



**Transportation Fund for Clean Air (TFCA)
Program Manager Fund**

Project Evaluation Workshop

February 22, 2011



Workshop Agenda

- **Introduction**
- **TFCA Guidance**
- **Eligibility Issues**
- **Cost-Effectiveness Issues**
- **General Q & A**
- **Individual Cost-Effectiveness Worksheets**



TFCA Guidance Roles and Responsibilities

- **Air District:**
 - o Approves Policies; provides Guidance, Worksheets, and tech support; allocates funds; reviews project information and worksheets; makes payments; monitors; audits.
- **CMAs:**
 - o Administer program funds; adopt criteria; evaluate and select projects; submit Expenditure Plans, project information, C-E Worksheets, and reports.

- **Eligible Projects**

- o Must comply with Air District Board-adopted Policies and Guidance
 - ✓ Only project types listed in Policies are eligible
- o Must result in reduction of motor vehicle emissions that exceed those required by regulation (“Surplus Emissions”)

- **Cost-Effectiveness**

- o Projects must achieve cost-effectiveness (NO_x, ROG, PM) not to exceed:
 - ✓ \$90,000/ton for most projects
 - ✓ \$125,000/ton for Pilot Shuttle/Feeder Bus Service



Eligibility Issues

- **Ineligible Projects**
 - o Duplication of the existing service or program; double-funding considered duplication (Policy #11)
 - o Feasibility studies or projects that involve only planning (Policy #12)
- **Combined Funds (with TFCA Regional Fund or Bicycle Facility Program)**
 - o Are allowed; however, applications and C-E in both projects must consider all sources of TFCA funding (Policy #15)
- **Administrative Costs**
 - o Limited to a maximum of 5% of total TFCA funds received



Project Reporting

- Final report is used to evaluate and document project performance result
- Submission includes:
 - Final Report form
 - C-E worksheet(s)
 - Supporting documentation
- Complete and correct submission helps to improve program efficiency



Final Report Form

- Provide complete information for all fields
- Each field used to calculate program effectiveness
 - o (i.e., vehicle trips reduced, miles travelled, number of riders that would have otherwise driven alone, year and weight class of vehicle)



Cost-Effectiveness (C-E) Worksheets

- **TFCA C-E Worksheets:**
 - o Are designed to allow CMAs to calculate project cost-effectiveness
 - o Include emission factors, updated annually, e.g, from:
 - ✓ ARB's *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects*
 - ✓ ARB's *Carl Moyer Program Guidelines*, for diesel reductions
 - o Are designed to be easy to use, allowing user to avoid detailed calculations



4 Worksheets:

- **Trip Reduction**

- Ridesharing, Shuttles, Bicycle, Smart Growth, Transit Bus Signal Priority

- **Arterial Management**

- **Alternative Fuel Light-duty and Light Heavy-duty Vehicle**

- **Alt-Fuel Heavy-Duty Vehicle**

We will go through each worksheet

- Documentation of Assumptions and Calculations is Required
 - o Include data from actual performance wherever possible
 - o Needed to justify input values, so that a third party or auditor can verify that project is cost effective
 - o Needs to clearly show how input values calculated
 - o Assumptions, rationale, and references all need to be included
 - o Place in the Notes & Assumptions tab; see following example

Documentation

Notes & Assumptions

09ALA06 - Final Cost Effectiveness Worksheet - Completed 10/19/10

The following information has been updated per the submitted Final Report, date 10/19/10.

Step 1: Eliminated Trips

Original Worksheet

	# Trips/Day (1-way)	Days/Yr ²	Trip Length: (1-way)
Ridesharing	111 ¹	240	20 ²
School-based ridesharing	150 ²	190	1 ³
Transit Incentive Campaign	0 ⁴	0	0
Guaranteed Ride Home	0 ⁵	0	0

107	240	20.9
145	190	1
0	90	0
0	240	0

Step 2: New Trips to Access Transit/Ridesharing

	# Trips/Day (1-way)	Days/Yr ²	Trip Length (1-way)
Transit Incentive Campaign	0 ⁴	0	0

0	90	3
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Footnotes:

- ¹ 111 is 1% of 11,858 employees (target population) from the 12 employers participating in 2008 Employer Transportation Survey.
- ² 150 is 1% of 15,000, the total student enrollment in Pleasanton Unified School District schools (per sponsor October 2010).
- ³ 20 is the average commute distance based on 2008 Employer Transportation Survey results.
- ⁴ *supp. not* No round trip/round-trip BART tickets were purchased for the Try Transit Program during the project period due to a remaining supply from the previous year.
- ⁵ Air District Default used
- ⁶ No trips were taken using the Guaranteed Ride Home Program during the project period.



Years Effectiveness vs. requirement to “expend funds” in 2 years

- **# Years Effectiveness**

- o Duration that project will operate or have impact

- **Time to Complete Project/Place into service**

- o Funds to be expended in 2 years, per legislation in order to achieve timely emission reductions (maximize clean air benefit)

- o Seek to maximize use of funding for projects that can be placed into service quickly



Other Issues

Allowable Time to Complete Projects

- **Time to Complete Projects**
 - o Funds to be expended in 2 years, per legislation, with exceptions
 - o Agreement Terms are 4 years
 - o For projects that take longer to implement, consider requesting a longer duration in application
- **This is different than # of Years of Effectiveness (which is duration of project impact)**



Other Issues - Alternative Fuel Vehicle and Infrastructure Projects

- **Evaluations are very complex, except for light-duty vehicle purchases**
 - o Shifting regulatory limits and surplus emissions
 - o Technologies and ARB guidelines
- **Infrastructure evaluation methodologies are evolving**
- **Consult with Air District well before selecting a project**

- **Other Issues from CMAs/Project Sponsors**



Contact Information

Questions:

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Questions & Answers



Trip-Reduction C-E Worksheet

- See Worksheet example.



Trip-Reduction C-E Issues

Trips Eliminated

- **# of Trips Eliminated is not the same as # of riders/users**
 - o Must be discounted to represent % of those that would otherwise be driving
 - o Survey questions may need to be adjusted



Trip-Reduction C-E Issues

Days/Year

- **Different values for incentive, information, and ridesharing programs**
 - o Default for incentives: 90 days
- **Note the basis for trips eliminated:**
 - o If based on % of population at large shifting mode, # Days/Year effectiveness limited (e.g., 90 days for incentives)
 - o If % of participants, # Days/Year could be 240 for year-long project



Trip-Reduction C-E Issues

Bicycle Facilities

- **Segment Length**

- o Used to determine % of ADT to use for Trips Eliminated.
- o It is not the trip length (default = 3 miles)
- o Note whether it is a gap closure, and length of completed facility



Arterial Management C-E Worksheet

- See Worksheet example.



Light-duty and LHD Alt Fuel Vehicle C-E Worksheet

- See Worksheet example.



Heavy-duty Alt Fuel Vehicle C-E Worksheet

- See Worksheet example.