A photograph of the Golden Gate Bridge in San Francisco at dusk. The bridge's towers and suspension cables are illuminated with warm orange lights. The sky is a mix of deep blue and purple, and the city lights of San Francisco are visible in the background across the water.

# Guidance and Application Workshop

*Existing Shuttle/Feeder Bus and  
Ridesharing Services Grant Program*

*August 15, 2017*

Michael Neward  
Staff Specialist

Bay Area Air Quality Management District



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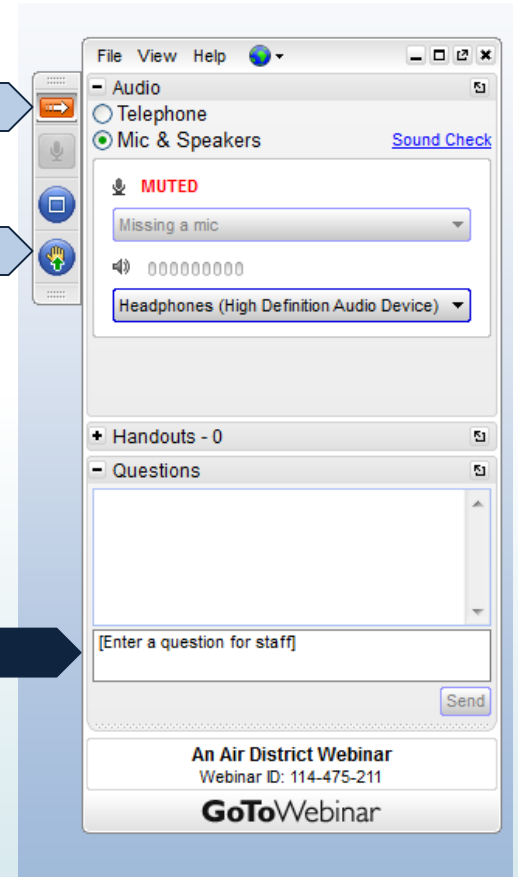
# Webinar Information

- ▶ This webinar is being recorded
- ▶ Copies of presentations will be posted to the Program Website after the webinar.
- ▶ Type in questions using the questions box here.
- ▶ Questions will be answered at the end of the presentation.

Show/Hide Control Panel

Raise Hand

Questions Box





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# Overview

## ➤ Introduction

- Bay Area Air Quality Management District (BAAQMD)
- Transportation Fund for Clean Air

## ➤ Overview of the Program

## ➤ Online Application

## ➤ Program Timeline

## ➤ Attributes of Cost-Effective Projects

## ➤ Questions and Answers



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# Introduction & Background

## The Air District:

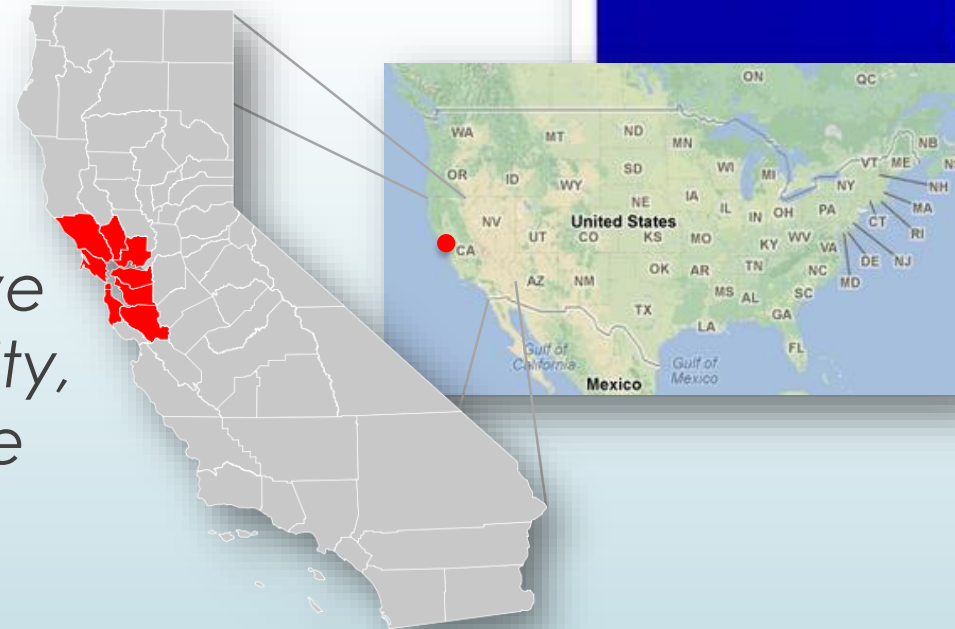
- Established in 1955
- Nine Bay Area Counties
- 5,340 square miles
- Seven Million Residents

NINE COUNTY JURISDICTION OF THE BAAQMD



## Our Mission:

*To protect and improve public health, air quality, and the global climate*





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# Transportation Fund for Clean Air

► Grants to reduce tailpipe criteria emissions from on-road sources

► Regional Fund (60%)

- Clean Air Vehicles
  - Zero Emissions Vehicles
  - Alt Fuel Infrastructure
- Trip Reduction
  - Shuttles, Rideshare
  - Bicycle Facilities
  - Pilot Trip Reduction

► County Program Manager (40%)

- All Regional Fund categories; plus
  - Arterial Management,
  - Smart Growth, and Bike Share





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# FYE 2018 TFCA - \$23 Million



## Charge!

- Publicly available Level 1, 2, and DC Fast EV Charging Stations
- Open Now!  
[baaqmd.gov/charge](http://baaqmd.gov/charge)



## Zero-Emission Vehicles

- Light- and Heavy- Duty Electric and Hydrogen Vehicles
- Late 2017



## Pilot Trip Reduction

- New and innovative region-wide trip reduction strategies
- Early 2018



## Existing Shuttles & Ridesharing

- Existing shuttle and ridesharing services
- August 2, 2017



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# FYE 2018 Shuttle, Rideshare, & Pilot Trip Reduction Program

## ***For Existing Shuttles & Rideshare Projects***

- ▶ Up to \$4 Million available
- ▶ **For existing projects** with at least 12 months operational data
- ▶ Open August 2, 2017
- ▶ **Hardcopy application received by:**

**SEPTEMBER 11, 2017** by 4PM

## ***For Pilot Trip Reduction Projects***

- ▶ ~ \$2 Million available
- ▶ **For NEW projects in CARE AREA or PDA**
- ▶ Program requirements under development
- ▶ Tentatively scheduled to open **early-2018**



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# FYE 2018 Guidance, Policies, and Evaluation Criteria

For Existing Shuttles and Ridesharing Projects





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# FYE 2018 Policies - Overview

TFCA-funded projects must comply with all applicable Board-adopted Policies:

- General and project type-specific policies **#1-21**
- Existing Shuttle/Feeder Bus Service policies: #28
- Regional Ridesharing policies: #30



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## Cost-effectiveness (Policy #2)

$$CE = \frac{\textit{TFCA Funds Awarded}}{\textit{Tons of NOx + ROG + (PM}_{10} \times 20) \textit{ reduced}}$$

Maximum award for each ton of  
(weighted) emissions reduced



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# Emission Reduction Calculation

## Step 1 Eliminated Auto Trips

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- % of riders driving if no shuttle
- Total trip distance

## Step 2 Auto Trips to transit station

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- % of riders driving to access transit
- Distance driven to reach transit station

## Step 3 Shuttle Vehicle Emissions

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- Engine Yr, Model, Emission Standards (CARB EO)
- Vehicle Class and GVWR
- Total Annual (Service) Miles



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# FYE 2018 Policies for Existing Shuttle/Feeder Bus Services (Policy #28)

## Shuttle Services must:

- Connect from a mass transit hub to a distinct commercial or employment area
- Use TFCFA funds for only commuter **week-day** peak-hour services (5AM to 10AM and/or 3PM to 7PM)
- **Not duplicate other existing service and provide service to under-served communities that** lack other comparable service
- Remain under the Cost-Effectiveness limit of \$200,000; \$250,000 for services in CARE areas or PDAs)



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## FYE 2018 Policies for Regional Ridesharing Services (Policy #30)

### Ridesharing Services must:

- Services that facilitate trip reduction (e.g., maintaining a ridesharing/carpooling website)
- Projects must be comprised of riders from **at least five** Bay Area counties
- No one county may account for more than **80%** of all riders
- Cost-Effectiveness limit = \$150,000 (Policy #2)



# Other Requirements

## Project Timing

- ▶ Projects must start in CY 2018

## Payment / Invoicing

- ▶ Interim Payments on a reimbursement basis; with 15% retained until final payment
- ▶ Final Payment after receipt and approval of Final Report

## Monitoring and Reporting

- ▶ Progress reports due semi-annually every April 15 and October 15
- ▶ Final report due 3 months after project completion
- ▶ Survey Requirement: all projects are required to conduct a passenger survey

## Audit and Inspection

- ▶ Projects are subject to independent audit and inspection



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# Insurance Requirements

Project Type	Insurance Required
Operation of Shuttles and Vanpools	Commercial General Liability Automobile Liability Automobile Physical Damage Workers Compensation
Other Ridesharing Operations	Commercial General Liability



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# Eligible Project Costs

- ▶ Project Implementation Costs:
  - Documented hourly labor charges/contractor (salaries, wages, and benefits) directly and solely related to implementation of the TFCFA project;
  - Shuttle Vehicle maintenance and fuel costs;
  - Indirect project implementation costs associated with implementing the project, limited to approved rates from oversight agencies.





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# Application/Project Evaluation Criteria

- ▶ Project must comply with all applicable Board-adopted Policies
- ▶ Applications ranked based on Cost-Effectiveness
- ▶ Up to 60% of Program funds will be prioritized for projects that are located in:
  - Highly Impacted Communities or Episodic Areas (CARE Areas) or
  - Priority Development Areas (PDAs)



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# Application Submittal Instructions

- ▶ A complete application package must be submitted **BOTH online and as a hard-copy** by the submittal deadline:
  - Online application; submit the online form and upload the required attachments
  - *Hard-copy*; Print the completed online application form and mail **one copy of** signed hardcopy along with the required attachments to the Air District at:

Bay Area Air Quality Management District  
Attn: Chengfeng Wang, Acting Grants Program Manager  
375 Beale St. Suite 600  
San Francisco, CA 94105

***Hard-copy must be received by the Air District by 4 PM, September 11, 2017***



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# Community Air Risk Evaluation Program

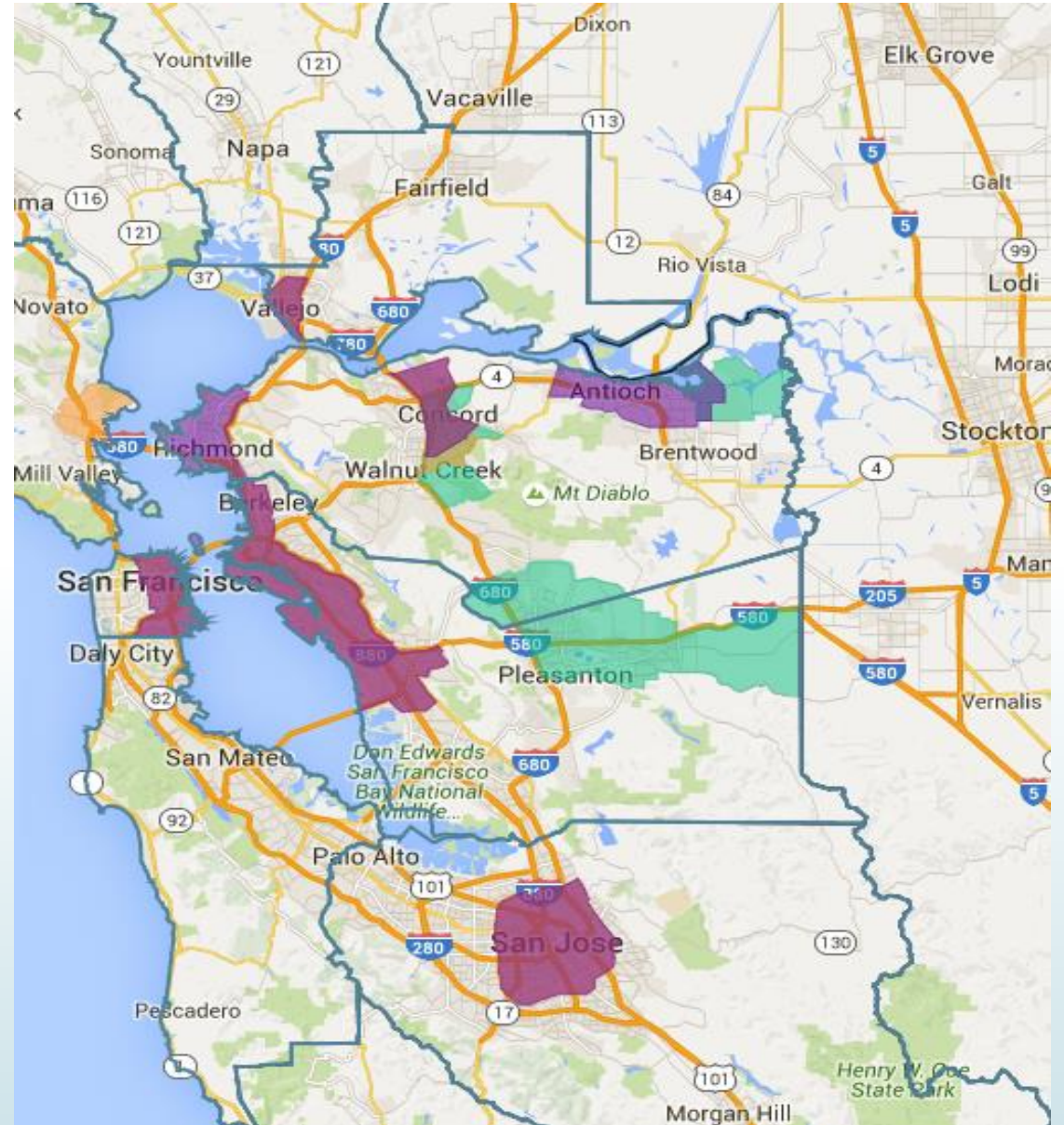
Impacted Communities

- Impacted Communities
- 8 Hour Ozone Exceedance Areas
- 24 Hour PM2.5 Exceedance Areas
- 2013 Cumulative Impact Area

[Show Detail](#)

Boundaries

[www.baaqmd.gov/CARE](http://www.baaqmd.gov/CARE)





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# Online Grant Application

Existing Shuttle and Ridesharing Projects



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## Program Timeline

- ▶ **September 11, 2017: Application due date**
- ▶ October 6, 2017: Board resolutions due date
- ▶ Recommendations for award of funding (tentative):
  - October 26, 2017, by Mobile Source Committee
  - November 7, 2017, by Board of Directors
- ▶ November/December 2017 (tentative) – Funding Agreements sent to awarded Project Sponsors for signature / execution
- ▶ January 1, 2018 – December 31, 2018 – Projects implemented
- ▶ March 31, 2019 - Final Report and request for reimbursement due
- ▶ Late 2019 -2021 – Audit of awarded projects



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# Attributes of Cost-Effective Projects

- ▶ Uses the best available or cleanest/zero-emission technology
- ▶ Large % of ridership who are commuters and would otherwise drive alone if service wasn't available
- ▶ Coordinates and promotes service with commercial and employment centers



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# Air District Program Contacts

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(415) 749-8660

