



## BAY AREA AIR QUALITY MANAGEMENT DISTRICT

### FYE 2016 TFCA Shuttle and Ridesharing Application Workshop

#### Questions & Answers

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**Q:** *For rideshare programs and impacted communities, will there be new GIS files made available?*

**A:** The latest GIS files for the Highly Impacted Communities (CARE areas) are published on our [website](#).

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**Q:** *For shuttle projects that are applying for another year of funding, which is the most recent month in the past year that you require for ridership tallies?*

**A:** We encourage applicants to provide more ridership data if it's available, and recommend providing the previous three years of ridership data to gauge ridership trends. We require, at a minimum, the most recent 12 months of ridership data that you have available at the time of the application. Since applications are due on September 1, the last year of data should cover August 1, 2014 – July 31, 2015.

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**Q:** *Would you be willing to meet with interested applicants at the present time? And, is there a way to calculate the cost effectiveness of our project before we submit our application?*

**A:** We encourage potential applicants to contact the Air District to discuss their projects during the application process. We are happy to provide a preliminary cost-effectiveness estimate as well as work with you to make your project more cost-effective. For questions about this program or to learn the estimated cost-effectiveness for a specific project, please contact Ken Mak at [kmak@baaqmd.gov](mailto:kmak@baaqmd.gov).

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**Q:** *Just to clarify, there's approx. \$4 mil for EXISTING shuttles and approx. \$350k for new shuttles. Correct?*

**A:** The Air District has allocated \$4 million towards this solicitation (for existing shuttle and ridesharing services). \$360,000 plus any funds left over from this solicitation will be allocated towards the new pilot trip reduction program (which includes new (pilot) shuttle services) that is currently being developed and is tentatively scheduled to launch later this fiscal year.

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**Q:** *Could you please explain "route duplication" as per the new revised policy? Is it acceptable if a part of our existing shuttle route overlaps with another transit agency?*

**A:** The new revised policy evaluates whether there is comparable service on an origin/destination basis. In that sense, it is acceptable for part of an existing shuttle route to overlap another transit agency's route so as long as the transit agency does not provide comparable service from the same origin and to the same destination as the proposed shuttle service.

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**Q:** *How many applications are typically received? What has been average grant sizes in past? How many programs would you expect to fund with the total of \$4m?*

**A:** The Air District has historically received between 10 and 15 applications for this program each fiscal year.

In fiscal year ending (FYE) 2014, the Air District awarded \$3.7M to 10 projects consisting of 44 shuttle routes and 2 regional rideshare projects.

For FYE 2015, the Air District awarded \$3.6M to 8 projects consisting of 37 shuttle routes and 2 regional rideshare projects.

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**Q:** *What program was the highest project you have funding for this program?*

**A:** This program provides funding for Existing Shuttle/Feeder Bus Services and Regional Ridesharing Services. For the past several fiscal years largest awards were made to the Metropolitan Transportation Commission and The Peninsula Corridor Joint Powers Board; each was awarded \$1,000,000 for the projects they sponsored.

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**Q:** *When do you anticipate funding availability be open for new/proposed shuttle projects? What sort of criteria do you envision evaluating proposed projects on for the pilot project funding application process and what is the deadline for the new projects applications?*

**A:** The new pilot trip reduction program is currently under development and is scheduled to open later this fiscal year. To stay informed on updates to this program, please [sign up](#) to receive TFCA email alerts.