



Fresno Council
of Governments

2017-2018
Congestion Mitigation & Air Quality
Improvement (CMAQ) Program

CALL-FOR-PROJECTS
APPLICATION PACKET

September 2017

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

TABLE OF CONTENTS

Introduction	3
Eligibility Criteria	5
CMAQ Project Categories	9
Cost-Effectiveness Policy	12
CMAQ Scoring Criteria	13
CMAQ Scoring Criteria Description	15
CMAQ Project Submittal Form	17
CMAQ Project Submittal Instructions	24
Example Project Submittal	27
Air Quality Screening Criteria	30
Resolution Supporting Delivery Schedule	32
Sample Council/Board Resolution	33
CMAQ Program Scoring Committee Representatives	34
Contact Information	35

Appendix A.

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the Moving Ahead for Progress in the 21st Century Act Interim Program Guidance November 12, 2013

Appendix B. Guidance for Eligible use of CMAQ funding for Alternative Fuel Vehicles

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INTRODUCTION

The purpose of the Congestion Mitigation and Air Quality Improvement (CMAQ) program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS). Funding can be expended on projects to reduce ozone precursor emissions (including nitrogen oxides (NOx) and volatile organic compounds (VOC), carbon monoxide (CO), and particulate matter (PM) emissions or PM precursor (e.g. NOx) emissions from transportation.

In 1990, Congress amended the Clean Air Act (CAA) to accelerate efforts to attain the NAAQS. The amendments required further reductions in the amount of permissible tailpipe emissions, initiated more stringent control measures in nonattainment areas, and provided for a stronger linkage between transportation and air quality planning. In 1991, Congress adopted the Intermodal Surface Transportation Efficiency Act (ISTEA). This law authorized the CMAQ program to provide funding for surface transportation and related projects that contribute to air quality improvements and congestion mitigation. The CAA amendments, ISTEA and the CMAQ program were intended to focus transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems. Congress has reaffirmed their commitment to air quality/transportation funding in each Surface Transportation Act reauthorization since 1991, and is currently authorized in Fixing America's Surface Transportation Act (FAST Act).

The CMAQ Program enables communities to increase public awareness regarding the link between transportation and air quality, fund technological applications to improve transportation systems, or increase transit services, as a few examples. Most of the CMAQ project categories include a wide variety of measures to decrease vehicle emissions. Policy considerations exclude highway maintenance and reconstruction projects because these activities preserve existing levels of service and are unlikely to contribute to further improvements in air quality. Projects nominated for CMAQ funding must show positive air pollution emission reductions.

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. CMAQ 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 construction costs associated with an eligible activity.

Approximately \$29.7 million in CMAQ funding is available for the 2017-18 Call-for-Projects. (\$20,817,281 Regional Bid and \$8,921,692 Lifeline)

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

Timeline

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

- July 19, 2017 Programming Subcommittee
- Sept. 28, 2017 COG Policy Board Approves/Initiates “Call for Projects”
- October 5, 2017 CMAQ Workshop
- **Nov. 30, 2017** **Project Submittals Due for Regional Bid (by Noon)**
- Late March, 2018 CMAQ Scoring Committee Meeting
- April 10, 2018 **Project Submittals Due for Lifeline Applications (by COB)**
- May 31, 2018 Fresno COG Board Project Approvals/Council resolutions due
- June 2018 Projects Programed into 2019 FTIP
- Oct.-Dec. 2018 Anticipated FHWA approval of 2019 FTIP/ Conformity Analysis

ELIGIBILITY CRITERIA

The guidance for project eligibility is based on FHWA's the Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the Moving Ahead for Progress in the 21st Century Act Interim Program Guidance November 12, 2013 *A copy of the guidance is available in Appendix A.* If you have any questions or need additional clarification on project eligibility, please contact Fresno COG.

All projects and programs eligible for CMAQ funds must come from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), and be consistent with the transportation conformity provisions contained in section 176(C) of the Clean Air Act (CAA) and the Transportation Conformity Rule. Projects need to be included in TIPs or state-wide transportation improvement projects developed by MPOs or States respectively, under the metropolitan or statewide planning regulations. Projects also need to complete the National Environmental Policy Act (NEPA) requirements and meet basic eligibility requirements for funding under titles 23 and 49 of the United States Code. Projects must comply with Americans with Disabilities Act (ADA) requirements, and provisions for Buy America.

Project applicant is either a public agency, i.e. city, county, special district, Caltrans, transit operator, transit authority or a non-profit agency with the sponsorship of a public agency. Successful project applicants, or their sponsors, must have executed a master agreement with Caltrans or be a Federal Transit Administration (FTA) eligible grant applicant, or have an agreement with such an eligible agency to sponsor the project.

In cases where specific guidance is not provided, the following should guide CMAQ eligibility decisions.

Capital Investment

CMAQ funds may be used to establish new or expanded transportation projects or programs that reduce emissions, including capital investments in transportation infrastructure, congestion relief efforts, diesel engine retrofits, or other capital projects.

Revised Interim Guidance on CMAQ Operating Assistance under MAP-21 **[July 2014]**

Section 125 of the Consolidated Appropriations Act, 2014 (Public Law 113-76) (2014 Appropriations Act), modified 23 U.S.C. 149(m) to eliminate any time limitation on the use of CMAQ funds for operating assistance for certain activities. This Revised Interim Guidance updates and supersedes Interim Guidance on CMAQ Operating Assistance issued in June 2013.

There are several general conditions for operating assistance eligibility under the CMAQ program (see the November 2013 CMAQ Program Interim Guidance for a complete discussion on CMAQ project eligibility requirements):

- a. Operating assistance is limited to start up operating costs for new transportation services or the incremental costs of expanding such services, including transit, commuter and intercity passenger rail services, intermodal facilities, and travel demand management strategies, including traffic operation centers.
- b. In using CMAQ funds for operating assistance, the intent is to help start up viable new transportation services that can demonstrate air quality benefits and eventually cover costs as much as possible. Other funding sources should supplement and ultimately replace CMAQ funds for operating assistance, as these projects no longer represent additional, net air quality benefits but have become part of the baseline transportation network. The provisions in 23 U.S.C. 116 place responsibilities for maintenance of transportation facilities on the States. Since facility maintenance is akin to operations, a time-limited period of CMAQ assistance provides adequate incentive and flexibility while not creating a pattern of excessive or even perpetual support.
- c. Operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance.
- d. When CMAQ funds are used for operating assistance, non-Federal share requirements still apply.
- e. With the focus on start-up, and recognizing the importance of flexibility in the timing of financial assistance, the 3 years of operating assistance allowable under the CMAQ program may now be spread over a longer period, for a total of up to 5 sequential years of support. Grantees who propose to use CMAQ funding for operating support may spread the third year amount (an amount not to exceed the greater of year 1 or 2) across an additional 2 years (i.e. years 4 and 5). This approach will provide an incremental, taper-down approach, while other funding is used for a higher proportion of the operating costs as needed. See Table 3 for examples of possible funding allocations. At the conclusion of the 5-year period, operating costs would have to be maintained with non-CMAQ funding. It is anticipated that this approach may enable a transition to more independent system operation. The amounts which apply to years 1 and/or 2 are established at the discretion of the State or local sponsor.

Table 3 - Example Allocations of CMAQ Funds for Operating Assistance

Example	Year 1	Year 2	Year 3	Year 4	Year 5	Total
A	\$300	\$300	\$200	\$50	\$50	\$900
B	300	300	100	100	100	900
C	100	400	200	100	100	900

Except as noted in paragraph (f) below, activities that already have received 3 years of operating assistance under prior authorizations of the

CMAQ program are not considered to be in a start-up phase and are not eligible for new CMAQ operating assistance or the expanded assistance period.

- f. Section 125 of the 2014 Appropriations Act included changes to the Operating Assistance Section of the CMAQ program (23 USC 149(m)). The changes added new language that specifically prohibits the imposition of a time limitation for operating assistance eligibility on a system "for which CMAQ funding was made available, obligated or expended in fiscal year 2012." The phrase "made available" applies to projects designated for CMAQ operating assistance in statute, or to any commitment by the party that by law selects projects for operating assistance funding so long as it occurred during FY2012. There must be official documentation demonstrating that there was a specific commitment in FY 2012 to provide CMAQ funding for operating assistance for a particular project or service. Such official documentation could include a TIP or STIP, or other State or MPO official records. The specific project or service for which the CMAQ funds are being sought for operating assistance without a time limitation must be clearly identified in this documentation. Transportation services expressly eligible for CMAQ funding under SAFETEA-LU sections 1808(g)-(k) and certain provisions in previous appropriations acts are eligible to use CMAQ funds for operating assistance without time limitations. Consistent with Section IX of the CMAQ Program Interim Guidance, States retain the discretion to decide whether or not to fund the operating assistance.
- g. Elements of operating assistance prohibited by statute or regulation are not eligible for CMAQ participation, regardless of their emissions or congestion reduction potential.

MAP-21 Priority Set Aside for PM2.5 Areas

Any State that has a PM2.5 nonattainment or maintenance area- including those with approved SIPs that identify on-road mobile sources as insignificant for regional transportation conformity- is required under MAP-21 to invest a portion of its CMAQ funding in projects that reduce PM2.5 directly or its precursors. More specifically, an amount equal to 25 percent of the funds attributable to PM2.5 nonattainment in each of the affected States must be used for projects targeting PM2.5 reductions in those nonattainment and maintenance areas. In addition, the legislation highlights diesel retrofits as a primary example of such related projects.

Emission Reductions Required

Air quality improvement is defined by several distinct terms in 23 U.S.C. §149. These terms include contribution to attainment, reduction in pollution, air quality benefits, and others. For purposes of this guidance, the FHWA uses emission reduction to represent this group of terms. CMAQ-invested projects or programs must reduce CO, ozone precursor (NOx and VOCs), PM, or PM precursor (e.g., NOx) emissions from transportation. These reductions must contribute to the area's overall clean air strategy and can be demonstrated by the assessment that is required under this guidance. States and MPOs also may consider the ancillary benefits of

eligible projects, including greenhouse gas reductions, congestion relief, safety, or other elements, when programming CMAQ funds, though such benefits do not alone establish eligibility.

Planning and Project Development

Activities in support of eligible projects also may be appropriate for CMAQ investments. Studies that are part of the project development pipeline (e.g., preliminary engineering) under the National Environmental Policy Act (NEPA) are eligible for CMAQ support, as are FTA's Alternatives Analyses. General studies that fall outside specific project development do not qualify for CMAQ funding. Examples of such efforts include major investment studies, commuter preference studies, modal market polls or surveys, transit master plans, and others. These activities are eligible for Federal planning funds, not CMAQ funds.

Projects Not Eligible for CMAQ Funding

The following projects are ineligible for CMAQ funding:

- Light-duty vehicle scrappage programs.¹
- Projects that add new capacity for single occupancy vehicles (SOVs) are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions. Other funding sources, such as STP and FTA's Section 5307 program, are available for such activities.
- Administrative costs of the CMAQ program may not be defrayed with program funds, e.g., support for a State's "CMAQ Project Management Office" is not eligible.
- Projects that do not meet the specific eligibility requirements of titles 23 and 49 U.S.C. are ineligible for CMAQ funds.
- Stand-alone projects to purchase fuel.

For complete information on project eligibility please see:

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the Moving Ahead for Progress in the 21st Century Act Interim Program Guidance November 12, 2013

- A copy of the guidance is available in Appendix A.

¹ 23 U.S.C. §149(b)

PROJECT CATEGORIES

The purpose of the Congestion Mitigation and Air Quality (CMAQ) program is to fund transportation projects or programs that will contribute to attainment or maintenance of air quality standards. Fresno COG has in the past, and continues, to pursue funding a balanced program of transportation projects that will improve air quality in our region. In order to continue toward this goal and to achieve consensus among interested parties and member agencies, Fresno COG establishes project categories that are used to ensure that the distribution of project funding provides for an overall balanced program. A “soft target” funding amount is established per category that is used by the scoring committee when evaluating projects. These numbers are considered goals, rather than funding limits on that category. Similar project types are compared and scored within categories.

Transit Improvements

- New transit facilities, if they are associated with new or enhanced transit service.
- Acquisition of new transit vehicles (bus, rail, van) to expand the fleet.
- Replacement or retrofit of existing fleet vehicles.
- Operating Assistance to support new transit services (maximum of 5 years).
- Subsidies for regular transit fares, but only if the reduced or free fare is part of an overall program for preventing exceedances of an air quality standard during periods of high pollutant levels.

Cleaner Fuel Technology

- Purchase of alternative fuel vehicles (school buses, refuse vehicles, trucks, etc.).
- Establishment of on-site fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles.
- Purchase and installation of diesel retrofits (non-transit)
- Please Note: CMAQ funding for vehicles that serve general government operations (e.g. police and firefighting) is limited to the incremental cost difference between standard and alternative fuel vehicles. For public fleet alternative fuel vehicles that provide a dominant transportation function, the full vehicle is eligible for participation. Please see Appendix B for the 4/6/2011 FHWA memo and the 5/1/2012 FHWA clarification.

Traffic Flow Improvements

- Projects to develop, establish, and implement the congestion management system for both highway and transit facilities.
- Traffic signal and/or intersection modernization, coordination, or synchronization projects designed to improve traffic flow within a corridor or throughout an area.
- Operating expenses that can be shown to: (1) have air quality benefits, (2) result from new or additional services, and (3) not displace previous funding mechanisms, such as fares or fees for services (maximum of 5 years).

Traffic Signal Projects

- Traffic signal projects designed to improve traffic flow at congested 4-way stop sign intersections within a corridor or throughout an area.

Pedestrian/Bicycle Projects

- Construction of bicycle and pedestrian facilities.
- Non-construction projects related to safe bicycle use.
- Establishment and funding of State bicycle/pedestrian coordinator positions, including public education, promotional, and safety programs.

PM-10 Reduction

- Purchase of PM-10 efficient street sweepers, paving unpaved roads, paving/stabilizing shoulders, and other particulate matter reduction projects.

Miscellaneous

Projects that do not fit under the other category descriptions, including, but not limited to, the following:

- Travel demand management, including activities ranging from carpool and vanpool programs to parking management and road pricing measures.
- Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to SOV travel, and technical assistance to employers or other outreach activities relating to promoting non-SOV travel.
- Marketing programs to increase use of transportation alternatives to SOV travel and public education campaigns involving the linkage between transportation and air quality.
- Carpool and vanpool programs include computer matching of individuals seeking to carpool and employer outreach to establish rideshare programs and meet CAA requirements.
- New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc.
- Purchasing or leasing vehicles for vanpool activities (5-year maximum for operating costs).
- Planning, technical and feasibility studies, training, coordination, marketing and promotion of telecommuting are eligible activities under CMAQ.
- Intermodal freight facilities.
- Project development activities that lead to construction of facilities or new services and programs with air quality benefits, such as preliminary engineering or project planning studies.

Please see Appendix A for detailed descriptions of eligible projects:

“The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the Moving Ahead for Progress in the 21st Century Act Interim Program Guidance” November 12, 2013

Regional Bid: Project Category Goals for the 2017-18 Call for Projects

Project Type	Percentage**	Available Funding
Transit Improvements	20.0%	4,163,456
Cleaner Fuel Technology	15.0%	3,122,592
Traffic Flow Improvements	10.0%	2,081,728
Traffic Signal Projects	4.0%	832,691
Pedestrian/Bicycle	6.0%	1,249,037
PM-10 Reduction	3.5%	728,605
Miscellaneous	1.5%	312,259
Cost-Effective (any project type)*	40.0%	8,326,913
Total	100%	20,817,281

* The 8 SJV COGs Federal commitment to a minimum 20% Cost-Effectiveness. [40% of the Regional Bid Pot equates to 28% of total CMAQ Apportionment]

**MAP-21 requires PM2.5 nonattainment or maintenance areas must use at least 25% of CMAQ funds for projects that have PM2.5 emission reductions. During the scoring committee process, projects identified as cost-effective are scored and selected first. Those selected projects will be further identified as PM2.5 projects or not. Those projects will be tallied to see if the 25% PM2.5 commitment has been met. If more projects are needed to fulfill the PM2.5 commitment, they will be prioritized in the remaining project type categories until the full commitment is met.

Cost-Effective

Cost-effective projects are those projects that meet the \$45 per pound (\$90,000 per ton) cost-effectiveness threshold. Project cost-effectiveness is determined by the California Air Resource Board's (ARB) Air Quality Cost- Effectiveness Calculations Methodology:

<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>.

(Additional information is available in the next section).

Additional Restrictions

Per approved Fresno COG policy, non-member agencies are limited to no more than a combined 25% of the regional bid amount. For the 2017-18 Call-for-Projects, that amount is approximately \$5,204,320.

Buy America

Buy America provisions ensure that transportation infrastructure projects are built with American-made products. That means that Department of Transportation investments are able to support an entire supply chain of American companies and their employees. If your project is selected, you will need to work with Caltrans Local Assistance to ensure all provisions of Buy America are met.

COST-EFFECTIVENESS POLICY

All eight of the San Joaquin Valley Metropolitan Planning Organizations (MPOs) adopted policies for distributing at least 20% of the Congestion Mitigation and Air Quality (CMAQ) funds to projects that meet a cost-effectiveness threshold for emission reductions beginning in FY 2011.

The policies indicate that prior to allocation of CMAQ funds with RTP/ FTIP updates, the SJV MPOs in consultation with the interagency consultation (IAC) partners will develop the cost-effectiveness threshold. The threshold is \$45 per pound (\$90,000 per ton). This threshold was updated May 5, 2016 to account for the reduction in emission factors since 2007 and to account for inflation and Consumer Price Index changes since 2007.

Methodology

The methodology for calculating cost-effectiveness is the 2005 ARB “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects”. The ARB website has an automated calculator tool and a written text of the methodology. <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm> Cost-effectiveness for CMAQ projects should be expressed as dollars spent per pound of pollutant reduced (VOC + NOx + PM). CO emissions are not included in the formula. [CO is several orders of magnitude larger than ozone precursors and overwhelms cost-effectiveness ratios unless CO emission reductions are scaled back significantly, typically by a factor of seven.]

As indicated in the policy, cost-effectiveness is based on CMAQ dollars only (vs. total project costs which include capital investments and operating costs).

The funding dollars are amortized over the expected project life using a discount rate. The amortization formula yields a capital recovery factor, which, when multiplied by the funding, gives the annual funding for the project over its expected lifetime. Cost-effectiveness is determined by dividing annualized funds by annual emission reductions (VOC+ NOx + PM).

The Capital Recovery Factor is found on the chart on page 2 of the 2005 ARB “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects”.

Example Formula

Cost-Effectiveness = (Capital Recovery Factor* CMAQ Funding) / (VOC + NOx + PM)
dollars/pound

Project cost-effectiveness is determined by the California Air Resource Board’s (ARB) Air Quality Cost-Effectiveness Calculations Methodology:

<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>.

CMAQ SCORING CRITERIA

General Intent: The CMAQ Program provides funding for transportation projects or programs that will reduce transportation-related emissions. The Fresno COG CMAQ Program is aimed toward providing a balanced program of transportation projects that will improve our air quality. Emphasis is placed upon projects that support the reduction of single occupancy vehicle trips, provide congestion relief measures, provide low-polluting transit vehicles and equipment, and promote improvements geared toward providing a more efficient and safer transportation system. In choosing to fund CMAQ projects, Fresno COG can improve air quality and make progress toward achieving attainment status and ensuring compliance with the transportation conformity provisions of the Clean Air Act.

20 Points	Congestion Relief
	Has impact on congestion and increases service capacity and/or reliability.
10 Points	Trip Reduction
	Reduces vehicle trips and/or vehicle miles traveled.
20 Points	Air Pollutant Emissions Reduction
	Incorporates transportation control measure, reduces emissions of volatile organic compounds, nitrogen oxides, and/or particulate matter.
30 Points	Cost-Effectiveness
	Project cost- effectiveness is determined by the California Air Resource Board's (ARB) Air Quality Cost-Effectiveness Calculations Methodology: http://www.arb.ca.gov/planning/tsaq/eval/eval.htm
18 Points	Subjective Evaluation
	<p>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.</p> <p>The scorer may consider other important factors including, but not limited to: 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 are to be awarded additional consideration in this category. Also considered may be projects that 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 <i>CMAQ Scoring Committee</i> 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).</p>
2 Points	Project is on Fiscally Constrained List in Regional Transportation Plan (RTP)
100	TOTAL POINTS AVAILABLE

CMAQ SCORING CRITERIA DESCRIPTION

The nature of this program and associated scoring criteria is consistent with the intent of SB 375 also known as the Sustainable Communities Protection Act of 2008.

CONGESTION RELIEF	20-point range
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- **TRANSIT**

HIGH Impact: 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.

MEDIUM Impact: Increases service reliability in a minor capacity, a minor 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 Measures, signal coordination of multiple (>3) signals, gap closure projects, Traffic Operations System, left turn pockets, other intersection improvements, and traffic flow improvements.

MEDIUM Impact: HOV lanes, signal coordination, park and ride lots.

LOW Impact: New signals 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 Measures, a facility that will primarily serve commuters and/or school sites, sidewalks where none exist.

MEDIUM Impact: Public educational, promotional, and safety programs that promote and facilitate increased use of non-motorized modes of transportation.

LOW Impact: Mixed use bicycle/pedestrian facility (recreation & commuter), usable sidewalk segments.

TRIP REDUCTION	10-point range (minus 5 possible)
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Projects will be evaluated on a relative basis, (i.e. how they compare to each other).

*HIGH Impact: Significantly reduces vehicle trips and VMT.
MEDIUM Impact: Reduces vehicle trips and VMT somewhat.
No Impact: Does not reduce vehicle trips or VMT.*

Increases vehicle trips and VMT (-5 rating).

AIR POLLUTANT EMISSIONS REDUCTION	20-point range
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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.

COST-EFFECTIVENESS	30-point range
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Project cost- effectiveness is determined by the California Air Resource Board's (ARB) Air Quality Cost-Effectiveness Calculations Methodology: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>

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

SUBJECTIVE EVALUATION	18-point range
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The subjective evaluation category allows the scorer the flexibility to decide that some aspect of the project that was not considered in prior criteria should, in fact, be given consideration. The items listed under the subjective category are examples only, and the list is not meant to be all-inclusive of what might be considered under subjective evaluation.

The scorer may consider other important factors including, but not limited to: 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 are to be awarded in this category. Also considered may be projects that 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 a timely basis (i.e. past performance/current ability to deliver projects on schedule).

FISCALLY CONSTRAINED PROJECT IN RTP	2-points
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If the project is on the "constrained project list" in the RTP, it will receive two points in this category.

Fresno Council of Governments	
2017-18 CMAQ PROJECT SUBMITTAL FORM	

Agency	

FTIP Project Title	

<u>Total</u> Cost of Project	

Application Prepared by:

Name	Title	Phone	Date
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Email address: _____

Lifeline Project:

 Regional Bid Project:

****Please Note: Maximum of 10 Regional Bid applications per agency**

Priority #: ____ of ____

If Regional Bid Project, Project is being submitted in the Following Category (please see instructions for additional detail):

- Transit
- Cleaner Fuel Technology
- Traffic Flow Improvements
- Traffic Signal Projects
- Bicycle/Pedestrian
- PM-10 Reduction
- Miscellaneous

Is the project Cost-Effective (\$45/lb. or less) yes no

Does the project deliver PM2.5 emission reductions? yes no

Project should receive consideration in the following subjective content areas:

Project Description (Purpose of Project/Scope of Work):

Attach Engineers Estimate/Quote of Probable Costs for Project:

Clearly list any Non-participating costs (Non-CMAQ eligible portions) included in your project on the engineers estimate, on the Project Delivery Schedule and on the Financial Plan.

Warrant Study (Submit calculations as attachment):

Route # or Name:

Postmile/Project Limits/Length:

Air Pollution Reduction-kg/day (Submit calculations as attachment):

Cost-Effectiveness-dollars/pound (Submit calculations as attachment):

Average Daily Traffic Volume (ADT); source of ADT data:

Map of Location and/or Photo of Facility/Project (Optional-Please Attach):

Air Quality Screening Criteria Code: [see page 30]

***The following information will be used directly in the development of the FTIP.
Please use care in writing the descriptions.***

***Please note if you are programming a lump sum, each project in the lump sum
must have an individual delivery schedule submitted.***

FTIP Proposed Project Title (34 Characters Max):

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

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

PROJECT DELIVERY SCHEDULE

<i>Fund</i>	<i>Work Phase</i>	<i>2018-19</i>	<i>2019-20</i>	<i>2020-21</i>	<i>2021-22</i>	<i>Total</i>
CMAQ	___% (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 attach:

***Project Submittal Assurance and Checklist AND Financial Plan* with application. AB 1012 Council/Board Resolution must be submitted prior to COG Board action on May 31, 2018.**

Any non-participating costs (Non-CMAQ eligible costs) of your project need to be clearly listed in the engineers estimate, on this Project Delivery Schedule and on the Financial Plan.

If you are using CMAQ Lifeline funding (Toll credits) list it as CMAQ under the “local” area on this Project Delivery Schedule. Reminder: Cost-effectiveness calculation is based on the amount of CMAQ funding (including CMAQ lifeline amounts)

Proposed Source of Local Match funding:
Place a checkmark in the box signifying where local matching funds for this project will be coming from and specify dollar amount.

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

**Fresno Council of Governments
2017-18 CMAQ Application
Project Submittal Assurance and Checklist**

Name of Project

Submitted by:

Agency/Organization

Check All That Apply:

<input type="checkbox"/>	Project meets CMAQ eligibility under Federal Guidelines
<input type="checkbox"/>	Sponsor will comply with California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, AB1012 (Timely Use of Funds), Buy America and any other applicable regulations.
<input type="checkbox"/>	Project can be obligated within the identified timelines
<input type="checkbox"/>	Project scope will remain the same as detailed in application
<input type="checkbox"/>	Emission calculations are attached and show positive reduction in air pollution
<input type="checkbox"/>	AB 1012 Resolution is attached, or will be provided prior to Fresno COG Board approval on May 31, 2018
<input type="checkbox"/>	If submitting a traffic signal project, attach signal warrant
<input type="checkbox"/>	Submit 13 hard copies of application for Regional Bid, two hard copies for Lifeline
<input type="checkbox"/>	Engineers estimate/quote of costs and Financial Plan is attached
<input type="checkbox"/>	Incomplete or late submittals will be considered for scoring at committee's discretion, as time allows, after scoring other projects.
<input type="checkbox"/>	If matching funds are to be provided by another agency-provide full information on financial page and have agency representative sign financial page.

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

Signed: _____

Printed Name: _____

Title: _____

Date: _____

Matching Funds Provided by:

Agency: _____

Authorized Representative: _____

Printed Name: _____

Title: _____

Date: _____

CMAQ PROJECT SUBMITTAL INSTRUCTIONS

For Regional Bid: Please submit thirteen hard copies (and one copy to be loose bound-no staples)
For Lifeline: Please submit two hard copies (and one copy to be loose bound-no staples)

Please print on two sides

No Covers

No Binders

No Ring Binders

Please Do Not Bind All Your Agency's Projects Together
(In the scoring process we group by project type not by project sponsor)

- Step #1 (Agency):** Indicate the name of your Jurisdiction or Agency.
- Step #2 (Lifeline/ Regional Bid):** Indicate whether the project is a "Lifeline" or "Regional Bid" project by checking the appropriate box.
- Step #3 (Priority #):** If submitting more than one project, the proposing agency should rank the projects in accordance with their own priorities.
- Step #4 (Category):** The proposing agency should indicate the proposed category for any Regional Bid projects. Any project submitted in the cost-effective category must include documentation that the project meets the threshold of \$45/lb. or less.
- Step #5 (Project Description):** Describe the type of project that you propose **with sufficient detail so that the Scoring Committee can understand the purpose and extent of your project.** It may be expansion of transit services to reduce air pollutant emissions (i.e. purchase clean air buses), or conversion of an abandoned right-of-way (i.e. rail line to a bicycle path) etc. Please refer to the "Eligible Projects" Section for proper descriptions.
Attach engineers estimate /quote of probable costs for project.
- Step #6 (Warrant Study):** If project is a traffic signal project, include "Warrant Study" to include level of service and traffic volumes (on each leg).
- Step #7 (Route # or Name):** List the name of the road or highway if applicable.
- Step #8 (Project Location/ Length):** Indicate the length of the facility (road, highway, bikeway, etc.) measured in miles including tenths of a mile. If postmiles are available, indicate postmile limits if applicable. Indicate the nearest cross-street at each end of the travelway. (Example: Belmont Avenue between Clovis and Temperance Avenues)
- Step #9 (Air Pollution Reduction):** Utilizing the ARB "Methods to Find the Cost-Effectiveness of

Step #10 (Cost-Effectiveness): Funding Air Quality Projects” Guidelines, you must calculate the kilograms per day of VOC, NOx, PM10 and PM2.5 pollutants that will be reduced if the project is implemented. Using this guide, you will also determine the cost-effectiveness of the project, measured in total cost per pound of pollutants reduced.

Step #11 (ADT): Average Daily Traffic Volume on a road facility, or equivalent volume levels for transit/bicycle/pedestrian facilities if applicable. Please provide source of data used.

Step #12 (Photo of Facility/Project): Although photos are optional, they are highly recommended.

Step #13 (Air Quality Screening): Please select the applicable “air quality screening” code from the attached list.[see page 30]

Step #14 (FTIP Project Title): Using a maximum of 34 characters, including spaces, propose a title for the FTIP.

Step #15 (FTIP Description): Using a maximum of 156 characters, including spaces, propose a description of work for the FTIP in the following format. [(Location:) + (Limits) + (;) + (Improvement/Activity)]

Step #16 (Project Delivery): Please program the specific work phase and dollar amount into the appropriate Fiscal Year. Project sponsor should consult the current California Consumer Price Index and adjust project dollar amount accordingly.

Please note that the MINIMUM local match for most projects is 11.47%. Agencies may provide a higher percentage match, if possible.

CODES (for Fund Type and Work Phase):

FUND TYPE:

CMAQ	Congestion Mitigation & Air Quality
Local	Local Agency Funds

WORK PHASE:

PE	Preliminary Engineering/Development
ROW	Right-of-Way Acquisition
CONST	Construction

Please specify sources and amounts of local funding.

Step #17 (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.

Step #18 (Assurance Form) Complete Assurance Form, sign, and attach to application.

Step #19 (AB 1012 Resolution) Attach AB 1012 Resolution-[must be in application packet before May 31, 2018].

Step #20 (Financial Plan)

Complete Financial Plan, sign, and attach to application.

Application Submittal Instructions:

Please submit thirteen hard copies for regional bid; or two hard copies for lifeline; and one copy to be loose bound-no staples, do not use covers, no binders, don't bundle all together, please print on two sides.

**Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
Attention: Tony Boren, Executive Director**

Application Deadline: CMAQ Regional Bid: Noon on November 30, 2017

****Please Note: Maximum of 10 Regional Bid applications per agency**

Lifeline Applications: February 5, 2018 (by Close of Business)

For further information on eligible projects, submittal of applications or other questions related to the CMAQ program, please contact Lauren Dawson at (559) 233-4148 x 217

EXAMPLE ONLY:

TRANSIT PROJECT SUBMITTAL FORM

FCRTA
Agency

Lifeline Project:

Regional Bid Project:

Priority #: 1 of 8

If Regional Bid Project, Project is Being Submitted in the Following Category (please see instructions for additional detail):

- Transit
- Cleaner Fuel Technology

- Traffic Flow Improvements
- Bicycle/Pedestrian
- PM-10 Reduction
- Miscellaneous
- Cost-Effective (\$45/lb. or less)

Project Description:

Transit Van Purchase

Purchase of 10 Compressed Natural Gas Modified Vans. To expand existing FCRTA Transit System in order to provide greater levels of service and meet the present and future transportation needs of the County. Major air quality benefits include reduction of ozone, carbon monoxide, and particulate by using "clean air vans."

Warrant Study:

N/A

Route # or Name:

N/A (FCRTA Sub-Systems)

Postmile Limits/Length:

N/A

Air Pollution Reduction:

Kilograms Per Day Reduced
 ROG = 0.37
 NOX = 0.50

Cost Effectiveness:

\$25.00/lb.

(See attached calculations)

Average Daily Traffic Volume (ADT): N/A

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

Information regarding the proposed buses is attached.

Air Quality Screening Criteria Code: 2.10

Agency

**The following information will be used directly in the development of the FTIP.
Please use care in writing the descriptions.**

**Please note if you are programming a lump sum, each project in the lump sum
must have an individual delivery schedule submitted.**

FTIP Proposed Project Title (34 Characters Max):

Purchase of 10 Compressed Natural Gas Modified Vans

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

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

Purchase of 10 Vans- 10 Compressed Natural Gas Modified Vans- FCRTA fleet expansion.

PROJECT DELIVERY SCHEDULE

<i>Fund</i>	<i>Work Phase</i>	<i>18/19</i>	<i>19/20</i>	<i>20/21</i>	<i>Total</i>
CMAQ	88.53% (typically 88.53%)				
	<i>PE</i>				
	<i>ROW</i>				
	<i>Const.</i>		917,200		917,200
	Total		917,200		917,200
Local	11.47% (most projects require minimum 11.47% match)				
	<i>PE</i>				
	<i>ROW</i>				
	<i>Const.</i>		118,900		118,900
	Total		118,900		118,900
Project Total					
	<i>PE</i>				
	<i>ROW</i>				
	<i>Const.</i>		1,036,100		1,036,100
	Total		1,036,100		1,036,100

EXAMPLE ONLY:
TRANSIT PROJECT SUBMITTAL FORM

FCRTA

Proposed Source of Local Match funding:
Place a checkmark in the box signifying where local matching funds for this project will be coming from and specify dollar amount.

LOCAL	Sales Tax	
	-- City	\$59,000 X
	-- County	
	-- Other (Transportation Development Act)	
	Gas Tax	
	-- Gas Tax (Subventions to Cities)	\$59,900 X
	-- Gas Tax (Subventions to Counties)	
	Other Local Funds	
	-- City General Funds	
	-- Street Taxes and Developer Fees	
-- Other (registration fees (AB434) and Prop 42)		
Transit		
-- Transit Fares		
-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)		
Tolls (e.g., non-state owned bridges)		
Other (e.g., RTEP)		
REGIONAL	Tolls	
	-- Bridge	
	-- Corridor	
	Regional Transit Fares/Measures	
	Regional Sales Tax "Measure C"	
	Regional Bond Revenue	
	Regional Gas Tax	
	Vehicle Registration Fees (CARB Fees, SAFE)	
	Other	
	\$118,900	

AIR QUALITY SCREENING CRITERIA

1.00 SAFETY PROGRAMS

- 1.01 Railroad/Highway Crossing
- 1.02 Hazard Elimination Program
- 1.03 Safer non Federal-aid system roads
- 1.04 Shoulder improvements
- 1.05 Increasing sight distance
- 1.06 Safety Improvement Program
- 1.07 Traffic control devices and operating assistance other than signalization projects
- 1.08 Railroad/highway crossing warning devices
- 1.09 Guardrail, median barriers, crash cushions
- 1.10 Pavement resurfacing and/or rehabilitation
- 1.11 Pavement marking demonstration
- 1.12 Emergency Relief (23 U.S.C. 125)
- 1.13 Fencing
- 1.14 Skid treatments
- 1.15 Safety roadside rest areas
- 1.16 Adding medians
- 1.17 Truck climbing lanes outside the urbanized area
- 1.18 Lighting improvements
- 1.19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- 1.20 Emergency truck pullovers

2.00 MASS TRANSIT

- 2.01 Operating assistance to transit agencies
- 2.02 Purchase of support vehicles
- 2.03 Rehabilitation of transit vehicles
- 2.04 Purchase of office, shop and operating equipment for existing facilities
- 2.05 Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)
- 2.06 Construction or renovation of power, signal, and communications systems
- 2.07 Construction of small passenger shelters and information kiosks
- 2.08 Reconstruction or renovation of transit buildings and structures
- 2.09 Rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way
- 2.10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet
- 2.11 Construction of new bus, rail storage/maintenance facilities categorically excluded (23 CFR 771)

3.00 AIR QUALITY

- 3.01 Continuation of ride-sharing and van-pooling promotion activities at current levels
- 3.02 Bicycle and pedestrian facilities

4.00 LANDSCAPING/SIGNS

- 4.01 Specific activities which do not involve or lead directly to construction
- 4.05 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- 4.06 Noise attenuation
- 4.07 Emergency or hardship advance land acquisitions [23 CFR 712.204(d)].
- 4.08 Acquisition of scenic easements
- 4.09 Plantings, landscape, etc.
- 4.10 Sign removal
- 4.11 Directional and informational signs
- 4.12 Transportation enhancement activities (excepting rehabilitation and operation of historic buildings, structures, or facilities).
- 4.13 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity increase

5.00 OTHER

- 5.01 Intersection channelization projects
- 5.02 Intersection signalization projects at individual intersections
- 5.03 Changes in vertical and horizontal alignment
- 5.04 Interchange reconfiguration projects
- 5.05 Truck size and weight inspection stations
- 5.06 Bus terminals and transfer points
- 5.07 Traffic signal synchronization

RESOLUTION SUPPORTING DELIVERY SCHEDULE

Approval of AB 1012 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 as proposed and as programmed within the Federal Transportation Improvement Program (FTIP).

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 (20-points), the local agency’s ability to deliver projects timely (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 Fresno COG prior to May 31, 2018.** The attached “Sample” Resolution has been prepared as a guide for helping prepare the required resolution(s).

***Please Note: Each Council/Board/District Resolution needs to contain a list of the projects being submitted for potential CMAQ funding.

SAMPLE COUNCIL/BOARD RESOLUTION

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

In the Matter of:

Project Delivery Schedules
For Federal Transportation Project Selection
Federal Transportation Act: FAST Act

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 Transportation Act;

WHEREAS, the (City/County/District) desires to ensure that its projects (as listed or attached) 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).

CMAQ PROGRAM SCORING COMMITTEE REPRESENTATIVES

1. San Joaquin Valley Unified Air Pollution Control District
2. Transit Agencies
3. Fresno Council of Governments
4. Caltrans
5. Fresno-Clovis Metropolitan Area
6. Eastside Cities
7. Westside Cities
8. County of Fresno

CONTACT INFORMATION

For further information on eligible projects, submittal of applications or other questions related to the CMAQ program, please contact Susan Martinez at (559) 233-4148 x 240.

Please submit thirteen hard copies for regional bid; or two hard copies for lifeline. Please print on two sides. One copy should be loose bound-no staples. Do not use covers, no binders, no ring binders.

Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
Attention: Tony Boren, Executive Director

Please submit all CMAQ Regional Bid applications by Noon, on November 30, 2017

Lifeline Applications are due April 10, 2018 by close of business