



# TFCA Regional Shuttle/Feeder Bus and Ridesharing Program Future Concepts

BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

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# Overview

- Bay Area Air Quality Management District (BAAQMD) Background
- Transportation Fund for Clean Air (TFCA) Background
- Key Issues and Challenges facing the program
- Options
- Tentative schedule
- Open Discussion



# BAAQMD Background

- **Established in 1955**
- **7 million population**  
(~ 5.7 million vehicles)
- **9 Counties**
- **5,340 square miles**
- **Mission:** To protect and improve public health, air quality, and the global climate





# TFCA Background

- Established in 1991, funding from \$4 surcharge on Bay Area motor vehicles for projects that reduce on-road vehicle emissions
- 60% of TFCA funds awarded directly by the Air District:
  - Air District led projects and programs
  - TFCA Regional Fund Program (competitive program)
- Remaining 40% is distributed to the 9-Bay Area Congestion Management Agencies (County Program Manager Fund)
- Board adopts policies and evaluation criteria annually
- **\$53 million** awarded to shuttle and ridesharing projects since 1992 – Regional Fund



# Key Issues and Challenges

- Need to quantify the air quality benefits of existing projects
- Decreasing air quality benefits of projects due to cleaner fleet
- Rigidity of the program structure (such as the application process, evaluation methodology, definition of “last-mile”) and policies



# Options and Alternatives (Regional Program)

## Maintain Current Program:

- Continue dedicating funds for Shuttle and Ridesharing projects with modifications to address issues and challenges

## Broaden Program:

- Refine program to be inclusive of other “last-mile” connection services and solutions
- Shuttles and Ridesharing will continue to be eligible categories

## Discontinue Funding for Operations:

- Discontinue dedicating funds for Shuttle and/or Ridesharing Operations
- Shift funds to other eligible program categories



# Option: Maintain Current Program

Maintaining the current program would require modifications such as:

- Standardize surveys: Air District to contract with third-party to conduct comprehensive surveys of shuttle routes
  - Standardizes survey and evaluation methodology
  - Provides more reliable and robust ridership data
  - Alleviates project sponsors from dedicating time and resources to conduct the Air District survey
  - Streamlines application process for pilot projects
- Raise cost-effectiveness limit for shuttle projects
- Design separate application process for pilot projects



# Option: Broaden Program

- Refine program guidelines to be inclusive of other last-mile connection services and solutions
  - Provides funding for other project types that promote using transit for commutes, such as localized bikesharing, vanpools, and on-demand service
  - Expands definition of “last-mile,” removing restriction to fund only projects that connect transit hubs to employment/commercial centers





# Option: Discontinue Funding for Operations

- Shift funding to other eligible categories
  - Provide up to \$4 million annually for other project categories
  - Potential funding for capital equipment purchases such as PZEV and ZEV shuttles for service operators
  - Require a transition period



# Tentative schedule

## **October 23, 2014:** Mobile Source Committee

- Approve recommended FYE 2015 Shuttle and Ridesharing Projects
- Informational item: options for Shuttle and Ridesharing Program

## **November 2014:** Board of Directors

- Approve recommended FYE 2015 Shuttle and Ridesharing Projects
- Informational item: options for Shuttle and Ridesharing Program

## **December 2014 to March 2015:** Public input period

- To discuss program options and alternatives

## **April 2015:** Mobile Source Committee

- Recommend Actions for future cycles of Shuttle and Ridesharing Program



# OPEN DISCUSSION

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