Meeting Agenda

Megaregion Working Group

Metropolitan Transportation Commission (MTC) Representatives
Mayor Carol Dutra-Vernaci, Union City; Supervisor Federal D. Glover, Contra Costa County; Commissioner Nate Miley, Alameda County; Jim Spering, Representing Solano County and Cities.

San Joaquin Council of Governments (SJCOG) Representatives
Supervisor Robert Rickman, San Joaquin County; Mayor Gary Singh, City of Manteca; Mayor Nancy Young, City of Tracy; and Mayor Leo Zuber, City of Ripon

Sacramento Area Council of Governments (SACOG) Representatives
Councilmember Alice Dowdin Calvillo, City of Auburn; Supervisor Gary Bradford, Yuba County; Mayor Paul Joiner, City of Lincoln; Councilmember Mike Kozlowski, City of Folsom

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Friday, September 27, 2024 **12:30 PM**

In-Person Meeting Locations:

Contra Costa Transportation Authority
2999 Oak Road, #100
Walnut Creek, CA 94597

SJCOG Office
Cornerstone Conference Room
555 E. Weber Ave
Stockton, CA 95202

SACOG Office
Board Room
1415 L Street, Suite 300
Sacramento, CA 95814

Virtual Participation Options:

The meeting webcast will be available live via Zoom at https://sjcog.zoom.us/j/82607551155
The meeting will be available via phone: 1(669)444-9171 – Webinar ID: 826 0755 1155

Members of the public may attend in person, or remotely via Zoom at the link or via the phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may submit comments by email to SJCOG Clerk, Rosie Gutierrez, at gutierrez@sjcog.org by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (7).

2. Welcome and Framing Remarks

Recap of Megaregion Working Group Activities in 2024

Action: Information (verbal report)

Presenters: *Chair/Mayor Gary Singh; SJCOG Executive Director* Diane Nguyen

3. Approve an Update of Megaregion Dozen Project List

Provide a status report on the changes to the megaregion dozen project list and propose replacement projects for projects which have secured funding.

Action: Action (verbal staff report)

Presenters: *Kenneth Kao, MTC Assistant Director Funding Policy and Programs*
Ryan Niblock, SJCOG Deputy Director of Programming and Project Delivery

Attachment: 3A- *Update on Funding Activities Powerpoint*

4. Presentation on Electrification Efforts in the Megaregion

Staff will provide an overview of key activities in the megaregion specific to electrification. SACOG will present the Megaregion Zero Emission Medium/ Heavy-Duty Vehicle Study. MTC will present on electrification programs. SJCOG will present on its regional charging and fueling infrastructure project.

Action: Information (verbal report)

Presenters: Miguel Mendoza SACOG Senior Transportation Programs & Funding Analyst
James Choe, MTC Climate Program Manager
Kim Anderson, SJCOG Deputy Director of Planning

Attachments: 4A-SACOG Powerpoint, 4B-MTC Powerpoint. (SJCOG Powerpoint will be presented at meeting).

5. Approve rotation of Megaregion Chair and Vice-Chair in 2025 to MTC and SACOG, respectively

Chair Singh will present a proposal to identify the megaregion agencies which will serve as Chair and Vice-Chair. Proposal is for the agency name only and is not a nomination of committee members' names which will take place at the first meeting in 2025. The proposal will be based upon the rotation tradition which will identify MTC as Chair with SACOG as Vice-Chair in 2025.

Action: Information (verbal report)

Presenter: Chair/Mayor Gary Singh

6. Approve the three megaregion meeting dates and times for 2025

The megaregion group meets three times a year at the regularly scheduled time between 12:30 p.m. to 2:30 p.m.. The dates proposed for approval are as follows: March 28, 2025; June 20, 2025; September 26, 2025.

Action: Approve the megaregion meeting dates (verbal report)

Presenter: SJCOG Executive Director Diane Nguyen

7. Looking Ahead to 2025 Megaregion Topics

MTC will provide a snapshot of potential working group priorities in 2025.

Action: Information (verbal report)

Presenter: MTC Executive Director Andy Fremier

8. Public Comment / Other Business

*This portion of the meeting is reserved for persons wishing to address the Megaregion Working Group on items within its jurisdiction but NOT on this agenda. Public Comment will be allowed during the Items above. Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. when called upon, unmute yourself or dial *6.*

9. Adjournment / Next Meeting

The next meeting of the Megaregion Working Group will be held on Friday, March 28, 2025, from 12:30 pm to 2:30 pm. Any changes to the schedule will be duly noticed to the public.

ATTACHMENT 3A

ATTACHMENT 3A

UPDATE ON FUNDING ACTIVITIES

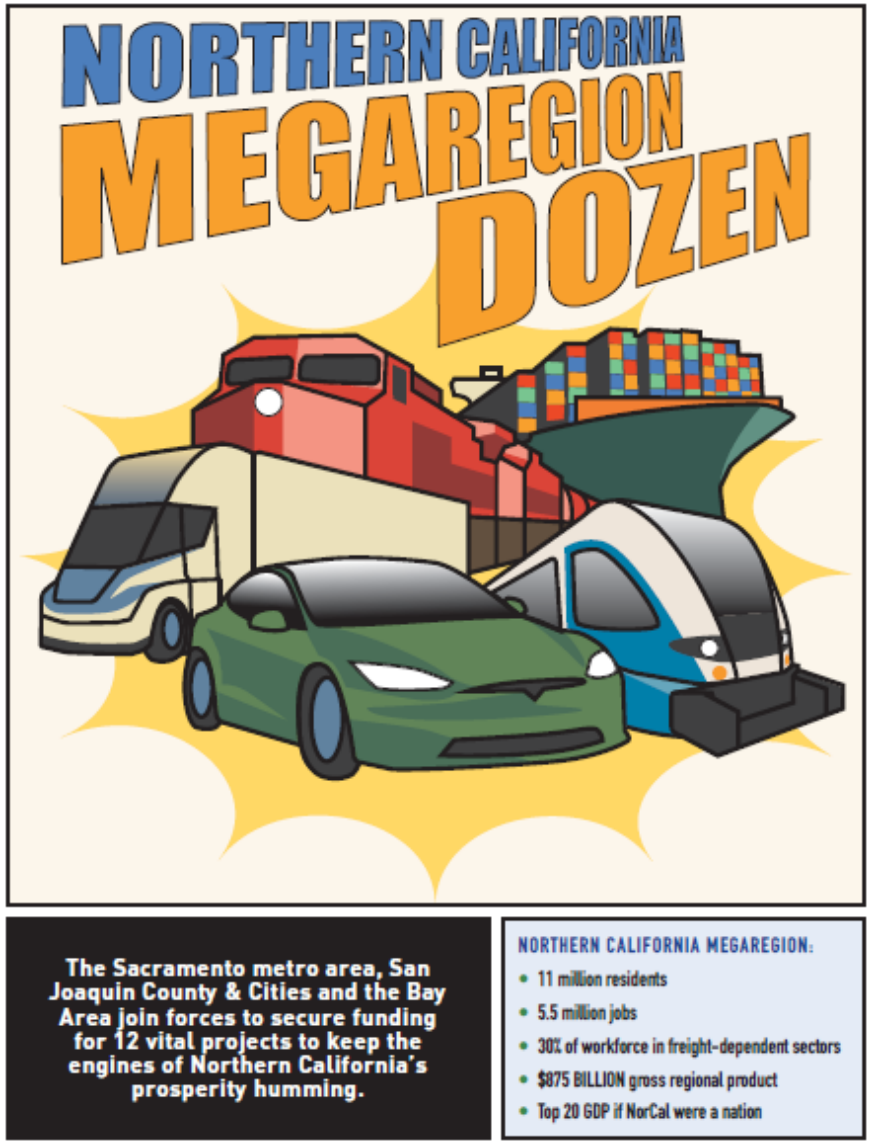
Megaregion Dozen Projects

Ryan Niblock, SJCOG
niblock@sjcog.org

September 27, 2024

MEGAREGION DOZEN PROJECTS

mtc.ca.gov sacog.org sjcog.org



1. Valley Link Passenger Rail Buildout
2. I-80 and U.S. 50 Yolo Managed Lanes
3. ACE/San Joaquins: Valley Rail Program
4. I-5 Sacramento Managed Lanes
5. I-80 Westbound Truck Scales Replacement
6. San Joaquin Passenger Rail Improvements
7. Capitol Corridor: South Bay Connect
8. Capitol Corridor: Sacramento-Roseville Third Track
9. Port of Oakland Green Power Microgrid
10. Interstate 205 Managed Lanes
11. SR 99/120 Connector Project
12. Central Valley Gateway

MEGAREGION DOZEN
FULLY- AND PARTIALLY-FUNDED PROJECTS

mtc.ca.gov sacog.org sjcog.org

Nominating Agencies	Megaregion Dozen Project	Award
Caltrans District 4/ Solano Transportation Authority/ MTC	I-80 Westbound Truck Scales Replacement	$129 Million (TCEP)
Caltrans District 4/ Port of Oakland / MTC	Port of Oakland Green Power Microgrid	$42 Million (TCEP)
Caltrans District 10 / City of Manteca / SJCOG	SR 99 / 120 Connector Project, Phase 1A	$16.3 Million (STIP)
Caltrans District 10 / City of Tracy / SJCOG	I-580 International Parkway (Central Valley Gateway)	$24.9 Million (TCEP)
Caltrans District 3 / SACOG	I-80 and US-50 Managed Lanes, Phase 1	$105.0 Million (TCEP)

MEGAREGION DOZEN PROJECT ADOPTION PROCESS

mtc.ca.gov sacog.org sjcog.org

MTC MR12 REPLACEMENT: ALAMEDA RSEP

Alameda County Rail Safety Enhancement Program (RSEP)

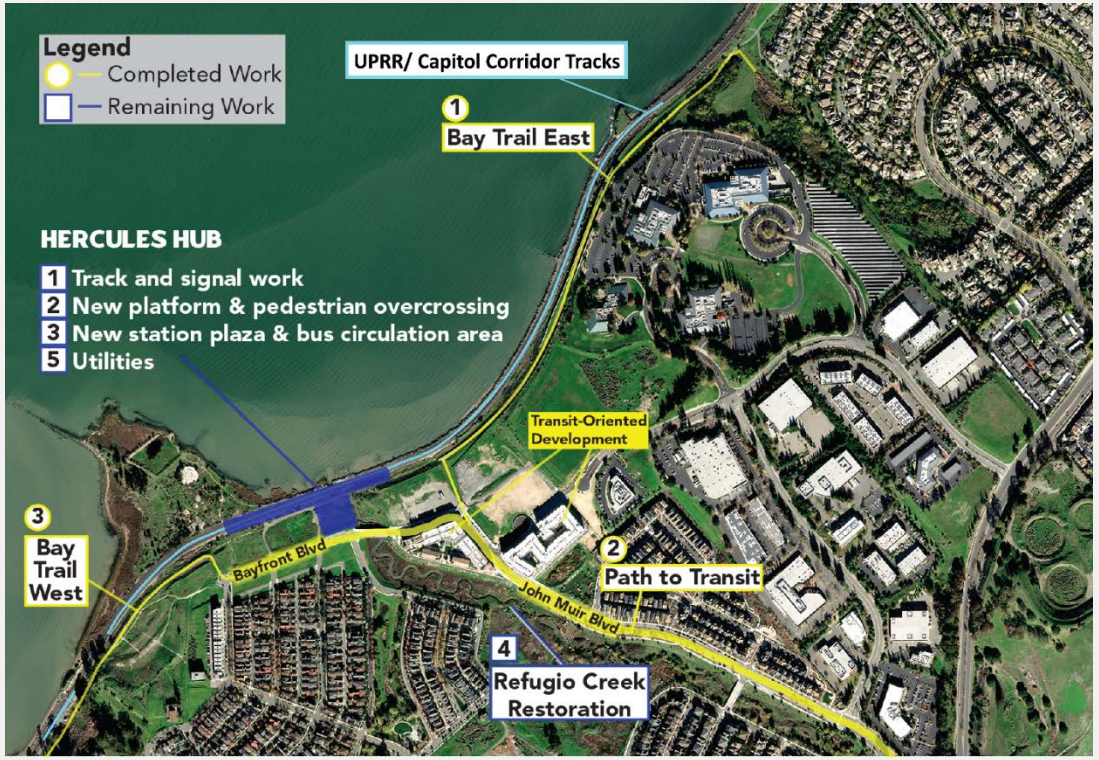
- Provide safe at-grade crossings for all users
- Reduce the unnecessary fatalities or severe injuries at at-grade crossings
- Increase freight and passenger rail service reliability along rail corridors
- Reduce GHG by encouraging goods movement by freight and encouraging mode shift for active transportation by removing barriers to active transportation facilities

Overall Program Request: $450 million

MTC MR12 REPLACEMENT: HERCULES HUB

- **Hercules Hub**
  - New Capitol Corridor intercity passenger rail station
  - Realignment and raising of existing UPRR rail tracks
  - Extension of freight siding track
  - Construct new track bridge, railroad signals, a new platform with pedestrian overcrossing, a new station plaza, and bus circulation area

Overall Request: $100 million



UPCOMING DISCRETIONARY FUNDING OPPORTUNITIES

- SB 1 Programs:
  - Trade Corridor Enhancement Program – project nominations due November 22, 2024
  - Solutions for Congested Corridors Program – project nominations due November 19, 2024
  - Local Partnership Competitive Program – project nominations due November 20, 2024

ATTACHMENT 4A

ATTACHMENT 4A

Northern California Megaregion

ZEV Medium/Heavy Duty Vehicle Study

SACOG

FRONTIER energy

Purpose of the Megaregion ZEV Medium/Heavy Duty Vehicle Study

- Provide a comprehensive strategy to support the transition of medium- and heavy-duty vehicles to zero-emission technologies across the 15-county region
- Address the critical infrastructure issues, policy needs, and community engagement efforts necessary to support this transition
- Impact California's air quality challenges that result from medium- and heavy-duty vehicles

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Enable Goods Movement on Freight Corridors

- I-80
- I-5
- Highway 99
- I-580
- I-880
- I-280
- I-680

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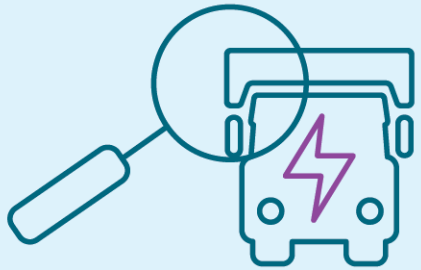
1



Forecast ZEV adoption and estimate the daily electricity and hydrogen need to support freight and goods movement.

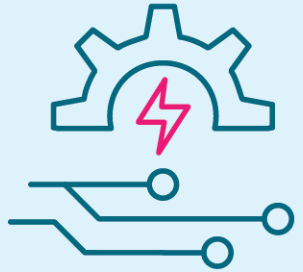
2

Use existing data and blueprint projects to identify potential sites for battery charging and hydrogen stations.

3

Establish criteria to evaluate sites based on impacts, physical and grid constraints, synergies or conflicts with other projects, partners, and cost.

4



Create an implementation plan for each of the sites.

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Look for:

- Complementary construction projects
- Near-term customers
- Vacant/underdeveloped land
- Industrial zoning
- Utility engagement
- Freeway access and sufficient roadways
- Personal safety for drivers

Avoid:

- Funded and planned ZEV stations
- Encroachment on residences and light commercial
- Protected lands
- Extensive infrastructure investment
- CEQA/NEPA
- Truck traffic safety impacts on disadvantaged communities

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"If you don't build stations in places like Ione, Plymouth, Soda Springs, and Knights Ferry, then those communities will never get another package from Amazon or UPS."
Community member's comment during interviews

"Ideally, we'll have five or six trucks charging at one time. We need 2-3 MW of electricity at the site."
Charging station developer interview

"Our business model calls for 10+ acres of land near highways. We will build an island for trucks and one for cars and expand as demand increases. We expect to lease land to other businesses."
Hydrogen station developer interview

"I have 40 drivers, and if I have to pay them each for one hour of charging every day, that's like hiring five extra people. We'll have to pass that cost to customers, who will pass it on to consumers."
Quote from drayage operator during interviews


NORTHERN CALIFORNIA MEGAREGION
NEVADA
PACIFIC OCEAN
SUTTER ST, YUBA CITY
NYACK RD, EMIGRANT GAP
I-505, VACAVILLE
RICHMOND PKWY, RICHMOND
NORTHGATE BLVD, SACRAMENTO
SPARLING LN, DIXON
PEDRICK RD, DIXON
SPAANS DR, GALT
N. THORNTON RD, LODI
STOCKTON
SOUTH HIGHWAY 99, STOCKTON
BOEING WY, STOCKTON
PERFORMANCE DR, STOCKTON
S. CLOVERDALE BOULEVARD, CLOVERDALE
CORNELIAN DRIVE, SOUTH LAKE TAHOE
US HWY 50, SOUTH LAKE TAHOE
80
50
505
5
99
116
101
1
12
680
120
580
880
280
101
152
CANDIDATE ZEV SITE LOCATIONS
DEVELOPER ZEV SITE LOCATIONS

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11 ZEV Fueling Station Sites Were Identified and Will Need Funding

Location	County	Corridor
Sutter St, *Yuba City*	Sutter	Hwy 99
Spaans Drive, *Galt*	Sacramento	Hwy 99
N. Thornton Road, *Lodi*	Sacramento	Hwy 99
Boeing Way, *Stockton*	San Joaquin	Hwy 99 and I-5
Sparling Ln, *Dixon*	Solano	I-80
Cornelian Drive, *South Lake Tahoe*	El Dorado	Hwy 50
Nyack Rd, *Emigrant Gap*	Placer	I-80
Pedrick Road, *Dixon*	Solano	I-80
South Highway 99, *Stockton*	San Joaquin	Hwy 99
Performance Drive, *Stockton*	San Joaquin	Hwy 99 and I-5
US Hwy 50, *South Lake Tahoe*	El Dorado	Hwy 50

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Six Sites “Claimed” By Developers During Evaluation

Location	County	Corridor
I-80/505 Junction	Vacaville	Solano
Army Depot	Sacramento	Sacramento
Industrial Way	West Sacramento	Yolo
Jack Tone Road	Ripon	San Joaquin
Richmond Parkway	Richmond	Contra Costa
Mariposa Road	Stockton	San Joaquin

Taking a Page from Real Estate

1. Create a package of facts and information that will sell the property to developers
2. Add information about the community so that developers know who to engage with
3. Teach commercial real brokers to identify the ZEV station opportunity

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Site Report

Page 1 >

Stockton ZEV Fueling Site

ADDRESS
1422-1513 Boeing Way
Stockton, CA 95206

ZONING
Industrial

PROPERTY
14 acres (2 parcels)
Undeveloped land
Listed for sale

ACCESS TO
Highways 99 and 4, I-5

POTENTIAL USERS
2,509+ trucks
10+ distribution centers

Suitable for DCFC or hydrogen fueling
Adjacent to Stockton Metropolitan Airport
Easy access to Highway 99 and I-5

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Site Report Page 2 >

1422-1513 BOEING WAY, STOCKTON, CA 95206

ADDRESS
1422-1513 Boeing Way
Stockton, CA 95206

COORDINATES
37.906507° N, 121.255485° S

FREEWAY
Highways 99 and 4, I-5

CATEGORY
Vacant land, for sale

SITE DESCRIPTION
The site is a vacant parcel within 2 miles of highway access

ZONING
Industrial

LOT SIZE
1422: 8.75 acres
1513: 5.48 acres

MEGAREGION WORKING GROUP MEMBER AGENCY
SJCOG

ELECTRIC UTILITY
PG&E

REGIONAL MAP

POSSIBLE TECHNICAL SPECIFICATIONS

CHARGING INFRASTRUCTURE

- Up to 76 DCFC stations with 350 kW
- 76 pull-through stalls for medium- and heavy-duty EV charging (possibly more if only medium-duty vehicles)
- Total power supply needed: up to 13,300 kW

Conceptual Equipment Layout

Electric Grid Considerations

- Installing 38 dual-head DCFC stations with a total power output of 350 kW each, a ~15,000-sqft. convenience store with an estimated building load of 150 kW and providing appropriate site lighting result in a total estimated site load of 13.5 MW.
- Site voltage of 12,000 V with a service size of 1,200 A is recommended
- **Available capacity:**
  - **Local distribution circuit:** PG&E circuit load projections are not available for this site, ~0.4 MW of estimated available circuit capacity
  - **Local substation bank:** PG&E substation bank loading projections are not available for this site, ~0 MW of estimated available capacity
- **Utility upgrades:**
  - Necessary utility upgrades at this site expected to require at least 5 years
  - Developers with site loads exceeding 4 MW are advised to perform a preliminary load study with PG&E to understand cost and schedule of necessary upgrades
  - Line upgrade projects could be 18-24 months with budgets of $2-5M
  - Substation upgrades could be 48-60 months with budgets of $15-30M

or

H_2 REFUELING INFRASTRUCTURE

- Up to 4 H_2 refueling dispensers
- Dispensers placed in between pull-through stalls
- Location of hydrogen equipment (liquid/gaseous H_2 storage tanks, pumps, etc.) to be confirmed as part of station design process

Conceptual Equipment Layout

Hydrogen Considerations

- Hydrogen to be delivered and stored on-site
- Smaller power needs to support hydrogen fueling than electric truck charging

ACCESSIBILITY AND AMENITIES

ACCESSIBILITY

- Site is within 1 mi of access to I-5, within 2.5 mi of SR-99, and within 4 mi of SR-4.
- Frontage roads generally accessible to tractors with 40' trailers
- Site ingress/egress can be designed to meet the needs of heavy-duty trucks. Conceptual designs vetted for trucks with up to 4 axles and a single trailer

CURRENT AND POTENTIAL AMENITIES

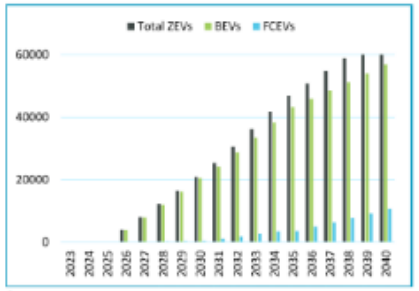
- Existing: one restaurant within 10-min walking distance, street lighting
- Recommended: on-site convenience store (as shown in conceptual EV charging design) with restrooms, lighting, and Wi-Fi service

STATION NEEDS

PROJECTED ZEVS FOR GOODS MOVEMENT

The projected number of ZEV trucks for freight and goods movement in the Airport Industrial Park. This includes trucks that have terminals and visit businesses within five miles of the industrial park.

Projected Number of Resident and Daily Transient ZEV Trucks:



Source: Frontier Energy

California's Advanced Clean Fleets (ACF) regulation applies to "priority fleets"—entities that operate or contract to operate 50 or more trucks in California or operator or contract to operate at least one truck and have gross revenues of $50 million or more. Starting on January 1, 2024, 100% of trucks added to a priority fleet must be a zero-emission truck.

ACF also applies to government fleets and requires that 50% of medium- and heavy-duty vehicles added to the fleet during 2024-2026 are ZEVs and 100% are ZEV in 2027.

California's Advanced Clean Trucks regulation requires that truck manufacturers and dealers sell an increasing number of ZEVs each year.

The result of these two regulations, along with US EPA Heavy-Duty GHG Emission Standards, result in a rapid increase in the number of battery and fuel cell electric trucks starting in 2026. By 2035, all new trucks will require charging stations or hydrogen stations.

This is a growing industrial park with many distribution centers. Most trucks provide drayage between Ports of Stockton and Oakland, and the BNSF railyard, as well as distribute packaged goods to retail stores. Charging and/or hydrogen at this location could help drayage operators make the transition to ZEVs.

POTENTIAL USERS

USERS WITHIN 5 MILES	MHD VEHICLES
LONG-HAUL TRUCKING	**859 trucks at 23+ companies**
SRI SURGICAL EXPRESS STOCKTON	200 trucks
WILLIAMS TANK LINES	200 trucks
JM EAGLE	50 MHD vehicles
COASTAL PACIFIC FOOD DISTRIBUTION	100 MHD vehicles
C&S WHOLESALE GROCERS INC.	100 MHD vehicles
AMAZON	200 MHD vehicles

Source: Valgen ProsperFleet

ESTIMATED DAILY VMT	WITHIN 1 MILE OF SITE	WITHIN 5 MILES OF SITE
TOTAL VMT	201,300	1,594,600
FREIGHT/TRUCK VMT	9,300 4.6%	102,300 6.4%
FREIGHT/TRUCK VMT 65+ MILE TRIPS	900 8.6%	26,800 26.2%

Source: Replica

SACOG

Site Report Page 3 >

1422-1513 BOEING WAY, STOCKTON, CA 95206

ADDRESS
1422-1513 Boeing Way, Stockton, CA 95206

FREEWAY
Highways 99 and 4, I-5

DESCRIPTION
Two adjacent vacant lots that are about 14 acres combined

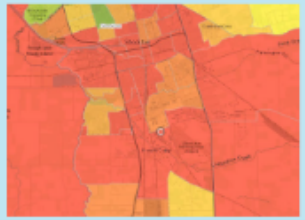
ZONING
Industrial

POTENTIAL FUNDING AGENCIES
California Energy Commission
California Transportation Commission
Joint Office of Department of Energy and Department of Transportation
PG&E

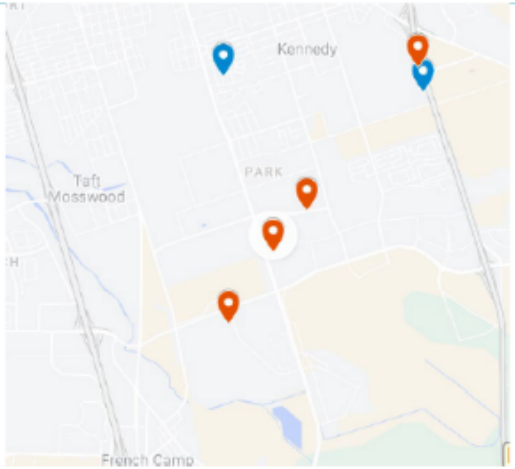
ELECTRIC UTILITY
PG&E

LOCAL ENGAGEMENT
San Joaquin County Hispanic Chamber of Commerce
Stockton Chamber of Commerce
Stockton Economic Empowerment Demonstration (SEED)
Stockton Strong
City of Stockton Economic Development Department
United Way of San Joaquin County

CALENVIROSCREEN MAP



LOCATION COMPARED TO PLANNED AND PROPOSED STATIONS



LOCAL PARTNERS

PERMITS: City of Stockton for building permits and business license. San Joaquin Valley APCD for Authority to Construct.

CEQA: This is undeveloped land and will require CEQA, and NEPA if federally funded.

ROADWAY: This site will require driveway on S Airport Way and/or Boeing Way and may require a traffic study. Contact Stockton Community Development Department.

ELECTRICAL: This site will require electrical upgrades for DCFC. Contact PG&E.

AIRPORT: This site is directly in line with the runway at Stockton Municipal Airport. It will require coordination with the Airport and with Caltrans. If hydrogen or a battery storage system is proposed for this site, it will require additional coordination with FAA and CAL FIRE.

FAA: Federal Aviation Administration Regulation Part 77 restricts the height of structures near airports. Coordinate with Caltrans, FAA, and the City of Stockton to identify the potential restrictions for buildings, canopies, and solar.

Blue pins: Planned and proposed ZEV fuel stations
Red pins: Megaregion identified locations

POTENTIAL BUSINESS MODELS

This location is two empty lot in a growing industrial park near the Stockton Metropolitan Airport. It is already paved and striped for 109 trailer positions and has an area designated for a shower/restroom facility.

PUBLIC STATION:
Private development by a commercial fleet user or station developer using State of California or federal grants, IRS tax credits, and incentive programs for a public station. The entity owns and operates the ZEV fuel depot and is responsible for profit/loss, upkeep, and ancillary services. Potential users include companies and owner/operators that make daily trips between the Ports of Stockton and Oakland, the BNSF Railyard, and between food processors and retail stores.

It could also serve as overnight truck parking/charging for local businesses or long-haul drivers.

AMENITIES:
The busy intersection of S Airport Way and Boeing Drive could be a potential location for a food truck park, which may also provide a future potential for V2G integration.

DEMAND MANAGEMENT:
This is a large site with no obstructions and, upon FAA approval, may support a solar array and battery storage. The operator could sell fuel to drivers, participate in PG&E's demand management program, and potentially participate in the CASIO day-ahead market.

LIGHT DUTY:
This is a busy industrial park with many personal owned vehicles and light-duty fleet vehicles. Currently, one public charger is available at a nearby business and others are in the airport parking lot. Providing a fuel island or sharing charging stations with LDVs could create additional baseload.

LOCAL ENGAGEMENT

OUTREACH FORMATS:
- Hosting multiple community forums in accessible locations and ensuring presentations are available in multiple languages, especially Spanish.
- Conducting community meetings, ensuring that communication is two-way and accessible, with emphasis on including non-English speakers.
- Using innovative outreach methods to involve diverse community segments, with a focus on transparency regarding economic benefits and concerns.

EVENTS FOR DISCUSSION:
- Setting up informational tables at city hall meetings and events at the Stockton Waterfront.
- Organizing discussions in community centers or parks to facilitate easy access for residents to participate.
- Hosting discussions at business incubators, universities, and public spaces to engage a broad cross-section of the community, including using digital platforms to expand reach and facilitate wider participation.

ORGANIZATIONS TO ENGAGE:
- Engaging community groups, local leaders, and ZEV experts.
- Consulting with traffic specialists and educational experts to ensure the project does not disrupt daily life.
- Collaborating with urban planners, local business alliances, and academic economists to develop a well-rounded strategy that is grounded and forward-thinking.

Results of local outreach

Stockton community members are both curious and concerned about ZEV fueling stations. Residents expressed enthusiasm about the potential economic benefits and job creation the project might bring, particularly in South Stockton, but worry about impact on local traffic and infrastructure by additional freight activity.

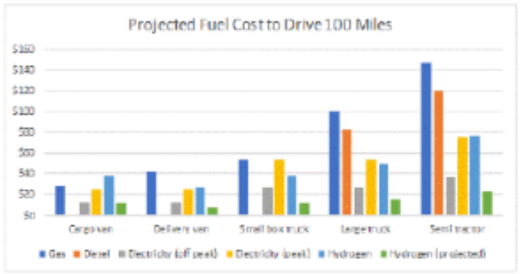
Community members emphasized the need for strategic planning to integrate the ZEV stations without disrupting existing traffic patterns and residential areas. They want ZEV projects to demonstrate job creation and environmental improvements.

A ZEV station on Boeing Way needs thoughtful implementation that respects local conditions and community needs.

ECONOMIC IMPACTS

Filling with off-peak electricity or hydrogen will save money compared to filling with traditional fuels. It will be important to levelized the cost of electricity across utilities and times of day so that operators can have more certainty.

The transition to ZEV fuels will greatly reduce state and local tax revenue. Local governments need to start planning to understand the impact.



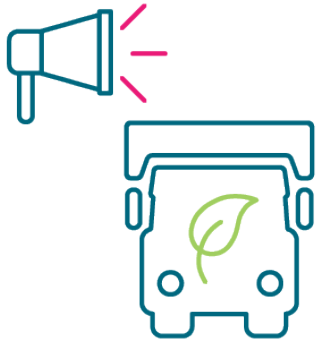
Gas and diesel price includes state and federal excise tax, state and local sales tax, cost of fuel, overhead and profit. Electricity price is kWh charge only. Hydrogen price includes state and local sales tax, cost of fuel.

SACOG

RESULTS OF THE APPROACH

Developers have claimed two additional ZEV sites

Brokers are including ZEV potential in some new listings



Increased awareness about the special needs of agriculture-related trucking

Action on tackling a few zoning issues that will remove other barriers

SACOG

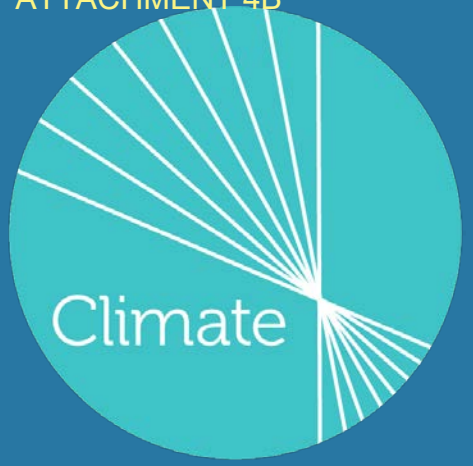
THANK YOU

The Megaregion Study was directly funded as the last task of the Partnership Planning Grant.

SACOG

ATTACHMENT 4B

ATTACHMENT 4B



MTC Transportation Electrification Programs

Megaregion Working Group

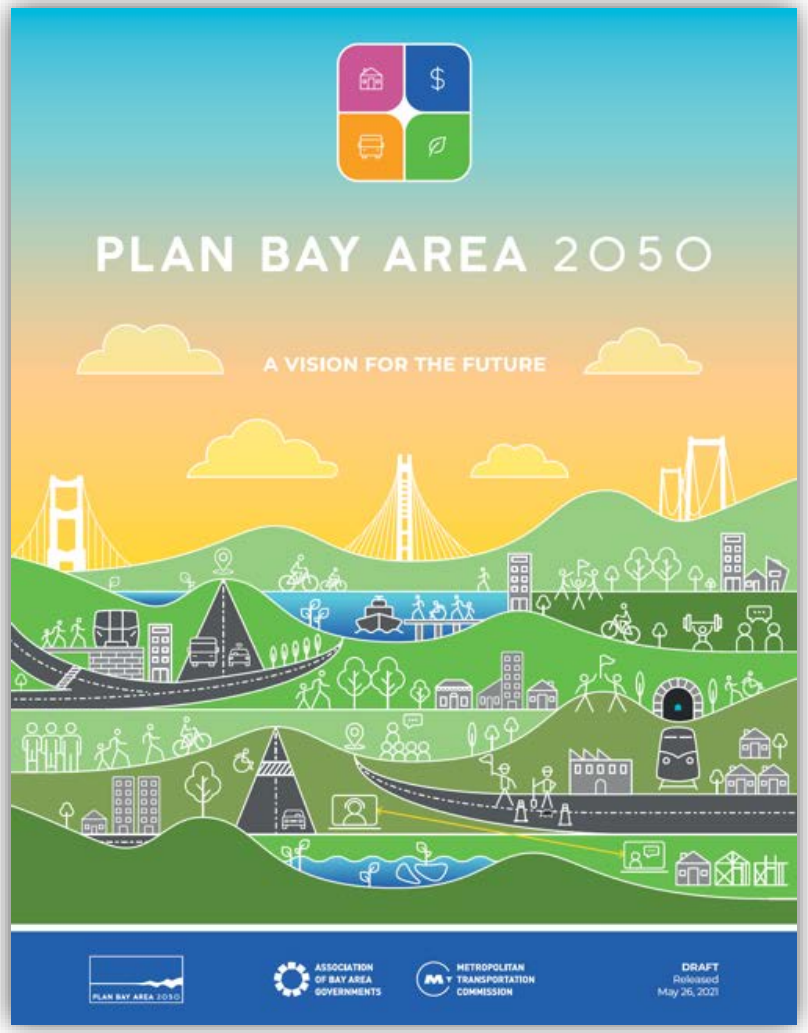
September 27, 2024

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

MTC Transportation Electrification Background

PLAN BAY AREA 2050
STRATEGY EN8
CLEAN VEHICLES

- Accelerating transportation electrification is a key strategy (EN8) in Plan Bay Area 2050 to help achieve the greenhouse gas reduction target
- MTC approved One Bay Area Grant (OBAG 3) programming on October 26, 2022, including $65M for transportation electrification as part of the Climate Program funding
- Transit operator and MTC interest in exploring a regional zero emission transit transition strategy led MTC and BARC to commit funds and initiate project with close operator involvement



MTC Transportation Electrification Initiatives

Initiatives	Investment
TE1. Charging Infrastructure a. Regional Transportation Electrification Assistance Program b. Transit Station Public Charging Program	$30M
TE2. Electric Bikeshare a. Bay Wheels Bikeshare E-bike Expansion b. Additional Bikeshare Investments	$20M
TE3. Local Public Fleet Electrification a. Public Fleet Electrification Planning Assistance	$10M
TE4. Transportation Electrification Planning and Program Strategy a. Local Transportation Electrification Action Planning b. Regional Program Strategy	$5M
Total	**$65M**

1. Charging Infrastructure – $30M

1A. TE Charging Infrastructure Program

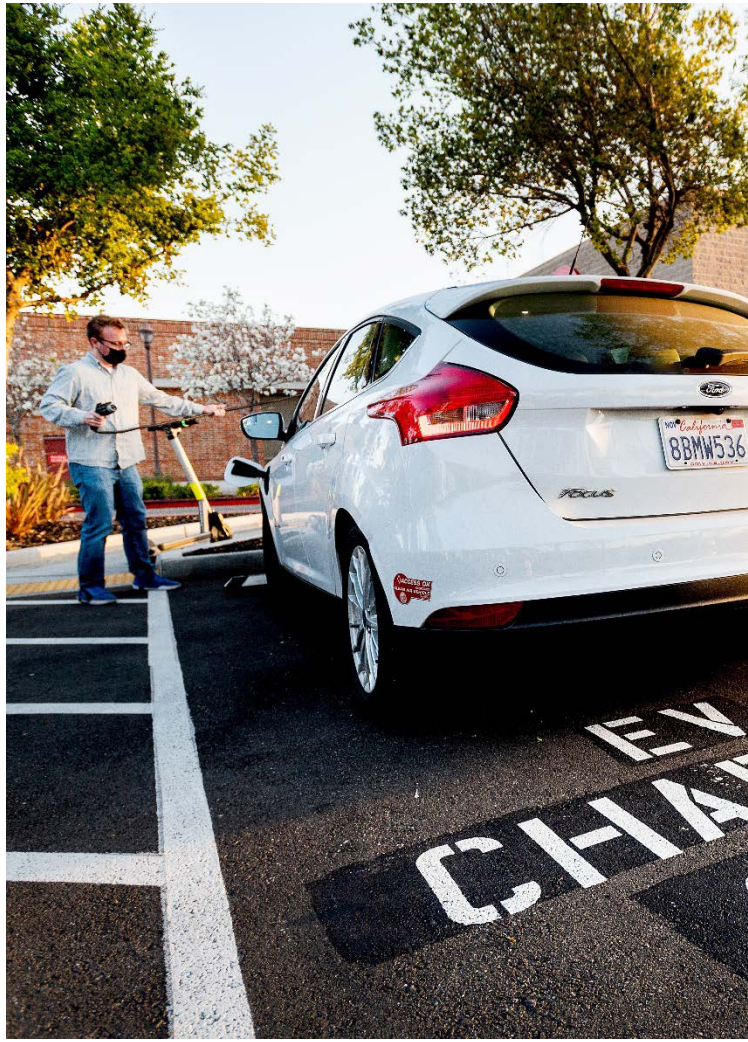
Grant opportunity for the acquisition and installation of publicly available charging infrastructure for electric vehicles (EVs) and electric mobility devices (e.g., electric bikes, bikeshare, scooters)

- Call for projects will be released this Fall

1B. Transit Station Public Charging

Grants for public agencies to install charging infrastructure at transit stations for both customers and community members

- $10 million in capital grants awarded to BART, WETA, and Suisun City



2. Electric Bikeshare – $20M

2A. Bay Wheels Bikeshare E-bike Expansion

Funding to Bay Wheels regional bikeshare program for capital investments and equity programs

- Contract executed in 2023 and implementing new e-bike deployment, new stations, station electrification planning, and student membership pilot by early 2025

2B. Additional Bikeshare Investments

Regional expansion, adaptive bikeshare deployment, station electrification support, and other support programs.

- Contracts for expansion and adaptive programming approved with launch in 2025-2026

3. Local Public Fleet Electrification – $10M

3A. Public Fleet Electrification Planning Assistance

Consultant assistance to local public agencies for fleet electrification planning

- 32 cities, counties, and BART awarded technical assistance
- Seated a new TE Planning & Technical Assistance Consultant Bench to use for planning initiatives
- RFP currently open to procure consultant services with kickoff of planning projects with agencies anticipated in early 2025

4. TE Planning and Program Strategy – $5M

4A. Local TE Action Planning

Local planning assistance to improve access to clean mobility options and charging infrastructure through local action plans, streamlining policies, project site planning, and engagement

- Program in development

4B. Regional Program Strategy

Regional TE planning focusing on near-term actions for MTC and coordination with key regional partners

- Coordinated funding discussions with local jurisdictions, CTAs, and CCAs and regularly meeting with PG&E to streamline charging infrastructure project delivery
- Other activities in development

Regional Zero Emission Transit Transition Strategy

Regional strategy documenting current transition status, plans, costs, projected funding, challenges, and recommendations

Photo: Gillig

- Finalizing report and presenting update to MTC Committee this fall
- Recommendations include establishing best practices working group, further development of funding strategy, and potential advocacy to assist with compliance and/or seek alternatives

Thank You

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

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