

OPEN COMMENT PERIOD FOR TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2021

Background

The Bay Area Air Quality Management District (Air District) is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties.

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. The statutory authority for the Transportation Fund for Clean Air (TFCA) and requirements of the program are set forth in the California Health and Safety Code (HSC) Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District through the TFCA Regional Fund, and to eligible programs implemented directly by the Air District, referred as Air District-sponsored programs. Each year, the Air District's Board of Directors considers the allocation of new TFCA funds and the proposed updates to the policies. Solicitations and Call for Projects are issued following the Board's approval.

Draft TFCA Regional Fund Policies for Fiscal Year Ending (FYE) 2021

Every fiscal year since the TFCA program began in 1991, the Air District has updated the TFCA Regional Fund Policies and Evaluation Criteria. As an initial step to updating the policies for next fiscal year, the Air District is currently accepting public comments for the development of the TFCA Regional Fund Policies and Evaluation Criteria for Fiscal Year Ending (FYE) 2021 ("FYE 2021 Policies"). Based on input from stakeholders, Air District staff will prepare a final draft of the proposed FYE 2021 Policies for consideration by the Air District's Board of Directors at a meeting that is tentatively scheduled for June 2020. The adopted FYE 2021 Policies will govern the use of the TFCA funds from July 1, 2020 through June 30, 2021.

More information about TFCA Regional Fund program is available on the TFCA [Regional Fund webpage](#).

Summary of draft revisions to FYE 2020 Policies and Evaluation Criteria for FYE 2021 for public comment

- Removing the minimum requirement of number of vehicles deployed and operational requirement for On-Road Light- and Medium-Duty Zero- and Partial-Zero- Emissions Vehicles projects (policy #23).
- Removing the minimum vehicle operational requirement for On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses projects (policy #24).
- Adjusting the gross vehicle weight rating requirements for light- and medium-duty vehicles (policies #23) and heavy-duty trucks and buses projects (policies #24).
- Clarifying how TFCA Regional Funds will be evaluated and prioritized to better align with Air District priorities (regional fund evaluation criteria #2).
- Expanding the Bicycle Parking project category (policy #31) to include other bicycle parking facility project types and acceptable plans that are required for Bicycle Parking and Bikeway projects (policies #31 and #32).
- Adding Electric Vehicle Charging Infrastructure (policy #26) and Infrastructure Improvements for Trip-Reduction (policy #33) as a new Eligible Project Categories.

**TFCA REGIONAL FUND POLICIES
AND EVALUATION CRITERIA FOR FYE 2021**

The following policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 2021.

BASIC ELIGIBILITY

- Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations at the time the Air District executes the project’s funding agreement.

- TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project’s operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller).

Table 1: Maximum Cost-Effectiveness for TFCA Regional Fund Projects

Policy #	Project Category	Maximum C-E (\$/weighted ton)
22	On-Road Truck Replacements	\$90,000
23	On-Road Light- and Medium-Duty Zero- and Partial-Zero- Emissions Vehicles for Fleets	\$500,000
24	On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses	\$500,000
25	Hydrogen Stations	\$500,000
26	Electric Vehicle Charging Infrastructure	\$500,000
26 27	Reserved Vehicle Scrapping	Reserved \$50,000
28	Existing Shuttle/Feeder Bus Services	\$200,000; \$250,000 for services in CARE Areas or PDAs
29	Pilot Trip Reduction	\$500,000
30	Existing Regional Ridesharing Services	\$150,000
31	Electronic Bicycle Lockers Bicycle Parking	\$250,000
32	Bikeways	\$500,000
33	Infrastructure Improvements for Trip-Reduction	\$250,000

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Commented [A2]: This category has historically been funded as an Air District-sponsored program – the Air District is now exploring the possibility of including it in the Regional Fund and is including it here for public input. Additional information is included in policy #26.

Commented [A3]: Other types of bicycle parking have historically been funded as Air District-sponsored programs – the Air District is now exploring the possibility of expanding this policy to include these in the Regional Fund and is including it here for public input. Additional information is included in policy #31.

Commented [A4]: This is a new category being explored for FYE 2021 in response to previous comments and to better align with the HSC.

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- Consistent with Existing Plans and Programs:** All ~~projects categories~~ must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategy(ies) for achieving and maintaining State and national ozone standards; those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.

- Eligible Recipients and Authority to Apply:** Applicants must have the legal authority, as well as the financial and technical capability, to complete projects. In addition, the following conditions apply:

- Eligible Recipients:**

- i. **Public agencies** are eligible to apply for all project categories.
 - ii. **Non-public entities** are ~~only~~ eligible to apply for ~~only~~ Clean Air Vehicle Projects and advanced technology demonstrations that are permitted pursuant to HSC section 44241b(7).
- b. **Authority to Apply:** Applicants must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform these tasks by including either: 1) a signed letter of commitment from the applicant’s representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).
5. **Viable Project and Matching Funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. Unless otherwise specified in policies #22 through ~~3233~~, project applicants must ~~demonstrate~~ provide evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Unless otherwise specified in policies #22 through ~~3233~~, the maximum grant award amounts are:
- a. Each public agency may be awarded up to \$1,500,000 per calendar year; and
 - b. Each non-public entity may be awarded up to \$500,000 per calendar year.
8. **Readiness:** Unless otherwise specified in policies #22 through ~~3233~~, projects must commence by the end of calendar year ~~2020-2021~~ or within 12 months from the date of execution of the funding agreement with the Air District, whichever is later. For purposes of this policy, “commence” means a tangible preparatory action taken in connection with the project’s operation or implementation, for which the project sponsor can provide documentation of the commencement date and action performed. “Commence” includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract.
9. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through ~~3233~~, TFCA Regional Funds may be used to support up to two years of operating costs for service-based projects (i.e., Trip Reduction Projects).
10. **Project Revisions:** The Air District will consider only requests for modifications to approved projects that are within the same project categories, achieve the same or better cost-effectiveness, comply with all TFCA Regional Fund Policies, and are in compliance with all applicable federal and State laws, and Air District rules and regulations. The Air District may also approve minor modifications, such as to correct typographical mistakes in the grant agreements or to change the name of the grantees, without re-evaluating the proposed modification in light of the regulations, contracts, and other legally-binding obligations that are in effect at the time the minor modification was proposed.

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APPLICANT IN GOOD STANDING

11. **In Compliance with Air Quality Regulations:** Applicants must certify that, at the time of the application and at the time of issuance of the grant, they are in compliance with all local, State, and federal air quality regulations. Applicants who are in compliance with those laws, rules and regulations, but who have pending litigation or who have unpaid civil penalties owed to the Air District, may be eligible for funding, following a review and approval by the Air District. The Air District may terminate a grant agreement and seek reimbursement of distributed funds from ~~the a~~ project sponsor who was not eligible for funding at the time of the grant.

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12. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet contractual requirements such as project implementation milestones or monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
13. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for three (3) years from the date of the Air District’s final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed until all audit recommendations and remedies have been satisfactorily implemented.

A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of funds. A failed performance audit means an uncorrected audit finding that confirms a project was not implemented as set forth in the project funding agreement.

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Project sponsors must return funds under any of the following circumstances:

- a. The funds were expended in a manner contrary to the TFCA Regional Funds’ requirements and/or requirements of HSC Code section 44220 et seq.;
- b. The project did not result in a surplus reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan;
- c. The funds were not spent for surplus reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund;
- d. The project sponsor failed to comply with the approved project scope, as set forth in the project funding agreement.

Applicants who failed to reimburse such funds to the Air District from prior Air District funded projects will be excluded from future TFCA funding.

14. **Executed Funding Agreement:** Only a fully-executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District’s award of funds for a project. Approval of an application for the project by the Air District Board of Directors or Air District’s notices such as a transmittal letter announcing the proposed award do not constitute a final obligation on the part of the Air District to fund a project.

Applicants must sign funding agreements within 60 days from the date the agreements were transmitted to them in order to remain eligible for award of TFCA Regional Funds. Applicants may request, in writing, an extension of up to no more than 180 days from the transmittal date to sign the grant agreements. The request shall include the basis for an extended signature period. At its discretion, the Air District may authorize such an extension.

15. **Maintain Appropriate Insurance:** Project sponsors must obtain and maintain general liability insurance and additional insurance that is appropriate for its specific project type throughout the life of the project, with coverage being no less than the amounts specified in the respective funding agreement. Project sponsors shall require their subcontractors to obtain and maintain such insurance of the type and in the amounts required by the grant agreements.

INELIGIBLE PROJECTS

16. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Other planning activities may be eligible, but only if the activities are both: 1) directly related to the implementation of a specific project or program, and 2) directly contribute to the project’s emissions reductions.
17. **Cost of Developing Proposals and Grant Applications:** The costs to prepare grant applications are not eligible.

18. **Duplication:** Projects that have previously received any TFCA funds, e.g., TFCA Regional Funds or County Program Manager Funds, and that do not propose to achieve additional emission reductions are not eligible.

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USE OF TFCA FUNDS

19. **Combined Funds:** Unless otherwise specified in policies #22 through ~~3233~~, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a TFCA Regional Fund project.

20. **Administrative Costs:** Unless otherwise specified in policies #22 through ~~3233~~, TFCA Regional Funds may not be used to pay for administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant). In cases where administrative costs may be paid for by TFCA Regional Funds, they are limited to a maximum of 6.25% of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. To be eligible for reimbursement, administrative costs must be clearly identified in the project budget at the time of application and in the funding agreement between the Air District and the project sponsor.

21. **Expend Funds within Two Years:** Project sponsors must expend the grant funding within two (2) years of the effective date of their grant agreement. Applicants may request a longer period in the application, by submitting evidence that a longer period is justified to complete the project due to its unique circumstance. Project sponsors may request a longer period before the end of the agreements' second year in the event that significant progress has been made in the implementation of the project. If the Air District approves a longer period, the parties shall memorialize the approval and length of the extension formally (i.e., in writing) in the grant agreement or in an amendment to the executed grant agreement.

ELIGIBLE PROJECT CATEGORIES

To be eligible for funding from the TFCA Regional Fund, a proposed project must meet the purposes and requirements for the applicable Project Category for the particular category's type of project.

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Clean Air Vehicle Projects

22. **On-Road Truck Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA)) with new or used trucks that have an engine certified to the 2010 California Air Resources Board (CARB) emissions standards or cleaner. The existing truck(s) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction and must be scrapped after replacement.

23. **On-Road Light- and Medium- Duty Zero- and Partial-Zero-Emissions Vehicles for Fleets:** The project will help vehicle owners and operators achieve significant voluntary emission reductions by accelerating the deployment of zero- and partial-zero-emissions motorcycles, cars, and light- and medium- duty vehicles:

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~~a. Each project (fleet deployment) must consist of the purchase or lease of three or more new vehicles registered to a single owner.~~

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~~b.a. Vehicles must have a GVWR not exceeding 814,500 lbs.;~~

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~~e-b. Vehicles may be purchased or leased.~~

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~~d. Each car and truck must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 15,000 miles. All other vehicle types must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 9,000 miles;~~

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~~e-c. Eligible vehicle types include plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Vehicles must also be approved for on-road use by the CARB;~~

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~~f.d.~~ Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;

~~g.e.~~ Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;

~~h.f.~~ Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and

~~i.g.~~ The total amount of TFCA funds awarded, combined with all other grants and applicable manufacturer and local/State/federal rebates and discounts, may not exceed 90% of the project's eligible cost.

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24. **On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses:** The project will help fleet operators achieve significant voluntary emission reductions by encouraging the replacement of older, compliant trucks and buses with the cleanest available technology, and help fleet operators who are expanding their fleet to choose the cleanest available technology:

a. Each vehicle must be new and have a GVWR greater than ~~814,5000 lbs.;~~

b. Vehicles may be purchased or leased;

~~e.~~ ~~Each vehicle must be maintained and operated within the Air District's jurisdiction for a minimum of three years and 15,000 miles;~~

~~d.c.~~ ~~Eligible vehicle types include plug-in hybrid-electric, plug-in electric, and fuel cell vehicles. Eligible~~ ~~∨~~ Vehicles must also be approved by the CARB;

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~~e.d.~~ Project Sponsors may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle;

~~f.e.~~ Projects that seek to scrap and replace a vehicle may qualify for additional TFCA funding toward the purchase or lease of a new vehicle. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds;

~~g.f.~~ Vehicles that are solely powered by gasoline, natural gas, or diesel, and retrofit projects are not eligible; and

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~~h.g.~~ The total amount of TFCA funds awarded, combined with all other grants and applicable manufacturer and local/State/federal rebates and discounts, may not exceed 90% of the project's eligible cost.

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25. **Hydrogen Stations:** The project is intended to accelerate the deployment of hydrogen fueling stations. Funding may be used for the purchase and installation of equipment for new dispensing facilities and for upgrades and improvements that expand access to existing refueling sites. The following additional conditions must also be met:

a. Stations must be located within the Air District's jurisdiction and be available and accessible to the public;

b. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and approved by the local/State authority; and

c. Each station must be maintained and operated for a minimum of three years.

d. TFCA funding may not be used to pay for fuel or on-going operations and maintenance costs.

e. TFCA funding is limited to 25% of the total eligible project cost and may not exceed a maximum award amount of \$250,000 per station.

f. Stations must have received a passing score and/or received approval for funding from a State or federal agency.

26. **Electric Vehicle Charging Infrastructure:** The project is intended to accelerate the adoption of zero-emissions vehicles through the deployment of new electric vehicle charging stations:

- a. Each station must be maintained and operated for a minimum of three years;
- b. Project equipment must be certified by Underwriters Laboratories, Inc. or equivalent safety standard;
- c. TFCA funding may not be used to pay for on-going operations and maintenance costs.

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26.27. **Reserved-Vehicle Scrapping:** The project is intended to accelerate the removal of highly polluting vehicles from Bay Area roads. Funding will be provided to owners of on-road motor vehicles who voluntarily scrap vehicles that meet the following requirements:

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- a. Vehicles must be roadworthy and pass an inspection by the Air District or its designee.
- b. Vehicles must be currently registered with the DMV to an address within the Air District’s jurisdiction and have had continuous registration to the same owner for a minimum of two years.
- c. Vehicles are not eligible for funding from other Air District programs or other public agencies.

Trip Reduction Projects

27.28. **Existing Shuttle/Feeder Bus Services:** The project will reduce/reduces single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more definable commercial hubs or employment centers:

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- a. The service must provide direct service connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location;
- b. The service’s schedule must be coordinated to have a timely connection with the corresponding mass transit service;
- c. The service must be available for use by all members of the public;
- d. TFCA Regional Funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, “comparable service” means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed “comparable” to an existing service if the passengers’ proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service’s travel time to the proposed destination;
- e. **Reserved.**
- f. TFCA Regional Funds may be used to fund services only during commuter peak-hours, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM;
- g. Matching funds must be provided to cover at least 10% of the total project cost and must include only direct operational costs. Administrative costs are not eligible for use as matching funds. For shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages and fuel) of the project;
- h. Project Sponsors must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency;
- i. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provides service in the area of the proposed route, certifying that the service does not conflict with existing service; and

- j. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

28.29. Pilot Trip Reduction: The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project’s operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation:

- a. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
 - b. The proposed service must be available for use by all members of the public;
 - c. Applicants must provide a written plan documenting steps that would be taken to ensure that the project will be financially self-sustaining or require minimal public funds to maintain its operation by the end of the third year;
 - d. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
 - e. Applicants must provide data and/or other evidence demonstrating the public’s need for the service, including a demand assessment survey and letters of support from potential users;
- Pilot trip reduction projects that propose to provide shuttle/feeder bus and ridesharing service projects must comply with all applicable requirements in policies #28 and #30

29.30. Existing Regional Ridesharing Services: The project will provide carpool, vanpool, and other rideshare services. For TFCA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least five counties within Air District’s jurisdiction, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.

If a project includes ride-matching services, *only* ride-matches that are not already included in the Metropolitan Transportation Commission’s (MTC) regional ridesharing program are eligible for TFCA Regional Funds. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Applications for projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the project sponsor are not eligible.

Bicycle Projects

30.31. Electronic Bicycle Lockers/Bicycle Parking: The project will expand the public’s access to new ~~electronic bicycle lockers parking~~ facilities. The project must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), or the Metropolitan Transportation MTC Commission’s Regional Bicycle Plan, or other similar plan, and must serve a major activity center (e.g. transit station, office building, or school). The ~~electronic bicycle lockers bicycle parking~~ facility must be publicly accessible and available for use by all members of the public.

TFCA Regional Funds may not be used to pay for costs ~~related to for~~ maintenance, repairs, upgrades, rehabilitation, operations, and/or project administration.

~~The maximum award amount is based on the number of lockers, at the rate of \$2,500 per locker, for example, a quad contains four lockers and would be eligible for a maximum award amount of \$10,000.~~

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Commented [A29]: Revision for clarity – these projects are administered as Trip Reduction.

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Monies expended by the Project Sponsor to maintain, repair, upgrade, rehabilitate, or operate ~~the electronic lockers-bicycle parking facilities~~ are not eligible for use as matching funds.

~~31.~~**32. Bikeways:** The project will construct and/or install bikeways that are included in an adopted countywide bicycle plan, ~~Congestion Management Plan (CMP)~~, countywide transportation plan (CTP), city general plan or area-specific plan, ~~or the Metropolitan Transportation Commission MTC's Regional Bicycle Plan, or other similar plan.~~ To be eligible for funding, the purpose of bikeways that are included in an adopted city general plan or area-specific plan must be to reduce motor vehicle emissions or traffic congestion. Projects must have completed all applicable State and federal environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement.

All bikeway projects must, where applicable, be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014.

Projects must reduce vehicle trips made for utilitarian purposes (e.g., work or school commuting) and cannot be used exclusively for recreational use. Projects must also meet at least one of the following conditions:

- a. Be located within one-half mile biking distance from the closer of a public transit station/stop (e.g., local, county- wide or regional transit stops/stations/terminals) or a bike share station;
- b. Be located within one-half mile biking distance from a major activity center that serves at least 2,500 people per day (e.g., employment centers, schools, business districts);
- c. Be located within one-half mile biking distance from three activity centers (e.g., employment centers, schools, business districts).

Projects are limited to the following types of bikeways:

- a. Class I Bikeway (Bike Path), new or upgrade improvement from Class II or Class III bikeway;
- b. New Class II Bikeway (Bike Lane);
- c. New Class III Bikeway (Bike Route); or
- d. Class IV Bikeway (Separated Bikeway), new or upgrade improvement from Class II or Class III bikeway.

33. Infrastructure Improvements for Trip-Reduction: The project will expand the public's access to alternative transportation modes through the design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

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Commented [A38]: New category being explored for FYE 2021 in response to previous comments and to better align with HSC

REGIONAL FUND EVALUATION CRITERIA:

Applications may be reviewed on either a first-come, first-served basis or a competitive basis. Projects will be evaluated using the criteria listed below.

1. Eligible projects will be evaluated based on cost-effectiveness and conformity to additional specific requirements discussed in the adopted policies and project-specific solicitation guidance.
1. Applications will also be evaluated using the evaluation process listed in Table 2:

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Table 2: Evaluation Process by Project Category

Policy #	Project Category	Evaluation Process
22	On-Road Truck Replacements	Applications will be reviewed on a first-come, first-served basis, and funding amounts for eligible projects will be determined based on a project's cost-effectiveness and conformity to their respective project specific Policy requirements.
23	Light and Medium Duty Zero and Partial Zero-Emissions Vehicles for Fleets	
24	On-Road Heavy Duty Zero and Partial Zero-Emissions Trucks and Buses	
25	Hydrogen Stations	Applications will be reviewed after the submittal deadline and eligible projects will be ranked based on their cost-effectiveness score and conformity to Policy #25.
26	Vehicle Scrapping	Applications will be reviewed on a first-come, first-served basis and eligible projects will be recommended for funding until funding has been depleted.
27	Reserved	Reserved
28	Existing Shuttle/Feeder Bus Services	Applications will may be reviewed on either a first-come, first-served basis or a competitive basis after the submittal deadline. Eligible projects will be evaluated based on their cost-effectiveness score and conformity to their respective project specific Policy requirements. In the case of a competitive solicitation, projects will also be ranked based on their potential to expand access to 1 st and last mile connections to regional or county wide transit stops/stations/terminals (e.g., BART, Caltrain, Capitol Corridor, ferry terminals) and bike share stations.
29	Pilot Trip Reduction	
30	Existing Regional Ridesharing Services	
31	Electronic Bicycle Lockers	Applications will be reviewed on a first-come, first-served basis and eligible projects will be recommended for funding until funding has been depleted.

32	Bikeways	Applications may be reviewed on either a first-come, first-served basis or a competitive basis after the submittal deadline. Eligible projects will be evaluated based on their cost-effectiveness score and conformity to Policy #32. In the case of a competitive solicitation, projects will also be ranked based on their potential to expand access to 1 st and last-mile connections to regional or county-wide transit stops/stations/terminals (e.g., BART, Caltrain, Capitol Corridor, ferry terminals) and bike share stations.
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23. TFCRA Regional Funds will be prioritized for projects that meet one or more of the following criteria:

- a. Projects in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program and other communities identified through the AB 617 process; and
- b. Projects in Priority Development Areas (PDAs).

Commented [A40]: Revision to better align with Air District priorities