
100 Total Points Available		
Bonus: Congestion Management Process-Implementation Strategies- Subjective Evaluation		
Max 5	Range Factors	The CMP Steering Committee endorsed a list of alternative strategies that the jurisdictions in Fresno County are encouraged to use to deal with congestion reduction, mobility and growth management issues beyond the traditional way of widening the roadways. Projects that implement these strategies can receive addition subjective bonus points.(See Attachment C)
105 Total Points Available with CMP Bonus		

RSTP SCORING CRITERIA DESCRIPTION

Rehabilitation, Reconstruction and Replacement (Preservation)

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

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: Widenings, auxiliary lanes, left-turn pockets, minor shoulder widenings.

Low impact: Signage, restriping, intersection improvements.

▪ **Bicycle/Pedestrian:**

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

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

Low impact: Striping, signage.

Congestion Relief

15 point range

▪ **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, 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.

Air Quality

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.]

System Expansion

10 point range

▪ ***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.

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

15 point range

The Committee may use this category to consider factors of overriding concern. Examples may include, but are not limited to: economic impacts, connectivity, multimodal access, corridor concerns, freight/commodity movement, growth management, fund leveraging/maximizing funds, etc. Also, because the issue of project delivery is so important, a local agency's ability to deliver projects in a timely manner (i.e. past delivery/current ability to deliver projects) may be taken into consideration.

Bonus: Congestion Management Process-Implementation Strategies- Subjective Evaluation

5 point range

Projects will be evaluated on their ability to meet the objectives of the CMP; specifically ability to reduce single occupant vehicle (SOV) vehicle miles traveled (VMT).

Current needs: Project strategy that relieves existing congestion.

Future needs: Project strategy that reduces future travel demand.

The CMP insures that Fresno COG takes an operational/management approach in addressing congestion. This in turn meets anticipated SB 375 requirements.

RSTP Project Submittal Form

RSTP PROJECT SUBMITTAL	

Agency	
<input type="checkbox"/> Regional Bid Project	<input type="checkbox"/> Lifeline Project

Road Reconstruction/Preservation Project **Other Type of Project**

Priority #: _____ **of** _____

Route # or Name:

Postmile 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):**

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

Optional for CMP Projects Only:

Category of Strategy (See attachment c):

Justification:

PROJECT DELIVERY SCHEDULE

<i>Fund</i>	<i>Work Phase</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>	<i>2015/16</i>	<i>Total</i>
RSTP	% (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.

**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	<i>Sales Tax</i>	
	-- City	
	-- County	
	-- Other (Transportation Development Act)	
	<i>Gas Tax</i>	
	-- Gas Tax (Subventions to Cities)	
	-- Gas Tax (Subventions to Counties)	
	<i>Other Local Funds</i>	
	-- City General Funds	
	-- Street Taxes and Developer Fees	
	-- Other (registration fees (AB434) and Prop 42)	
	<i>Transit</i>	
	-- Transit Fares	
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	
	Tolls (e.g., non-state owned bridges)	
	Other (e.g., RTEP)	
REGIONAL	<i>Tolls</i>	
	-- Bridge	
	-- Corridor	
	Regional Transit Fares/Measures	
	Regional Sales Tax "Measure C"	
	Regional Bond Revenue	
	Regional Gas Tax	
	Vehicle Registration Fees (CARB Fees, SAFE)	
	Other	

INSTRUCTIONS FOR PREPARING RSTP PROJECT 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 (Postmile 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. Any questions regarding functional classification please call Lindsey Monge at 559-233-4148 ext. 205.
- 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 RSTP project submittals require a cost-benefit analysis as part of the project submittal. Please see the attached worksheet 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 Attachment C.
- 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. Use a 3.5% per annum escalation rate, (Example: If 2011/12 estimate=\$1,000, 2012/13 cost \$1,035 and 2013/14 cost \$1,071.)

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

FUND TYPE

RSTP **Surface Transportation Program**
Local **Local Agency Funds**

WORK PHASE

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

Step # 23 (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.

SAMPLE PROJECT SUBMITTAL FORM

RSTP PROJECT SUBMITTAL City of Example <hr/> Agency	
<input checked="" type="checkbox"/> Regional Bid Project	<input type="checkbox"/> Lifeline Project

X Road Reconstruction/Preservation Project **Other Type of Project**
Priority #: 3 of 4

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 (2008)

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

Air Qualify Assessment Rating (See Code Sheet): 3.04

Construction Award Date: 05/2014

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

Optional for CMP Projects Only:

Category of Strategy (See Attachment C): N/A

Justification: N/A

PROJECT DELIVERY SCHEDULE

<i>Fund</i>	<i>Work Phase</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>	<i>2015/16</i>	<i>Total</i>
RSTP ___% (typically 88.53%)						
	PE	44,500				44,500
	ROW					
	Const.		872,000			872,700
	Total	44,500	872,000			917,200

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

Project Total						
	PE	50,300				50,300
	ROW					
	Const.		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.

**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	<i>Sales Tax</i>	
	-- City	X
	-- County	
	-- Other (Transportation Development Act)	
	<i>Gas Tax</i>	
	-- Gas Tax (Subventions to Cities)	X
	-- Gas Tax (Subventions to Counties)	
	<i>Other Local Funds</i>	
	-- City General Funds	
	-- Street Taxes and Developer Fees	
	-- Other (registration fees (AB434) and Prop 42)	
	<i>Transit</i>	
-- Transit Fares		
-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)		
Tolls (e.g., non-state owned bridges)		
Other (e.g., RTEP)		
REGIONAL	<i>Tolls</i>	
	-- Bridge	
	-- Corridor	
	Regional Transit Fares/Measures	
	Regional Sales Tax "Measure C"	
	Regional Bond Revenue	
	Regional Gas Tax	
	Vehicle Registration Fees (CARB Fees, SAFE)	
	Other	

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 & Soundwalls (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, Fareboxes, 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, & Trackbed 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)

SAMPLE COUNCIL/BOARD RESOLUTION SUPPORTING DELIVERY SCHEDULE

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 *RSTP 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 March 29, 2012.** The attached “Sample” Resolution has been prepared as a guide for helping prepare the required resolution(s).

SAMPLE COUNCIL/BOARD RESOLUTION

**BEFORE THE
(NAME OF CITY/COUNTY/DISTRICT COUNCIL/BOARD)
RESOLUTION NO. 2012- _____ -**

In the Matter of:

Project Delivery Schedules
For Federal Transportation Project Selection
Federal Transportation Act Cycle III

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 Federal Surface Transportation Act;

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, 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.

ATTACHMENT A

Cost/Benefit Analysis for RSTP Projects

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.

ATTACHMENT B
RSTP Program Scoring Committee Representation

1. Westside cities-Gary Horn [Cities of Kerman, Orange Cove, and San Joaquin]
2. Eastside cities-John Mulligan [City of Sanger]
3. Fresno Council of Governments-Rob Terry
4. Fresno-Clovis Metropolitan Area-Scott Redelfs [City of Clovis]
5. Fresno County-John Robertson
6. Caltrans-Marcus Evans
7. Transit-Ken Hamm [Fresno Area Express]

ATTACHMENT C ***Congestion Management Process***

Adopted CMP Alternative Strategies

Based on the adopted CMP objectives, the CMP Steering Committee endorsed a list of alternative strategies that the jurisdictions in Fresno County are encouraged to use to deal with congestion reduction, mobility and growth management issues beyond the traditional way of widening the roadways. The adopted CMP strategies are categorized as follows:

- Transportation System Management Strategies
- Travel Demand Management Strategies
- ITS Strategies
- Land Use Strategies
- Public Transit Strategies
- Bicycle and Pedestrian Strategies

A Toolbox for Alleviating Traffic Congestion published by the Institute of Transportation Engineers was referenced in developing the list. The ITS strategies were incorporated from the Fresno County Intelligent Transportation System Strategic Deployment Plan.

Table 5. Fresno County CMP Strategies-Transportation System Management Strategies

Intersection Operational Improvement	Existing Traffic Signals	Equipment update & maintenance
		Timing Plan Improvement
		Interconnected & synchronized signals
		Transit Signal Priority
	Other Traffic Control	Roundabouts
		Traffic Signal Removal
Geometric changes and bottleneck alleviation	Re-striping	
	Installation of turning lanes	
	Adding lanes (bottleneck removal only)	
	Realignment of intersecting streets	
Arterial Access management	Left turn restrictions; curb cut and driveway restrictions	
	Reduce conflict points	
	Eliminate parking	
	Consolidate access points	

Table 6. Intelligent Transportation System Strategies

Traffic/Freeway Management Systems	Ramp metering and communication Gap Closure
	Multi-jurisdictional interconnects
	Integrated Smart Corridors (SR41/168/180)
	Railroad/highway interface technology for railroad crossing
	Communications interties
	Integrated Surveillance stations/callbox deployment
	Regional Intersection Safety and enhancement program
Incident Management/Emergency Services	Weather Sensing/ATMS integration
	Variable speed system/smart or intelligent roadway studs
	Remote surveillance and incident scene management
	Computer Aided Dispatch Integration
	Integration of Communications channels
	Incident Management/Response Coordination Task force
Transit System	Form a Regional Transit District
	Transit Operations/Dispatch centers integration
	Transit Information System
	Transit Management System Completion/Expansion
	Implement Regional Farebox System

Intelligent Transportation System Strategies –continued

Transportation User Information Systems	Regional transportation user information system
	Regional transit user information system
	Coordination with Valleywide/statewide information system
Regional ITS Configuration Management /Coordination/Planning	Valleywide/statewide communications linkages
	Regional Configuration Management
	Common/Standard regional/county map

Table 7. Public Transit Strategies

Modify bus routes & service modification	Add new routes
	Extend bus and feeder bus routes
	Increase bus frequency
	Limit stop or express bus routes
Provide exclusive bus lanes	
Construct bus shelters & improve passenger amenities	
Improve bicycle routes to transit facilities	
Park & Ride lots for transit & rideshare	

Table 8. Travel Demand Management Strategies

Ridesharing	Carpool
	Vanpool
Telecommuting	
Alternative Work Hours	

Table 9. Bicycle & Pedestrian Strategies

Provide walking infrastructure such as sidewalks and crosswalks
Improve bicycle facilities at transit stations and other trip destinations
Improve safety of existing bicycle and pedestrian facilities
Provide biking infrastructure to eliminate existing gaps and expand and enhance the existing bicycle network
Link bicycle and pedestrian improvements to schools and retail developments

Land Use Strategies

The following strategies, individually or in combination, reflect emerging and contemporary planning practices. These practices support sustainable developments that are appropriately-scaled for their environs and can provide transit-compatible densities or mixed land uses. These developments can lower traditional per capita energy demand and reduce distances traveled to work, goods and services and reduce the necessity and attractiveness of private automobile use. Further, when implemented by multiple agencies, these strategies can foster cooperative and sustainable regional policies.

The following strategies are independent of each other. A project that meets **all** the criteria of a strategy shall be considered supportive of the objectives of the Congestion Management Process.

1. Mixed-Use Development

- Projects that provide a mix of land uses--defined as the practice of allowing more than one type of use in a building or set of buildings--or complement existing land uses, and with residential uses within ¼ mile of other land uses.
- Projects that provide pedestrian linkage between different land uses in the mixed use development.
- Projects that provide a range of housing choices, 70% and above of which are planned for attached residential units.

Mixed use development in this case does not include detached single-family development with stand-alone shopping centers, stand-alone hotel with residential or stand-alone parking structures with ground floor retail.

2. Infill and Redevelopment

- Projects that are located in an existing urban area, defined here as currently served by urban services and within an existing incorporated boundary.
- Projects that are located on abandoned, passed over or underutilized land within an existing urban area as defined above.
- Projects that are adjacent to and between currently developed areas.

3. Transit-Oriented Development

- Projects within a half mile of a major transit stop or other COG-defined major transit corridors (such as a BRT line).
- Projects that contain a mix of uses such as housing, jobs, shops, restaurants and entertainment.
- Projects that provide a range of housing choices, with average density of 15 units per acre and above.
- Projects that provide a strong sense of community and of place.
- Projects that increase “location efficiency” so people can walk, bike and take transit
- Projects that encourage transit use and minimize impacts of traffic