



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

April 23, 2015

Projects with Proposed Awards over \$100,000

**Damian Breen
Deputy Air Pollution Control Officer**

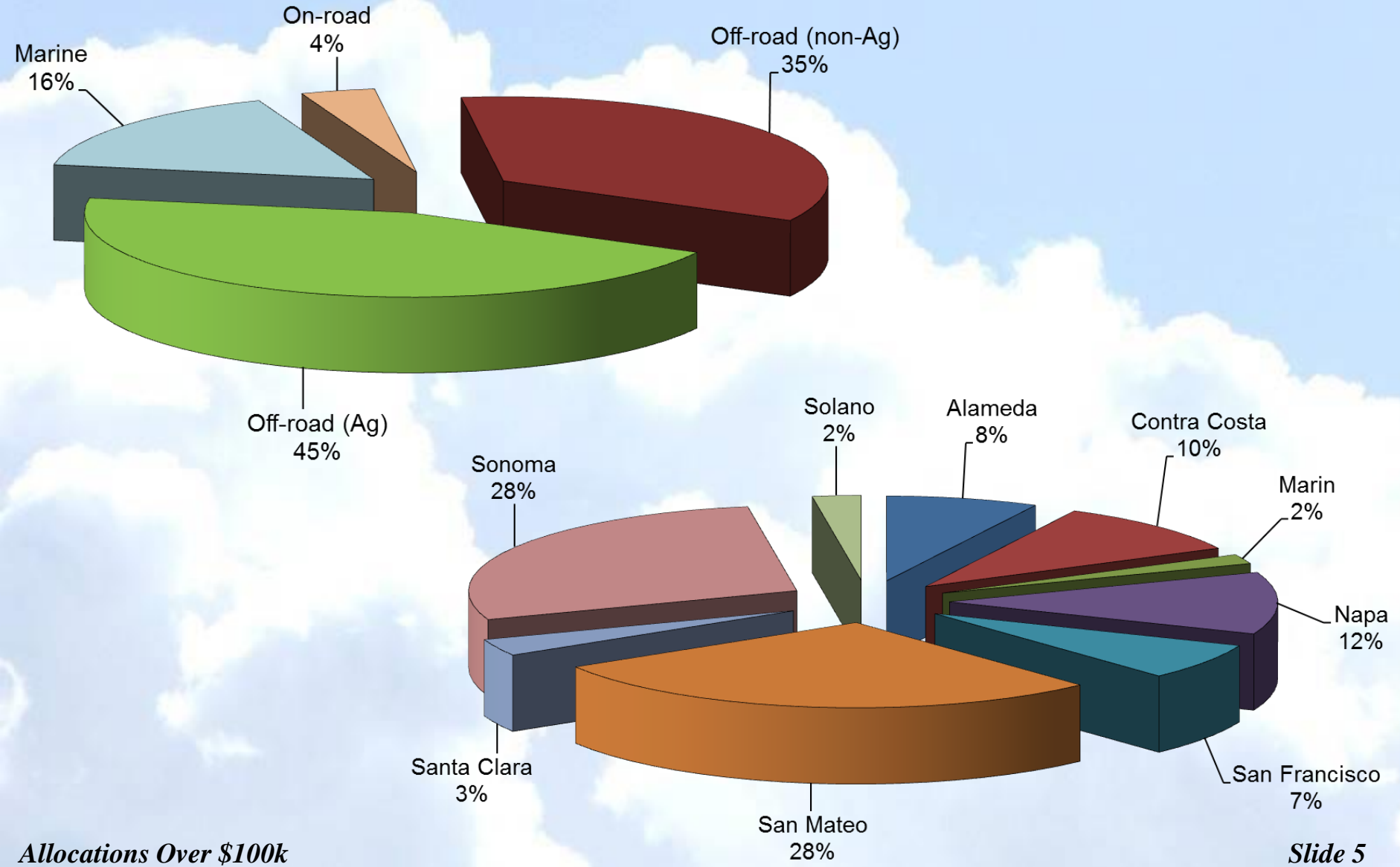
- Background
- Proposed projects with awards over \$100,000
- Recommendations

- **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 Lower-Emission School Bus Program (LESBP) projects eligible for MSIF funding
- **Transportation Fund for Clean Air (TFCA)**
 - Funding provided by a \$4 surcharge on motor vehicles
 - Statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242

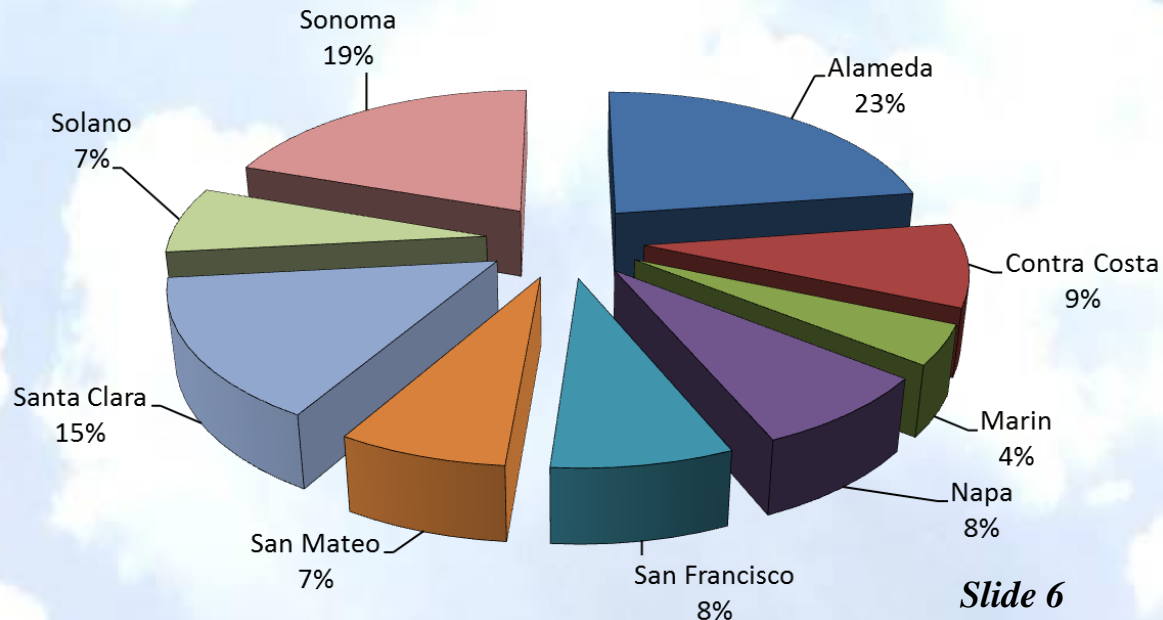
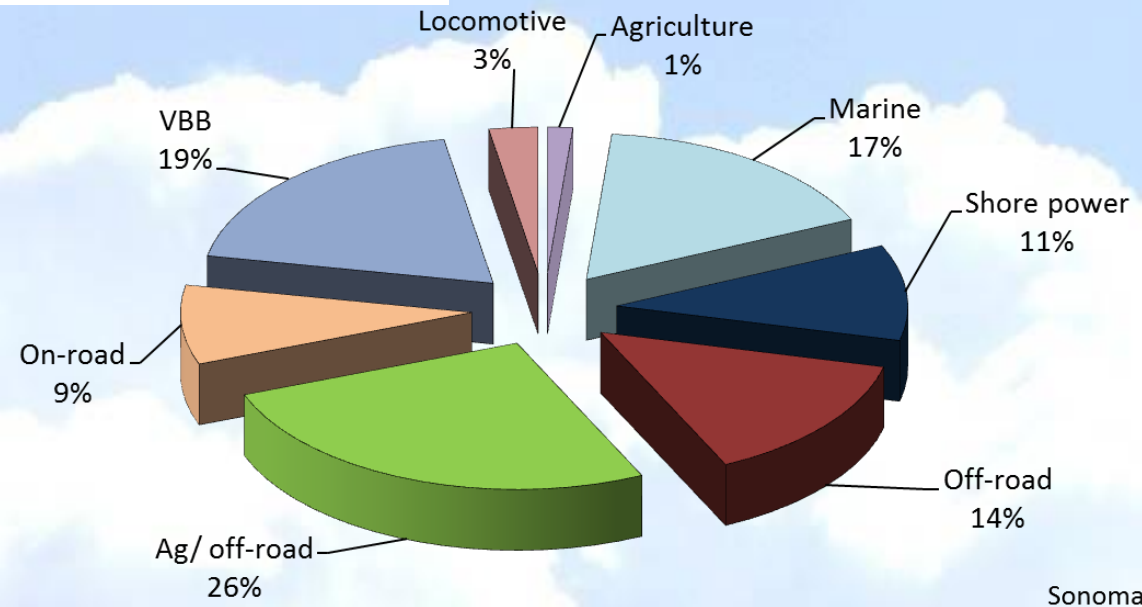
- **On 2/19/14 the Board of Directors:**
 - Approved participation in CMP Year 16
 - Authorized Executive Officer/APCO to execute contracts and amendments with grant awards up to \$100,000
- **CMP Project Recommendations over \$100k:**
 - 5 Projects to reduce emissions from 9 tractors and 2 loaders
 - \$804,743 in total awards
 - Emission reductions: Over 4.4 Tons Per Year (TPY) of criteria pollutants

CMP and MSIF Funds

Awarded as of 4/6/15



CMP and MSIF Funds Awarded since 2009



- **Approvals by the Board of Directors:**

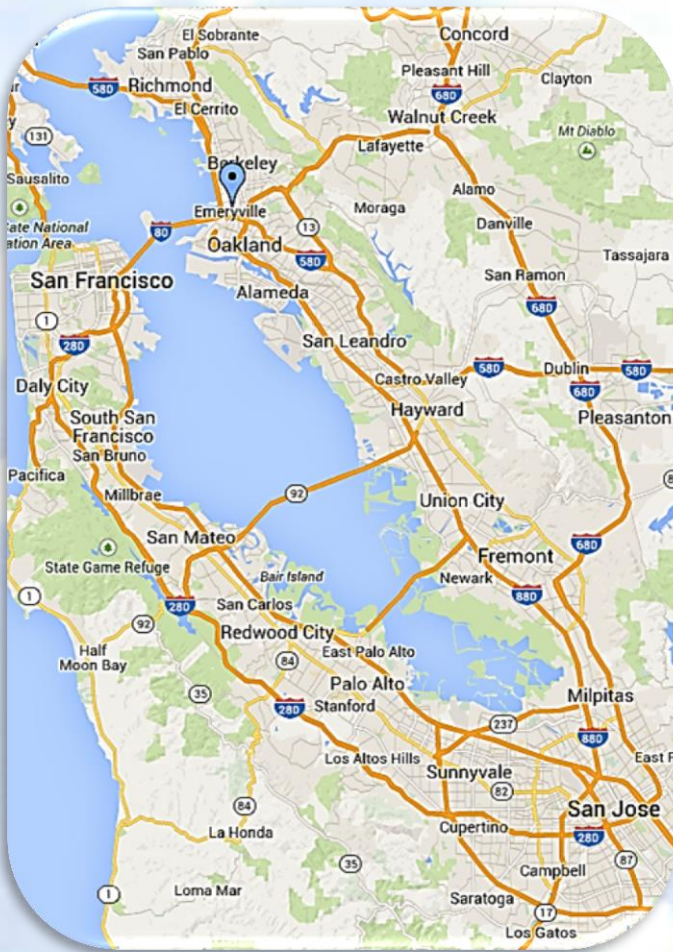
- Allocated \$18.8 million in TFCA funding for eligible Air District-led and Regional Fund project categories and authorized Executive Officer/APCO to execute contracts and amendments with grant awards up to \$100,000 on 5/21/14
- Adopted policies and evaluation criteria for the FYE 2015 TFCA Regional Fund program on 6/4/14 and 1/21/15 (amended for alt fuels)

- **TFCA Project Recommendations over \$100k:**

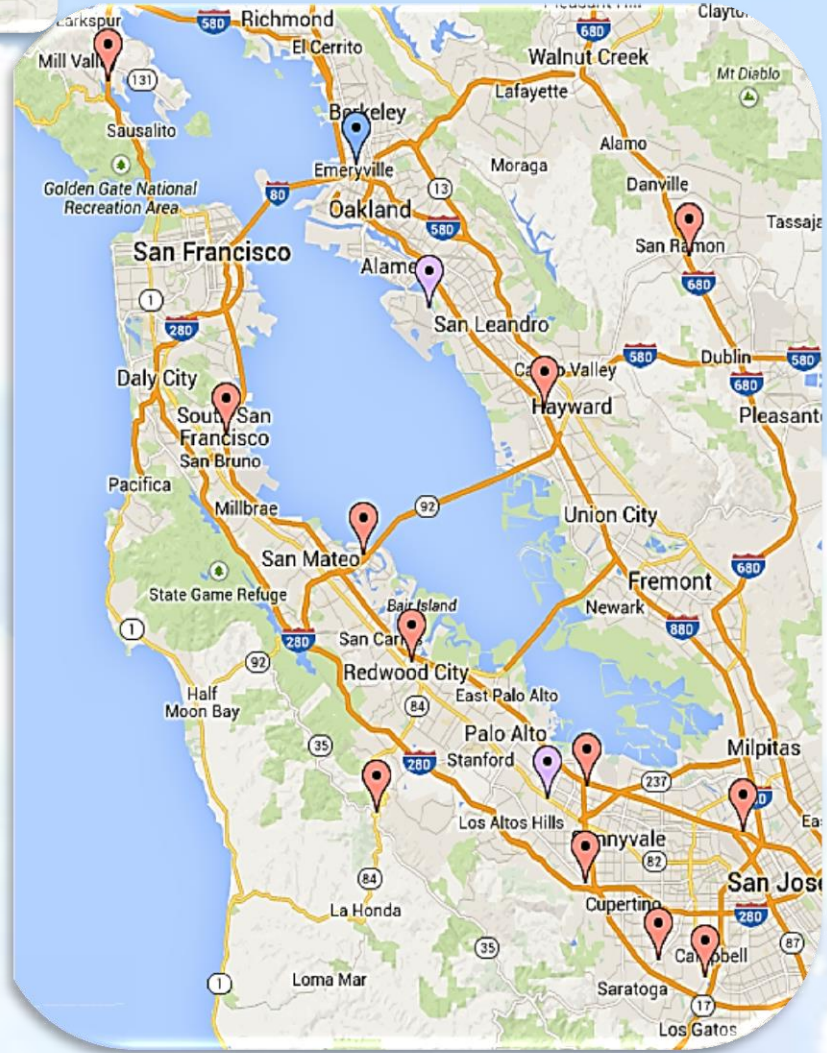
- 5 Projects to install 12 new hydrogen re-fueling stations, construct one new CNG station, and upgrade two existing CNG stations
- \$2,790,500 in total awards; *Requires authorization of additional \$790,500 in TFCA funds (from FYE 2014)*
- Emission reductions: Over 2.23 TPY of criteria pollutants

Bay Area Hydrogen Re-Fueling Stations

One Station
(as of April 2015)



16 Stations by December 2015



-  Existing
-  Recommended for funding
-  Planned

TFCA Funds

Awarded by Project Category and by County as of 4/6/15

Figure 1:

Funding Distributed by Project Category

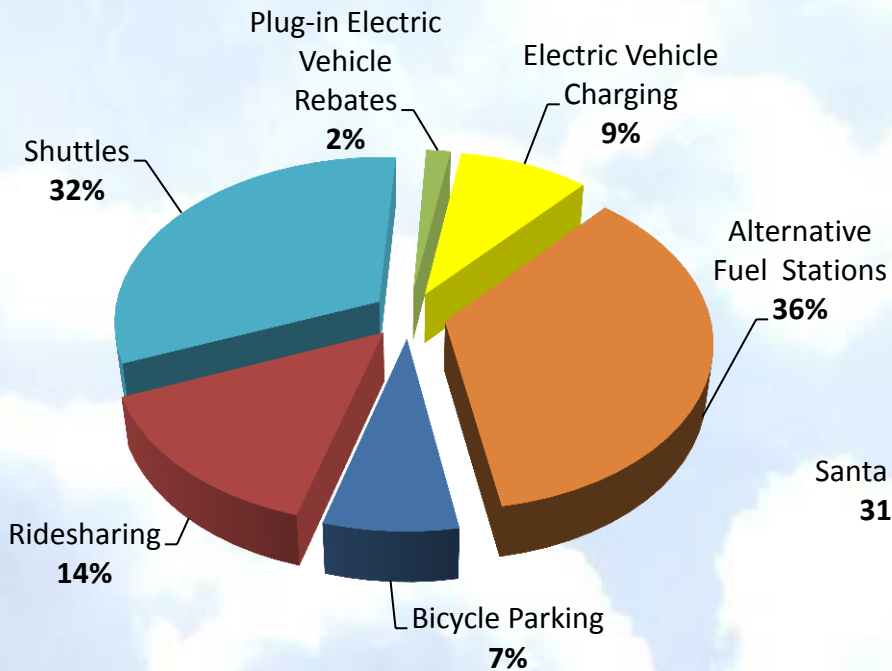
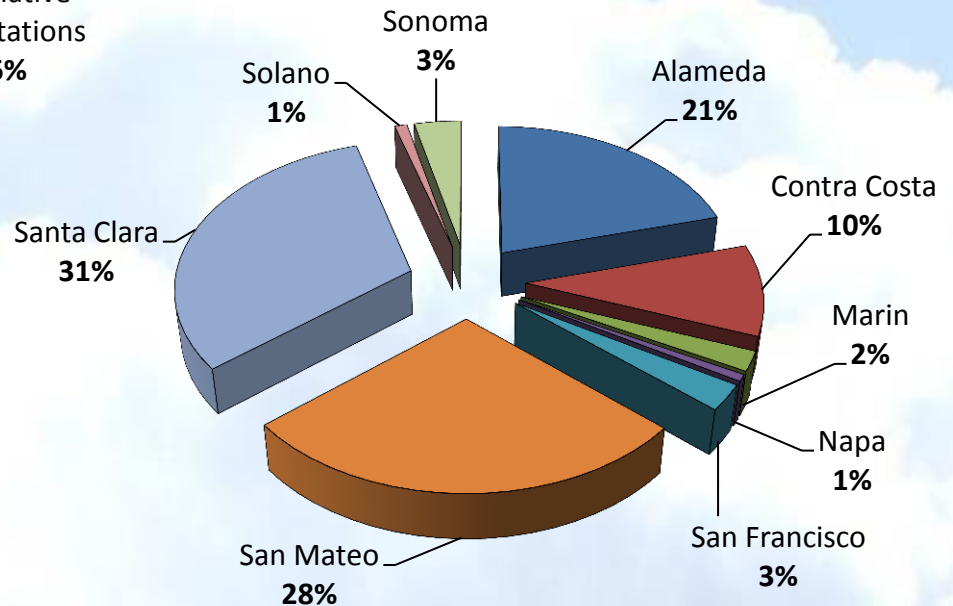


Figure 2:

Funding Distributed by County



Recommendations

Recommend the Board of Directors:

1. Approve CMP and TFCA projects with proposed grant awards over \$100,000;
2. Authorize \$790,500 in additional TFCA revenues to be allocated to alternative fuel infrastructure projects; and
3. Authorize the Executive Officer/APCO to enter into agreements for the recommended projects.



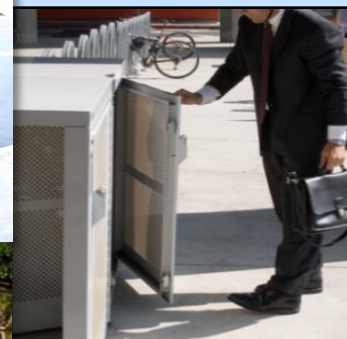
**Bay Area Air Quality Management District
Mobile Source Committee**

April 23, 2015

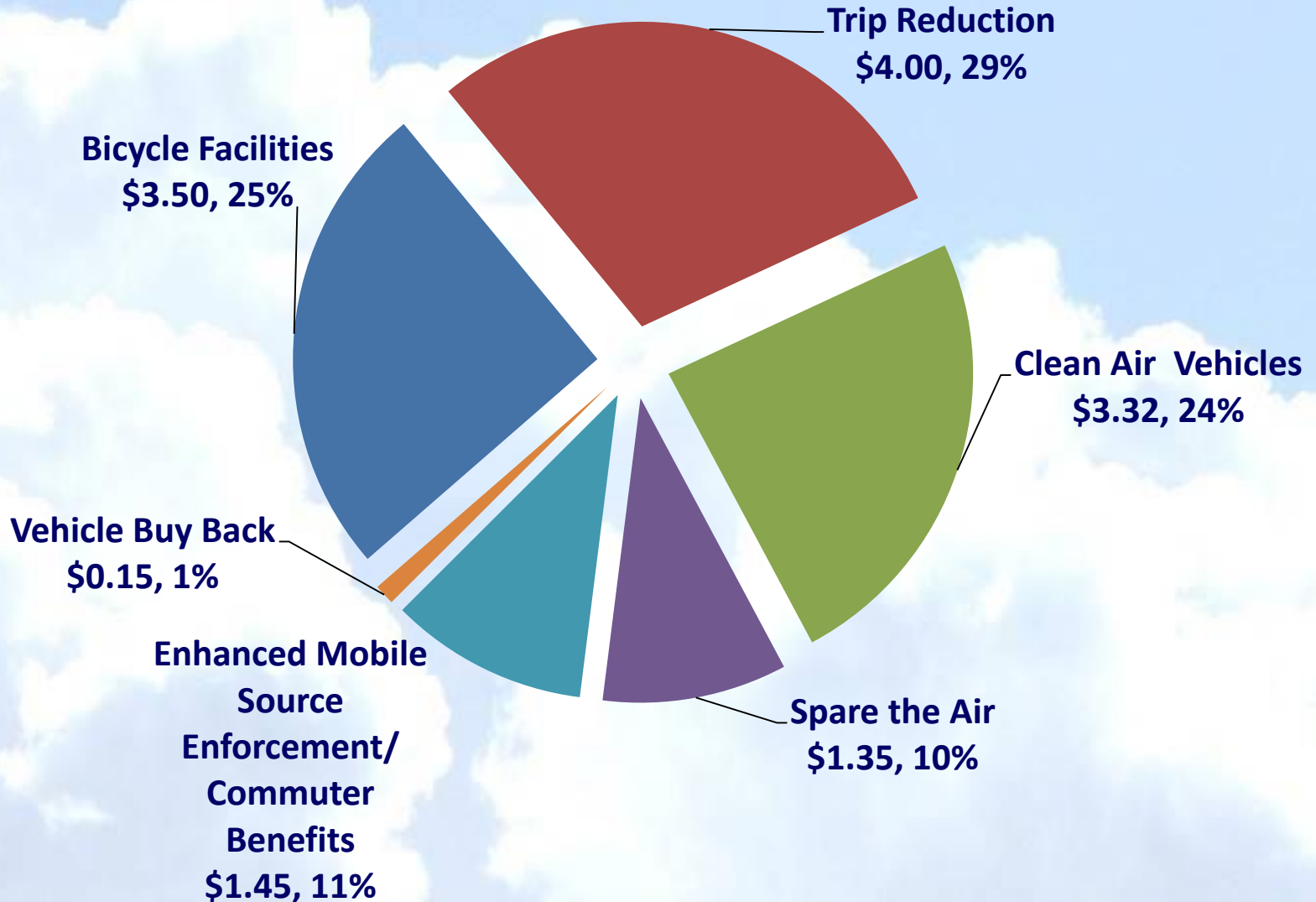
**Fiscal Year Ending (FYE) 2016
Transportation Fund for Clean Air (TFCA) Funding
Allocations**

**Damian Breen
Deputy Air Pollution Control Officer**

- FYE 2016 TFCA expenditure plan
- Regional Fund and Air District programs
- Cost-effectiveness limits
- Recommendations



Proposed Allocation of New TFCA Revenue in FYE 2016



Proposed FYE 2016 TFCA Expenditure Plan

Program Categories	AD or RF	New \$	\$ from Prior Years*	Total \$ for FYE 2016
Trip Reduction: <i>Shuttles, Rideshare, Pilot Trip Reduction</i>	RF	\$4.00	\$0.36	\$4.36
Bicycle Facilities: <i>Electronic Bicycle Lockers, Bikeways</i>	RF	\$3.50	\$0.34	\$3.84
Bicycle Facilities: <i>Bicycle Racks</i>	AD			
Clean Air Vehicles: <i>PEVs (for Public Agencies), Charging Stations and Outreach</i>	AD	\$3.32**	\$10	\$13.32
Clean Air Vehicles: <i>PEVs for all entities</i>	RF			
Spare the Air	AD	\$1.35	\$0	\$1.35
Enhanced Mobile Source Enforcement/Commuter Benefits	AD	\$1.45	\$0	\$1.45
Vehicle Buy Back	AD	\$0.15	\$0	\$0.15
Total Available Funding:		\$13.77	\$10.70	\$24.47

* Carryover from prior year TFCA is an estimate of the remaining prior year funds and may be less than what is indicated in the table since that funding is currently available to projects in the FYE 2015 cycle.

** This amount includes \$2,820,000 of new TFCCA monies and \$500,000 in CMAQ funding that was recently awarded by MTC. CMAQ funding will be used to provide additional funding to sponsors of PEV and charging station projects for signage and qualifying outreach activities.

Trip Reduction (for public agencies)

\$4 million in new funds/\$4.36 million total

- **Shuttles and feeder bus services**
 - Last-mile service to connect commuters from mass transit to employment and commercial locations
- **Rideshare services**
 - Carpool, vanpool, and rideshare services to riders from at least five Bay Area counties, with no one county accounting for more than 80% of all riders
- **Pilot trip reduction (Proposed for FYE 2016)**
 - New option to provide funding to other innovative cost-effective trip-reduction projects
 - Funding limited to projects in a Highly Impacted Communities or Episodic CARE Areas, or in Priority Development Areas (PDAs)



Bicycle Facilities (for public agencies)

\$3.5 million in new funds/\$3.84 million total

- **Bicycle racks and electronic bicycle lockers**
 - Expand public access to secure parking equipment serving a major activity center
 - Bicycle racks and electronic lockers
- **Bikeways**
 - Air District TFCA funds have helped to construct >190 miles of Bay Area bikeways
 - Last funding allocation in FYE 2010; based on the availability funding and stakeholders' feedback, staff is proposing to re-introduce funding for:
 - New Class-1 bicycle paths
 - New Class-2 bicycle lanes
 - New Class-3 bicycle routes
 - New Class-4 cycle tracks or separated bikeways



Clean Air Vehicles (PEV)

\$3.32 million in new funds/\$13.32 million total

- PEV rebates (for public agencies)
 - For purchase/lease of new light-duty PEVs and motorcycles
- PEV grants (open to all entities)
 - Light-duty fleets and heavy-duty vehicles and buses
 - Stricter (lower) cost-effectiveness threshold
- PEV charging stations (open to all entities)
 - Workplaces, multifamily unit dwellings, key destinations
 - **Proposal:** Increase max. funding for projects w/renewable energy & battery storage/grid management (by authorizing increase in C/E limit)
- Air District PEV outreach
 - Training for local government agencies & public, outreach and education to support PEV deployment targets, and signage for PEV charging stations



Other Air District-led Programs

- **Spare the Air (\$1.35 million)**
 - Air District's flagship public outreach tool for summer ozone season
- **Enhanced Mobile Source Enforcement/Commuter Benefits (\$1.45 million)**
 - Refocused to implement compliance and enforcement activities associated with the new Commuter Benefits Program
- **Vehicle Buy Back (\$0.15 Million)**
 - Voluntary grant program that pays \$1,000 for an operating and registered model year 1994 or older vehicle
 - TFCA funds are used for outreach costs, and Carl Moyer and MSIF funds (approx. \$7 million/Year) are used for the vehicle retirement costs.



Cost-Effectiveness Limits for Air District Sponsored Programs

Program Categories	Max. C/E	PUL	Notes
	(per ton of emissions reduced)	(in Years)	
Bicycle Racks (BRVP)	\$90,000	3	<i>PUL reduced to 3 years (down from 10) – No change to C/E</i>
PEVs for Public Agencies	\$450,000	3	No Change
PEV Outreach	\$250,000	3	No Change
PEV Charging Stations	\$250,000	4	No Change
	\$500,000		<i>New category for proposed projects with renewable energy sources and/or battery storage</i>
Spare the Air	\$90,000	1	No Change
Enhanced Mobile Source Enforcement	\$90,000	1	No Change
Vehicle Buy Back	\$90,000	1	No Change

Recommend the Board of Directors:

1. Allocate \$13.77 million in new TFCA revenue to the programs listed in Table 1;
2. Authorize the proposed cost-effectiveness limits for the Air District sponsored programs listed in Table 2;
3. Authorize the Executive Officer/APCO to enter into funding agreements and contracts up to \$100,000 for projects and programs listed in Table 1; and
4. Authorize the Executive Officer/APCO to execute all contracts necessary to accept, appropriate, and expend Congestion Mitigation Air Quality (CMAQ) funding awarded by the Metropolitan Transportation Commission (MTC).



AGENDA: 6

Bay Area Air Quality Management District Mobile Source Committee

April 23, 2015

Fiscal Year Ending (FYE) 2016 Transportation Fund for Clean Air (TFCA) County Program Manager Expenditure Plans

**Damian Breen
Deputy Air Pollution Control Officer**

Overview

- Background
- FYE 2016 Expenditure Plans
- Policy Waiver Request for a FYE 2015 Project
- Recommendations

TFCA Background

- Established in 1991 to reduce on-road mobile source emissions
- \$4 motor vehicle registration surcharge fee:
 - 40% dispersed to Congestion Management Agencies
 - 60% awarded directly by the Air District through the Regional Fund program and to Air District sponsored projects (Spare the Air, Enhanced Enforcement, etc.)
- County Program Manager submits annual Expenditure Plan Application outlining funding available
- Must allocate available funds within 6 months of Air District Board's approval of Expenditure Plan

FYE 2016 Expenditure Plans

Table 1: FYE 2016 TFCA County Program Manager Funds

County Program Manager	Total Funds to be Programmed in FYE 2016
Alameda County Transportation Commission	\$2,137,637
Contra Costa Transportation Authority	\$1,545,343
Transportation Authority of Marin	\$416,249
Napa County Transportation Planning Agency	\$274,836
San Francisco County Transportation Authority	\$896,238
San Mateo City/County Association of Governments	\$1,128,241
Santa Clara Valley Transportation Agency	\$2,592,574
Solano Transportation Authority	\$345,304
Sonoma County Transportation Authority (SCTA)	\$607,126
TOTAL	\$9,943,548

Policy Waiver Requests

Table 2: FYE 2015 Project Requiring Case-by-Case Approval

Project Name	TFCA CPM Funds	Est. Total Project Cost	Requested Policy Exemption Proposal
<p>Windsor Protective-Permissive Left Turn Phasing</p>	<p>\$132,942</p>	<p>\$132,942</p>	<p>Policy 31. Requires minimum average daily traffic volume of 20,000 or average peak hour traffic volume of 2,000.</p> <p>Does not meet the Board-adopted minimum traffic volume requirement, but conforms to the provisions of HSC section 44241 and all other Board-adopted policies including cost-effectiveness.</p>

Recommendations

Recommend the Board of Directors:

- Approve the allocation of FYE 2016 TFCA CPM Funds listed in Table 1;
- Authorize the Executive Officer/APCO to enter into funding agreements with the CPMs for the total funds to be programmed in FYE 2016, listed in Table 1; and
- Approve policy waivers to allow SCTA to use FYE 2015 TFCA CPM Funds for an arterial management project.



Bay Area Air Quality Management District Mobile Source Committee

April 23, 2015

Bay Area Bike Share Update

Damian Breen

Deputy Air Pollution Control Officer



- Background
- Project Results
- Recommendation

Bicycle Sharing Background

- Member based system for short-term use
- Ideal for first and last-mile connection
- Self-serve automated stations
- Customer call center support
- Operates 24/7

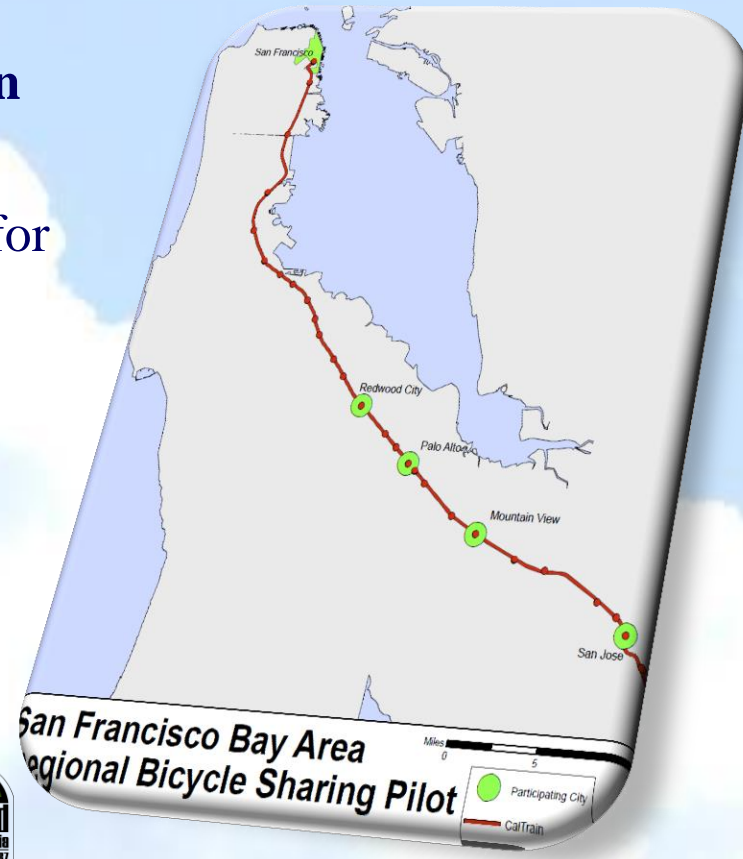




BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Pilot Project

- **Launched 700 bikes, 70 stations in 5 cities on August 29, 2013**
- **Purpose:** To determine successful conditions for region-wide deployment
- **Funding:** \$11.34 million (M)
 - \$2.8 M – Air District
 - \$7.09 M – MTC
 - \$1.45 M – Local Funding
- **Partners:**



System Results

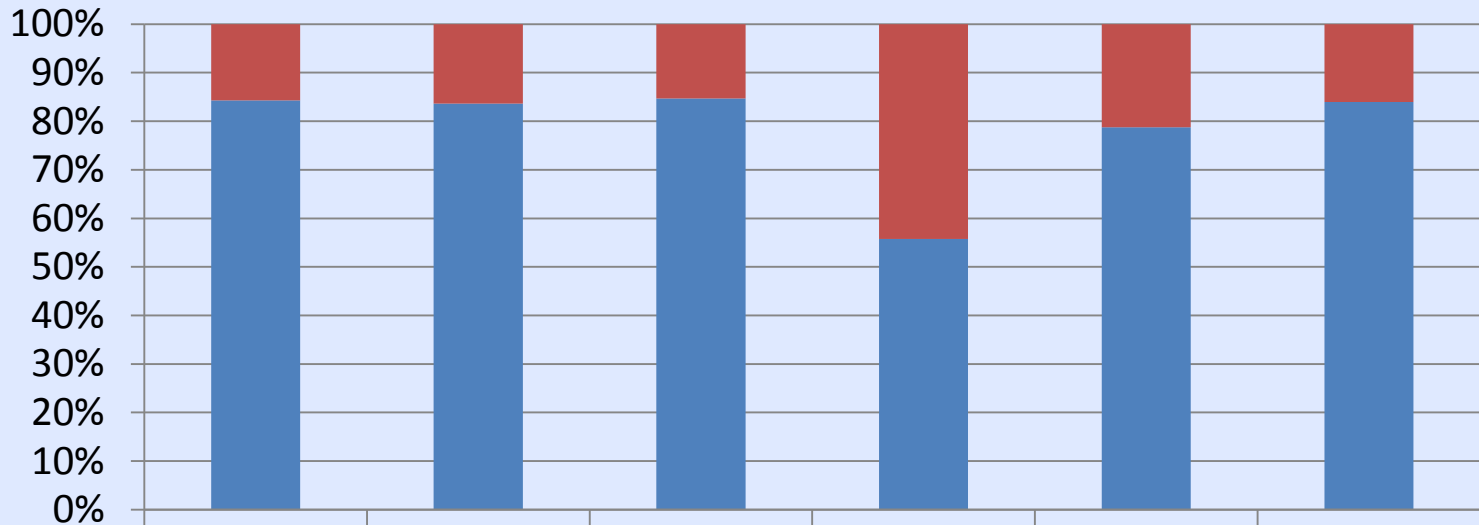
Trips by Community Area

8/29/13 – 3/31/15

Area	Trips	% of Total Trips	Trips per bike per day	# Stations	# Bikes
San Francisco	461,763	90%	2.28	35	350
San Jose	30,046	6%	0.32	16	160
Mountain View	13,447	3%	0.33	7	70
Palo Alto	5,231	1%	0.18	5	50
Redwood City	2,279	0%	0.06	7	70
Total	512,766	100%	1.27	70	700

Number of Trips by Membership Type & by City

8/29/13 – 3/31/15



	San Francisco	San Jose	Mountain View	Palo Alto	Redwood City	Sum
■ Casual	72,653	4,919	2,061	2,316	484	82,433
■ Registered	389,110	25,127	11,386	2,915	1,795	430,333

Plans for Expansion – 2014

Cities identified

- Expansion planned for Berkeley, Emeryville, Oakland, San Francisco, San Jose, and San Mateo

Anticipated size

- Approximately 1,500 new bikes

BAAQMD/MTC role changes

- BAAQMD to lead Electric Vehicle Infrastructure program
- MTC to lead bike share

Bike Share Industry Evolution

Private model

- NYC's Citi Bike launched in 2013
- Fully privately funded with 12,000 bikes by 2017



Image: www.citibikenyc.com

Alta Bicycle Share/Motivate International, Inc.

- Alta launched the pilot program under BAAQMD
- Alta purchased by Motivate in October 2014
- Motivate proposed a private expansion to MTC in 2015

Motivate Proposal – System Properties

System size

- 7,000 bikes

Bikes by city:

- Berkeley – 400
- Emeryville – 100
- Oakland – 850
- San Francisco – 4,500
- San Jose – 1,000
- 150 additional bikes TBD



Motivate Proposal – Schedule

Launch dates

- For the East Bay, San Francisco, and San Jose:

Date	Share of bikes to be deployed
June 1, 2016	25%
October 1, 2016	15%
April 1, 2017	30%
November 1, 2017	30%

Term

- Proposed: 10 years
- May be reduced if above targets are not met

Motivate Proposal – Performance Requirements

Key Performance Indicators

- Five KPIs for best rider experience
- Liquidated damages in case of failure
- Option to declare default in event of consistent KPI breach

Security Fund

- \$250,000 to serve as security for the faithful performance by Motivate of all obligations under the contract

Motivate Proposal – Sponsorship/Revenue

Sponsorship and advertising

- Motivate will pursue opportunities
- MTC in consultation with cities for approval

Revenue share

- Potential for revenue sharing at a later date



Motivate Proposal – Additional Buy-in

Existing pilot cities (other than SF, SJ)

- May contract with Motivate to continue operations

Non-participating, non-pilot cities

- May contract with Motivate to deliver and operate new equipment

Participating cities

- May add additional bikes and stations



Low Income and Limited English Proficiency

Motivate-sponsored discount membership

- 40% of annual membership price; monthly installments
- PG&E CARE enrollment

Station siting

- 20% of stations in Communities of Concern

MTC-led efforts

- Separate funding for regional outreach



Image: Instagram user Green Philly Blog: [instagram.com/greenphillyblog](https://www.instagram.com/greenphillyblog)

Sole Source Justification

- **No public cost for capital**
 - \$15M+ available for redirection for Commission priorities
- **No public cost for ongoing O&M of up to \$4M/year**
- **Lower public cost for program administration**
- **Large, dense system completely installed by 2017**
- **New public-private partnership model for transportation system delivery**



MTC Administration Committee Feedback

April 8th meeting

MTC Commissioner direction

- Include all pilot cities
- Provide options for future cities

April 16th meeting with pilot cities

Progress

- Updated terms from Motivate



Implementation Steps if Approved

- **Pilot**
 - Transition pilot program from BAAQMD to MTC
- **Contracts**
 - Negotiate an agreement with Motivate and an Intergovernmental Agreement with participating cities
- **Implementation**
 - Coordinate with cities on permitting, advertising and sponsorship, and outreach

Approval Process

MTC Administration Committee

– April 8

BAAQMD Mobile Source Committee

BAAQMD Board

– May 6

MTC Commission

– May 27

- For final approval



<http://www.bayareabikeshare.com>

Next Steps

- Determine Caltrans Federal obligations and project close-out requirements
- Coordinate with partners on project close-out
- Work with Motivate (Alta) to close-out contract

Recommendation

Recommend the Board of Directors:

1. Authorize the Executive Officer/APCO to execute agreements and take the necessary actions to close out the Regional Bay Area Bikeshare pilot project and to transition project assets in accordance with Caltrans' requirements.