

## FYE 2019 TFCA Regional Fund Existing Shuttle and Ridesharing Program Guidance for Requesting Funds for Shuttle Routes

This document provides guidance on how the ridership characteristics and shuttle vehicle selection can affect amount of funding that the Existing Shuttle and Ridesharing Program can offer. All scenarios assume that the shuttle service operates 250 days per year, and that the service does not operate in a CARE area. Changes to the Base Case Scenario are highlighted in orange. Applicants are encouraged to contact the Air District to discuss the cost-effectiveness of their projects prior to applying.

Scenario	Base Case	Service has low ridership	Service riders do not drive for commute	Service riders are long distance commuters
<b>Max Funding</b>	<b>\$48,000</b>	<b>\$17,000</b>	<b>\$14,000</b>	<b>\$78,000</b>
Annual Boardings	70,000	30,000	70,000	70,000
Average length of riders' commutes (1-way mi)	11	11	11	15
% of riders who would drive if shuttle was not available	65%	65%	25%	65%
Miles travelled by shuttle vehicle per year (mi)	30,000	30,000	30,000	30,000
Type of Shuttle Vehicle	2016 Diesel HDV 14 to 33k GVWR	2016 Diesel HDV 14 to 33k GVWR	2016 Diesel HDV 14 to 33k GVWR	2016 Diesel HDV 14 to 33k GVWR
Scenario	Service uses an older shuttle vehicle	Service uses an urban bus	Service uses a zero-emission vehicle	Service's routes are long
<b>Max Funding</b>	<b>\$43,000</b>	<b>\$40,000</b>	<b>\$52,000</b>	<b>\$45,000</b>
Annual Boardings	70,000	70,000	70,000	70,000
Average length of riders' commutes (1-way mi)	11	11	11	11
% of riders who would drive if shuttle was not available	65%	65%	65%	65%
Miles travelled by shuttle vehicle per year (mi)	30,000	30,000	30,000	45,000
Type of Shuttle Vehicle	2007 Diesel HDV 14 to 33k GVWR	2016 Diesel Urban Bus 33k+ GVWR	2016 Zero-Emission Shuttle 14 to 33k GVWR	2016 Diesel HDV 14 to 33k GVWR

Assumptions for commute lengths and % driving from Vital Signs (Metropolitan Transportation Commission): <http://www.vitalsigns.mtc.ca.gov/>