

## Attributes of TFCA Cost-Effective Projects

- Project requests a relatively low amount of TFCA funds (funding plan provides significant matching funds).

### **Additional attributes of cost-effective projects for TFCA for specific project categories:**

- For bicycle facilities:
  - Project closes a gap in an existing bike facility that results in a continuous facility for 2+ miles.
  - Project is a new Class 1 facility or a Class 2 or Class 4 facility on street with ADT >24,000.
- For vehicle trip reduction projects (First- and Last-Mile Connections/Shuttles, Ridesharing):
  - Project serves relatively large percentage of riders/participants who otherwise would have driven alone over a long distance.
  - Project provides “first- and last-mile” connection between employers and transit.
  - Service operates on a route (service and non-service miles) that is relatively short in distance.
- For pilot trip reduction projects (excluding pilot First- and Last-Mile Connections projects):
  - Project reduces single-occupancy commute-hour vehicle trips. Service operates in areas that are underserved and lack other comparable service in past three years, or significantly expands service to an existing area. If multiple transit agencies provide service in the project area, the relevant transit agencies must have been given the first right of refusal and determined that the proposed project does not conflict with existing service. If a similar service is already available in a project location, the new proposed project would be considered 70% unique if the service area expands access to at least 70% of unserved locations.
  - Service is designed to be self-sustaining or require minimal TFCA funds by the end of the project’s operational period.
  - Services connects users to mass transit.
- For vehicle-based projects:
  - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, utility vehicles). A vehicle can operate outside the Air District, but only the operation within the Air District will be counted towards the air emissions reduced.
  - Project uses the best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have 2010 or newer engines, is not a Family Emission Limit (FEL) engine, and/or have zero tailpipe emissions).
  - Project is placed into service within one year and/or significantly (minimum of 3-4 years) in advance of applicable regulatory changes (e.g., lower engine emission standards).
- For capital infrastructure improvements for trip reduction/smart growth projects:
  - Pre- project counts or studies demonstrate high usage and potential to shift mode or travel behavior that reduces emissions from motor vehicle trips. Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit.
  - Project is located along high-volume transit corridors and/or is near major activity centers such as schools, transit centers, civic or retail centers.
  - Project is associated with a multi-modal transit center, supports high-density mixed-use development or communities.

- For signal timing upgrade projects (require case-by-case approval)
  - Projects generally have an average daily traffic volume (ADT) of 20,000 or more, or an average peak hour traffic volume of 2,000 or more (both directions combined).