

BOARD MEETING DATE: December 2, 2016

AGENDA NO. 5

PROPOSAL: Amend Contract for Tier 4 Passenger Locomotives

SYNOPSIS: Under the “Year 16” Carl Moyer Program Announcement released on March 7, 2014, the Southern California Regional Rail Authority (SCRRA) submitted a proposal requesting \$58.85 million to cofund the replacement of 17 and the purchase of 3 new Tier 4 locomotives. On September 4, 2015, the Board awarded \$22.85 million to SCRRA from the Carl Moyer Program AB 923 Fund (80), with a commitment to consider the remaining \$36 million over four phases. The SCAQMD’s cost-share of this \$129 million project is only for the replacement component of the project. This action is to amend SCRRA’s contract adding an additional \$9 million for a revised total of \$31.85 million from the Carl Moyer Program AB 823 Fund (80). The remaining \$27 million requested by SCRRA will be considered over three phases in future Board requests.

COMMITTEE: Technology, November 18, 2016; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Chairman to amend a contract with SCRRA adding an additional \$9 million to the previous \$22.85 million award for a total of \$31.85 million from the Carl Moyer Program AB 923 Fund (80). The remaining \$27 million of the requested funds, as set aside by the Board, will be considered over three phases in future Board requests.

Wayne Natri
Acting Executive Officer

MMM:FM

Background

At their February 1, 2013 and February 7, 2014 meetings, the Board approved awards to SCRRA in the amount of \$52 million for the replacement of 20 passenger locomotives with Tier 4 locomotives over a four-year period. Subsequently, under the “Year 16” Carl Moyer Program solicitation, SCRRA submitted a new proposal requesting \$58.85

million for the replacement of 17 additional locomotives and the purchase of 3 new Tier 4 passenger locomotives. For that proposal, on September 4, 2015, the Board approved \$22.85 million to SCRRA from the Carl Moyer Program AB 923 Fund (80), with a commitment to consider the remaining \$36 million over four phases.

Proposal

This action is to amend the contract with SCRRA to add \$9 million to the previous \$22.85 million award for a total of \$31.85 million from the Carl Moyer Program AB 923 Fund (80). The remaining \$27 million of the requested funds, as set aside by the Board, will be considered over three phases in future Board requests.

The total project cost of \$129 million is cost-shared by Caltrans and Metrolink member agencies with 31.9% and 22.5%, respectively. In compliance with the Carl Moyer Program requirements, SCAQMD funds will be used only to fund 11 replacement locomotives because they cannot be commingled with Caltrans funds. However, SCAQMD's participation will be contingent upon implementation of all 20 locomotives.

The SCRRA application was evaluated according to CARB's Carl Moyer Program Guidelines, and the requested funding amount is within the cost-effectiveness limit of the Program. In addition, based on the location of the rail tracks, 53% of the locomotive operations will be in disproportionately impacted areas, as defined under SCAQMD's Carl Moyer Program criteria.

Benefits to SCAQMD

The replacement of older diesel locomotives with new Tier 4 locomotives will help the South Coast Air Basin meet federal air quality standards. The procurement of Tier 4 locomotives has been identified in the recent U.S. EPA-approved 2007 8-hour Ozone SIP for the South Coast Air Basin. In addition, since SCRRA locomotives travel throughout the South Coast Air Basin, the cleaner Tier 4 locomotives will result in reduced exposure to diesel particulate emissions. Specifically, emissions reductions from NO_x, PM and ROG from each locomotive will be approximately 12.3 tons/year, 0.33 ton/year, and 1.0 ton/year, respectively.

Resource Impacts

The additional funding award for SCRRA's locomotive project shall not exceed \$9 million for a total of \$31.85 million from the Carl Moyer Program AB 923 Fund (80). The remaining \$27 million of the SCRRA-requested funding will be considered over three phases in future Board requests.