

SECTION 11
PROGRAMMING/ALLOCATION GUIDELINES FOR
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
COUNTY PROGRAM MANAGER FUND PROGRAM

PROGRAM SUMMARY

The Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund is funding made available by the Bay Area Air Quality Management District (Air District) from revenue that is generated by a regional four dollar vehicle registration fee.

TFCA funded projects are to result in the reduction of motor vehicle emissions and achieve “surplus” emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and vehicle trip reduction programs. As the designated TFCA CPM for Alameda County, the Alameda CTC is responsible for programming 40 percent (40%) of the four dollar (\$4) vehicle registration fee that is collected in Alameda County for this program.

TFCA funds shall be expended in accordance with the requirements of the Air District’s current TFCA CPM Policies, the Air District’s adopted county expenditure plans and the provisions set forth in the annual Master Funding Agreement between the Alameda CTC and the Air District. Project and grant specific requirements related to the expenditure and reimbursement of TFCA funds allocated as part of the Alameda CTC’s TFCA CPM Program shall be included in the project-specific funding agreements between the Alameda CTC and TFCA funding recipients.

FUND SOURCE

Transportation Fund for Clean Air

Pursuant to the 1988 California Clean Air Act, the Air District is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with state and federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to four dollars (\$4) per vehicle per year, for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40 percent (40%)

of the revenue to an overall program manager in each county. The overall program manager must be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area that are designated as AB 434 program managers “shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute).” The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 also adds a requirement that designated county program managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate TFCA funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant TCMs and/or MSMs in the Air District’s most recently approved CAP , and 4) are not planning or technical studies.

PROGRAMMING AND ALLOCATION PRIORITIES

The Air District annually adopts policies for the TFCA CPM Fund. The current Air District policies further define eligible projects and establish criteria for calculating emissions reductions (i.e., TFCA cost-effectiveness), as available here: http://www.alamedactc.org/app_pages/view/19025. Projects that are authorized by HSC Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District’s current TFCA policies are subject to Air District approval on a case-by-case basis.

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between the Alameda CTC and the project sponsor.

General Program Structure

As the designated CPM for Alameda County, the Alameda CTC is allocated 40 percent (40%) of the funds collected in Alameda County. The Air District will advance these funds to the Alameda CTC in biannual installments each fiscal year. The Alameda CTC must program the TFCA revenue received each year within the Air District’s allowable time period. Any unallocated funds may be reallocated by the Air District. The Alameda CTC will prepare an annual TFCA fund estimate as follows:

- A maximum of five percent (5%) of the annual revenue will be used directly by the Alameda CTC for program implementation and administration.
- The remaining 95 percent (95%) of funds will be distributed as follows:

- 70 percent (70%) of the remaining funds will be included in a fund estimate for allocation to the cities/county based on population:
 - A minimum of \$10,000 to each jurisdiction.
 - City population will be updated annually based on the State Department of Finance (DOF) estimates.
 - The Alameda CTC may choose to roll over a city or the county's annual 70 percent (70%) allocation for programming in a future year.
 - The Alameda CTC may also borrow against the rolled over allocations in order to program all available revenues.
 - Relinquished funds from a city's or the county's completed projects are made available to the same jurisdiction. These funds are tracked through the annual fund estimate and will be reprogrammed to future projects.
 - The Alameda CTC may also program against future TFCA revenue for projects that are larger than the annual funds available.
- The remaining 30 percent (30%) of funds are to be programmed to transit-related projects on a discretionary basis:
 - Projects competing for the 30 percent (30%) discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project.
 - Project prioritization may consider the TFCA cost-effectiveness evaluation, the emissions reductions per total project dollar invested for the project and the matching funds provided by the project sponsor.
 - Relinquished funds from completed discretionary projects are returned to the 30 percent (30%) share of revenue (not the same jurisdiction) for reprogramming to future projects.
 - The Alameda CTC may also program against future TFCA revenue for transit-related projects that are larger than the annual funds available.

ELIGIBLE PROJECTS

Consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241, projects eligible for TFCA funds include:

- Implementation of rideshare programs;
- Purchase or lease of clean fuel buses for school districts and transit operators;
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets";
- Implementation of rail-bus integration and regional transit information systems;
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges and public transit;

- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter, engine repowers (subject to Air District approval on a case-by-case basis), engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
- Implementation of smoking vehicles program;
- Implementation of an automobile buy-back scrappage program operated by a governmental agency;
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
- Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

INELIGIBLE PROJECTS

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project;
- Routine maintenance;
- The purchase of personal computing equipment for an individual's home use;
- Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively for the grantee's employees; or
- Costs of developing TFCA grant applications.

OTHER REQUIREMENTS

TFCA Cost Effectiveness

The Air District requires the evaluation of projects proposed for and completed with TFCA funding for TFCA cost-effectiveness. The Alameda CTC will measure cost-effectiveness based on the ratio of the TFCA cost divided by the sum total tons of emissions (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller "PM10") that are estimated to be reduced by the project. For the purpose of calculating the TFCA cost-effectiveness, the TFCA project cost is the sum of the requested TFCA CPM Funds and any secured TFCA Regional Funds. Air District-generated forms are used to calculate a cost effectiveness result of \$ TFCA/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, that is equal to or less than either: 1) the standard threshold of \$90,000 of TFCA funds per ton of total ROG, NOx and weighted PM10 emissions reduced (\$/ton), or 2) another threshold as identified in the current Air District Policies for the project type. Project sponsors are required to provide the Alameda CTC with the data necessary to evaluate projects for TFCA cost-effectiveness. This may include, but is not limited to, transit

ridership, bicycle counts, verifiable survey data, vehicle data and results from comparable projects.

Attributes of Cost-Effective TFCA Projects

The following list includes the project attributes typically associated with successful candidate projects for TFCA funding:

- Project purchases or provides service using best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have 2010 and newer engines, is not a Family Emission Limit (FEL) engine, and/or have zero tailpipe emissions).
- Project is delivered or placed into service within one year and/or significantly in advance of regulatory changes (e.g., lower engine emission standards.).
- Project requests relatively low amount of TFCA funds; Grantee provides significant matching funds.
- Project is associated with a multi-modal transit center, supports high-density mixed-use development or communities.
- For vehicle trip reduction projects (e.g., bike facilities, shuttle/feeder bus service and ridesharing projects):
 - Project provides service to relatively large percent of riders/participants that otherwise would have driven alone over a long distance.
 - Project provides “first and last mile” connection to between employers and transit.
 - Service travels relatively short distances between start and end point/ and has relatively low mileage and a minimal amount of non-service miles. Shuttle operates on a route (service and non-service miles) that is relatively short in distance.
- For vehicle-based projects:
 - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, and utility vehicles).
- For arterial management and smart growth projects:
 - Pre- and post-project counts demonstrate high usage and a potential to affect mode or behavior shift that reduces emissions.
 - 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.

TFCA Expenditure Period

TFCA funding is subject to a TFCA expenditure period. In general, the Air District TFCA CPM Policies allow for a two-year expenditure period unless a longer expenditure period is established at the time of programming. For projects that provide a service, such as ridesharing

programs and shuttle/feeder bus projects, the TFCA grant period is limited to not more than two (2) years, except for bike share projects, which have a TFCA grant period of up to five (5) years. To receive TFCA funding in subsequent funding cycles, all operations projects must be re-evaluated for TFCA cost effectiveness based on the most current project data. The Alameda CTC may approve no more than two one-year extensions to the TFCA expenditure period. Subsequent extensions can only be given on a case-by-case basis by the Air District.