

## TFCA APPLICATION COVER SHEET

<b>Project Sponsor:</b> Bay Area Rapid Transit District (BART) <b>Project Title:</b> BART West Oakland Bike Locker Plaza	<b>Date and Time received:</b> (Alameda CTC use)
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### Applications are due by 3:00 p.m. Friday, June 19, 2015

Application submittals are to be received electronically, via email, by this time. See Notice for details.

**General note about application:** *The application has been “locked” to allow the check boxes and text fields to function. When locked, use the “Tab” key to jump the cursor to the next box or field. If preferred, the application may be unlocked under “Permissions” or from the “Review” toolbar under “Restrict Editing”.*

**Application Checklist:** Indicate below which items have been included in the application package. Attachments 1-3 are required. Clearly label attachments according to the numbering provided below.

**Application, Parts 1 – 5** (required)

*Part 5 starts on page 10 and includes the following Supplementary Project Information Forms. Check below which supplementary form(s) are being submitted for this project. For non-TSP arterial management projects, the Form G Excel file posted with the application materials is required.*

- |   |  |
|---|--|
| <input type="checkbox"/> A – New Bicycle Facility Projects                  | <input type="checkbox"/> F – Transit Info/Shuttle Services |
| <input checked="" type="checkbox"/> B – Bicycle Parking/Storage or Purchase | <input type="checkbox"/> G – Arterial Management and TSP   |
| <input type="checkbox"/> C – Bay Area Bike Share                            | <input type="checkbox"/> H – Rideshare/Transit Incentive   |
| <input type="checkbox"/> D – Alternative Fuel Infrastructure                | <input type="checkbox"/> I – Clean Fuel Vehicles           |
| <input type="checkbox"/> E – Smart Growth                                   |  |

**Attachment 1:** Map of Project Area (required)

**Attachment 2:** Project Budget Forms (required)

**Attachment 3:** TCM /MSM Information (required)

**Attachment 4:** (List any additional attachments below, as required for certain project types):

An authorized representative of the applicant agency must sign below, affirming that the statements in the application package are true and complete to the best of the applicant’s knowledge.

**Signature:** \_\_\_\_\_

(Name/Title/Date): Carter Mau/Assistant General Manager, Budget and Administration/

June 12, 2015

**Note Regarding Project Eligibility:**

The supplementary project information forms (See Part 5, Forms A-I) may contain specific information on project eligibility that is not included in the Air District Policies, Alameda CTC’s TFCA Program Guidelines or found elsewhere in the application (for example, eligible types of shuttle vehicles). In general, review the appropriate supplementary project information form for your project type prior to starting the application and contact Alameda CTC staff to discuss if you have any questions regarding project eligibility. Sponsors of clean fuel vehicle, alternative fuel infrastructure, and Smart Growth projects are specifically requested to contact Alameda CTC staff to discuss.

**PART 1: BASIC PROJECT INFORMATION**

**Project Title:** BART West Oakland Bike Locker Plaza

**Project Sponsor:** BART

**Amount of TFCA Request:** \$55,000

**Brief Project Description:** (Description only - not benefits. 1-2 sentences.)

Purchase of electronic bike lockers for deployment at the West Oakland BART Station.

**General Location:** (City and general area/ neighborhood in which the project is located)

.Oakland, Ca. On BART property at the West Oakland Station.

**Project Type:** (*Select One*)

- Bicycle Facility Project
- Bicycle Parking/Storage/Purchase/Trip Planning
- Bay Area Bike Share
- Shuttle to Rail/Ferry/Airport
- Ridesharing/Transit Incentive/Guaranteed Ride Home (GRH)
- Arterial Management
- Transit Vehicle Signal Priority (TSP)
- Clean Air/Alternative Fuel Transit/School Bus
- Clean Air /Alternative Fuel Vehicle, Light- and Heavy-Duty
- Alternative Fuel Infrastructure
- Smart Growth/Traffic Calming
- Other (specify):

**Project Start Date** (*FY 2015-16 TFCA projects are to start by 12/31/16*)

What is the scheduled project start date (month/year): August, 2015

**PART 2: GENERAL SPONSOR INFORMATION**

**Primary Contact Person: Steve Beroldo**

**Title: Manager, Access Programs**

**Agency: BART**

**Phone #: 510 464-6158**

**Email: sberold@bart.gov**

**Mailing Address: 300 Lakeside Drive, Oakland, 94612**

**Secondary Contact Person: Robert Franklin**

**Title: Manager, Customer Access Department**

**Agency: BART**

**Phone #: 510 646-6133**

**Email: bfrankl@bart.gov**

**Mailing Address: 300 Lakeside Drive, Oakland, 94612**

### **PART 3: DETAILED PROJECT INFORMATION**

**A. Detailed Project Description:** Provide a detailed yet concise description of the project scope. Include existing conditions and all relevant project history. Describe specifically what the proposed grant funds would be used for. *Limit to 300 words or less.*

The project will transform an underutilized landscaping strip immediately adjacent to the station fare gates into a bike locker plaza. The landscaping strip is approximately 10' wide by 200' long and will accommodate 88 shared use electronic BikeLink locker spaces. Site prep work will include construction of a level concrete pad on which to place the lockers. The project funds will be used for the purchase of the bike lockers.

In addition to the locker plaza and new lockers, bike racks located on the main plaza will be reconfigured and racks will be added to accommodate 22 additional bikes. The complete project (lockers and racks) will add 110 bike parking spaces at West Oakland BART.

**B. Project Need, Goals and Benefits:** Briefly outline the need for the project and the project's goals and benefits. Include how the project addresses the existing need. *Please limit to 100 words or less.*

Current demand for secure bike parking exceeds supply at the West Oakland BART Station. There is currently parking for 108 bikes in racks and 58 shared use electronic BikeLink lockers. On a typical weekday all lockers are occupied and 90+% of bike racks spaces are occupied. It is likely that the shortage of bike parking (especially secure parking such as lockers) is deterring some potential cyclists from riding to the station or encouraging them to take their bikes on the train when they don't need to. Additional secure bike parking will improve station access and BART use among local residents. Given West Oakland BART's role as a regional transit hub the project will also support the use of AC Transit and other public transit services that use the station as a hub.

Note regarding project need: Per the Air District TFCA Policies, TFCA projects must achieve surplus emission reductions, i.e., beyond what is required through existing regulations, ordinances, contracts, or other legally binding obligations. Additionally, TFCA funds may not be used for any required mitigation or ADA-mandated improvements.

**C. Description of Project Location:** Describe the location of the project. Include city, streets, cross streets, and/or project limits, as appropriate.

The project is at the West Oakland BART Station (1451 7<sup>th</sup> Street, Oakland). The station is just west of Mandela Parkway between 5<sup>th</sup> and 7<sup>th</sup> streets.

**1. Is project is located within the following designated areas? If yes, identify area(s). If project is not located within, but serves or otherwise benefits the following areas, explain.**

a. **Priority Development Area (PDA)?** Yes

[PDA reference map](#)

b. **Community of Concern (COC)?** Yes

[COC reference map](#)

- D. Map of Project Area:** Provide a map of the project area, indicating the existing conditions and the proposed project. Additional map requirements may be specified in the Supplementary Project Information Forms for certain project types. All maps must be legible when reproduced in black and white and are to be included as *Attachment 1* to the application.
- E. Budget:** Complete the required budget worksheets (separate Excel file). Also include a detailed project budget, if one has been prepared. (Include all budget information as *Attachment 2* to the application.)

**F. Insurance:** Each Project Sponsor must maintain general liability insurance, property insurance, workers compensation insurance and additional insurance as appropriate for specific projects, per Air District requirements, throughout the life of the project. Additionally, the Air District reserves the right to specify different types or levels of insurance. See the Alameda CTC TFCA Guidelines posted with the call for projects for detailed insurance requirements regarding verification of coverage, minimum scope of coverage and acceptability of insurers.

*Check to indicate your acknowledgment of the TFCA Program's insurance requirements.*

**G. Monitoring/Reporting Requirement:** The sample Final Report forms posted with the call for projects are for the required reporting at project close out. The required Final Report form will be included in the project funding agreement. In some cases pre- and/or post-project counts or surveys may need to be conducted in order to obtain information required for the Final Report.

*Check to indicate your acknowledgment of the TFCA Program's monitoring/reporting requirements.*

**H. Funding Credit/Logo Requirement:** See the Alameda CTC TFCA Guidelines for the funding credit requirements. These requirements include the use of the BAAQMD approved logo for TFCA and the Alameda CTC logo in all public information and promotion materials and documentation that this requirement was met is required to be provided annually and at project completion.

*Check to indicate your acknowledgment of the TFCA Program's funding credit and logo use requirements.*

**I. Project Schedule:** All projects/ programs approved for FY 2015-16 TFCA funding are to start by December 31, 2016 or the funds may need to be returned to the Air District.

TFCA projects have a two-year expenditure deadline, which will be set by the Air District after the FY 2015-16 program is approved. At this time, it is estimated that the TFCA expenditure deadline for the FY 2015-16 program will be towards the end of calendar year 2017.

A longer expenditure period may be allowed if approved by the Alameda CTC at the time of programming. Recommendation for a longer expenditure period is at the discretion of Alameda CTC staff.

Complete one of the following schedules, for capital projects or programs, as appropriate. If a detailed project schedule has been prepared, please include this as an additional attachment to the application.

**1. Capital Project Milestone Schedule:** Complete for capital projects (except for vehicle purchases). Complete for overall project, even if funding request is only for one phase of the project.

Capital Project Milestone	Projected or Actual Date of Completion (Month/Year)
Begin Environmental Studies	NA
Environmental Approval – CEQA	NA
Environmental Approval – NEPA	NA
Begin Design	Complete
Final PS&E	Complete
Secure Right-of-Way Certification	Complete
Advertise Construction Phase	July, 2015
Begin Construction (Award)	August, 2015
Notice of Completion –(Accept Contract)	December 2015
Project Closeout – Submit Final Invoice Final Project Report	March, 2016

**2. Programs/Shuttle Operations/Vehicle Purchase Milestone Schedule:** Complete for overall project, even if funding request is only for one phase of the project. Add custom phases or milestones as needed.

Program/Shuttle Operations or Other Milestones <i>(Add custom milestones as applicable)</i>	Projected or Actual Date of Completion (Month/Year)
Project Start	
Project Closeout (Submit Final Invoice & Final Project Report)	

**PART 4: PROJECT READINESS**

*(For capital projects, complete questions A-G; for operations/non-capital project types, just complete questions F – G, and H, as applicable).*

**A. Is the project dependent upon another uncompleted major capital project?**

Yes → Explain:

No

**B. What type of environmental documents will be prepared to meet CEQA and NEPA requirements, if applicable? If the environmental phase is complete, provide the document type and approval date for any CEQA and/or NEPA documents.**

BART staff has determined that this Work is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Title 14, California Code of Regulations Section 15301 Existing Facilities, because it is a minor alteration of an existing facility involving negligible expansion of use.

**C. List any environmental issues that may require more detailed study.**

None

**D. Is the project entirely within the Sponsor’s right-of-way?**

Yes

No → Describe any new right-of-way, permits or easements required and state when they will be acquired:

**E. Are there any utility issues related to the proposed project including any relocations being implemented separately from the proposed project?**

Yes → Explain:

No

**F. Is there significant local opposition or any pending lawsuits related to the project that may prevent the project from meeting any funding or delivery deadlines?**

Yes → Explain:

No

**G. Have all affected departments within the local government agency, transit agencies, and/or other public agencies been involved in the development of the project and reviewed the project to ensure feasibility?**

Yes → List these departments and agencies: BART Transportation, BART office of District Architect, BART Police, BART Customer Access, BART Grounds Maintenance, BART Safety, BART Real Estate

No → Explain:



**H. For new/pilot shuttle or feeder bus service (only), complete the following questions:**

1. Is pilot service operated by a public transit agency?  
 Yes  No
2. If no, has local transit agency denied service to this area? (*required*)  
 Yes  No
3. Is pilot service located in Highly Impacted Communities as defined in the Air District's Community Air Risk Evaluation (CARE) Program ([CARE program info](#)) and/or a Planned or Potential Priority Development Area (PDA) [PDA map](#)?  
 Yes  No

Proposed (new service/pilot) shuttle/feeder bus projects must provide the following documentation as an attachment to the TFCA application. For reference, see Policy 28 of the Air District's TFCA County Program Manager Fund Policies, provided with the application materials:

- *Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users.*
- *Provide written documentation of plans for financing the service in the future;*
- ***Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.***

**PART 5: SUPPLEMENTARY PROJECT INFORMATION FORMS** (required)

Provide additional information about the project by completing the appropriate supplementary project information form. The forms may contain specific information on project eligibility not included in the TFCA Program Guidance or found elsewhere in the application. Please contact Alameda CTC staff to discuss if you have any questions regarding project eligibility.

Complete only the appropriate supplementary project information form for your project type, as follows:

- Form **A**: Bicycle Facility Projects - Class 1 – 4 facilities, including paths, lanes, routes, and boulevards
- Form **B**: Bicycle Projects (other) - Parking/ Storage/ Purchase/ Trip Planning
- Form **C**: Bay Area Bike Share
- Form **D**: Alternative Fuel Infrastructure (*contact Alameda CTC staff to discuss prior to completing an application*)
- Form **E**: Smart Growth (*contact Alameda CTC staff to discuss prior to completing an application*)
- Form **F**: Shuttle Services and Transit Information
- Form **G**: Arterial Management, including Transit Signal Priority & Signal Timing (*For signal timing projects, the separate Excel file posted with the application materials is required*)
- Form **H**: Rideshare and Transit Incentive Programs
- Form **I**: Clean Fuel Vehicles (*contact Alameda CTC staff to discuss prior to completing application*)

**ATTACHMENT 3: TCM or MSM INFORMATION FORM** (Required for all projects. The form is provided near the end of this application.)

**ATTACHMENT 4: TFCA ROLL OVER FORM** (Required from cities and county if total funding available is not requested this cycle. The form is provided at the end of this application.)

## **PART 5: SUPPLEMENTARY PROJECT INFORMATION FORMS**

### **Form A:**

#### **Bicycle Facility Projects - Paths, Lanes, Routes, and Boulevards**

For all projects proposed for TFCA funding The Alameda CTC is required to calculate emissions reductions and TFCA cost-effectiveness, based on the following information. Use the most accurate or best estimate data available and state all assumptions/ calculations.

#### **Eligible Bicycle Facilities Projects are limited to:**

- New Class 1, 2, 3, and 4 bicycle facilities, including paths, lanes, routes, cycle tracks, and separated bikeways
- New bicycle boulevards

All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Safety Code, or conform to the provisions of the Protected Bikeway Act of 2014.

For bicycle paths, lanes and routes, bike counts are not required to apply for funding. **Note that bike counts are no longer required to fulfill post-project monitoring and final reporting requirements.**

#### **Maps/Diagrams:**

For bicycle facility projects, the following elements must be included in the required map attachment (Attachment 1):

- Proposed project limits. If multiple bikeway types are proposed (e.g. a bike route and bike lane), clearly indicate the limits and type of each.
- Existing facilities, as applicable (e.g. streets, bike lanes, sidewalks, crosswalks, traffic signals, etc.). If this project is closing a gap between two existing bike facilities, clearly illustrate how project achieves this.
- Schematic diagrams showing cross-section of current roadway/facility without project and with the proposed project (if available).
- Nearby transit facilities, activity centers and regional connectors (to the extent feasible).

#### **Project Information:**

- 1. What is the proposed type of bicycle facility?**
- 2. What is the total length of the proposed facility (project), in feet or miles?**
- 3. What is the existing facility, if any?**
- 4. As available, provide the following information for each street with a proposed new facility (or for the intersecting streets or parallel streets). Add rows to table as needed:**

Street Name (and limits, if appropriate)	Average Daily Traffic Volume (ADT)	Proposed facility type for this segment (NA if not a project street)	Length of proposed new facility for this segment (NA if not a project street)

Note: For Class 1 projects use the ADT for the most appropriate parallel road.

**5. Gap Closure: Will this project eliminate a gap in a bicycle facility/corridor? If so, how?**

As applicable, include: (a) description of existing options for traveling the facility/corridor, (b) length of gap being closed (to the nearest 0.1 mile), and (c) resulting length of the full facility with the gap eliminated (to the nearest 0.1 mile).

**6. Access: Will this project improve access to transit, activity centers, and/or regional connectors? If so, how?**

**7. Maintenance: What agency will maintain the facility and are agreements in place, if needed?**

**8. How long is the project expected to be in place?** Describe plans, if any, to redevelop the area which would affect the life of this project. If project will have projected life of less than fifteen years for Class 2, Class 3, and Class 4 projects or less than twenty years for Class 1 projects, explain.

**9. Does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014?**

Yes  No

a. If no, explain: (project may not be eligible for TFCA funding)

**10. New bicycle facility projects are to be in either the Alameda Countywide Bicycle Plan (ACBP) or Congestion Management Program (CMP) to be eligible for TFCA funds.**

a. Is project included in the current CMP?  Yes  No

b. Is the project included in the current ACBP?  Yes  No

(To view ACBP: [http://www.alamedactc.org/app\\_pages/view/5390](http://www.alamedactc.org/app_pages/view/5390) )

**11. If project is in the ACBP, the project falls within which of the five ACBP Vision categories?**

- Inter-jurisdictional network
- Access to transit
- Access to central business districts (CBDs)
- Inter-jurisdictional trails
- Access to Communities of Concern

**12. In the ACBP, the priority network is not mapped. Rather, for each category, the ACBP explains how priority is qualitatively determined (e.g., for “Access to CBDs” or “Access to Transit”, the closer projects are to the center of the CBD or the transit hub = higher priority). Explain the priority of the project, as supported by the ACBP:**

**a. Is project shown on the ACBP Vision Network map?**

- Yes    No

**b. If yes, what is the recommended facility type/class shown in the map?**

**c. If proposed project is different, explain why:**

**13. The below default values were provided by the Air District for the purpose of calculating estimated emissions reductions due to project. If alternative values are proposed for this project, explain and provide a detailed justification.**

**Default Assumptions for Bicycle Facility Projects:**

For TFCA cost effectiveness calculations, for bicycle projects the following characteristics will be assumed, unless other values are provided and justified:

1. Bicycle facility projects are assumed to have a maximum life-expectancy of fifteen (15) years for Class 2, 3, and 4 projects, and twenty (20) years for Class 1 projects (trails and paths).
2. The project (facility/ rack/ locker, etc.) will be used 240 days/year.
3. Average bicycle trip length is three (3) miles.

## **PART 5: SUPPLEMENTARY PROJECT INFORMATION FORM**

### **Form B:**

#### **Bicycle Projects - Bicycle Parking, Storage, and Purchase**

For all projects proposed for TFCA funding The Alameda CTC is required to calculate emissions reductions and TFCA cost-effectiveness, based on the following information. Use the most accurate or best estimate data available and state all assumptions/ calculations.

#### **Eligible Bicycle Parking and Storage or Purchase Projects are limited to:**

- Bicycle racks (including racks on transit vehicles);
- Bicycle lockers or cages;
- Capital costs for attended bicycle storage facilities; and
- Purchase of two- and three-wheeled vehicles (self-propelled or electric), plus mounted equipment and helmets required for the intended service. Example: Cops on bikes programs.

#### **Project Information:**

##### **1. Bicycle Parking and Storage Projects:**

- a) What type of parking/storage is proposed?** (*Racks, lockers, cages, attended facility, racks on buses, etc.*)  
Electronic lockers and racks
- b) List the total number of proposed units, number of bicycles per unit, and total number of bicycles accommodated.**  
Lockers for 88 bikes, racks for 22 bikes
- c) What type of parking/storage is available currently?** Document current demand and wait list, if any.  
58 electronic lockers, 108 bike rack spaces. The lockers are filled to 100% capacity on a typical day and racks are at 90+% capacity
- d) Describe the design of the proposed bike parking/storage units.** Include vendor and model, if determined.  
BikeLink G5 eLocker, Dero Vertical Space Saver racks (product specifications attached)
- e) Describe how sites have been selected.**  
Proximity to station entrance, ability to repurpose space (from neglected landscape strip to locker plaza), good lighting and high visibility for safety or users and security of bikes
- f) Will this project improve access to transit, activity centers, and/or regional connectors? If so, how?**  
Yes, by providing secure bike parking immediately adjacent to station entrance and near other existing bike parking. West Oakland BART also serves as the area's transit hub. The project will also support the use of AC Transit and other public transit services that use the station area as a hub.
- g) What agency will maintain the infrastructure and are agreements in place, if needed? If ongoing facility operations are required, how will they be funded?**

BART will maintain the facilities as part of its ongoing operational budget. BART currently operates 1,200 electronic lockers system-wide and funds maintenance from user fees and the agency Operating budget.

- 2. The below default values were provided by the Air District for the purpose of calculating estimated emissions reductions due to project. If alternative values are proposed for this project, explain and provide a detailed justification.**

**Default Assumptions for Bicycle Parking and Storage Projects:**

For TFCA cost effectiveness calculations, for bicycle projects the following characteristics will be assumed, unless other values are provided and justified:

1. Bicycle parking/storage/purchase projects are assumed to have a maximum life expectancy of ten (10) years.
2. Bicycle lockers generate one (1) trip/day
3. Bicycle cages generate two thirds (.75) trip/day.
4. Bicycle racks generate one-half (.5) trip/day.
5. The project (facility/rack/locker, etc.) will be used 240 days/year.
6. Average bicycle trip length is three (3) miles.

**Form B: Bicycle Projects - Bicycle Parking, Storage, and Purchase, cont'd**

**2. Bicycle or 2- or 3-wheeled Vehicle Purchase:**

- a) **What type of bicycles/vehicles purchase is proposed?**  
NA
- b) **List the total number of bicycles/vehicles to be purchased and cost of each.**  
NA
- c) **List any additional equipment or helmets required for the intended service, the number required and the cost of each.**  
NA
- d) **Describe the design of the proposed 2- or 3-wheeled vehicles. Include vendor and model, if determined.**  
NA
- e) **What agency will maintain the bicycles/vehicles and required equipment and are agreements in place, if needed? If ongoing facility operations are required, how will they be funded?**  
On going operation will be funded through BART's Operational Budget.
- f) **Will this project improve access to transit, activity centers, and/or regional connectors? If so, how?**  
Yes, as described above (Projecty Information, 1F)



**PART 5: SUPPLEMENTARY PROJECT INFORMATION FORM**

**Form C:  
Bicycle Projects - Bay Area Bike Share**

For all projects proposed for TFCA funding The Alameda CTC is required to calculate emissions reductions and TFCA cost-effectiveness, based on the following information. Use the most accurate or best estimate data available and state all assumptions/ calculations.

**Eligibility**

Bicycle sharing projects are intended to make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips. To be eligible for TFCA funds, bicycle share projects must:

- Work in unison with the existing Bay Area Bike Share Project by either increasing the fleet size within the initial participating service areas or expanding the existing service area to include additional Bay Area communities,
- Have a completed and approved environmental plan, and
- Have a completed and approved suitability study demonstrating the viability of bicycle sharing.

**Project Information:**

- 1. List the total number of proposed Bike Share units and number of bicycles per unit.**
- 2. Describe how sites have been selected.**
- 3. Will this project improve access to transit, activity centers, and/or regional connectors?  
If so, how?**
- 4. For the required environmental plan, provide the approving body and approval date.**  
Additionally, provide the cover page, table of contents, signature pages and any other relevant (scope and budget) pages as an attachment to the application.
- 5. For the required suitability study, provide the approving body and approval date.**  
Additionally, provide the cover page, table of contents, signature pages and any other relevant (scope and budget) pages as an attachment to the application.

- 7. List any additional equipment or helmets required for the intended service, the number required and the cost of each and how they will be funded:**
- 8. What agency will maintain the bicycles and required equipment and are agreements in place, if needed? If ongoing facility operations are required, how will they be funded?**
- 9. The below default values were provided by the Air District for the purpose of calculating estimated emissions reductions due to project. If alternative values are proposed for this project, explain and provide a detailed justification.**

**Default Assumptions for Bay Area Bike Share Projects:**

For Bay Area Bike Share projects the following characteristics will be assumed for TFCA cost effectiveness calculations, unless other values (justifiable) are proposed by the applicant, subject to approval by Alameda CTC and Air District staff:

1. Bicycle sharing projects are assumed to have a maximum life-expectancy of five (5) years.
2. Bicycle sharing projects generate 2 bike trips, per bike, per day.
3. 20% of bike trips generated replace former single-occupancy vehicle trips.
4. The facility will be used 260 weekdays and 105 weekend days/year.
5. Average Bike Share trip (total trip – all modes) is sixteen (16) miles for weekdays and three (3) for weekends.

**PART 5: SUPPLEMENTARY PROJECT INFORMATION FORM**

**Form D:  
 Alternative Fuel Infrastructure**

The Air District has requested the Alameda CTC as the Program Manager to calculate the projected emissions reductions and cost-effectiveness of all the projects in the TFCA program. Use the most accurate or best estimate data available and state all assumptions.

**Default values have not been established by the Air District for this project type. Additional project information, including information for vehicles using the station will most likely be requested of applicant.** Please call Alameda CTC staff to discuss.

**Eligibility:** Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (including upgrading or modifying private fueling/charging stations to allow public and/or shared fleet access). Projects are subject to the following conditions:

- Funding may be used to cover the cost of equipment and installation. TFCA funding may not be used to pay for fuel, electricity, operation, and maintenance costs.
- TFCA funds may be used to upgrade infrastructure projects previously funded with TFCA as long as the equipment was maintained and has exceeded the duration of its years of effectiveness (as established in previous TFCA funding evaluation) after being placed in service.
- TFCA-funded infrastructure projects must be available to and accessible by the public. 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.
- Eligible infrastructure projects include, but are not limited to, new electric vehicle charging facilities, or additional equipment or upgrades and improvements that expand access to existing electric vehicle charging sites. This includes upgrading or modifying private charging sites to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.
- Project sponsors are required to maintain the equipment for at least five years after installation.
- Alternative Fuel Infrastructure projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from the TFCA Regional Fund.

**Table D.1., Project Information:**

Type of infrastructure (new or upgrade)	Type of alternative fuel	Capacity (# of charging stations, fuel per hour, etc.)	# Vehicles fueled or charged/day	Source/ Explanation

*Alameda CTC  
FY 2015-16 TFCA Call for Projects – Application  
May 2015*

**Additional Information:** Provide any additional information that may be useful in the project evaluation (*if an upgrade, please detail the current vs. the increased capacity generated by project. Has this facility received TFCA funds in the past?*).

**PART 5: SUPPLEMENTARY PROJECT INFORMATION FORM**

**Form E:  
 Smart Growth Projects**

The Air District has requested the Alameda CTC as the Program Manager to calculate the projected emissions reductions and cost-effectiveness of all the projects in the TFCA program. Use the most accurate or best estimate data available and state all assumptions.

**Eligibility:** Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan or other similar plan (a copy of the approved planning document should be provided as an attachment to the application); and
- B. The project must implement one or more Transportation Control Measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. (See page 32 of the application for more information on TCMs).
- C. Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas.
- D. Smart Growth projects must have a completed and approved environmental plan to be awarded TFCA funds. If you believe you have a TFCA-eligible Smart Growth project, please contact Alameda CTC staff to discuss the environmental status of your project before submitting an application.

**Provide the data requested in the two tables below.** Table E.1 requests data on the vehicle trips that will be reduced by the project. Table E.2 requests data for new vehicle trips that will be generated by the project.

**Table E.1:** Single Occupancy Vehicle (SOV) Trips eliminated by Project

<b>Project Component</b>	<b># Trips reduced per day (one-way)</b>	<b># users of the service/facility who previously drove alone</b>	<b># Days Per Year</b>	<b>Avg. One-Way Trip Distance</b>	<b>Source of Estimate</b>
<b>Additional Information:</b> If any assumptions were made for the data used in Table E.1 provide a detailed justification (source, calculations, etc.) below or attach separately.					

**Table E.2:** New SOV Trips (due to project - to access transit, etc.)

<b>Project Component</b>	<b># New Access trips per day (one way)</b>	<b># Days Per Year</b>	<b>Avg. One-Way Trip Distance</b>	<b>Source of Estimate</b>
<p><b>Additional Information:</b> If any assumptions were made for the data used in Table E.1 provide a detailed justification (source, calculations, etc.) below or attach separately.</p>				

## **PART 5: SUPPLEMENTARY PROJECT INFORMATION FORM**

### **Form F:**

#### **Shuttle Services & Transit Information Projects**

**Eligibility:** Shuttle projects are intended to reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more commercial or employment centers. The following conditions, detailed in Policy 28 of the Air District’s TFCA Policies, must be met to be eligible for TFCA funds:

- Shuttle/feeder bus service applicants must either be: (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.
- The project’s route must provide connections only between mass transit hubs, (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport), and distinct commercial or employment areas.
- The project’s schedule must coordinate with the transit schedules of the connecting mass transit services.
- The service must be available for use by all members of the public.
- The project may not replace or duplicate existing local transit service or service that ceased to operate within the past five years. Any proposed service that would transport commuters along any segment of an existing or any such previous service is not eligible for funding.
  - Applicants awarded FYE 2015 TFCA Funds that propose identical routes for FY 2016 may request an exemption from the duplication requirements (as detailed in Policy 28C of the Air District’s TFCA Policies), but no further TFCA funding may be awarded after January 2017.
- All vehicles used in any TFCA-funded shuttle/feeder bus service must meet the applicable California Air Resources Board (CARB) particular matter (PM) standards for public transit fleets.
- All vehicles used in any shuttle/feeder bus service must meet the applicable California Air Resources Board (CARB) particular matter (PM) standards for public transit fleets.
  - For each vehicle type, a copy of the CARB Executive Order (EO) is to be provided as an attachment to the application.
- Pilot shuttle/feeder bus service projects are defined as new routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed above, pilot projects must also comply with the following:
  - Provide evidence demonstrating the public’s need for the service, including a demand assessment survey and letters supporting the demand for the service;
  - Provide a letter from the local transit agency denying service to the project’s proposed service area; and
  - Applicants must provide written documentation of plans for financing the service in the future.

<b>Form F: Shuttle Services &amp; Transit Information Projects, continued</b>		
<p>For all projects proposed for TFCA funding The Alameda CTC is required to calculate emissions reductions and TFCA cost-effectiveness, based on the following information. Use the most accurate or best estimate data available and state all assumptions/ calculations.</p> <p>The default values are provided by the Air District for the purpose of calculating estimated emissions reductions due to project. If alternative values are proposed for this project, for each input entered that differs from the stated Default value, provide a detailed justification for the use of the assumption in lieu of the default (source, calculations, etc.) in the space provided at the end of this section.</p> <p>Two key components in calculating shuttle cost-effectiveness is the number of vehicle trips eliminated per day and the trip length. The number of vehicle trips eliminated is the number of trips by participants that would have driven a single occupant vehicle (SOV) if not for the service; it is not the same as the total number of riders or participants. A frequently used proxy is the number of survey respondents who report that they would have driven alone if not for the service provided. For calculating the length of eliminated trip, it is appropriate to use only the length of the commute (home to destination) trip for shuttle riders who would have otherwise driven alone. For commuters who drive for part of their commute, the distance of this trip is to be reported in the below section “New SOV Trips to Access Transit/Ridesharing”</p>		
<b>General:</b>		
<b>Data required:</b>	<b>Input Data:</b>	<b>Default values/guidance:</b>
Is shuttle a pilot project or existing service?		<i>A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA.</i>
Number of years of TFCA funding requested		<i>Enter 1 or 2 years. For operations a maximum of 2 years of funding can be requested at a time.</i>
Hours of shuttle operations		<i>Provide all hours shuttle service operates</i>
<b>Eliminated Trips:</b>		
<b>Data required:</b>	<b>Input Data:</b>	<b>Default values/guidance:</b>
Daily ridership		<i>-Ongoing service: use average ridership from last 12 months. -New service: use 50% seating capacity</i>
Number of eliminated SOV trips/ day (1-way, bus/shuttle/ van)		<i>The number of former single occupant vehicle (SOV) trips eliminated by shuttle service -Ongoing service: use survey results -New service: use 50% seating capacity x 63% (63% = Ala. Co. average for SOV trips, per ACS)</i>
Days/yr. project in effect		<i>240 is the Air District default maximum days/year service is used (if service operates less than 240 days/year enter actual number of service days)</i>
Number of eliminated 1-way SOV trips/day		<i>Number of eliminated 1-way single occupancy vehicle (SOV) trips/day</i>



Eliminated SOV trip length 1-way in miles		<i>Enter survey-based commute distance. If not available, use default 16 miles for shuttles and 35 miles for vanpools.</i>
<b>New SOV Trips to Access Transit/Ridesharing:</b>		
<b>Data required:</b>	<b>Input Data:</b>	<b>Default values/guidance:</b>
Number of new SOV trips/day (1-way) to access first transit mode		<i>Use survey data (number of riders with an SOV trip to access transit), or 50% of the number of eliminated 1-way SOV trips/day entered above</i>
Days/yr. new trips		<i>240 is the Air District default maximum days/year service is used (value entered here cannot exceed number of actual service days)</i>
New SOV trip length to access transit, 1-way in miles (home to first transit mode)		<i>Use survey-based distance. If no survey, use 3 mi. for home to rail trips; no default for other project types.</i>

<b>Vehicle and Vehicle Trip Data:</b>		
<b>Data required:</b>	<b>Input Data:</b>	<b>Default values/guidance:</b>
# trips/day (1-way, bus/shuttle/van)		<i>Total shuttle 1-way vehicle trips (all vehicles). Divide round trips or loops by 2. If service is provided in one direction only, count empty vehicle return trips.</i>
Days/yr. bus/shuttle/van in operation		<i>240 is the Air District default</i>
Vehicle trip length 1-way in miles (bus/shuttle/van)		<i>Divide round trip or loop distances by 2.</i>
Total annual VMT (sum all trips for all vehicles)		<i>VMT = Length of shuttle/van trip (1-way) x total # 1-way trips per day (all vehicles) x # of days service/year.</i>
Vehicle type		<i>Shuttle/ Vanpool or Bus</i>
Number of vehicles		<i>Number of vehicles included in VMT calculation</i>
Engine year, make, and model		<i>If project using vehicles of different years, makes, or models, specify and provide the number of each. For each vehicle type, provide a copy of the engine Executive Order (EO)</i>
Emissions rating		<i>E.g., LEV, ULEV, SULEV, ZEV/Electric, etc.</i>
Retrofit device (as applicable)		<i>CARB verified Diesel Emission Control Strategy</i>
Gross Vehicle Weight (GVW)		<i>Enter weight in Lbs.</i>

**Form F: Shuttle Services & Transit Information Projects, continued**

**Additional Information:** If alternative values are proposed for this project, for each input entered that differs from the stated Default value, provide a detailed justification for the use of the assumption in lieu of the default (source, calculations, etc.).

## **PART 5: SUPPLEMENTARY PROJECT INFORMATION FORM**

### **Form G:**

#### **Arterial Management/Transit Signal Priority/Incident Management**

For all projects proposed for TFCA funding The Alameda CTC is required to calculate the projected emissions reductions and TFCA cost-effectiveness, based on the following information. Use the most accurate or best estimate data available and state all sources, assumptions, calculations.

#### **Eligibility:**

- Signal timing projects are limited to arterials with an average daily traffic volume (ADT) of 20,000 or more, or an average peak hour traffic volume of 2,000 or more (both directions combined).
- Transit improvement projects include, but are not limited to, transit vehicle signal priority and bus stop relocation projects.
- Incident management projects on arterials are eligible. *Contact Alameda CTC staff to discuss prior to submitting an application.*
- Projects that provide routine maintenance are not eligible.

#### **Signal timing projects:**

The detailed project description (Part 3A. of the application) must specifically identify each arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Include in the project description a detail of what the “upgrade” consists of, including the traffic signals that will be affected and any specific hardware and software.

- Complete the required 3-G form, an Excel file provided with the application material. Arterial information should be separated by each segment/street, direction and time period (i.e. Northbound /Southbound and a.m., midday, and p.m. volumes). ADT and traffic volumes are reported in this form.
- The maximum allowable estimated post-project speed increase is 25%. In the notes section of the form, provide the source including methodology and year for current speeds and assumptions/methodology used for proposed travel speeds.
- Include in the project description section of the application (Part 3A.) the plan to collect pre- and post-project information required for the final monitoring report. If project is evaluated to be cost-effectiveness for TFCA for 2 years, post-project speed and volume counts are to be conducted after project completion. If a signal timing project is not evaluated to be cost-effective for 2 years, a 4-year time frame may be used to achieve cost-effectiveness for TFCA, but this comes with additional 2-year post-project data collection and retiming, as needed, within 23-25 months after initial project completion. Alameda CTC staff will notify a project sponsor prior to award if a project requires a 4-year cost-effectiveness period.

**Transit Improvements/Transit Vehicle Signal Priority/Signal Pre-emption projects:**  
 For transit improvements, the default assumption for project cost-effectiveness for TFCA is 2 years.

Provide the following information for each bus route that would benefit from project:

Rte #	Avg. age of buses on route	Distance of bus route (1-way)	Days/yr. of service (250 dys/yr max)	Current # of runs/day (1-way)	# of runs/day added w/project	Current avg. speed of run	Estimated avg. speed w/project

Rte # (same as above)	Current avg. riders/run (See Note 1)	# of new riders expected w/project	Est. # of new riders due to project who previously drove alone	Avg length of the car trips eliminated due to project	Avg length of new car trips generated to access transit (See Note 2)

**Table Notes:**

- 1) Current average ridership is to be calculated based on actual ridership from the last 12 months.
- 2) The Air District’s default value for the number of new trips to access transit is 1/2 of the estimated number of new riders due to project who previously drove alone. The average length of new car trips generated to access transit includes car trips to access the transit mode immediately prior to project route. Example: A passenger used to drive to work, but now drives to BART then transfers to the project bus route. The car trip to BART is a new trip to access transit.

**Additional Information:** Provide the source, including calculations and justifications for the following data inputs from above table:

- Estimated number of new riders (ridership increase) due to project
- Estimated number of new riders (ridership increase) due to project who previously drove alone (eliminated SOV trip due to project)
- Other clarifications:

**PART 5: SUPPLEMENTARY PROJECT INFORMATION FORM**

**Form H:  
 Rideshare and Transit Incentive Programs**

For all projects proposed for TFCA funding The Alameda CTC is required to calculate the projected emissions reductions and TFCA cost-effectiveness, based on the following information.

**Eligibility:**

Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible for TFCA funding.

Enter assumptions in the following tables under the applicable project type (four separate tables are provided - one page each): guaranteed ride home, school-based ridesharing, ridesharing, and transit incentive campaigns). Use the most accurate or best estimate data available and state all assumptions. The suggested default values were provided by the Air District. Where actual data exists or the default values do not apply to your project, please enter the actual or applicable value and provide a detailed justification for your assumptions.

<b>GUARANTEED RIDE HOME PROGRAMS</b>		
<b>Data Required:</b>	<b>Input Data:</b>	<b>Default values:</b>
Number of years of cost effectiveness (requested funding period)		<i>Up to 2 years</i>
Number of 1-way SOV* trips/day eliminated		<i>0.2% of target population</i>
Number of days/year project in effect/year		<i>240 days</i>
Length of SOV trip (1-way) eliminated by project		<i>16 miles</i>
<i>*SOV = Single occupancy vehicle</i>		
<p><b>3. Additional Information:</b> The default values were provided by the Air District for the purpose of calculating estimated emissions reductions due to project. For each value entered that differs from the stated “Default” in the right-hand column, provide a detailed justification for the use of the assumption in lieu of the default value (source, calculation, etc.).</p>		

**Form H:  
 Rideshare and Transit Incentive Programs, continued**

<b>SCHOOL-BASED RIDESHARING PROGRAMS</b>		
<b>Data Required:</b>	<b>Input Data:</b>	<b>Default values:</b>
Number of years of cost effectiveness (requested funding period)		<i>Up to 2 years</i>
Number of 1-way SOV* trips/day eliminated by project		<i>No default</i>
Number of days/year project in effect/year		<i>180 days</i>
Length of SOV trip (1-way) eliminated by project		<i>1-3 miles</i>
<i>*SOV = Single occupancy vehicle</i>		
<p><b>Additional Information:</b> For each value entered that differs from the stated “Default” in the right-hand column, provide a detailed justification for the use of the assumption in lieu of the default value (source, calculation, etc.).</p>		

**Form H:  
 Rideshare and Transit Incentive Programs, continued**

<b>RIDESHARING PROGRAMS</b>		
<b>Data Required:</b>	<b>Input Data:</b>	<b>Default values:</b>
Number of years of cost effectiveness (requested funding period)		<i>Up to 2 years</i>
Number of 1-way SOV* trips/day eliminated by project		<i>1% of target population</i>
Days/year project in effect		<i>240 days max</i>
Length of SOV trip eliminated (1-way)		<i>16 miles</i>
Number new SOV trips/day to access transit due to project		<i>50% of number of 1-way SOV trips/day eliminated</i>
Days/year for new transit access trips?		<i>240 days max (or same # days/yr project in effect)</i>
Trip length (1-way) for new transit access trips		<i>3 miles</i>
<i>*SOV = Single occupancy vehicle</i>		
<p><b>Additional Information:</b> For each value entered that differs from the stated “Default” in the right-hand column, provide a detailed justification for the use of the assumption in lieu of the default value (source, calculation, etc.).</p>		

**Form H:  
 Rideshare and Transit Incentive Programs, continued**

<b>TRANSIT INCENTIVE CAMPAIGNS <sup>1</sup></b>		
<b>Data Required:</b>	<b>Input Data:</b>	<b>Default values:</b>
Number of years of cost effectiveness (requested funding period)		<i>Up to 2 years</i>
Number of 1-way SOV* trips/day eliminated		<i>No default</i>
Days/year project in effect <sup>1</sup>		<i>90 days or 240 days max (See note 1 below)</i>
Length of SOV trip eliminated (1-way)		<i>No default</i>
Number new trips/day to access transit		<i>50% of the number of 1-way SOV trips/day eliminated</i>
Days/year for new transit access trips		<i>90 days (or same # entered above for days/yr project in effect)</i>
Trip length (1-way) for new transit access trips		<i>3 miles</i>
<i>*SOV = Single occupancy vehicle</i>		
<p>Table notes:</p> <ol style="list-style-type: none"> <li>For transit incentive campaigns, for the number of days per year the project is in effect, use a maximum of 90 days/year, if the number of trips/day eliminated is based on a % of target population. Use a maximum of 240 days/year, if the number of trips/day eliminated is based on participants.</li> </ol>		
<p><b>Additional Information:</b> For each value entered that differs from the stated “Default” in the right-hand column, provide a detailed justification for the use of the assumption in lieu of the default value (source, calculation, etc.).</p>		



## PART 5: SUPPLEMENTARY PROJECT INFORMATION FORM

### Form I:

#### Light-Duty and Heavy-Duty Alternative Fuel Vehicles Projects

For all projects proposed for TFCA funding The Alameda CTC is required to calculate the projected emissions reductions and TFCA cost-effectiveness, based on the following information.

**Due to the limited eligibility for this project type, applicants are requested to contact Alameda CFTC staff to discuss project details prior to completing an application.** If an eligible project can be identified, sponsors will then be requested to provide specific project data and assumptions. Below is some general eligibility information for TFCA funding for clean fuel vehicles. **Key TFCA eligibility considerations for Light-Duty and Heavy-Duty Alternative Fuel Vehicles Projects include:**

- TFCA funds awarded may not exceed the **incremental cost** after all other applicable manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and/or retrofit and a new conventionally-fueled equivalent model that meets current emissions standards.
- Vehicles that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from the TFCA Regional Fund or other funding sources that claim emissions credits.
- The purchase of new gasoline and diesel (non-hybrid) vehicles is not eligible for TFCA.
- Vehicle engines that are California Air Resources Board (CARB) Executive Order (EO) certified as “FEL” or “Average STD” are not eligible for TFCA. *The CARB EO is required to evaluate a vehicle for TFCA.*
- Non-fuel system upgrades such as transmission and exhaust systems are not eligible for TFCA and should not be included in the incremental cost of the project.
- For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter. Light-duty vehicle types and equipment eligible for funding include:
  - New hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established Super Ultra Low Emission Vehicle (SULEV), Partial Zero Emission Vehicle (PZEV), Advanced Technology-Partial Zero Emission Vehicle (AT-PZEV), or Zero Emission Vehicle (ZEV) Standards;
  - New Electric Neighborhood Vehicles (NEV) as defined in the California Vehicle Code. A. New hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established Super Ultra Low Emission Vehicle (SULEV), Partial Zero Emission Vehicle (PZEV), Advanced Technology-Partial Zero Emission Vehicle (AT-PZEV), or Zero Emission Vehicle (ZEV) Standards; and
  - CARB emissions compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

**Form I:**  
**Light-Duty and Heavy-Duty Alternative Fuel Vehicles Projects, continued**

- For TFCA purposes, Alternative Fuel Heavy-Duty Replacement Vehicles (high mileage) are those with a GVWR of 14,001 lbs. or greater. Vehicle types eligible for funding include:
  - Vehicles purchased and/or leased have a GVWR greater than 14,000lbs; and
  - Are 2014 model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles certified by the CARB.
  - Estimated fuel usage and mileage for new vehicles is to be supported with 2 years of fuel and mileage records for vehicles currently in service.
  - TFCA funding may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.
- **Alternative fuel buses:** For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.
- **Idling Service vehicles:** For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a GVWR of 14,001 pounds or heavier. This category includes only vehicles in which engine idling is required to perform the primary function (for example, crane or aerial bucket trucks). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year. Two years of fuel usage records are required.
- **Scrapping Requirements:** Project sponsors of heavy-duty alternative fuel vehicles or alternative fuel buses purchased or leased with TFCA funds that have model year 1998 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1998 or older heavy-duty diesel vehicle for each new clean air vehicle purchased or leased with TFCA funds. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

ATTACHMENT 4: TCM and MSM INFORMATION FORM  
**Transportation Control and Mobile Source Measures**

All project categories must comply with transportation control measures (TCMs) and mobile source measures (MSMs) included in the Air District's most recently approved plan for State and national ambient air quality standards (2010 Clean Air Plan, or CAP) and, when applicable, with other adopted State, regional, and local plans and programs. 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.

1. Check the TCM(s) or MSM(s) the project will implement (*check at least one*):

- TCM A-1** Local and Area-wide Bus Service Improvements
- TCM A-2** Local and Regional Rail Service Improvements
- TCM B-1** Freeway and Arterial Operations Strategies
- TCM B-2** Transit Efficiency and Use Strategies
- TCM B-3** Bay Area Express Lane Network
- TCM B-4** Goods Movement Improvements and Emission Reduction Strategies
- TCM C-1** Voluntary Employer-Based Trip Reduction Programs
- TCM C-2** Safe Routes to Schools and Safe Routes to Transit Programs
- TCM C-3** Ridesharing Services and Incentives
- TCM C-4** Conduct Public Outreach & Education
- TCM C-5** Smart Driving
- TCM D-1** Bicycle Access and Facilities Improvements
- TCM D-2** Pedestrian Access and Facilities Improvements
- TCM D-3** Local Land Use Strategies
- TCM E-1** Value Pricing Strategies
- TCM E-2** Promote Parking Policies to Reduce Motor Vehicle Travel
- TCM E-3** Implement Transportation Pricing Reform
- MSM A-1** Promote Clean, Fuel-Efficient Light and Medium-Duty Vehicles
- MSM A-2** Zero Emission Vehicles (ZEV) and Plug-in Hybrids
- MSM A-3** Green Fleets
- MSM A-4** Replacement or Repair of High-Emission Vehicles
- MSM B-1** Fleet Modernization for Medium- and Heavy-Duty On-Road Vehicles
- MSM B-2** Low NOx Retrofits in Heavy-Duty On-Road Vehicles

To obtain a full description of the TCMs and MSMs listed above, please refer to the Air District's adopted [2010 Clean Air Plan](#).

*Attachment 4 continues on next page.*

**ATTACHMENT 4: TCM and MSM INFORMATION FORM**  
**Transportation Control and Mobile Source Measures, continued**

2. Describe how your project will implement the selected TCM(s) and/or MSM(s):  
Secure bike parking will both attract new BART riders and encourage some BART riders who drive to the station to use a bicycle as an access mode
3. Describe how this project will reduce motor vehicle emissions by implementing the selected TCM(s) and/or MSM(s)?  
By providing secure bicycle parking at the West Oakland BART station.