**TFCA PROJECT INFORMATION FORM H**

**Ridesharing / Transportation Demand Management (TDM):**

**Ridesharing, Guaranteed Ride Home (GRH), and Carpool/Transit Incentives**

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| **Project Sponsor:**      **Project Title**:      **Project Contact**:       |

**Eligibility**

Ridesharing projects are identified as an eligible project category under Policy No. 27 of the Air District’s TFCA County Program Manager (CPM) Policies.

* Eligible projects include:
	+ Existing Ridesharing Services, including carpool, vanpool, or other rideshare services.
	+ Education-based and incentive-based programs that promote ridesharing and alternative transportation modes (transit, walking, biking), including but not limited to TDM and GRH programs.
	+ Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible.
* Pilot ridesharing and TDM projects must also meet the requirements for Pilot Trip Reduction projects under TFCA CPM Policy #29.
* **Ineligible**: TFCA cannot be used to fund projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/vanpool service exclusively to the project sponsor’s own employees.

**Project Information**

*For all projects proposed for TFCA funding under this category, Alameda CTC is required to evaluate estimated emissions reductions for criteria pollutants (NOX, ROG, PM10) and TFCA cost-effectiveness, based on the following project information. Use the most accurate or best estimate data available and state all assumptions/ calculations. The suggested default values below are 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****.***

Enter the project assumptions in the following tables, 1-4. Complete all tables/and sections that apply:

* **Table 1: GRH programs**
* **Table 2: School-based Ridesharing and TDM**
* **Table 3: Commute-based Ridesharing and TDM**
* **Table 4: Carpool and Transit Incentives**

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| Table 1 - Guaranteed ride home (GRH) PROGRAMS |
| Data Required: | Input Data: | Default values: |
| Program period (requested funding period) |       | *Up to 2 years* |
| Target population |       | *No default. Define below in the space provided.* |
| Number of 1-way SOV\* trips/day eliminated by project  |       | *0.2% of target population* |
| Number of days/year project in effect/year |       | *240 days* |
| Length of SOV trip (1-way) eliminated by project |       | *16 miles* |
| *\*SOV = Single occupancy vehicle* |
| **Additional Information:** Target population:     Default value variations: Default values were provided by the Air District for the purpose of calculating estimated emissions reductions due to project.Where values entered above differ from the stated defaults, provide a detailed justification for the use of the proposed value in lieu of the default (source, calculation, etc.).      |

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| **Table 2 - School-based RIDESHARING PROGRAMS** |
| Data Required: | Input Data: | Default values: |
| Program period (requested funding period) |      | *Up to 2 years* |
| Target Population |      | *No default. Define below in the space provided.* |
| Number of 1-way SOV\* trips/day eliminated by project  |       |  *Maximum of 1% of target population* |
| Number of days/year project in effect/year |       | *180 days* |
| Length of SOV trip (1-way) eliminated by project |       | *1-3 miles* |
| *\*SOV = Single occupancy vehicle* |
| **Additional Information:** Target population:     Default value variations: Default values were provided by the Air District for the purpose of calculating estimated emissions reductions due to project.Where values entered above differ from the stated defaults, provide a detailed justification for the use of the proposed value in lieu of the default (source, calculation, etc.).      |

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| Table 3 - COMMUTE-BASED Ridesharing PROGRAMS |
| Data Required: | Input Data: | Default values: |
| Program period (requested funding period) |       | *Up to 2 years* |
| Target population |       | *No default. Define below in the space provided.* |
| Number of 1-way SOV\* trips/day eliminated by project |       | *1% of target population* |
| Days/year project in effect |       | *240 days max* |
| Length of SOV trip eliminated (1-way) |       | *16 miles* |
| Number new SOV trips/day to access transit due to project |       | *50% of number of 1-way SOV trips/day eliminated* |
| Days/year for new transit access trips? |       | *same # days/yr project in effect* |
| Trip length (1-way) for new transit access trips |       | *3 miles* |
| *\*SOV = Single occupancy vehicle* |
| **Additional Information:** Target population:     Default value variations: Default values were provided by the Air District for the purpose of calculating estimated emissions reductions due to project.Where values entered above differ from the stated defaults, provide a detailed justification for the use of the proposed value in lieu of the default (source, calculation, etc.).      |

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| Tabe 4 - CARPOOL AND Transit Incentive Campaigns |
| Data Required: | Input Data: | Default values: |
| Program period (requested funding period) |       | *Up to 2 years* |
| Target population |       | *No default. Define below in the space provided.* |
| Does program provide a direct or indirect rideshare or transit subsidy? |       |  |
| If yes, what type of subsidy and what amount?  |       |  |
| Number of 1-way SOV\* trips/day eliminated by project  |       | *No default* |
| Days/year project in effect1 |       | *90 days or 240 days max* *(See note 1 below)* |
| Length of SOV trip eliminated (1-way) |       | *No default* |
| Number new trips/day to access transit |       | *50% of the number of 1-way SOV trips/day eliminated*  |
| Days/year for new transit access trips |       | *same # entered above for days/yr project in effect* |
| Trip length (1-way) for new transit access trips |       | *3 miles* |
| *\*SOV = Single occupancy vehicle* |
| Notes: 1. For transit incentive campaigns, for the number of days per year the project is in effect:
* If the number of trips/day eliminated is based on a % of a target population, use a maximum of 90 days/year.
* If the number of trips/day eliminated is based on number of participants, use a maximum of 240 days/year.
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| **Additional Information:** Target population:     Default value variations: Default values were provided by the Air District for the purpose of calculating estimated emissions reductions due to project.Where values entered above differ from the stated defaults, provide a detailed justification for the use of the proposed value in lieu of the default (source, calculation, etc.).      |