**TFCA PROJECT INFORMATION FORM I**

**Infrastructure Improvements for Trip Reduction**

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| **Project Sponsor:****Project Title**: **Project Contact:** |

**Eligibility**

Infrastructure Improvements for Trip Reduction (formerly Smart Growth and Traffic Calming) projects are identified as an eligible project category under Policy No. 33 of the Air District’s TFCA CPM Policies. Physical improvements that increase use of alternative modes and/or calm traffic resulting in motor vehicle emission reductions are eligible for TFCA funds, subject to the following conditions:

* The capital improvements must be identified in an approved area-specific plan, redevelopment plan, general plan or other similar plan. For transit capital projects, a transit corridor or similar transit-focused plan.
* The project must implement one or more Transportation Control Measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. (See 2017 Clean Air Plan: [*http://www.baaqmd.gov/plans-and-climate*](http://www.baaqmd.gov/plans-and-climate))
* Examples of projects that are eligible under this policy include, but are not limited to, installation of bus rapid transit infrastructure, transit signal priority, new ferry terminal stations or berths, and construction for improving pedestrian access (e.g., sidewalks, overpasses).
* If you have a capital project in mind, but are not sure if it fits under this category, please contact Alameda CTC to discuss project’s eligibility and emissions reduction benefits.
* The project is to have completed the applicable environmental clearance - or be close to completing it at the time of the application.

**Project Information**

*For all projects proposed for TFCA funding the Alameda CTC is required to evaluate emissions reductions and TFCA cost-effectiveness, based on the following information. Use the most accurate or best estimate data available and state all assumptions/ calculations*.

1. **Briefly describe the project and how it will reduce motor vehicle emissions.**

1. **Provide a link to the qualifying planning document that includes the project and note the relevant pages.**

1. **Provide the project data requested in the following tables.** *Section 1: for capital infrastructure improvement projects that are non-transit focused: sidewalks, ped-crossing, traffic calming, etc.) complete Tables 1A and 1B ; Section 2: for capital projects that directly improve transit infrastructure and/or efficiency with the intent to increase transit ridership (BRT, TSP, bus stop relocation, etc.) complete Tables 2A and 2B.*

**Section 1: Capital Infrastructure Improvements (Tables 1A and 1B)**

**Table 1A. Single Occupancy Vehicle (SOV) Trips eliminated by project** *(I.e., due to this capital project current SOV drivers will be able to use an alternative transportation mode – transit, carpool, bike, walk - to their destination, thereby reducing the number of SOV trips):*

|  |  |  |  |
| --- | --- | --- | --- |
| **Project** **Component** | **# SOV Trips reduced per day**(one-way) | **# Days Per Year** | **Avg. One-Way Trip Distance Reduced** |
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| **Additional Information:** For any assumptions were made for the data used in Table A, provide a detailed justification (e.g., the source and calculations). Include below or attach separately.      |

### **Table 1B. New SOV Trips created due to project** *(complete Table B if a portion of the above former SOV users who will shift to an alternative mode due to this project are likely to still drive part of the way to their final destination)***:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Project** **Component** | **# New Access trips per day** (one way) | **# Days Per Year** | **Avg. One-Way SOV Trip Distance Created** |
|       |       |       |       |
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| **Additional Information:** For any assumptions were made for the data used in Table B, provide a detailed justification (e.g., the source and calculations). Include below or attach separately.      |

**Section 2 - Transit Improvement projects (Tables 2A and 2B)**

Provide the requested info for each bus route benefitting from the project.

**Table 2A. Transit Vehicle Data:**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Route # | Avg. age of buses on route | Distance of bus route (1-way) | Days/yr. Route operates | Current # of runs/day (1-way) | # of runs/day added w/project | Current avg. speed of run | Estimated avg. speed w/project |
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**Table 2B. Transit Rider Data:** *Review the below notes prior to completing table*

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| --- | --- | --- | --- | --- | --- | --- |
| Rte #(same as above) | Current avg. riders/run *(See Note 1)* | # of new riders/run expected w/project | Est. # of new riders/run who previously drove alone*(See Note 2)* | Avg length of the car trips eliminated due to project*(See Note 3)* | Est. # of new SOV trips to transit due to project *(See Note 4)* | Avg length of new car trips generated to access transit *(See Note 5)* |
|       |       |       |       |       |       |       |
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**Table 2B. Notes:**

1. Ridership data (average riders per run) is to be calculated based on actual ridership for the route from the last 12 months or most recently available 12-month period.
2. The “Est. # of new riders/run who previously drove alone” cannot exceed 67% of the estimated number of new riders/run (67% = the average Single Occupancy Vehicle/SOV commute share).
3. The “average length of the car trips eliminated due to this project” is the length of the former SOV car trip (e.g., home to destination distance) before the new transit rider switched to transit. If survey data is not available for the project route(s) use the Air District’s default value of 16 miles (average commute trip distance).
4. The Air District’s default value for the “number of new car trips to access transit” is 50% of the estimated number of new riders due to this project who previously drove alone.
5. The “average length of new SOV car trips generated to access transit” includes car trips to access the transit mode immediately prior to project route. Example: A passenger used to drive to work, but now drives to BART then transfers to the project bus route. The car trip to BART is a new trip to access transit. If survey data is not available for this service use the Air District’s default value of 3 miles.

**Additional Information:** Provide the source for the following values included in the Section 2 tables, including calculations and justification for any assumptions:

* Table 2B: Estimated number of new riders/run due to project (projected ridership increase):

* Table 2B: Portion of estimated number of new riders/run due to project who previously drove alone (estimated number of eliminated SOV trips due to project):

* Tables 2A and 2B: Provide sources or any other clarifications, as needed, for other values reported: