

TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FY ~~2009/2010~~2010/2011

The following policies apply to the Transportation Fund for Clean Air (TFCA) Regional Fund.

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 for FY ~~2009~~2010/11.

Projects must achieve surplus emission reductions, that is, beyond what is currently required through regulations, contracts, or other legally binding obligations at the time the Air District Board of Directors approves a funding allocation and at the time of the execution of a funding agreement.

- TFCA Cost-Effectiveness and Minimum Score:** ~~Unless otherwise noted below, P~~ projects must meet a cost-effectiveness (C-E) of ~~\$90,000 per ton levels and minimum scores established by the Air District's Board of Directors.~~ Cost-effectiveness is based on the ratio of TFCA funds awarded divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter 10 microns in diameter and smaller (PM₁₀) reduced (\$/ton).

Certain project categories further specify the eligible funding amount per item (for example, \$/vehicle) which is based on the cost-effectiveness levels below.

~~Cost effectiveness levels are limited to the amounts set forth below.~~

Project Type <u>Project Type</u>	Policy # <u>Policy #</u>	C-E Level Maximum (\$/weighted ton) <u>C-E level maximum (\$/weighted ton)</u>
Alternative Fuel Light Duty Vehicles <u>Reserved</u>	21	\$90,000
Alternative Fuel Heavy Duty Service Vehicles (Low-mileage utility trucks in idling service)	22	\$90,000
Alternative Fuel Heavy Duty Vehicles	23	\$90,000
Alternative Fuel Bus Replacements	24	\$90,000
Alternative Fuel Infrastructure	25	\$90,000
Advanced Technology Demonstration	26	\$500,000
Shuttle/Feeder Bus Service—Existing	27	\$90,000
Shuttle/Feeder Bus Service—Pilot	27 <u>27</u>	\$125,000
Regional Ridesharing	28	\$90,000
<u>Bicycle Facility- Bicycle Lanes and Paths</u>	<u>29</u>	<u>See policy 29 for award amounts</u>
<u>Bicycle Facility –Bicycle Lockers/Racks</u>	<u>30</u>	<u>See policy 30 for award amounts</u>

~~a. Minimum Score: In addition, applicants must earn at least 60 percent of available points based upon the project evaluation and scoring criteria listed in the Board approved Regional Fund Evaluation Criteria.~~

- Consistent with Existing Plans and Programs:** ~~With the exception of Clean Air Vehicle Projects and Advanced Technology Demonstration Projects, a~~ All other project categories must comply with the transportation control measures and mobile source measures included in the Air District's most recently

approved strategy(ies) for State and national ozone standards and, when applicable, with other adopted State, regional, and local plans and programs.

4. **Eligible Recipients and Authority to Apply:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing.
 - a. **Eligible Recipients:**
 - i. **Public agencies** are eligible to apply for all project categories.
 - ii. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle projects, and advanced technology demonstrations, as described in HSC section 44241(b)7.
 - b. **Authority to Apply:** Applications must include either: 1) a signed letter of commitment from an individual with authority to enter into a funding agreement and carry out the project (e.g., Chief Executive or Financial Officer, Executive Director, City Manager, etc.), or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, Board of Directors, etc.) authorizing the submittal of the application and identifying the individual authorized to submit and carry out the project.
5. **Viable Project and Matching Funds:** Unless otherwise specified in the project category policies below, ~~applications of \$150,000 or less do not require matching funds. Applications requesting greater than \$150,000 must~~ applications must provide matching funds from a non-Air District source, which equal or exceed at least 10% of the total project cost.

Applications must identify sufficient resources to complete the respective project. The project sponsor shall not enter into a TFCA Regional Fund funding agreement until all non-Air District funding has been approved and secured.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Maximum award per calendar year:
 - a. **Each public agency** may be awarded up to \$1,500,000, and
 - b. **Each non-public entity** may be awarded up to \$500,000.
8. **Readiness:** Projects must commence in calendar year ~~2010~~2011 or sooner. For purposes of this policy, “commence” means to receive delivery of vehicles, equipment, services, or to award a construction contract.
9. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years.
10. **Project Revisions:** Project revisions initiated by the project sponsor which significantly change the project before the allocation of funds by the Air District Board of Directors may not be accepted. Following Air District Board of Directors allocation of funds for a project, an applicant may request revisions to that project that the applicant deems necessary or advisable, based on information the applicant received after the Board’s allocation of funding. The Air District will consider only requests that are based on new information, are within the same eligible project category, and meet the same cost-effectiveness.

APPLICANT IN GOOD STANDING

11. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet project implementation milestones or who have failed to fulfill 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.

12. **Failed Audit:** 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 five (5) years. Additionally, project sponsors with open projects will not be reimbursed for those projects 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 that a project was not implemented as set forth in the project funding agreement.
13. **Signed 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. The Air District Board of Directors approval of an application does not constitute a final obligation on the part of the Air District to fund a project.

Project sponsors must sign a funding agreement within 60 days from the date it has been transmitted to them in order to remain eligible for award of TFCA funds. The Air District may authorize an extension of up to a total period of 120 days from the transmittal because of circumstances beyond project sponsor's reasonable control and at the Air District's discretion.

Project sponsors who failed to return a funding agreement from a previous funding cycle are not eligible to apply for a 12-month period.

14. **Insurance:** Each project sponsor must maintain general liability insurance and such additional insurance that is appropriate for specific projects, with coverage amounts specified in the respective funding agreements.

INELIGIBLE PROJECTS

15. **Planning Activities:** Feasibility studies are not eligible for funding, nor are projects that only involve planning activities and that do not include an implementation phase. In addition, land-use projects (i.e., Smart Growth, Traffic Calming, and Arterial Management) that have not completed the Preliminary Design phase are not eligible.
16. **Cost of Developing Proposals and Grant Applications:** The costs to develop proposals or prepare applications are not eligible for TFCA funding.
17. **Duplication:** Projects that have previously received TFCA funds and therefore do not achieve additional emission reductions are not eligible.

~~Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.~~

USE OF TFCA FUNDS

18. **Combined Funds:** TFCA County Program Manager Funds **may not** be combined with TFCA Regional Funds. ~~for the funding of an eligible project. For the purpose of calculating the TFCA cost effectiveness (Regional Fund Evaluation Criterion #1), the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.~~
19. **Administrative Costs:** Administrative costs (i.e., the costs associated with administering a TFCA grant) are limited to a maximum of five percent (5%) of total TFCA funds expended on a project. To be eligible for reimbursement, administrative costs must be clearly identified in the application project budget and in the funding agreement between the Air District and the project sponsor.

20. **Expend Funds within Two Years:** Project sponsors must expend the awarded funds within two (2) years of the effective date of the funding agreement, unless a longer period is formally (i.e., in writing) approved in advance by the Air District in a funding agreement or as an amendment to the funding agreement.

ELIGIBLE PROJECT CATEGORIES:

CLEAN AIR VEHICLE PROJECTS

21. ~~Alternative Fuel Light-Duty Vehicles:~~ [Reserved](#)
22. ~~Alternative Fuel Heavy-Duty Service Vehicles (Low-mileage utility trucks in idling service):~~ [Reserved](#)
23. ~~Alternative Fuel Heavy-Duty Vehicles (high-mileage):~~ [Reserved](#)
24. ~~Alternative Fuel Buses:~~ [Reserved](#)
25. ~~Alternative Fuel Infrastructure:~~ [Reserved](#)
26. ~~Advanced Technology Demonstration Projects:~~ [Reserved](#)

SHUTTLE/FEEDER BUS SERVICE PROJECTS

27. **Shuttle/Feeder Bus Service:** Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route to or from a rail station, airport, or ferry terminal. To be eligible, shuttle/feeder bus service schedules must be coordinated with connecting rail or ferry schedules.

Shuttle/feeder bus service applicants must either: a) be a public transit agency or, b) submit documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

All vehicles used in shuttle/feeder bus service must meet the applicable CARB standards for public transit fleets use one of the following types of shuttle/feeder bus vehicles:

- a. an alternative fuel vehicle (e.g. ~~CNG~~[compressed natural gas](#), liquefied natural gas, propane, electric);
- b. a hybrid-electric vehicle;
- c. a post-1997 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit);
or
- d. a post-1989 gasoline-fueled vehicle.

Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of \$125,000/ton during the first two years of operation (see Policy #2). ~~A Pilot project~~[s are defined as is a new defined routes](#) that ~~are~~[is](#) at least 70% unique and ~~have~~[has](#) not ~~been in operation in the past five years~~[previously been funded through TFCA](#).

[Pilot shuttle/feeder project](#) ~~A~~[Applicants](#) must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

RIDESHARING PROJECTS

28. **Regional Ridesharing Projects:** For TFCA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least three Bay Area counties. Applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor are not eligible. [Ride matching services must be coordinated with Metropolitan Transportation Commission's regional ridesharing program.](#)

BICYCLE FACILITY PROJECTS

29. ~~Reserved~~ Bikeways – Paths Lanes & Routes

Bikeway projects include new:

- Class I Bicycle Paths: provide a separated right of way for the exclusive use of bicycles and pedestrians, in which motorized vehicles are prohibited and crossings by pedestrians and automobiles are minimized.
- Class II Bicycle Lanes: paved, on-road bikeways that separate bicyclists from vehicle traffic by a striped lane dedicated for one-way bicycle travel. Grant funding amounts for Continuous Construction and Standard Class-2 Bicycle Lanes may not be combined for the same segment.
 - Class-2 Bicycle Lane (Continuous Construction) – must entail physical improvements (e.g., non-maintenance paving or the widening of a roadway shoulder) continuously over the length of the segment.
 - Class-2 Bicycle Lane (Standard) –includes project elements other than Continuous Construction, such as striping, marking and loop detectors.
- Class III Bicycle Routs: indicate a preferred route for bicycle travel that is shared with motor vehicles. They follow roadways where traffic is relatively light and potential conflicts between bicycles and vehicles can be minimized. Street markings, traffic calming devices and barriers are eligible elements of a Class III project.

Project-specific requirements:

Projects must be included in an adopted countywide bicycle plan, Congestion Management Program (CMP), or the Metropolitan Transportation Commission’s Regional Bicycle Plan.

Projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

Bikeway projects must:

- a. Reduce vehicle trips made for utilitarian purposes (e.g., work or school commuting), and
- b. Be one of the following:
 - Within one-half mile of at least three major activity centers (e.g., transit stations, office complexes, schools), or
 - Provide a gap closure (e.g., a bridge over a roadway) in, or an extension to, an existing bicycle network that already services three major activity centers. The new segment must be within three contiguous bikeway miles of the requisite activity centers. Gap closure projects may apply for TFCA funding under the Smart Growth project type as well.

Pre and post-project bicycle counts must be conducted and reported for bikeways projects that are awarded more then \$100,000, in TFCA funds.

Maximum grant amounts listed below are based on bikeways going in two directions on a roadway; a bikeway going in a single direction would qualify for only one-half the stated amount*.

Maximum grant award amounts per project type:

<u>Project Type</u>	<u>Maximum \$ per Two-Way Segment*</u>
<u>Class-1 Bicycle Path</u>	<u>\$115,000 per mile of path</u>
<u>Class-2 Bicycle Lane – Continuous Construction</u>	<u>\$ 85,000 per mile of roadway</u>
<u>Class-2 Bicycle Lane – Standard</u>	<u>\$ 30,000 per mile of roadway</u>
<u>Class-3 Bicycle Route</u>	<u>\$ 15,000 per mile of route</u>

30. ~~Reserved.~~ Bicycle Parking

Bicycle Parking projects include new:

- Bicycle racks (including those on streets, sidewalks, vehicles and vessels);
- Electronic and mechanical (including retrofit from mechanical to electronic) bicycle lockers; and
- Secure bicycle parking (including bicycle cages and parking stations).

Project-specific requirements:

Projects must be included in an adopted countywide bicycle plan, Congestion Management Program (CMP), or the Metropolitan Transportation Commission’s Regional Bicycle Plan.

Specific locations for racks and lockers must be identified in applications for funding.

Stationary bicycle parking projects (including racks, lockers, cages, and parking stations) must be located at a major activity center (e.g., transit station, shopping center, office building, or school).

User data must be collected and reported for electronic bicycle locker projects that are awarded more than \$25,000, in TFCA funds.

Maximum grant award amounts per project type:

<u>Project Type</u>	<u>Maximum \$ per Unit</u>
<u>Bicycle Locker(s) – Electronic</u>	<u>\$ 2,500 per locker</u>
<u>Bicycle Locker(s) – Retrofit mechanical to electronic</u>	<u>\$ 650 per retrofit kit</u>
<u>Bicycle Locker(s) – Mechanical</u>	<u>\$ 900 per locker</u>
<u>Bicycle Rack(s)</u>	<u>\$ 60 per bicycle accommodated</u>
<u>Bicycle Rack(s) on Vehicles</u>	<u>\$ 750 per rack</u>
<u>Secure Bicycle Parking</u>	<u>\$ 130 per bicycle accommodated</u>

REGIONAL FUND EVALUATION CRITERIA

Grant applications must comply with the TFCA Regional Fund Policies, and also are evaluated based on six criteria.

Both public agencies and non-public entities are eligible to receive points under Criteria 1, 2, 3, 5, and 6. Only public agencies are eligible to receive points under Criterion 4. Clean air vehicle projects covered by Policies 21–24 are not eligible for points under Criterion 6. An applicant must achieve a minimum percentage of 60% of available points to be eligible for consideration for funding. Projects will be ranked by calculating the percentage of total eligible points scored in descending order. In the event that two or more projects achieve an equal score, the project with the best TFCA cost effectiveness will receive a higher ranking.

Available TFCA Regional Funds will be allocated to projects beginning with the highest ranking project and proceeding in sequence to lower ranking projects. If the TFCA Regional Fund is oversubscribed, the point where the next ranked eligible project cannot be fully funded defines the cut-off point for the funding cycle, i.e., all projects above this point will be funded. If the Regional Fund is undersubscribed, any remaining funds are generally allocated to projects in the subsequent funding cycle. By mutual consent of the project sponsor and the Air District, grant awards may be reduced from the amount requested in the original application.

FY 2009/2010/2010/2011 TFCA Regional Fund Scoring Criteria^[D11]

Criteria	Maximum Points
1. TFCA Funding Effectiveness	60
2. Greenhouse Gas Emission Reductions	10
3. Other Project Attributes	5
4. Clean Air Policies and Programs*	10
5. Sensitive and PM Impacted Communities	--
—A. General	10
—B. Highly Impacted Communities	High priority**
6. Priority Development Areas***	5
Total	100

* Only public agencies eligible to receive points. ** High priority is defined per Criterion 5 below.

*** Not available to vehicle projects covered by Policies 21–24.

DISCUSSION

Criterion 1: TFCA Funding Effectiveness (maximum 60 points)

Measures the cost effectiveness (C/E) of a project in reducing air pollutant emissions. Generally, applications that include higher rates of matching funds will score better than those that request higher percentage of TFCA funding. TFCA funds budgeted for the project (TFCA Regional Funds and TFCA County Program Manager Funds combined) will be divided by the estimated lifetime emission reductions for the project. The estimated lifetime emission reductions are the sum of reactive organic gases, oxides of nitrogen, and weighted particulate matter (PM)[†] that will be reduced over the life of the project. Air District staff will determine the estimated emission reductions and TFCA funding effectiveness for the project.

[†] PM emissions include tailpipe PM, as well as brake particles, tire particles and re-entrained road dust. Consistent with California Air Resources Board methodology to calculate PM emission reductions for the Carl Moyer Program, weighted PM emissions will be calculated by adding the tailpipe PM multiplied by a factor of 20, plus the sum of tire, brake, and road dust PM.

The point scales for awarding points for this criterion are presented below:

For projects that must achieve a C-E threshold of \$90,000/ton:

TFCA \$/Ton		Points	TFCA \$/Ton		Points
\$0	\$19,999	60	\$56,000	\$57,999	53
\$20,000	\$21,999	60	\$58,000	\$59,999	52.5
\$22,000	\$23,999	60	\$60,000	\$61,999	52
\$24,000	\$25,999	59.75	\$62,000	\$63,999	51.5
\$26,000	\$27,999	59.5	\$64,000	\$65,999	51
\$28,000	\$29,999	59.25	\$66,000	\$67,999	50.5
\$30,000	\$31,999	59	\$68,000	\$69,999	50
\$32,000	\$33,999	58.75	\$70,000	\$71,999	49.5
\$34,000	\$35,999	58.5	\$72,000	\$73,999	49
\$36,000	\$37,999	58	\$74,000	\$75,999	48.5
\$38,000	\$39,999	57.5	\$76,000	\$77,999	48
\$40,000	\$41,999	57	\$78,000	\$79,999	47.5
\$42,000	\$43,999	56.5	\$80,000	\$81,999	47
\$44,000	\$45,999	56	\$82,000	\$83,999	46.5
\$46,000	\$47,999	55.5	\$84,000	\$85,999	46
\$48,000	\$49,999	55	\$86,000	\$87,999	45.5
\$50,000	\$51,999	54.5	\$88,000	\$89,999	45
\$52,000	\$53,999	54	\$90,000	and above	0
\$54,000	\$55,999	53.5			

For projects that must achieve a C-E threshold of \$125,000/ton (Pilot Shuttles):

TFCA \$/Ton		Points	TFCA \$/Ton		Points
\$0	\$19,999	60	\$74,000	\$76,999	53
\$20,000	\$22,999	60	\$77,000	\$79,999	52.5
\$23,000	\$25,999	60	\$80,000	\$82,999	52
\$26,000	\$28,999	59.75	\$83,000	\$85,999	51.5
\$29,000	\$31,999	59.5	\$86,000	\$88,999	51
\$32,000	\$34,999	59.25	\$89,000	\$91,999	50.5
\$35,000	\$37,999	59	\$92,000	\$94,999	50
\$38,000	\$40,999	58.75	\$95,000	\$97,999	49.5
\$41,000	\$43,999	58.5	\$98,000	\$100,999	49
\$44,000	\$46,999	58	\$101,000	\$103,999	48.5
\$47,000	\$49,999	57.5	\$104,000	\$106,999	48
\$50,000	\$52,999	57	\$107,000	\$109,999	47.5
\$53,000	\$55,999	56.5	\$110,000	\$112,999	47
\$56,000	\$58,999	56	\$113,000	\$115,999	46.5
\$59,000	\$61,999	55.5	\$116,000	\$118,999	46
\$62,000	\$64,999	55	\$119,000	\$121,999	45.5
\$65,000	\$67,999	54.5	\$122,000	\$124,999	45
\$68,000	\$70,999	54	\$125,000	and above	0
\$71,000	\$73,999	53.5			

~~~For projects that must achieve a C-E threshold of \$500,000/ton (Advanced Technology Demonstration):~~

~~**Criterion 2: Greenhouse Gas Emission Reductions (maximum 10 points)**~~

~~Rewards projects that reduce greenhouse gas emissions. Awards a maximum of 10 points (on a sliding scale, 0 to 10 points) for projects that reduce emissions of greenhouse gases, predominately carbon dioxide. Generally, projects that promote alternative modes of transportation and reduce single-occupant vehicle trips (e.g., transit, ridesharing, bicycling and walking), as well as projects that improve motor vehicle fuel economy, will reduce greenhouse gas emissions. TFCA funds budgeted for the project will be divided by the estimated lifetime emission reductions of greenhouse gases for the project. Air District staff will determine the estimated emission reductions, TFCA funding effectiveness for greenhouse gases, and the scale for awarding points.~~

~~**Criterion 3: Other Project Attributes (maximum 5 points)**~~

~~Provides a mechanism in the evaluation and scoring process to identify and assess desirable project attributes that are not captured in the analysis of TFCA funding effectiveness. Projects may score points under this criterion based upon other project attributes identified for each project type. The specific project attributes for each project type will be identified after grant applications have been received and reviewed. Examples of Other Project Attributes will be provided in TFCA Guidance document.~~

~~**Criterion 4: Clean Air Policies and Programs (maximum 10 points)**~~

~~Recognizes and encourages the efforts of public agencies to implement policies and programs that promote the region's air quality objectives, especially land use and transportation policies that help to reduce air pollution from motor vehicles.~~

~~To receive points for this criterion, the sponsoring agency must describe its policies and actions to implement the transportation control measures (TCMs) in the most recently adopted strategy(ies) for State and national ozone standards throughout the agency's jurisdiction. Points will be awarded based upon the performance of the project sponsor in implementing those elements of each TCM which are within the purview of the sponsor agency.~~

~~Non-public entities are not eligible for points under this criterion.~~

~~**Criterion 5: Sensitive and Particulate Matter (PM) Impacted Communities (maximum 10 points)**~~

~~Under Criterion 5, grant applications are eligible for credit under two sub-criteria:~~

~~a. General: This sub-criterion will award a maximum of 10 points (on a sliding scale, 0-10 points) for projects that directly reduce emissions in communities with both high PM<sub>2.5</sub> emissions and sensitive populations (i.e., children, seniors, those with low incomes or elevated asthma rates).~~

~~— Highly Impacted Communities: Additional credit will be given to projects in these communities by providing them with the maximum score of 10 points in this Criterion and an additional 5 points under Criterion 3 "Other Project Attributes" provided that they meet a minimum percentage of operations in highly impacted communities. These communities have been identified by the Air District as having the most severe health risk and relatively low income levels.~~

~~Both sub-criteria 5A and 5B are based on data from the Air District's Community Air Risk Evaluation (CARE) Program; maps that identify these communities will be made available on the Air District's website. To qualify for points, a project must directly benefit one or more of these communities. The credit awarded will be determined by Air District staff, and will be based upon the percentage of project resources or services that would directly benefit the community, and the extent to which the project sponsor demonstrates this benefit.~~

~~**Criterion 6: Priority Development Areas (maximum 5 points)**~~

~~Awards additional points to projects located in concentrated areas identified for future growth near transit and in existing Bay Area communities. Funding projects operating in regionally approved Priority Development Areas~~

~~(PDAs) will lead to reduced emissions in the region generally, and in PDAs in particular. Both public agencies and non-public entities are eligible for points under this criterion.~~

~~As with Criterion 5, to receive points for this criterion, the project must directly benefit one or more approved PDAs. The credit awarded will be determined by Air District staff, and will be based upon the percentage of project resources or services that would directly benefit the PDA, and the extent to which the project sponsor demonstrates this benefit.~~

~~Clean air vehicle projects covered by Polices 21—24 are not eligible for points under this criterion.~~

TFCA projects will be evaluated on a first-come-first-serve basis. In order to address Air District priorities, funding available will be reserved as follows:

- For Shuttle/Feeder Bus Services and Ridesharing Projects: 60% of funding available in this category will be reserved for:
  - Projects in Highly Impacted Communities as defined in the Air District Community Air Risk Reduction plans.
  - Priority Development Areas
  - Projects that reduce green house gasses (GHG)

Funding for the Bicycle Facility Projects will be available on a first-come-first-serve basis without funding reservations.