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Grant Awarded for SJUSD Ride Matching Program

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The Sacramento Metropolitan Air Quality Management District (SMAQMD) was recently awarded a Sacramento Area Council of Government (SACOG) Transportation Demand Management Innovations Grant to implement a Ride Matching Program for San Juan Unified School District (SJUSD) students, parents and guardians.

In 2011, SJUSD eliminated bus service, which has caused traffic congestion at many SJUSD schools and has resulted in part to student truancy. SMAQMD is partnering with SJUSD, WALKSacramento, and Carzac to provide a solution to SJUSD students to get to and from school either by car, bike, scooter, public transit or walking bus using a mobile app for parents/guardians to match with other parents/guardians of SJUSD students! The innovative aspect of this program is that parents/guardians of current SJUSD students are the only qualified escorts to transport students. The program uses existing procedures for background checks and DMV history and is the same price as the sliding scale discounted meal program. The best part of this program is the additional option for parents/guardians to match rides with other parents/guardians to and from work, thus eliminating additional vehicle miles traveled and single occupancy vehicle trips.

An estimated reduction of 10 million vehicle miles traveled is expected from this grant project over an 18 month period. For more information on the Ride Matching Program contact Gina O'Neal at goneal@airquality.org or 916-874-4891.

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Harbor Craft Emission Factor Calculator

For lead agencies, project proponents, and environmental consultants, the Sacramento Metropolitan Air Quality Management District (SMAQMD) is pleased to announce that Ramboll Environ has created a new emission factor calculator that can assist in air emissions analysis for projects that include harbor craft engines. Although Sacramento County doesn't have a large amount of harbor craft activity, it is very common for flood protection work that uses tug boats, dredges, barges and work boats.



The California Air Resources Board provides a harbor craft database, which was used to develop the SMAQMD's new Harbor Craft, Dredge and Barge Emission Factor Calculator. The calculator is a user friendly Excel spreadsheet that allows users to obtain emission factors for both the planning and construction phases of a project using harbor craft engines. The calculator requires very basic information in the planning phase of a project, including vessel name, vessel type and number of engines for both the main and auxiliary engines. Since engine

horsepower, model year, vessel number and home port aren't often known during the planning phase, the calculator uses average data from CARB's harbor craft database to fill in the missing information. For the construction phase of a project the calculator requires engine specific information.

The calculator provides emission factors for the harbor craft engines that can then be used in a custom spreadsheet to calculate daily and annual emissions from a project along with the other non-harbor craft project emissions. The SMAQMD's Road Construction Emissions Model can also receive data from the calculator in its Non-Default Off-Road Equipment tab.

The new Harbor Craft, Dredge and Barge Emission Factor Calculator can be downloaded from the SMAQMD's CEQA Guidance & Tools webpage:

<http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>

First in the Region: Near Zero CNG Transit Bus Purchased

In January 2018, the Yolo County Transportation District will take delivery of two Gillig buses that will run with Cummins Westport ISL G Near Zero compressed natural gas (CNG) engines. These buses will generate 90 percent fewer NOx emissions than the standard ISL G engine. While each Near Zero engine costs about \$10,000 more than a standard engine, the State of California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) will provide Yolobus with \$15,000 per engine for the low NOx natural gas technology. More information on the Near Zero engine can be found on Cummins Westport's website:

<http://www.cumminswestport.com/models/isl-g-near-zero>.

More information about the HVIP can be found on the State's website:

<http://www.californiahvip.org/about-the-project>.

TGIF Grants for Bus Stop Improvements

The Sacramento Metropolitan Air Quality Management District (SMAQMD) introduced a new grant program to improve bus stops throughout the Sacramento Area Council of Governments (SACOG) region. The Targeted Green Infrastructure Fund (TGIF) was created to make tangible improvements to the built environment that facilitate walking, bicycling and transit as a means of everyday transportation. The goal is to reduce single occupant vehicle travel, since vehicle emissions contribute greatly to the region's air quality challenge.

One of the barriers to more widespread use of public transit is that many bus stops in the region lack basic passenger amenities such as seating, shelter or shade, and adequate lighting. The operating costs of transit systems frequently don't allow for provisions of adequate facilities at all bus stops. As a result, uncomfortable or inaccessible conditions for riders are common.

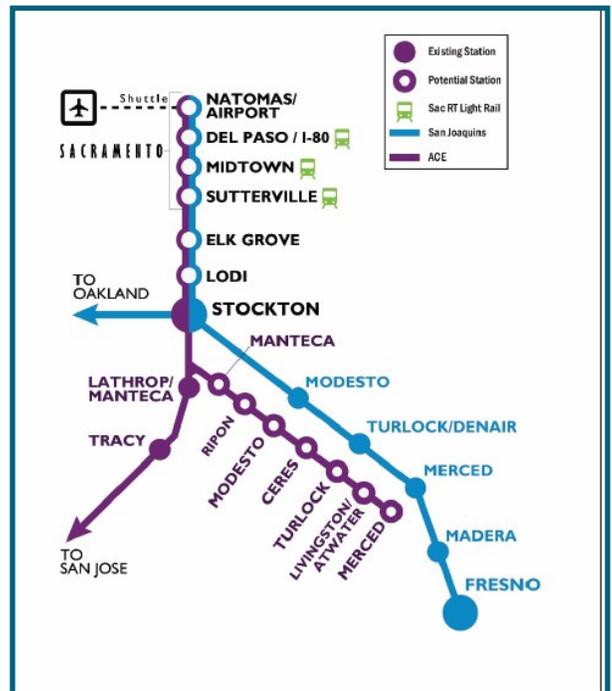
The TGIF is offering reimbursement of up to \$40,000 to public transit agencies in the SACOG region to improve bus stops in fiscal year 2017-2018. Reimbursable improvements include concrete pads and

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Adding Future Train Options for the Sacramento Region

Expanded and improved train service to the Sacramento Region is on the way. On July 28, 2017, the San Joaquin Joint Powers Authority (SJJPA) approved a resolution to proceed with grant applications to extend Amtrak’s San Joaquins train service and the Altamont Corridor Express (ACE) train service along the Sacramento Subdivision route with six new stations. It is important to note that trains on the Sacramento Subdivision route will not be able to use the current Lodi and Sacramento Valley Stations due to the physical alignment of the tracks; however, new stations are proposed in these cities. The proposed new stations are:

- ⇒ Lodi
- ⇒ Elk Grove
- ⇒ Sacramento – Sutterville/Sacramento City College
- ⇒ Sacramento – Midtown (enhancements to off-street bicycle & pedestrian access; no parking lot)
- ⇒ Sacramento – Del Paso Boulevard
- ⇒ Sacramento – Natomas/Sacramento International Airport



Currently, ACE trains provide service between San Jose and Stockton. The proposed ACE train extension would extend the route from Stockton to Natomas.

Currently, Amtrak’s San Joaquins service north of Stockton occurs on the Fresno Subdivision route. Trains on the Fresno Subdivision line are able to use the current Lodi and Sacramento Valley Stations; however, in the future, some or all of Amtrak’s San Joaquins service north of Stockton would occur along the Sacramento Subdivision route. Also proposed is the expansion of Amtrak’s San Joaquins service to Sacramento by two daily round-trips, which would increase the service frequency from seven to nine daily round-trips. The new daily round-trips would be from Fresno to Natomas.

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walking paths for Americans with Disabilities Act (ADA) accessibility, seating, shelters, trees to shade the seating areas, and solar-powered lighting. A Request for Applications was issued on May 9, 2017, and five applications were received. A total of \$80,000 was available to award, and on June 21, the applications were entered into a lottery and ranked according to the order in which they were drawn. The lottery results and funding amounts are listed below.

<i>Transit Agency</i>	<i>Award</i>
<i>Folsom Stage Line</i>	<i>\$9,000</i>
<i>City of Elk Grove (E-tran)</i>	<i>\$30,800</i>
<i>Yuba-Sutter Transit Authority</i>	<i>\$30,000</i>
<i>Yolo County Transportation District</i>	<i>\$10,200</i>

All transit stop improvements are scheduled to be completed by June 30, 2018. SMAQMD staff looks forward to the tangible improvements that will be made to the region’s transit infrastructure.

TGIF is funded by the Sacramento Emergency Clean Air and Transportation (SECAT) Grant Program.

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The SJJPA is also exploring these passenger opportunities:

A possible partnership with Amtrak’s San Joaquins train service and Shasta Regional Transportation Agency (SRTA) for express bus service from Redding to Sacramento.

A possible pilot transit transfer program for passengers that use Amtrak’s San Joaquins service to connect to local transit for free. This would help reduce the number of passengers using single-occupancy vehicles to travel to and from a station. A similar transit transfer program is already in place for many stations along Amtrak’s Capitol Corridor route.

Increased train options for the Sacramento Region provide additional travel and commute choices instead of using single-occupancy vehicles, helping reduce traffic congestion, reduce air quality pollution and reduce greenhouse gases.

Follow SJJPA’s progress on expanded train service into the Sacramento Region by visiting its website:

<http://sjjpa.com/>.