

Attributes of Cost-Effective Projects

For **ALL** projects:

- √ Project requests relatively low amounts of TFCA funds (Project Sponsor provides significant matching funds).
- √ Projects must demonstrate project-specific cost-effectiveness based on the Air District's guidance on maximum project Years of Effectiveness and cost-effectiveness calculation.

For **Clean Air Vehicle** projects:

- √ Project uses the best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, 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 in advance of regulatory changes (e.g., lower engine emission standards).
- √ 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.

For **Trip Reduction**, service projects:

- √ Project serves relatively large percentage of riders/participants who otherwise would have driven alone over a long distance.
- √ Service operates on a route (service and non-service miles) that connects users to mass transit, is relatively short in distance, and reduces single-occupancy commute-hour vehicle trips. For example, service provides "first- and last-mile" connection between employers and transit.
- √ Service is designed to be self-sustaining or require minimal TFCA funds by the end of the project's Operational Period.

For **Trip Reduction**, infrastructure projects:

- √ Trips are utilitarian and not recreational as recreational trips do not reduce vehicle emissions.
- √ Project is located along high-volume transit corridors and/or is near major activity centers such as schools, transit centers, civic or retail centers or is associated with a multi-modal transit center, supports high-density mixed-use development or communities.
- √ Project does not induce travel demand through roadway widening, intersection widening, and roadway capacity expansion.
- √ Pre- and post-project counts demonstrate high usage and potential to shift mode or travel behavior that reduces emissions.
- √ Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit. For example:

For Bicycle Facility Projects:

- Project closes a gap in an existing bike facility that results in a continuous facility for 2+ miles.
- Project provides a new Class 1, Class 2, or Class 4 facility on street with ADT >24,000.

For Arterial Management (Signal Timing) Projects (require case-by-case approval):

- Project is located on street with ADT of 20,000 or more, or an average peak hour traffic volume of 2,000 or more (both directions combined).