



**Bay Area Air Quality Management District
Mobile Source Committee**

July 2, 2015

Projects with Proposed Awards over \$100,000

**Damian Breen
Deputy Air Pollution Control Officer**

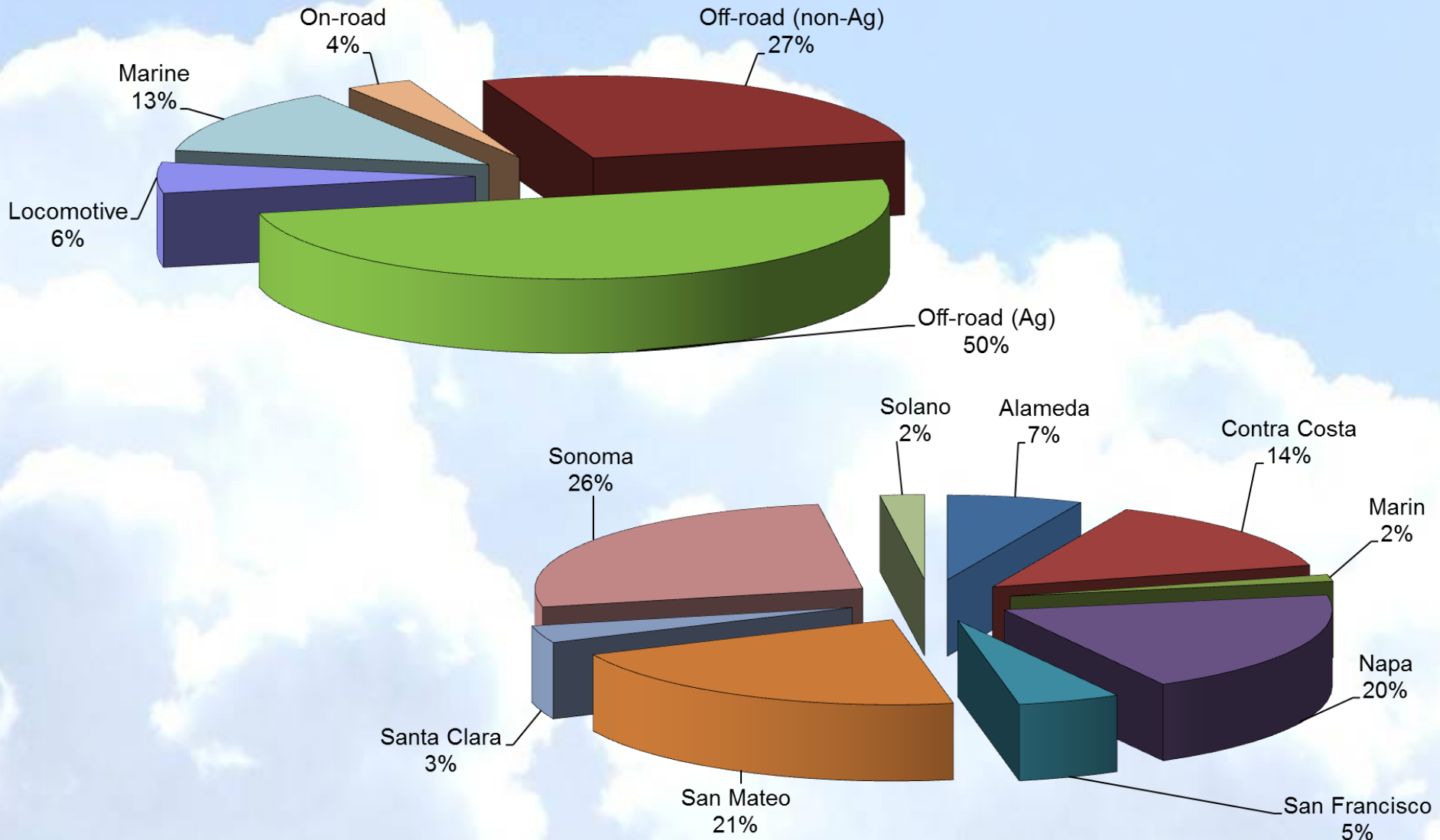
- Background
- Proposed projects with awards over \$100,000
- Recommendations

- **Carl Moyer Program (CMP)**
 - Created in 1998 to reduce emissions from heavy-duty engines
 - Voluntary program that funds surplus emission reductions
- **Mobile Source Incentive Fund (MSIF)**
 - AB 923 allowed for additional \$2 motor vehicle registration fee surcharge (12/04)
 - CMP and LESBP projects eligible for MSIF funding

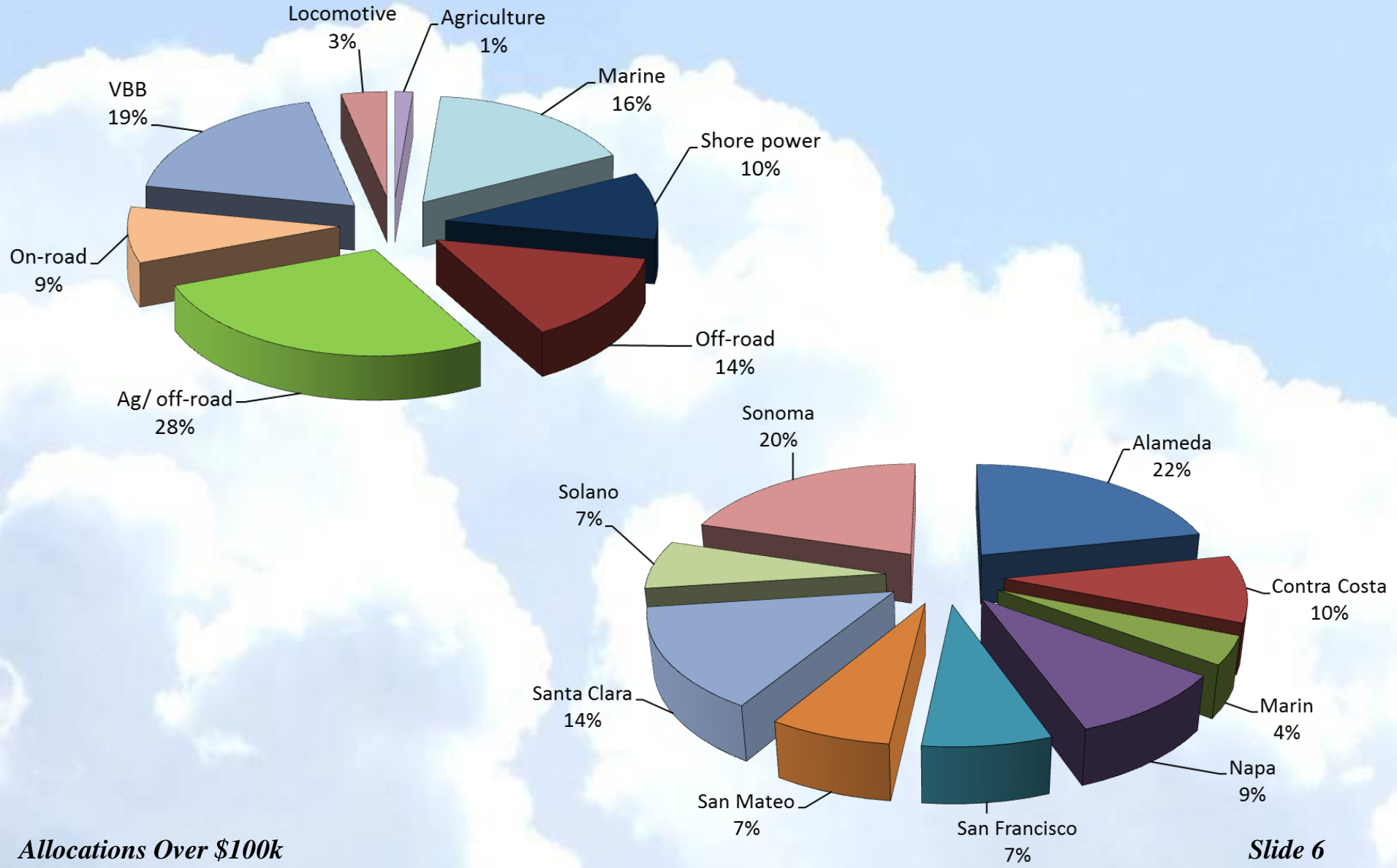
- **On 2/19/14 District Board of Directors:**
 - Approved participation in CMP Year 16
 - Authorized Executive Officer/APCO to execute contracts and amendments with grant awards up to \$100,000
- **CMP Project Recommendations over \$100k**
 - 9 Projects to reduce emissions from:
 - 34 off-road agricultural equipment
 - 1 marine engine
 - 6 airport ground support equipment
 - 1 locomotive
 - \$2,648,832 in total awards
 - Emission reductions: Over 12.6 TPY of criteria pollutants

CMP and MSIF Funds

Awarded as of 6/17/15



CMP and MSIF Funds Awarded since 2009



Recommendations

Recommend the Board of Directors:

1. Approve CMP projects with proposed grant awards over \$100,000 as shown in Attachment 1;
2. Authorize the Executive Officer/APCO to enter into agreements for the recommended projects.



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**Bay Area Clean Air Foundation Reformulated
Gasoline (RFG) Open Grants Program**

**Damian Breen
Deputy Air Pollution Control Officer**

Overview

- Background
- RFG Settlement Funding
- *Charge!* Program
- Questions

- **Bay Area Clean Air Foundation (BACAF)**
 - A nonprofit public benefit corporation created by the Board in 2008
 - Provides financial, administrative and programmatic support to the Air District and provides funding to reduce emissions and educate community members about air quality in the Bay Area
- **Transportation Fund for Clean Air (TFCA)**
 - Funded by \$4 motor vehicle registration surcharge fee
 - Since 2014, \$20+ million in TFCA funding allocated to accelerate deployment of PEVs and infrastructure
- **Reformulated Gasoline Settlement Fund (RFG)**
 - \$48 million settlement from 14 class action lawsuits against Union Oil Company of California and Unocal Corporation to achieve vehicle emissions or fuel efficiency benefits for California consumers

RFG Open Grants Program

- ~ \$7 million of Settlement Funds allocated to Open Grants Program
 - Majority of funding awarded in 2010
 - Including a grant to BACAF to deploy converted PHEVs with City CarShare
- **February 5, 2015:** Air District in partnership with BACAF applied for \$500,000 RFG funds to augment the *TFCA Charge!* Program by providing funds to public agencies
- **May 2015:** Court awarded \$500,000 for the *TFCA Charge!* Program:
 - \$450,000 for direct project costs,
 - \$20,000 for the development of a White Paper, and
 - Up to 6% to pay for administrative expenses

Charge! Program

- Recipients must comply with most TFCA *Charge!* Program requirements
- Funding for Level 1, Level 2, DC fast charger, and limited funding for Plug-in Electric Vehicles
 - Agencies may apply for funding for their own fleets
 - Agencies may apply for funding for chargers for their own fleet; however, at least 50% of the stations installed must be publicly accessible
- Funds will be awarded through a competitive application process
 - At least 25% of funding will be reserved for Community Air Risk Evaluation (CARE) areas
 - Applicants requesting the lowest amount of grant funding per clean air and fuel efficiency benefits achieved will be scored higher

Charge! Program (cont.)

- New program for public agencies, anticipated to open September 2015
- RFG settlement funding will augment, not supplement, the *Charge!* Program funding
- Agencies not selected for award of RFG match funds would still be eligible to apply for TFCA *Charge!* Program funding

Questions?



**Bay Area Air Quality Management District
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Caltrain Electrification Project Allocation

**Damian Breen
Deputy Air Pollution Control Officer**

- Background
- Project overview
- Proposed funding
- Recommendations

- **Carl Moyer Program (CMP)**
 - Created in 1998 to reduce emissions from heavy-duty engines
 - Voluntary program that funds surplus emission reductions
- **Mobile Source Incentive Fund (MSIF)**
 - AB 923 allowed for additional \$2 motor vehicle registration fee surcharge (12/04)
 - CMP and LESBP projects eligible for MSIF funding



Caltrain Modernization Program

Air District Mobile Source Committee
July 2, 2015

Caltrain System Today





About Caltrain

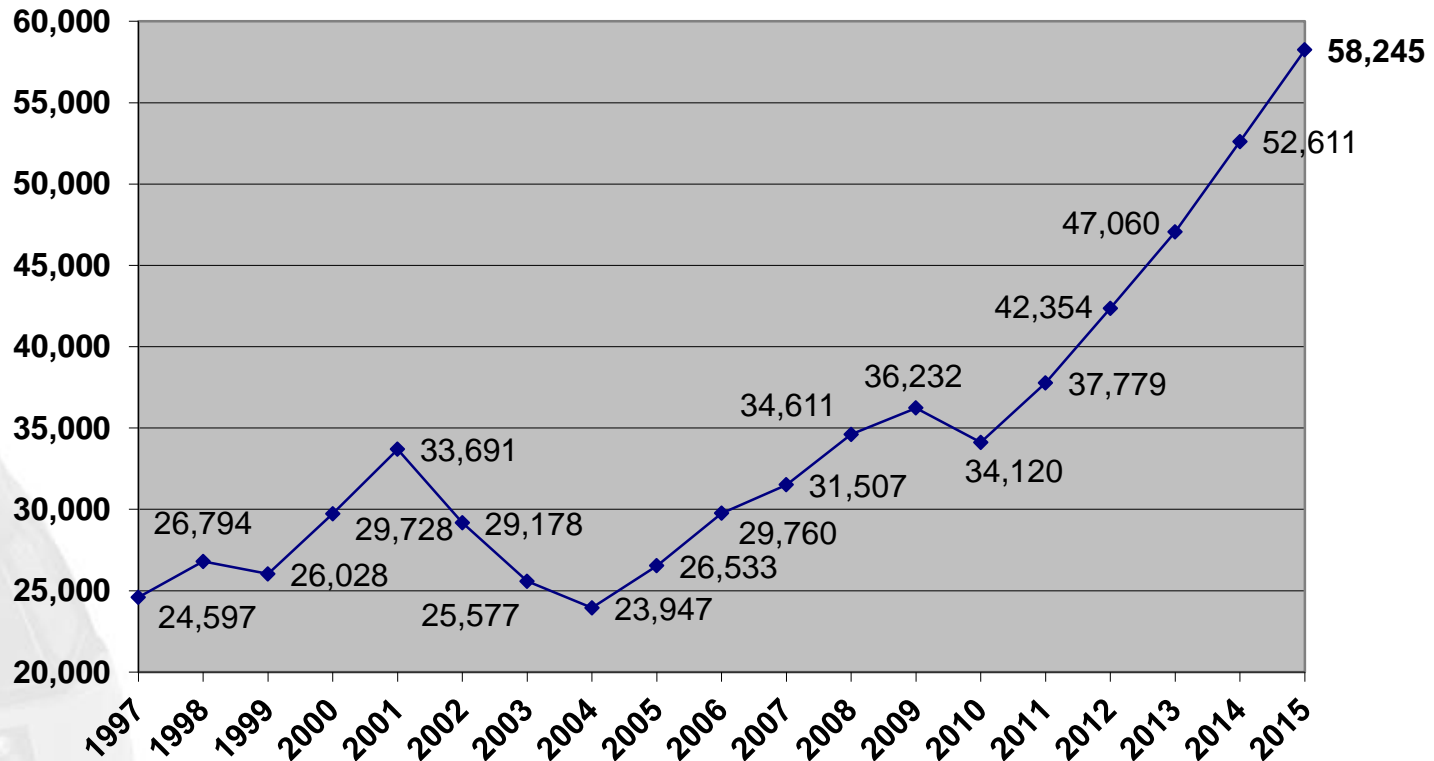
- Diesel commuter rail system
- SF to SJ area
- 77 mile corridor, 32 stations
- Ridership Today: ~ 61,000+ weekday
- Projected 2040 Ridership: ~100,000+ weekday





Average Weekday Ridership

Since 2004 143% increase



Bike Ridership 11%

Exceeding Capacity Today

Northbound Max Loads		
Depart SJ	Percent of Seated Capacity (low season)	Percent of Seated Capacity (high season)
7:03 AM	135%	158%
7:45 AM	128%	150%
8:03 AM	127%	149%
5:23 PM	122%	143%
6:57 AM	122%	142%
7:50 AM	117%	137%
6:45 AM	108%	126%
6:50 AM	106%	124%
4:39 PM	106%	124%
7:55 AM	103%	121%
8:40 AM	102%	119%
4:23 PM	96%	113%



Bikes on Board

- 72 - 80 per train (2 of 5 cars)
- Today: ~6,000 weekday
- Bike “bumps”



Regional Transportation Needs

- US 101 and Interstate 280 Congested
- Corridor supports growing economy
 - 14% CA GDP; 52% CA patents; 25% CA tax revenue
- Caltrain Commuter Coalition (formed 2014)
 - 75% caltrain rider's commute to work; 60% choice riders



Caltrain Modernization



Caltrain Modernization Program

- Early Investment Program
 - Advanced Signal System: CBOSS PTC (2015)
 - Peninsula Corridor Electrification Project (2020)
- Caltrain/HSR Blended System





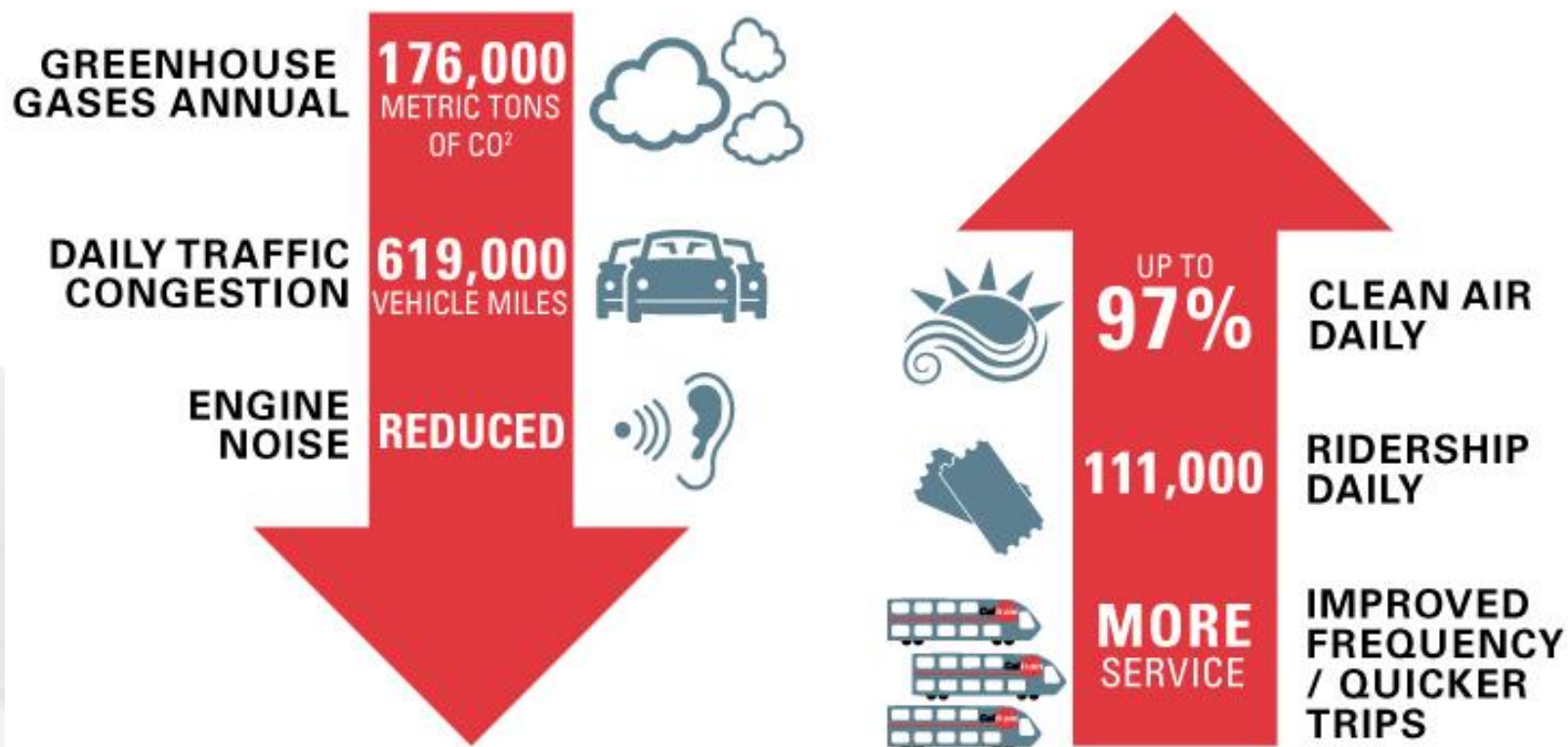
Peninsula Corridor Electrification Project



PCEP Project Description

Area	Project	Service
<p>51+ miles</p> <p>San Francisco to San Jose (Tamien Station)</p>	<p>Electrification:</p> <ul style="list-style-type: none"> • Overhead Contact System (OCS) • Traction Power Facilities <p>Electric Multiple Units (EMUs)</p>	<p>Up to 79 mph</p> <p>Service Increase</p> <ul style="list-style-type: none"> • 6 trains / hour / direction • More station stops / reduced travel time • Restore Atherton & Broadway service <p>Mixed-fleet service (interim period)</p> <p>Cont. tenant service</p>

Key Regional Benefits (2040)



Note: 2013 BAC Report, generates \$2.5B economic activity and 9,600 jobs

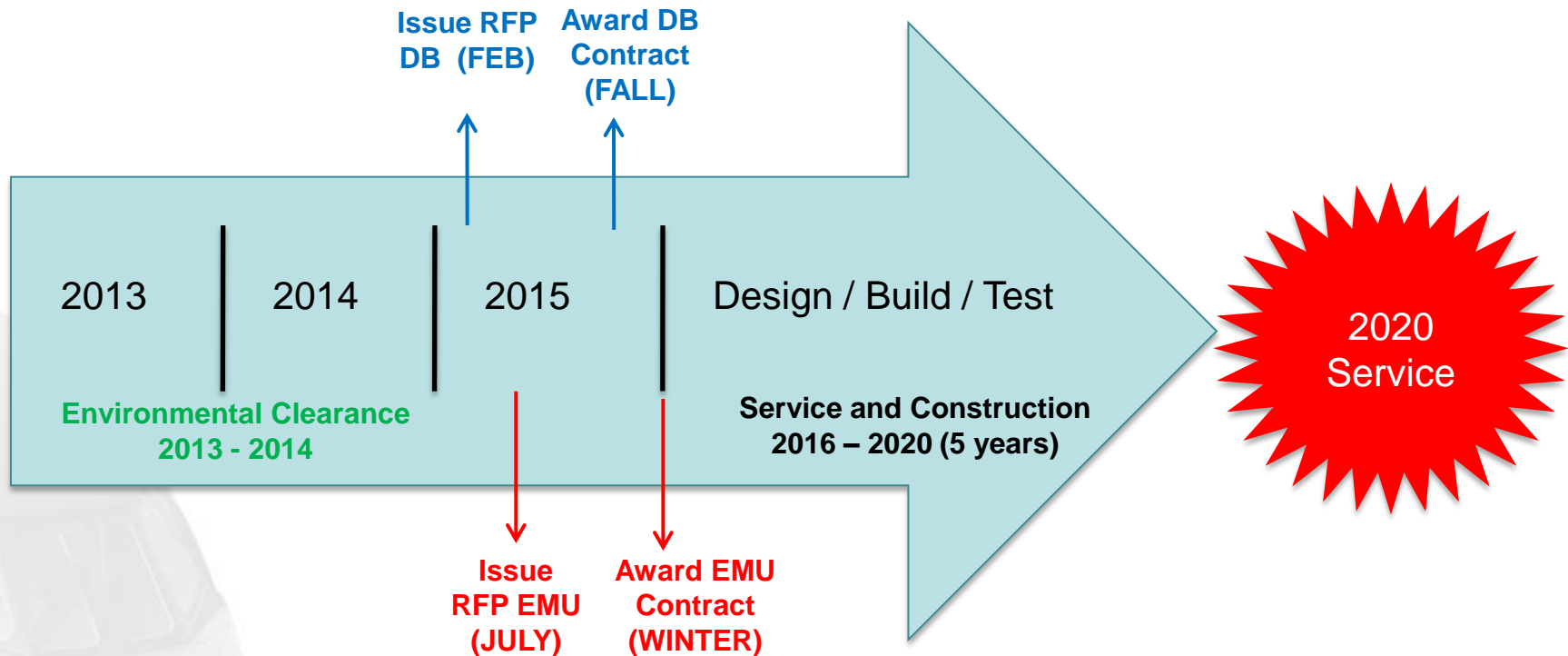
PCEP Service Benefits

Metric	Today	PCEP
Trains / peak hour / direction	5	6
Passengers / peak hour / direction	5,100	6,300
<i>Example Baby Bullet Train</i>		
<i>Retain 5-6 stops</i>	<i>60 minutes</i>	<i>45 minutes</i>
<i>Retain SF to SJ 60 minutes</i>	<i>6 stops</i>	<i>13 stops</i>
<i>Example RWC Station</i>		
<i>Train stops / peak hour</i>	3	5

Updated Cost / Schedule

Program	Based on MOU	Update
Peninsula Corridor Electrification Project	Revenue Service 2019	Revenue Service Winter 2020
	\$1,225M (2008)	\$1,474M - \$1,531M (2014) (Need: \$249m - \$306m)

2020 Revenue Service



Important milestones to meet 2020 service date

Partnerships / Collaboration

- Boards / Elected Officials
 - Joint Powers Board (JPB); Local Policy Maker Group (LPMG); City Councils / Committees
- Advisory Committees
 - Citizen Advisory Committee; Bicycle Advisory Committee; Caltrain Accessibility Advisory Committee
- Staff
 - City / County Staff Coordination Group; Peninsula Corridor Working Group
- Community Leaders / Advocacy Organizations
 - Caltrain Commuter Coalition; Friends of Caltrain

Proposed funding

- \$20 million in MSIF funds
 - Combination of existing funds, and
 - ~\$4M per year between 2015 and 2020
- Approximately 36% of annual MSIF revenues
- Cost-effectiveness ~\$13,000 per ton
- Air District and Caltrain will develop a schedule for funding disbursements
- Caltrain will be required to scrap existing diesel locomotives at the conclusion of their lease agreements

Recommendations

Recommend the Board of Directors:

1. Allocate \$20 million in Mobile Source Incentive Funds (MSIF) to the Peninsula Corridor Joint Powers Board for the Caltrain Electrification Project via a funding plan between 2015 and 2020.
2. Authorize the Executive Officer/APCO to enter into the necessary agreements for the project.



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**Transportation Fund for Clean Air (TFCA)
Regional Fund Policies, Policy Waiver Request,
and Hydrogen Station Funding Allocation**

**Damian Breen
Deputy Air Pollution Control Officer**

- Background
- FYE 2016 funding, policies, and proposed revisions
- SFMTA's request for Waiver
- Funding allocation for Hydrogen Stations
- Recommendations



Transportation Fund for Clean Air (TFCA)

- Funded by \$4 motor vehicle registration fee surcharge
 - 60% to Regional Fund & Air District-sponsored projects
 - 40% to County Program Manager Fund
- Statutory authority and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242
- Board adopts policies and evaluation criteria annually
- TFCA is the sole funding source that can be used to fund trip reduction and light-duty alternative fuel vehicle-based projects

FYE 2016 TFCA Regional Fund Funding and Policies

- **On 5/6/2015, District Board of Directors:**
 - Authorized funding allocation for FYE 2016 Clean Air Vehicles, Trip Reduction, and Bicycle Facilities projects; and
 - Authorized the Executive Officer/APCO to enter into funding agreements and contracts up to \$100,000.
- **FYE 2016 Policies - Process and Timeline:**
 - *February to March:* Draft policies issued for public comment
 - *July:* Proposed policies to Board for approval
 - *Beginning August 2015 (tentative):* Open call for projects (issued in phases throughout FYE 2016)

Public Input Process

- **Public Comment Period: February 27 to March 23, 2015**
 - **Policies posted on [Air District Website](#); notification sent to [TFCA grants e-mail list](#)**
 - **Stakeholder workshops/meetings:**
 - ❑ General Meeting (Mar 3): 23 attendees (1 in person, 22 via webinar)
 - ❑ 7 Shuttle-specific workshops (Aug 8, 2013 – Oct 2, 2014) and 19 direct meetings with project sponsors, CMAs, other interested parties
- **9 sets of comments received (Attachment C)**
- **Proposed Policies reflect stakeholder input & Air District updates**

Proposed Revisions (General Policies)

- **TFCA Cost effectiveness (#2):** Cost-Effectiveness (C/E) thresholds for funding Shuttle/Feeder Bus services in CARE Areas or PDAs increased to \$200,000/ton (from \$175,000/ton).
- **In Compliance with Air Quality Regulations (#11):** New addition to TFCA policies to align it with other Air District grant programs; requires applicants to certify that they are in compliance with all local, State, and federal air quality regulations.
- **Combined Funds (#19):** Specifies when TFCA County Program Manager Funds may be used for TFCA Regional Fund projects.

Proposed Revisions (Clean Air Vehicles)

- **Light-Duty Zero- and Partial-Zero Emissions Vehicles for Fleets (#23):** Allows for up to \$5,000 of funding per new clean vehicle to pay for refueling infrastructure.
- **Heavy-Duty Zero Emissions Vehicles (#24):** Allows for up to \$5,000 of funding per new clean vehicle to pay for refueling infrastructure that would power the vehicle and up to an additional \$15,000 for projects that retire or scrap older vehicles.
- **Hydrogen Stations (#25):** Previously Alternative Fuel Infrastructure, this policy has been revised to clarify that only zero-emission hydrogen projects are eligible. Maximum award per station reduced to \$250,000.

Proposed Revisions (Trip Reduction)

- **Shuttle/Feeder Bus Services (#28):** Revised to reflect stakeholder and Board input:
 - Revised the language regarding “duplication of service” (28.d) to clarify that eligible projects are those that provide service to locations under-served and lack other comparable service.
 - ❑ Reduced 0.5 mile exclusion radius to 1/3 mile and added a requirement that proposed services must improve average travel time by at least 33% and 15 minutes.
 - Removed the requirement to submit a financial plan to achieve financial self-sufficiency for existing projects.
 - Clarified the requirement for applicants to submit a letter of concurrence from the transit district or agency.
- **Pilot Trip Reduction Projects (#29):** New category that allows innovate forms of trip reduction projects; pilot shuttles and feeder bus services are also eligible under this category.

Proposed Revisions (Bicycle Facilities)

- **Bikeways (#32):** New category that will provide funding for the construction and/or installation of new bikeways. Eligible bikeways include:
 - Class I (Paths)
 - Class II (Lanes)
 - Class III (Routes)
 - Class IV (Cycle Tracks or Separated Bikeways)

SFMTA Waiver Request

- SFMTA awarded \$70,000 to install e-lockers at 4 locations in San Francisco (Project #14R22)
- Project was delayed in obtaining the necessary approvals
- SFMTA is requesting approval of a waiver to FYE 2014 Regional Fund Policies #8 and #13:
 - **Policy #8: *Readiness*:** Projects must commence by end of calendar year 2014.
 - **Policy #13: *Signed Funding Agreement*:** Project Sponsors must sign and return a funding agreement within 60 days, extendable up to 180 days.

Hydrogen Station Funding Allocation

- CARB's Advanced Clean Cars initiative includes plan to deploy hydrogen stations in the Bay Area by 2017
- On May 6, Board of Directors approved \$2.4M in FYE 2015 TFCA funds for 12 new Hydrogen Stations
- For FYE 2016, staff recommends allocating \$500,000 from prior year TFCA funds:
 - Gives the District flexibility to support CARB's plan for station deployment

Recommendations

Recommend Board of Directors:

1. Approve the proposed FYE 2016 TFCA Regional Fund Policies and Evaluation Criteria presented in Attachment A;
2. Approve a request from the San Francisco Municipal Transportation Agency for a waiver to FYE 2014 TFCA Regional Fund Policies for project #14R22; and
3. Allocate \$500,000 from prior year TFCA funds for Hydrogen Stations in FYE 2016.