1415 L Street, Suite 300
Sacramento, CA 95814

Meeting Agenda

Megaregion Working Group

Metropolitan Transportation Commission (MTC) Representatives Mayor Carol Dutra-Vernaci, Union City; Supervisor Federal D. Glover, Contra Costa County; Supervisor 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 Vice Mayor Leo Zuber, City of Ripon

Sacramento Area Council of Governments (SACOG) Representatives Supervisor Bonnie Gore, Placer County; Supervisor Gary Bradford, Yuba County; Mayor Paul Joiner, City of Lincoln; Councilmember Mike Kozlowski, City of Folsom

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Friday, September 29, 2023 | **12:30 PM** | **REMOTE**

Consistent with California Government Code Section 54953 and Assembly Blll 361, a meeting of the Megaregion Working Group will be held online. This meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to Working Group Members.

The meeting webcast will be available to watch live via Zoom at https://us06web.zoom.us/j/87643969080. Members of the public are encouraged to participate remotely via Zoom at the link or Following 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.

Attendee Link: https://us06web.zoom.us/j/87643969080
Join by Telephone (for higher quality, dial a number based on your current location):
Dial (for higher quality, dial a number based on your current location):
US: +1 669 219 2599 or +1 651 372 8299 or 888 475 4499 (Toll Free) or 877 853 5257 (Toll Free)
Webinar ID: 876 4396 9080
International numbers available: https://us06web.zoom.us/u/kbA46XUtkY

Members of the public may participate by phone or Zoom or may submit comments by email at rhandy@sacog.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. Approve Remote Meeting Resolution

Action to approve Resolution No. 01-2023 to hold the meeting remotely.

Action: Approval

Presenter: Erik Johnson, SACOG

Attachments: 2a – Remote Meeting Resolution - Memo

3. Welcome and Framing Remarks

Background on the Megaregion Working Group zero emission vehicles topic area, with a focus on regional transit agencies and their transition to zero emission fleets.

Action: Information

Presenter: Chair Bonnie Gore and James Corless, SACOG

4. The Megaregion's Zero Emission Transit Transition

Staff across the Megaregion will provide an overview of regional transit agencies' efforts to transition to zero emission transit. Presentations will include:

- MTC: Bay Area Zero Emission Transit Transition Strategy Update
- SacRT/SMAQMD/SMUD: "Solving the Zero Emission Puzzle"- Sacramento ZEV Transition
- Valley Link: Hydrogen Vision
- Yuba-Sutter Transit: NextGen Transit Facility

Action: Information

Presenters: Craig Bosman, Principal, Funding Policy and Programs, MTC

Anthony Adams, Director, Planning & Grants, Sacramento Regional Transit; Raef Porter, Transportation and Climate Change Program Manager, Sacramento Metropolitan Air Quality Management District; Evan Speer, Senior Strategic Business Planner, Sacramento Municipal Utilities District

Wil Ridder, Deputy Director, Tri-Valley – San Joaquin Valley Regional Rail Authority

Adam Hansen, Planning Manager, Yuba-Sutter Transit

Attachments:

4a – Bay Area Zero Emission Transit Transition Strategy Update – Powerpoint
4b – Sacramento Regional Transit Zero Emission Bus Rollout – Powerpoint
4c – Valley Link Hydrogen Production Facility– Powerpoint
4d – Yuba-Sutter NextGenTransit Facility– Powerpoint

5. Funding Update

Staff will present the funding awards for "Megaregion Dozen" projects, including full funding for two of the projects. Staff will present on the process to adopt two new projects to be added to the list.

Action: Information

Presenters: Dustin Foster, SACOG

Attachments: 5a – Funding Update – PowerPoint

6. Look Ahead to 2024

A verbal report on proposed Megaregion Working Group priorities for 2024, when lead staffing for the group will transfer to SJCOG.

Action: Information

Presenters: Diane Nguyen, Executive Director, SJCOG

7. Rotate Megaregion Working Group Chair and Vice-Chair to SJCOG and MTC, Respectively

Action: Approval

Attachments: 7a – Rotate Chair and Vice Chair – Memo

8. Save the Dates" for 2024 Megaregion Working Group Meetings

Action: Approval

Attachments: 8a – Save the Dates" for 2024 Megaregion Working Group Meetings– Memo

9. Public Comment / Other Business

*Working Group 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.*

10.Adjournment / Next Meeting

The next meeting of the Megaregion Working Group will be held on Friday, January 26, 2024, from 12:30 pm to 2:30 pm Any changes to the schedule will be duly noticed to the public.

Megaregion Working Group

September 29, 2023 **Agenda Item 2**

RESOLUTION NO. 01 – 2023

DECLARING ITS INTENT TO CONTINUE REMOTE TELECONFERENCE ONLY MEETINGS DUE TO STATE REGULATIONS RELATED TO PHYSICAL DISTANCING DUE TO THE THREAT OF COVID-19

WHEREAS, the Megaregion Working group Meeting between the Sacramento Area Council of Governments (SACOG), Metropolitan Transportation Commission (MTC), and the San Joaquin Council of Governments (SJCOG) is committed to preserving public access and participation in meetings of SACOG; and

WHEREAS, all meetings of SACOG, MTC, and SJCOG are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963, the "Brown Act"), so that any member of the public may attend, participate, and observe SACOG conduct its business; and

WHEREAS, the Brown Act, Government Code section 54953(e), provides for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, to continue meeting by remote teleconferencing means without complying with section 54953(b)(3), a required condition is that state or local officials have imposed or recommended measures to promote social distancing, and that the legislative body continues to make certain findings by majority vote at least every 30 days; and

WHEREAS, among other measures to promote physical distancing, the California Division of Occupational Safety and Health ("Cal/OSHA") regulations at Title 8 Section 3205 recommend physical distancing in the workplace as precautions against the spread of COVID-19 and imposes certain restrictions and requirements due to a "close contact" which occurs when individuals are within six feet of another in certain circumstances; and

WHEREAS, the Centers for Disease Control and Prevention continue to recommend avoiding contact and keeping a safe distance from a person who has a suspected or confirmed case of COVID-19; and

WHEREAS, to allow for physical distancing and remote meeting attendance in accordance with these recommended measures, SACOG, MTC, and SJCOG does hereby find that the Megaregion Working Group, shall conduct its meeting without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that SACOG, MTC, and SJCOG shall comply with the requirements to provide the public with access to the meetings electronically as prescribed in paragraph (2) of subdivision (e) of section 54953.

NOW, THEREFORE, IT IS HEREBY RESOLVED AND ORDERED by the Sacramento Area Council of Governments, Metropolitan Transportation Commission, and San Joaquin Council of Governments:

1. The foregoing recitals are true and correct.

2. SACOG, MTC, SJCOG, and the Megaregion Working Group hereby recognize that state and local officials continue to recommend social distancing measures, which can impact the ability of SACOG, MTC, and SJCOG and the public to meet safely in person.

3. This Megaregion Working Group shall conduct public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act for remote only teleconference meetings.

PASSED AND ADOPTED this 29th day of September, 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Bonnie Gore	James Corless
Chair	Executive Director

Agenda Item 4

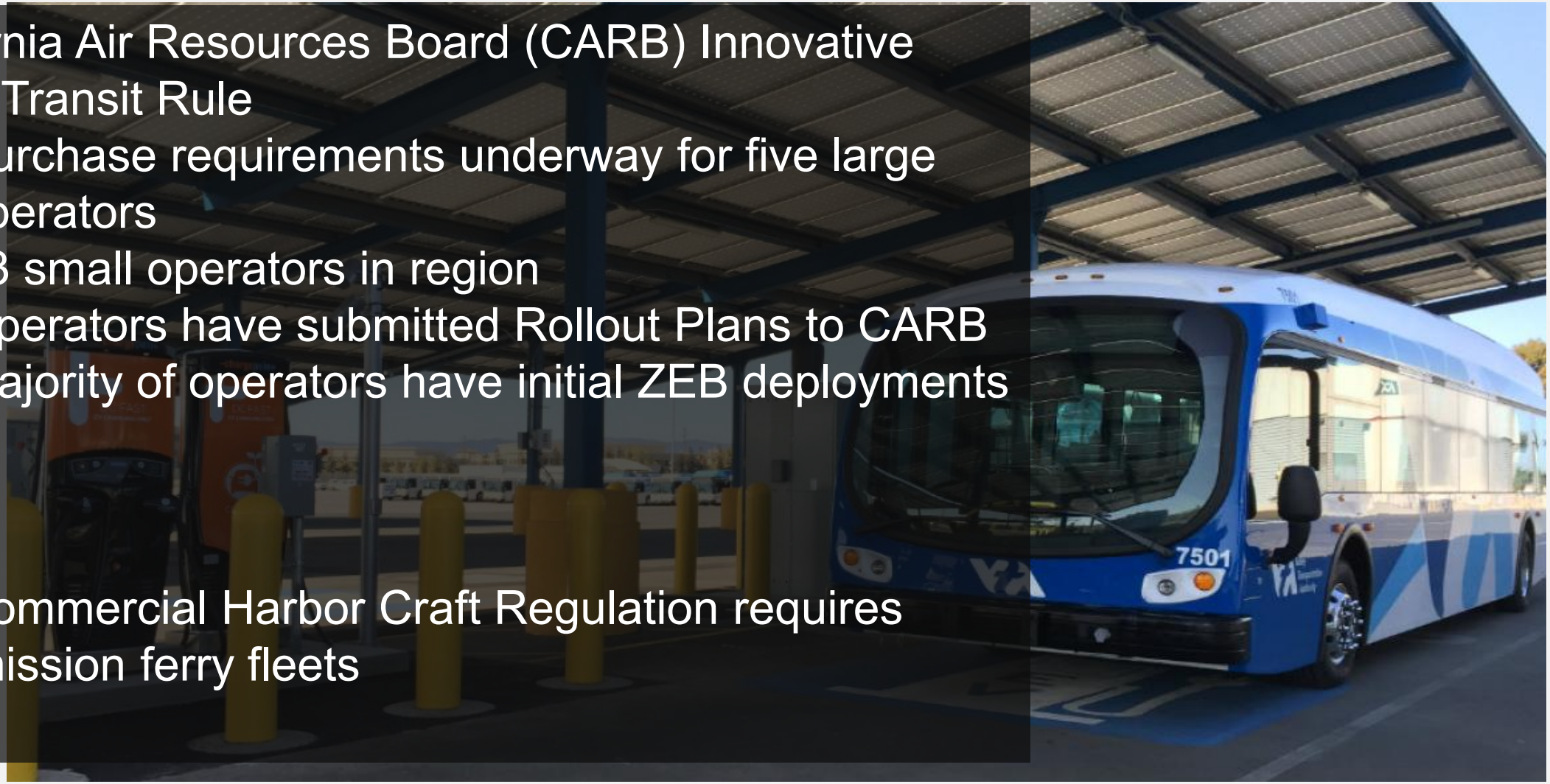
Regional Zero-Emission Transit Transition Strategy Update

Megaregion Working Group
September 29, 2023

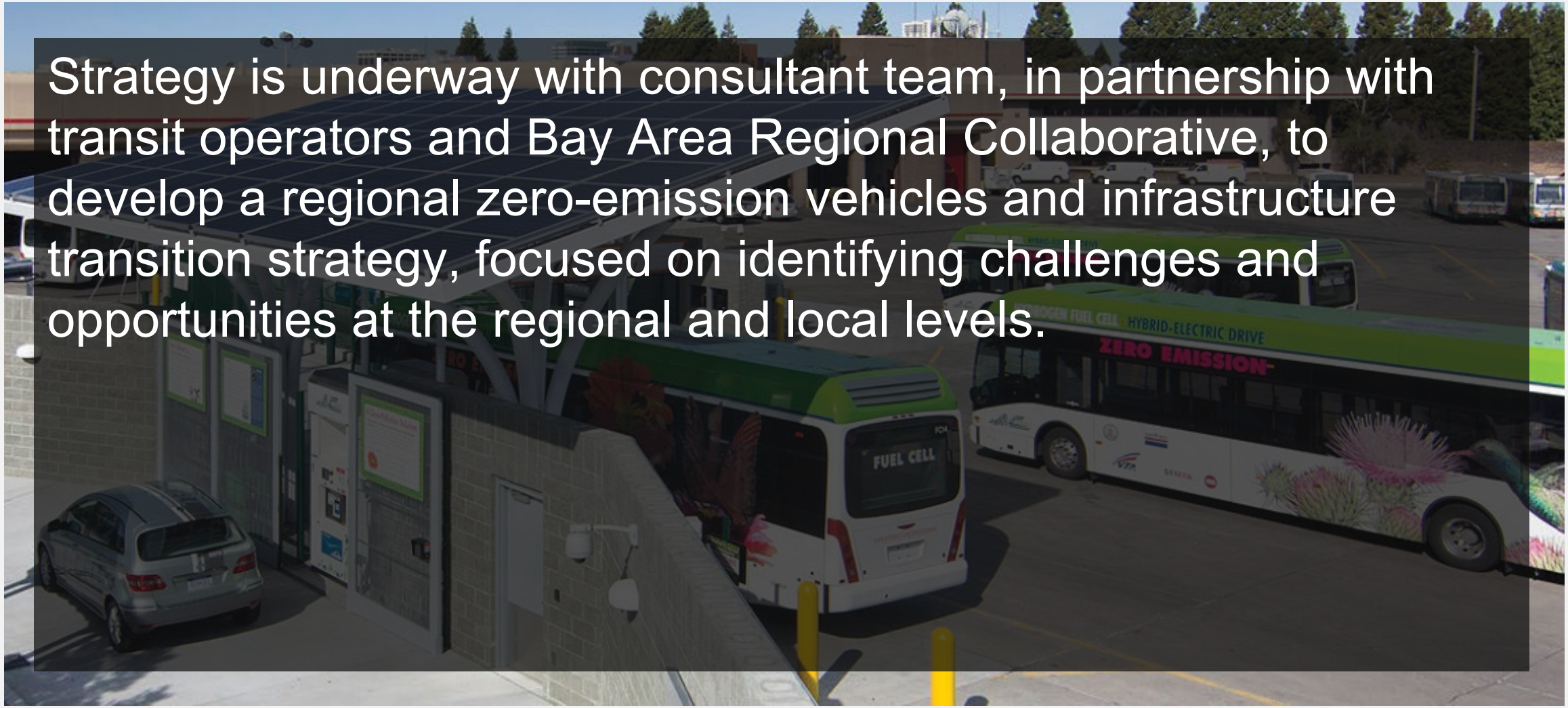
Current Zero Emission Transition Context

- California Air Resources Board (CARB) Innovative Clean Transit Rule
  - Purchase requirements underway for five large operators
  - 13 small operators in region
  - Operators have submitted Rollout Plans to CARB
  - Majority of operators have initial ZEB deployments

CARB Commercial Harbor Craft Regulation requires lower-emission ferry fleets



Regional Zero-Emission Transit Transition Strategy



Strategy is underway with consultant team, in partnership with transit operators and Bay Area Regional Collaborative, to develop a regional zero-emission vehicles and infrastructure transition strategy, focused on identifying challenges and opportunities at the regional and local levels.

Zero Emission Transit Transition Strategy Principles

a. Transition in **partnership** (operators, CTAs, MTC, State, Federal)

b. Accelerate transition elements to focus facility investments on ZEB ready infrastructure

c. Support a **dynamic bus system** serving local routes, key trunk corridors, and express lane network

d. Evaluate and **manage risk** throughout transition

Current Status of ZEB Deployment

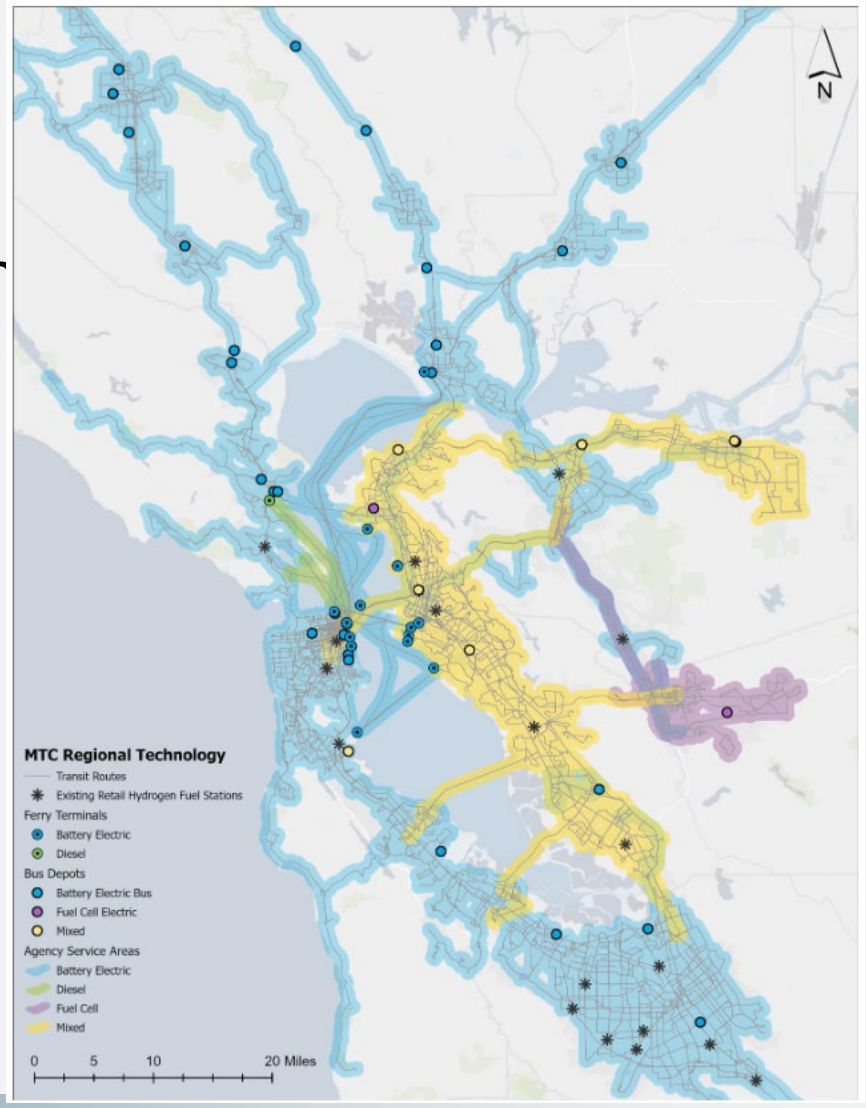
- Approximately 450 ZEBs currently deployed across 12 agencies – over 10% of the region's bus fleet
  - 278 electric trolleys (SFMTA)
  - 130 Battery Electric Buses
  - 40 Fuel Cell Electric Buses

- Chargers and hydrogen fueling mostly at bus depot
- Limited numbers of on-route chargers

Summarization of Current Agency Plans

- Significant numbers of both Battery Electric and Fuel Cell buses
- Some agencies are committed to one or both technologies, others still assessing future fleet mix
- Primary focus on depot-based charging and fueling, with strategic on-route charging

- Overall cost being refined, but in the high billions of dollars
  - Vehicle cost inflation
  - Complex facilities projects



Significant Identified Risks

- Schedule risk for compliance
  - Timeline of facility infrastructure upgrades delayed
  - Timeline of utility capacity upgrades delayed, or insufficient grid power on required timeframe
- Budgetary risk
  - Funding levels are insufficient at current cost projections (gap in the billions of dollars)
  - Capital and operating costs may grow beyond current projections

Collaboration Opportunities

- Workforce training
- Knowledge sharing
- Vehicle purchases
- Hydrogen procurement
- Interagency coordination for shared on-route chargers

Funding Opportunities and Challenges

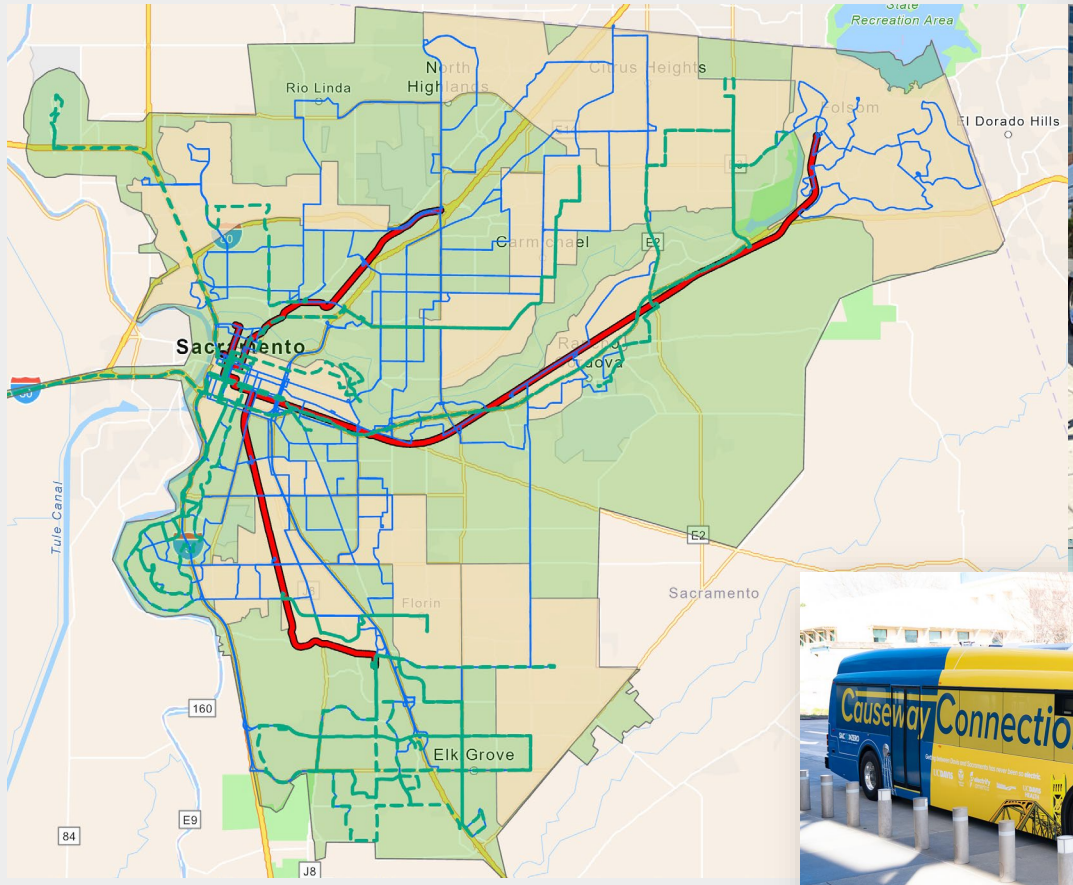
- FTA formula funds (Transit Capital Priorities program) typically funds majority of replacement vehicles, but rapid cost escalation causing strain
- Vehicles are the highest cost, with significant needs also for facilities and charging/fueling infrastructure
- Recent performance in FTA discretionary bus funding was strong, with nearly 7% of national funding ($110M)
- Will need to leverage existing state and federal transit discretionary sources, access energy and emissions-focused sources, and realize new funding opportunities to meet the gap

Ongoing/Upcoming Tasks

- Refinement of cost estimate and development of funding strategy
- Analysis of technological approaches and compatibility
- Feasibility of shared infrastructure
- Analysis of considerations related to interoperability and emergency preparedness
- Interactive map of existing and planned zero emission transit facilities, hubs, and charging/fueling locations
- Analysis of regional opportunities and challenges

Solving the Zero-Emission Puzzle

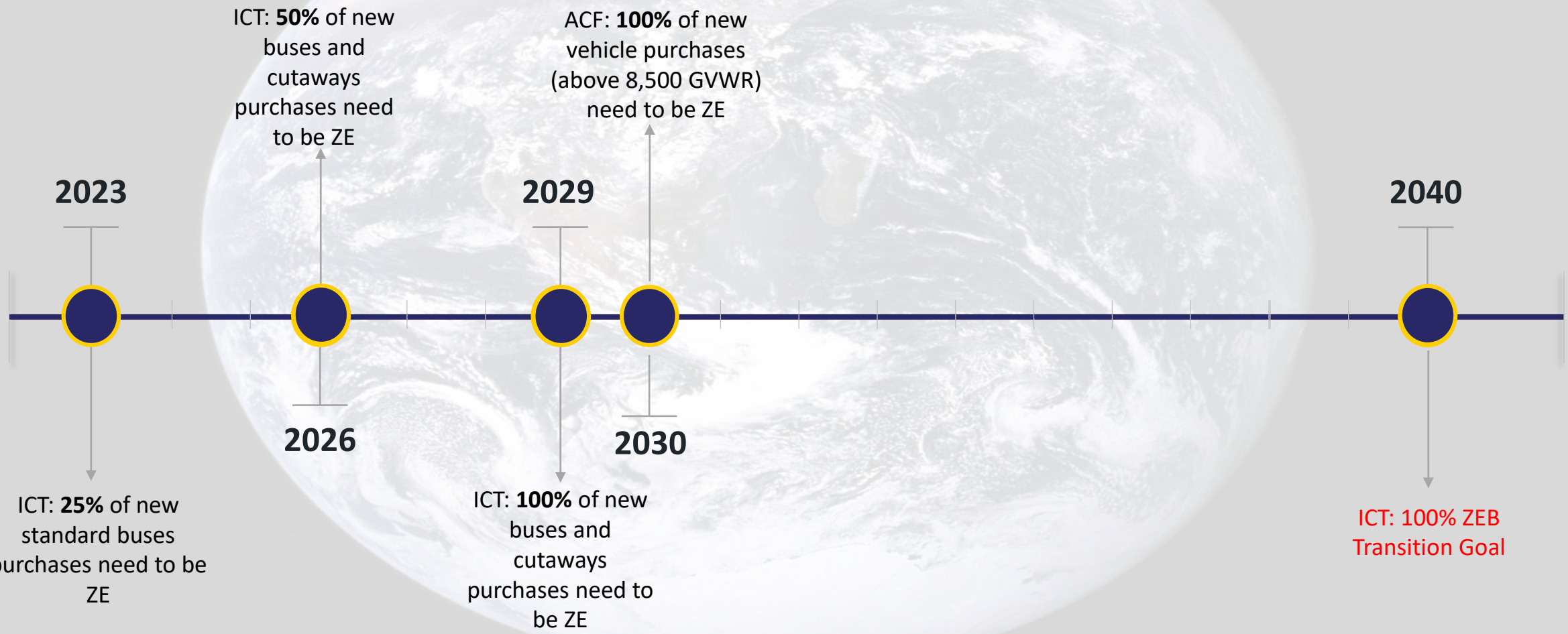
Overview of SacRT Services



Overview of SacRT Services

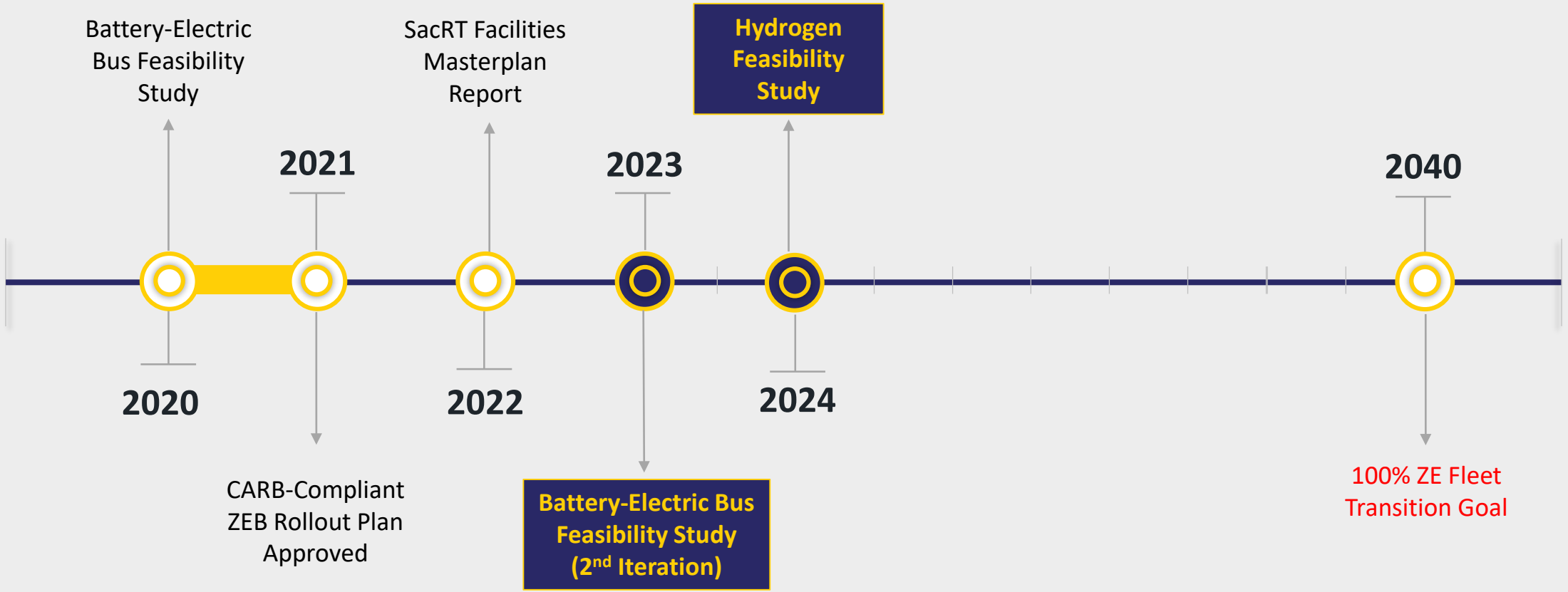
- 434 square mile service area
- Nearly 20 million annual riders (pre-pandemic)
- More than half of all riders are low-income and do not own a vehicle
- APTA Outstanding Public Transportation System Award (2021)
- TSA Gold Standard Award for System Security (2019, 2023)

Innovative Clean Transit (ICT) and Advanced Clean Fleet (ACF) Regulations



SacRT's Progress Pursuant to Regulations

In 2020 and 2021, SacRT deployed 24 battery-electric buses into service



SacRT's Battery Electric Bus Capacity

Garage	Modeled Vehicle Type	Number of Blocks	Blocks Completed*
Downtown	40'	190	59% - 82%
McClellan	Cutaway	7	0% - 71%
Hazel	Cutaway	2	100%
Elk Grove	40'	53	91% - 96%

* Will vary based on operating conditions

Garage	Modeled Vehicle Type	Number of Blocks	Blocks Completed*
Downtown (SacRT Go)	Cutaway	10-23	6% - 20%
McClellan (SacRT Go)	Cutaway	11-27	8% - 29%
Florin (SacRT Go)	Cutaway	24-33	4% - 19%
Elk Grove (eVan)	Cutaway	2-7	81% - 100%

SacRT's Tasks Ahead

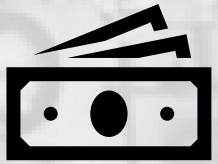
SacRT Existing Fleet	Challenges and Needs
Over 240 full-size (40+ foot) buses	15MW of power is needed to charge Current yards have no available capacity
Nearly 240 shuttle (cutaway) buses	Four locations need to be electrified
Over 250 non-revenue vehicles	Must coordinate nine (9) different locations

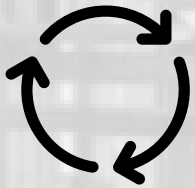
Hydrogen Feasibility

SacRT will follow up the Battery-Electric Bus Study with a **Hydrogen** Feasibility Study to identify hydrogen needs within SacRT's zero-emission fleet, including:


System Capacity


Hardware


Costs/Benefits


Technology Improvements

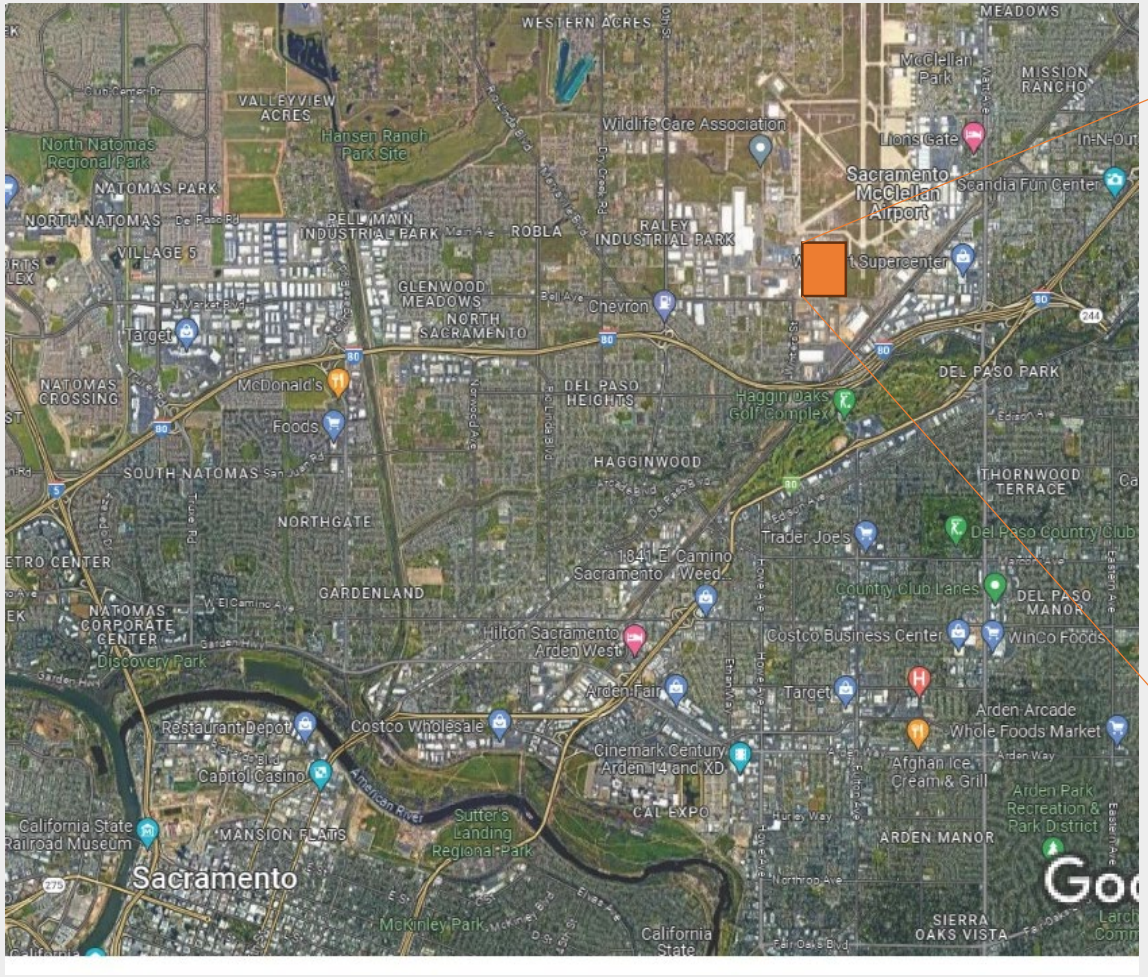

Fueling Time


Fueling Locations

Potential Location

McClellan Bus Maintenance Facility (BMF2)

Currently used as a shared CNG fueling site, light maintenance site and storage site



SacRT's Next Steps

Confirm Clean Fuel Mix

Coordinate and fund infrastructure improvements

Purchase 700+ ZEVs by 2040

SMUD's Role in Supporting Regional Transit's Electrification Plans

Evan Speer, Senior Strategic Business Planner, Electric Vehicles

September 29, 2023

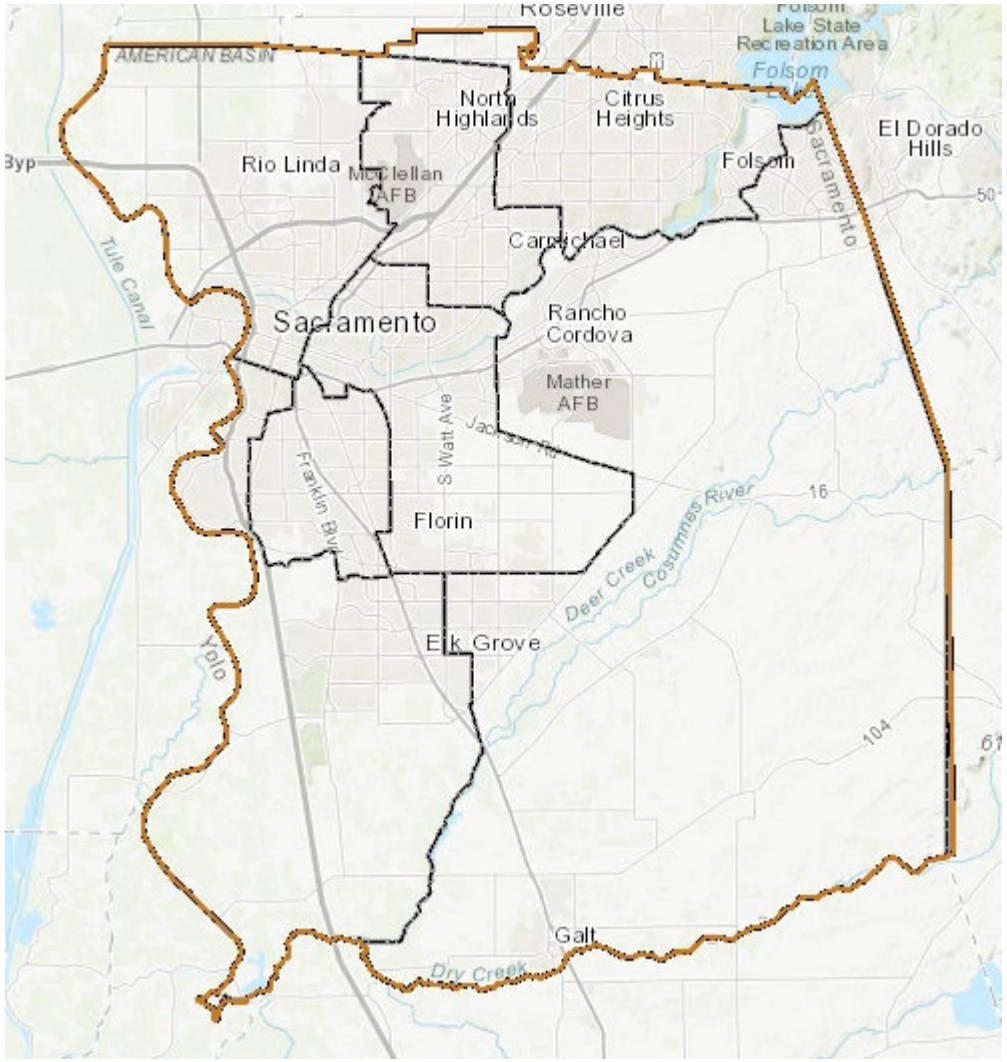
Powering forward.
Together.

SMUD®

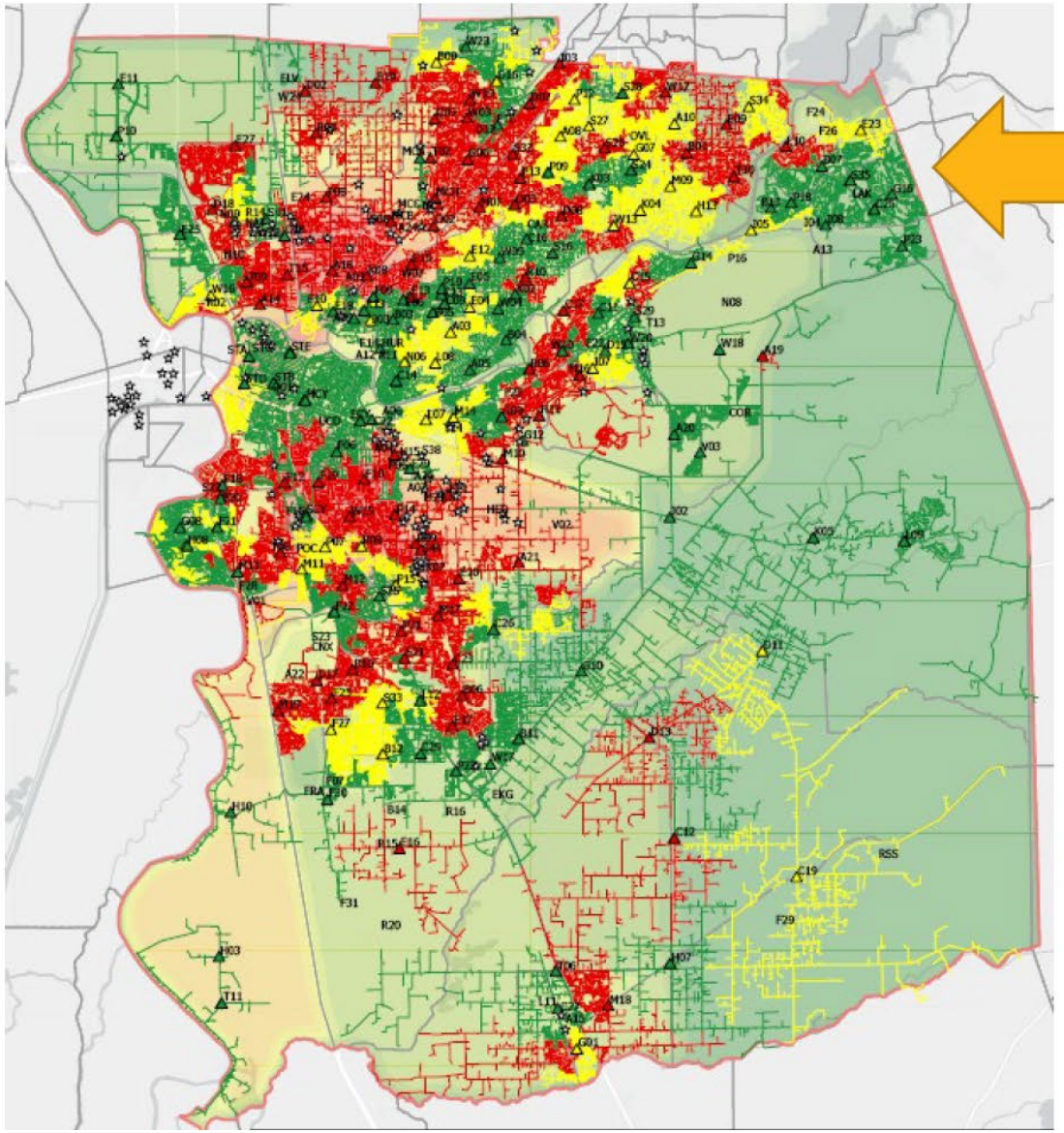
#1) Grid Planning: *Identify infrastructure needs to accelerate Medium- & Heavy Duty zero emission vehicle adoption in Sacramento County*

Questions we need to be able to answer:

- How many trucks and buses have home bases here?
- How fast will fleets transition?
- Where and how will they charge and fuel?
- Who/where are our most impactful fleets?
- Is the grid ready for the load?
- Is the workforce ready for the transition?



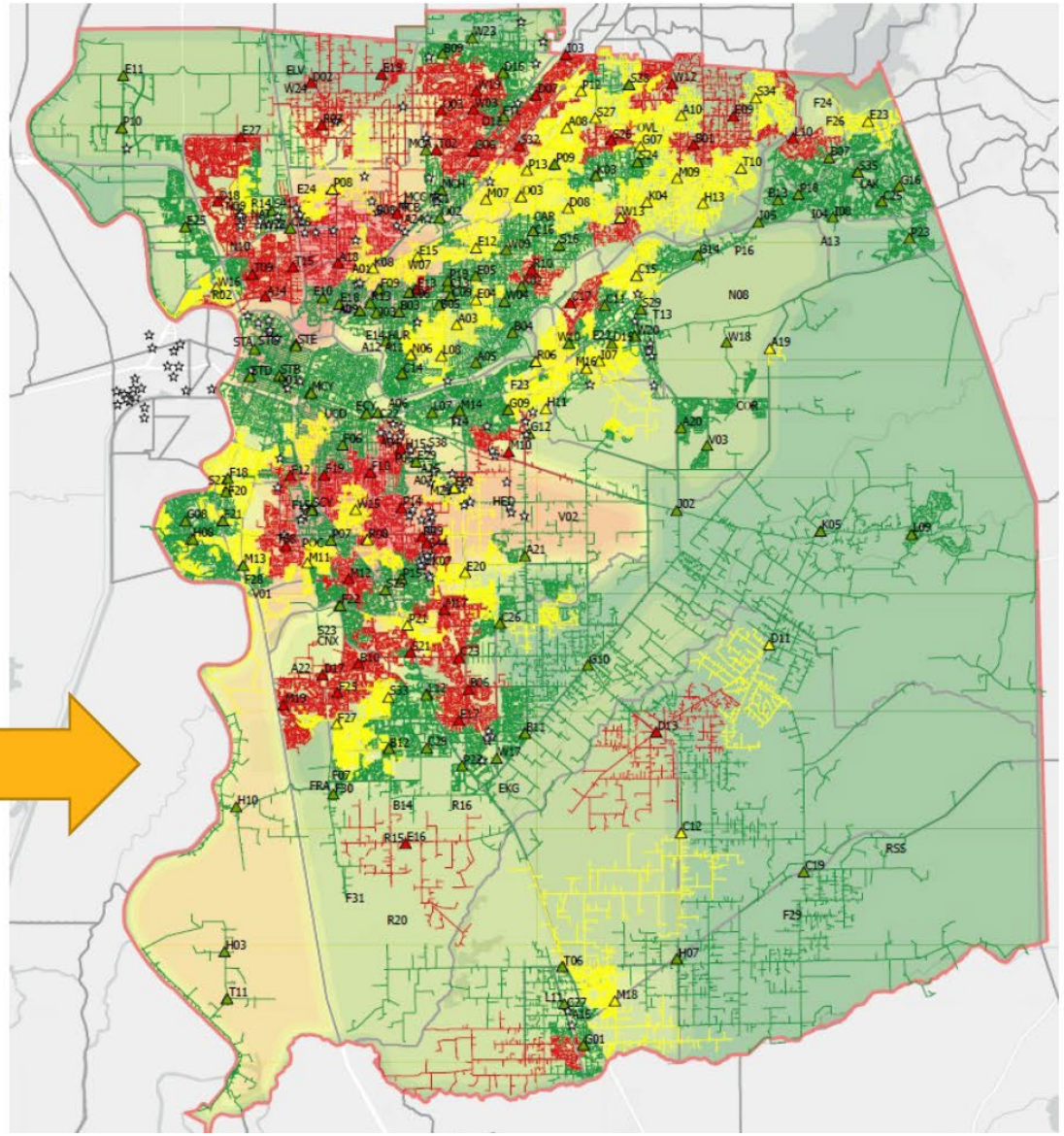
Available Distribution Circuit Capacity



On-Peak Scenario

2035

Managed Peak Scenario

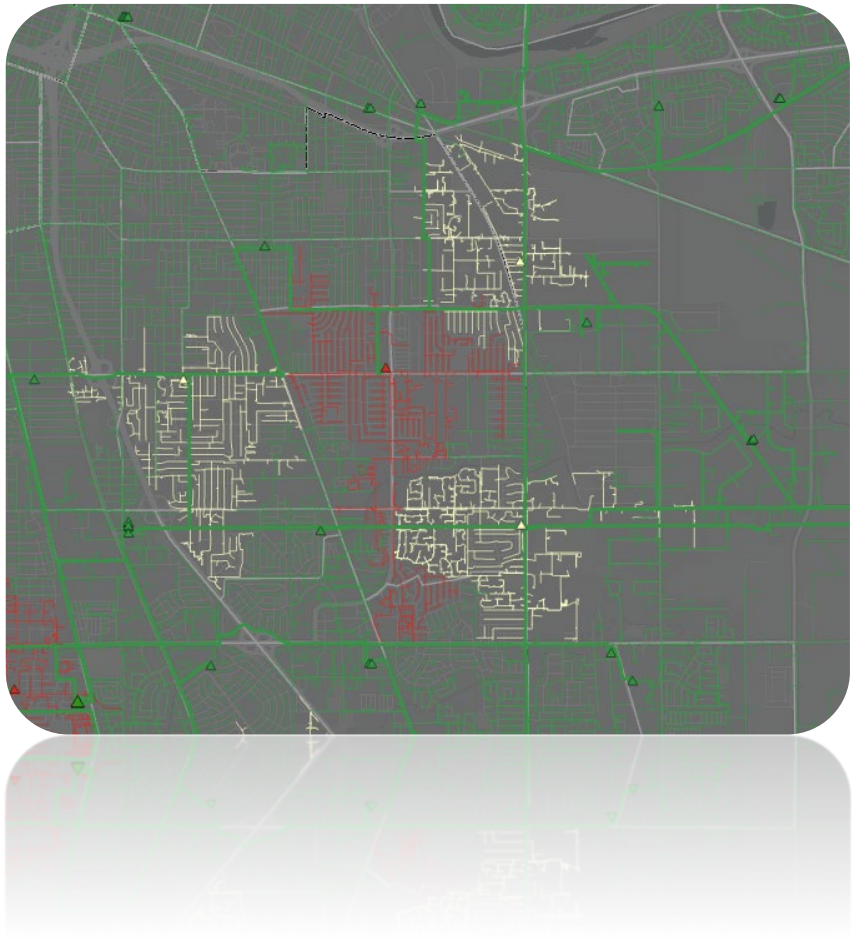


SMUD®

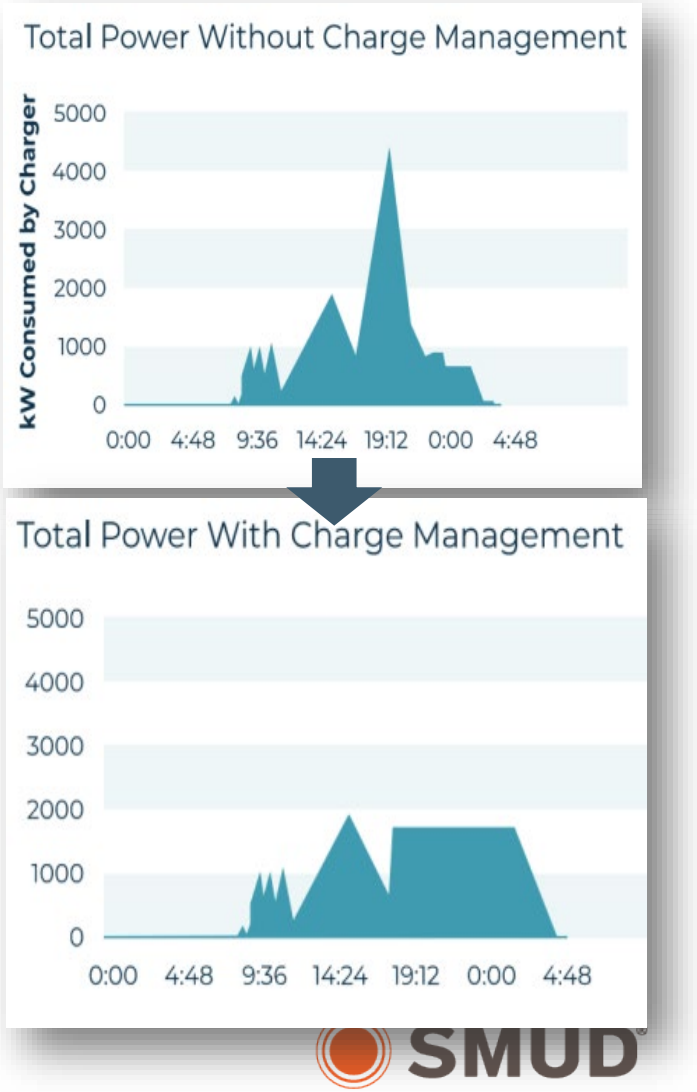
#2) Customer Collaboration: *Ensure we are engaged with our large customers early and often during the fleet electrification process*

1) Fleet Electrification Strategy/Plan Development

2) Strategic Site Selection



3) Right Sizing Charging



#2) Financial Support: *Use low carbon fuel standard revenue to help fleets bridge the cost gap*

Vehicle Incentives

Classification	Duty classification	Weight limit	Incentive	BEV examples
Passenger Car	Light duty	N/A	$750	Bolt, BMW13, Leaf
Class 1	Light duty	0-6,000 pounds	$750	Compact truck (BEV)
Class 2a	Light duty	6,001-8,500 pounds	$750	1/2 ton truck or van (BEV)
Class 2b	Light/Medium truck	8,501-10,000 pounds	$750	3/4 ton truck or van (BEV)
Class 3	Medium truck	10,001-14,000 pounds	$5,000	1 ton truck or van (BEV)
Class 4	Medium truck	14,001-16,000 pounds	$5,000	Heavy 1 ton truck or van (BEV)
Class 5	Medium truck	16,001-19,500 pounds	$5,000	2 ton truck or van (BEV)
Class 6	Medium truck	19,501-26,000 pounds	$7,000	Beverage truck, single axle box (BEV)
Class 7	Heavy truck	26,001-33,000 pounds	$7,000	Duel axle box vans, short haul tractor (BEV)
Class 8	Heavy truck	33,001-pounds+	$15,000	Large semi tractors, dump trucks (BEV)

Infrastructure Incentives

Charging Type	Rebate	Criteria
Level 1 EVSE	$500/handle	Pilot program opportunity (case-by-case)
Level 2 EVSE	$4,500/handle	All EVSE must be J1772, CCS or CHAdeMO handled or charging port equipped.
Public DCFC >50kW	$30,000/DCFC unit	DCFC must be available for public use
School bus DCFC <25kW	$7,500/DCFC unit	Only available to schools. SMUD may consider other non-public large fleets on a case-by-case basis.
School bus DCFC >50kW	$15,000/ DCFC unit	Only available to schools. SMUD may consider other non-public large fleets on a case-by-case basis.
Stub outs	$250/stub out	Pilot program opportunity (case-by-case).
Transformer Upgrade Support	$5,000/project	Only for projects that require transformer upgrade due to new EVSE load. Must be participating in SMUD Commercial EVSE program/installation.
Panel Upgrade Support	$1,000/project	Only for projects that require panel upgrades due to new EVSE load. Must be participating in SMUD Commercial EVSE program/installation.

https://www.smud.org/en/Going-Green/Electric-Vehicles/Business

SMUD®

Zero-Emission Transporation Future

for the Sacramento Region

1 Transit Fleet

- 600 ZEV Buses
- 5+ Charging & Refueling Facilities

2 MD-HD Fleet

- 5 MD-HD Charging Plazas

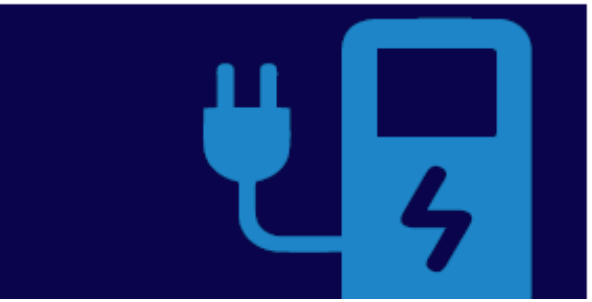
3 eMobility

- 52 eMobility Hubs
- 182 LD EV Chargers

4 Clean Energy Workforce

- 4,000 People Trained
- 1,000 People Hired

Investment: $540 Million



600 Transit Buses • 3 Garages • Existing Garage Modifications

- Leverage research and initiatives from the 4 agencies to achieve transit electrification.
- Work with charging infrastructure manufacturers and operators to plan for transit only and multi-purpose charging operations in alignment with grid distribution system demand.
- Install DC fast chargers.

Support Neighborhood Electrification Efforts

- Analyze potential impacts of new bus charging infrastructure on underserved neighborhoods
- Conduct focused outreach to school districts.
- Include workforce development.

The Design

- Regional dispersed charging network focused on short “top off” charging to maintain range.
  - DC fast chargers with overhead ports.
- 3 new bus garages that support electric and hydrogen buses, with adequate grid distribution system capacity, a site footprint that can accommodate sufficient space for overhead charging and that minimizes travel time to routes.
- A location that can provide parking and charging for interregional transit buses.
  - SacRT location or community college facility.

Timeline

2022
Engage community colleges.

2023 - 2026
Grid distribution system upgrades.

Prior to 2045
Over 600 zero-emission transit buses transitioned & 5 charging facilities built.

2022/23 Incentive Solicitation

$18 million

- On-Road Trucks and Buses
- Off-Road Equipment - Agriculture and Construction
- Infrastructure Support for Clean Advanced Technologies
- Funding Streams Included CAP, Moyer, FARMER, DMV, and SECAT

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Valley Link
Connecting People, Housing, and Jobs

Valley Link Hydrogen Vision

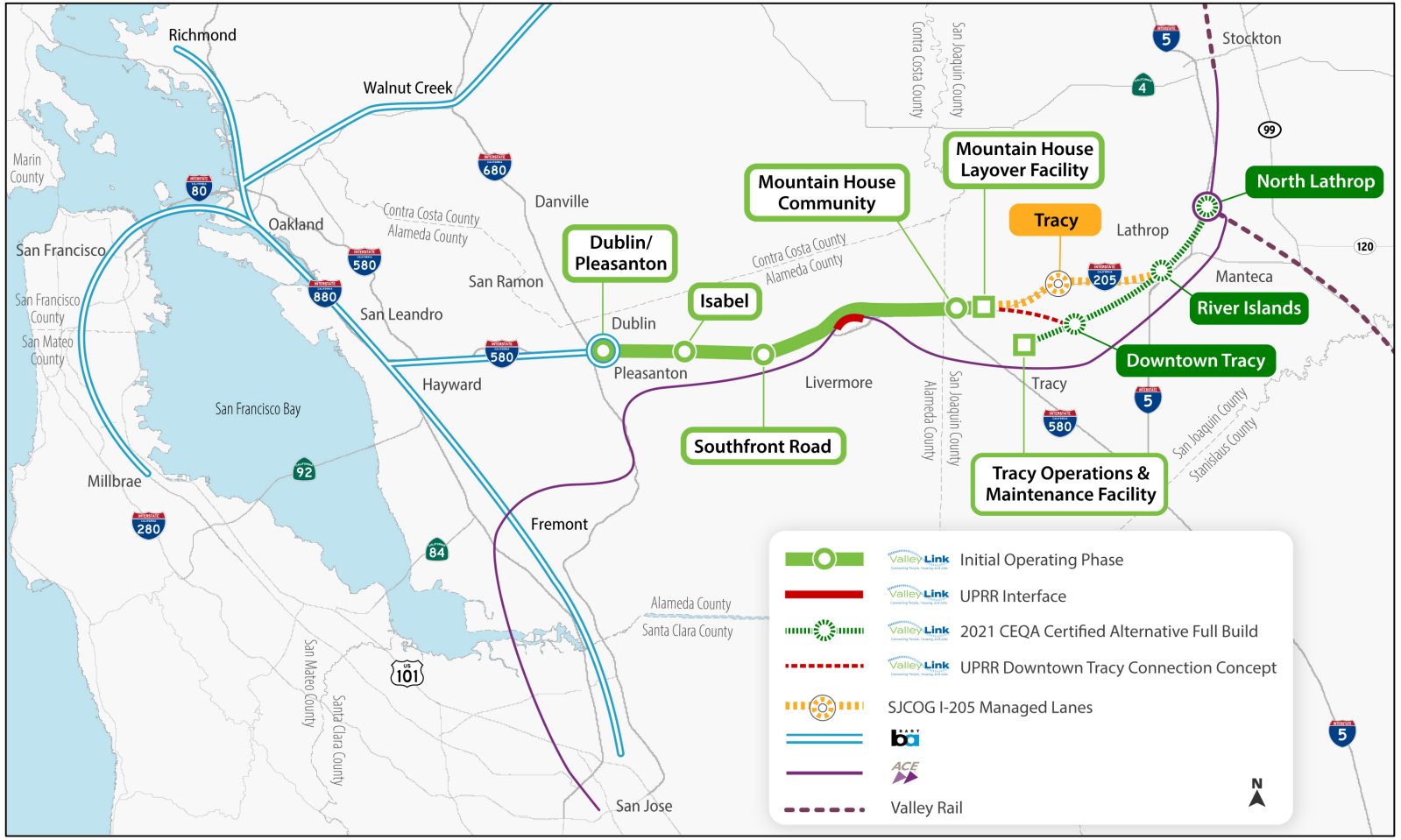
Megaregion Working Group
September 29, 2023

San Ramon · City of Stockton · Tracy · Dublin California · Manteca · BART · Tri-Valley Wheels

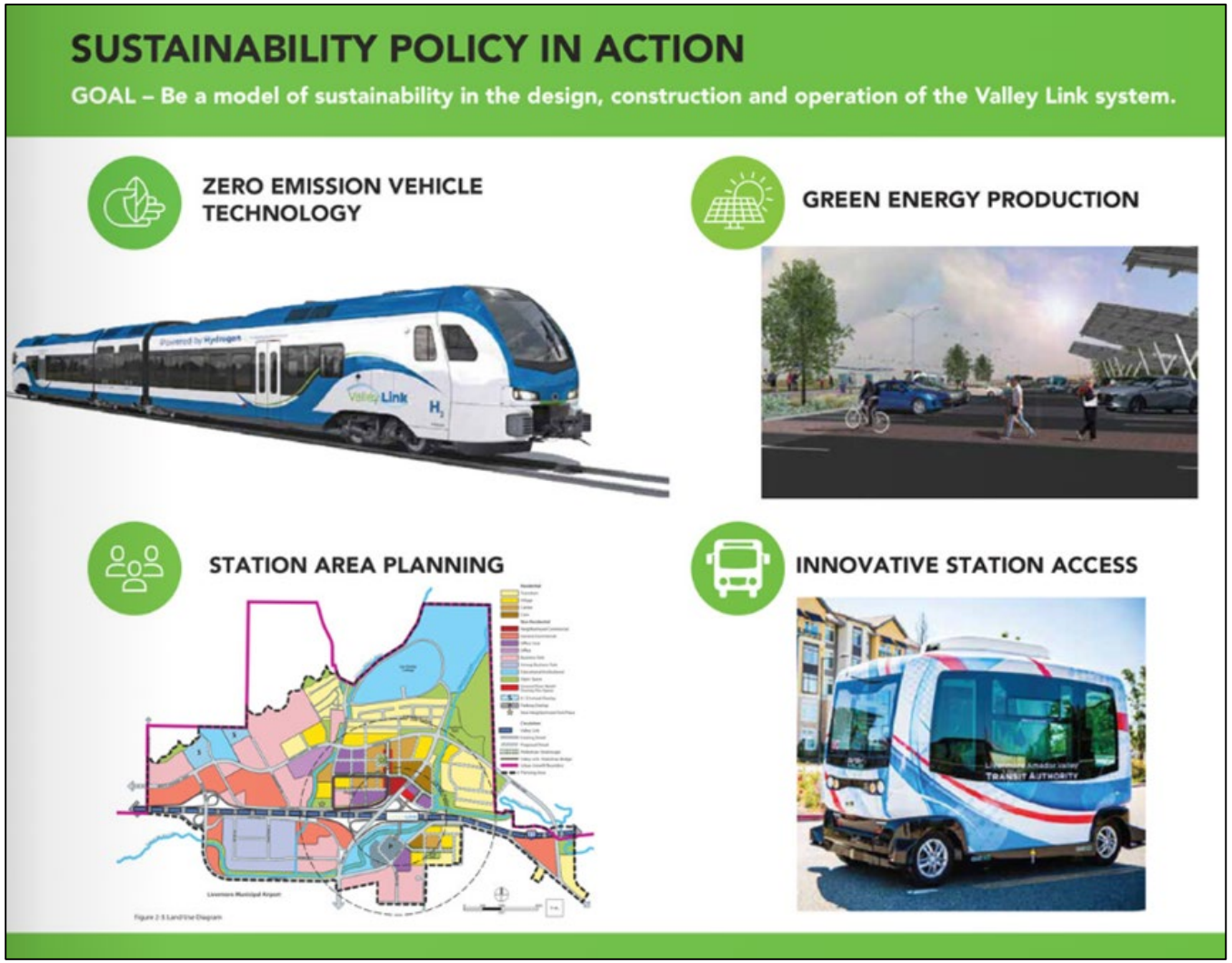
Livermore · San Joaquin County California · Lathrop · San Joaquin County Community Services District · ACE · Danville · County of Alameda California · The City of Pleasanton

Project Overview

- 42-mile Alignment
- 2 Phases (22- and 20-miles)
- New track and 7 stations
- Mega-Regional Connectivity
  - BART/ACE/CAHSR



Economic and Environmental Sustainability Vision



Goal to be a model of sustainability in the design, construction and operation of the Valley Link Rail Project while ensuring cost-effectiveness.

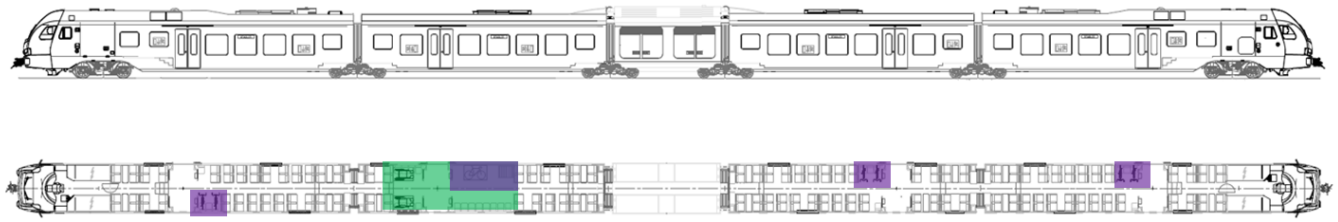
Policy Objectives:

- Environment
- Connectivity
- Equitable Access
- Station Area Plans

Hydrogen Zero Emission Vehicle Technology

- Available zero-emission vehicle technology
- Supports both environmental and economic sustainability goals
- Leverages existing state and regional investments
- Resiliency of operations
- Meets Buy America for federal funding eligibility

MODULAR VEHICLE CONFIGURATIONS



ADA Accessible Area

General Use Area
- Restroom
- Bicycle Rack
- Ski/Luggage Rack

4 CAR EXAMPLE CONFIGURATION: *SINGLE TRACTION*

SEATING CAPACITY		VEHICLE DIMENSIONS	
FIXED SEATS	194	LENGTH	266' 0.92"
FLIP UP SEATS	28	HEIGHT	14' 0.68"
TOTAL SEATS	222	WIDTH	10' 2.36"

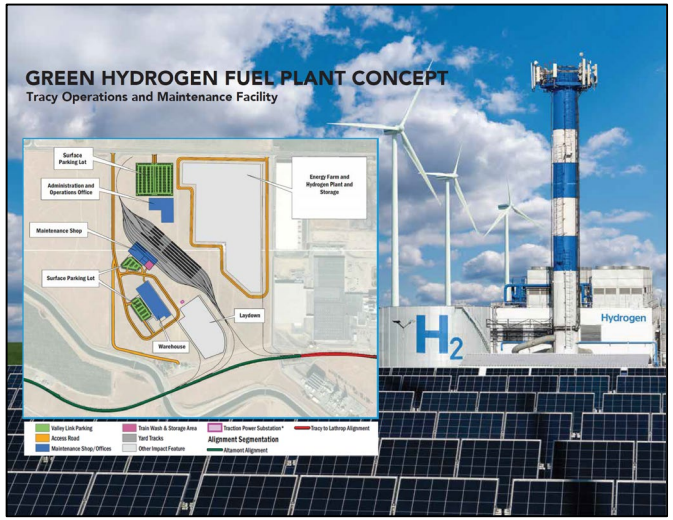
* Number of seats is dependent on vehicle layout

4 CAR EXAMPLE CONFIGURATION: *DOUBLE TRACTION*

SEATING CAPACITY		VEHICLE DIMENSIONS	
FIXED SEATS	388	LENGTH	532'
FLIP UP SEATS	56	HEIGHT	14' 0.68"
TOTAL SEATS	444	WIDTH	10' 2.36"

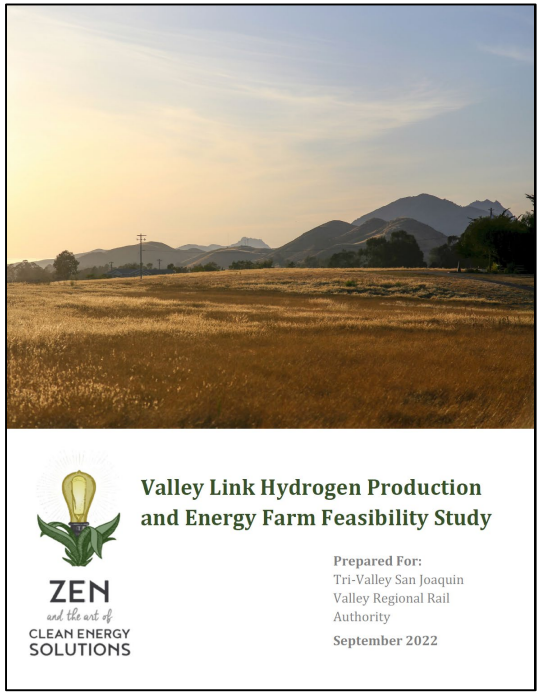
* Number of seats is dependent on vehicle layout

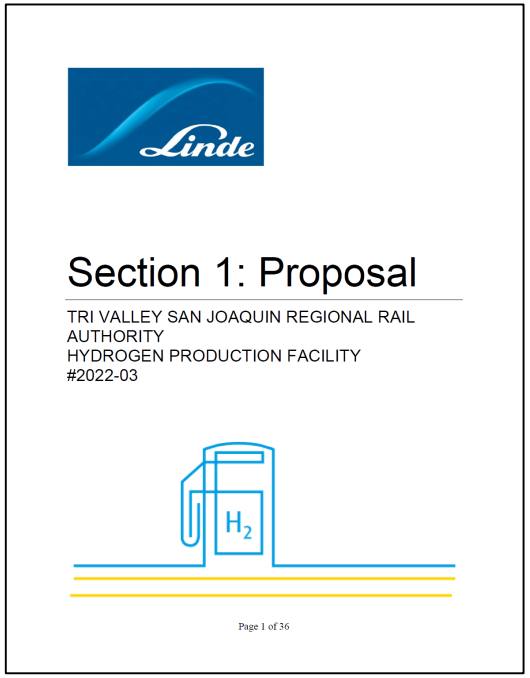
Hydrogen Production Facility Initiative



Spring 2022
Vision

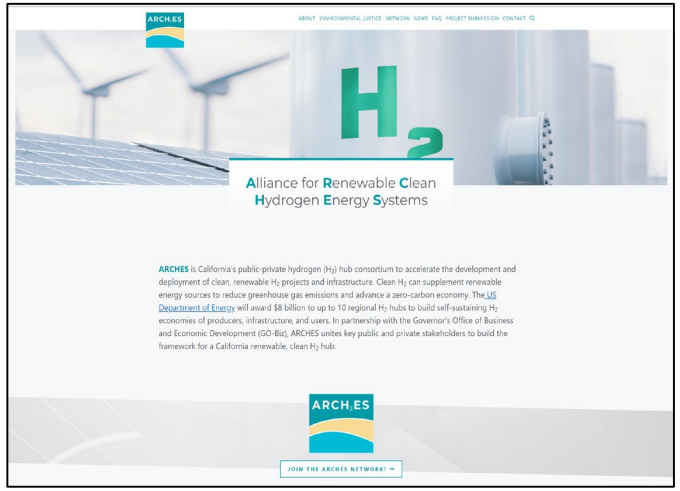
September 2022
Board Adopted
Feasibility Study





December 2022
Board Approved
Strategic
Collaboration

December 2022
ARCHES
Proposal



Valley Link
Connecting People, Housing, and Jobs

Hydrogen Production Facility – ARCHES Proposal

- Strategic collaboration with Linde Engineering North America
- Electrolytic hydrogen production that is clean and scalable
  - ✓ Valley Link initial operations = 2,500 kg H2/day
  - ✓ Excess for sale to transit and freight industry = 1,500 kg H2/day
- Electric power demand offset by onsite renewable energy generation
- Leveraging federal/state funding with local and private investment
- Competitive H2 cost at pump
- Opportunity for community benefits through public/private partnerships in workforce development and career pathways

Valley Link
Connecting People, Housing, and Jobs

Linde
Making our world more productive

Hydrogen Production Facility – SB 746

- Legislation pending Governor's signature to amend California Government Code Section 4217.10 – 4217.18 on energy conservation projects and contracting
- Adds Valley Link as an eligible public agency with electrolytic hydrogen as an eligible form of alternative energy
- Ensures that hydrogen produced and used by Valley Link as an energy storage medium for renewable electric energy generation is eligible for all provisions of the law
- Includes all provisions of energy service contracting relating to the financing, construction, and operation of facilities as well as the use and sale of hydrogen as a form of alternate energy in the best interest of the public

Hydrogen Collaborative

- Integration of public and private sector partners within the Tri-Valley – Northern San Joaquin Valley in realizing the benefits of a green hydrogen economy
- Economy of scale of hydrogen production and use to drive the cost of green hydrogen down for public transit agencies and reduce operating costs of zero emission transit service

INNOVATION TRI VALLEY™
leadership group
DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

- Public private partnership for advocacy in seeking discretionary grants for public transit fleet conversion to hydrogen along with grants to support hydrogen production and fueling for private sector use
- Public transit agency partnership around intellectual/organizational capacity on green hydrogen technology and use
- Coordinated purchasing of public transit agency hydrogen vehicles and equipment
- Career pathways with local business, labor, and educational partners with an equity focus

Thank you.

Valley Link

Connecting People, Housing, and Jobs

YUBA-SUTTER TRANSIT AUTHORITY
NEXTGEN TRANSIT FACILITY

Dream it and build it.

Adam Hansen, Planning Manger

Yuba-Sutter Transit Authority

THE PROBLEM

Current Facility is a remodeled 7 -Up bottling plant.

- Site 3.2 acres with 47 parking spaces for 51 buses
- October 1, 2019 Innovative Clean Transit (ICT) Regulation
- Utilized Caltrans Sustainable Communities Grant funds to study probability of converting site to ZEB facility.
  - September 2018 we find out that 12 buses could be charged onsite without major improvements.

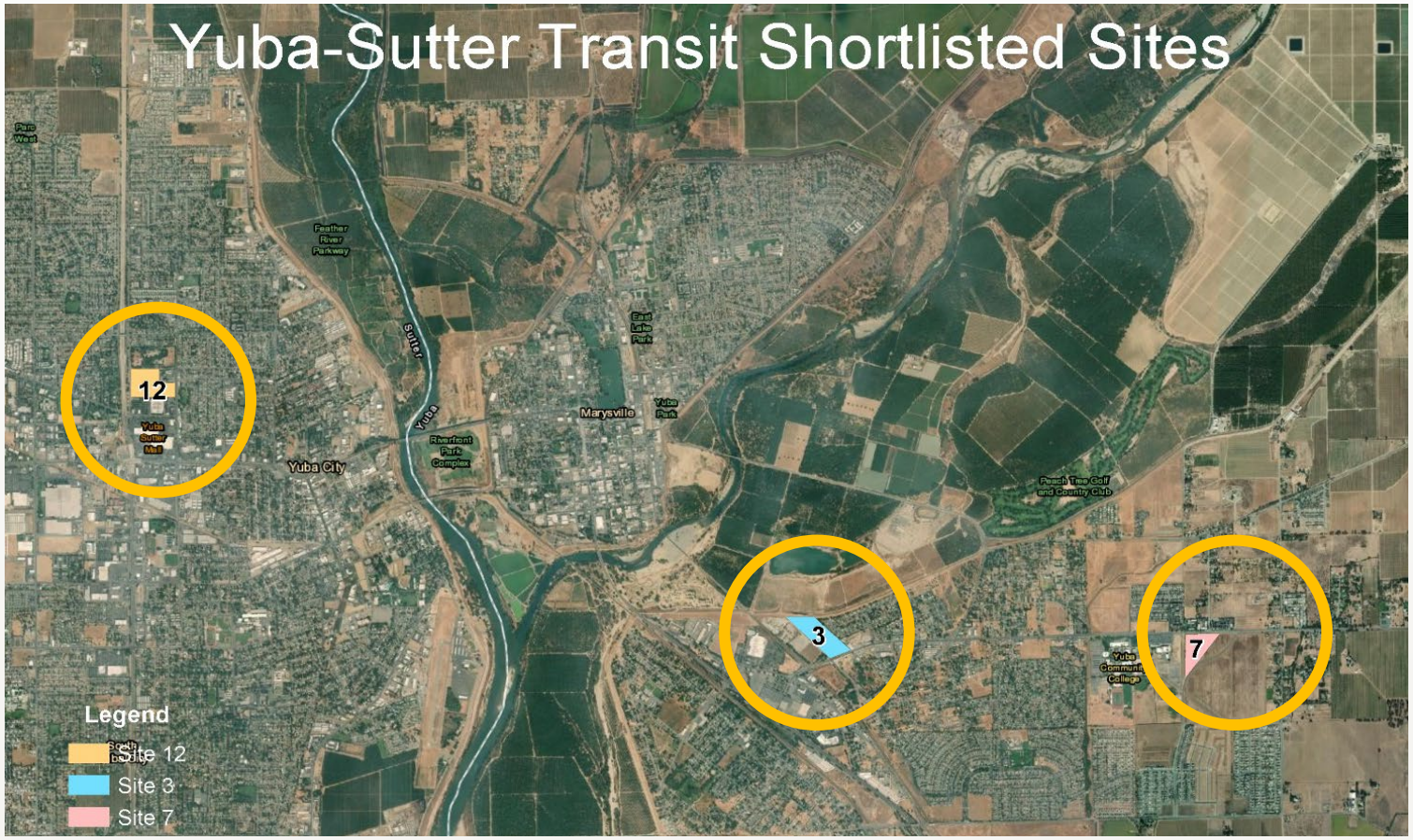
Invest heavily to improve an undersized and geometrically challenged facility to operate ZEBs or build a new facility?

PLANNING WORK

Design Criteria

Space needs assessment

- Plans for future growth – 30 year horizon
- Transition to BEBs and charging infrastructure
- Preserve potential of hydrogen fueling
- Alternative transportation delivery models
- Adaptation Planning Grant incorporated resiliency into facility.
- Resiliency: Onsite energy production and storage



SELECTED SITE

- Key factors: **Accessibility, affordability & availability.**
- Purchased 19.2 acres July 2021.
- Draft layout to determine if it meets all needs.
- https://www.yubasuttertransit.com/yuba-sutter-transit-s-next-generation-facility-project

ONSITE ENERGY PRODUCTION POTENTIAL

- 2.15 MW of solar which can produce3,460,000 KWh annually.
- Foothill Transit found that a 35 ft Proterra uses 2.22 KWh per mile.
- Potential to power BEBs 1.5M miles not counting loses due to storage/distribution and onsite use.
- 2022-23 Service Miles 1.2M

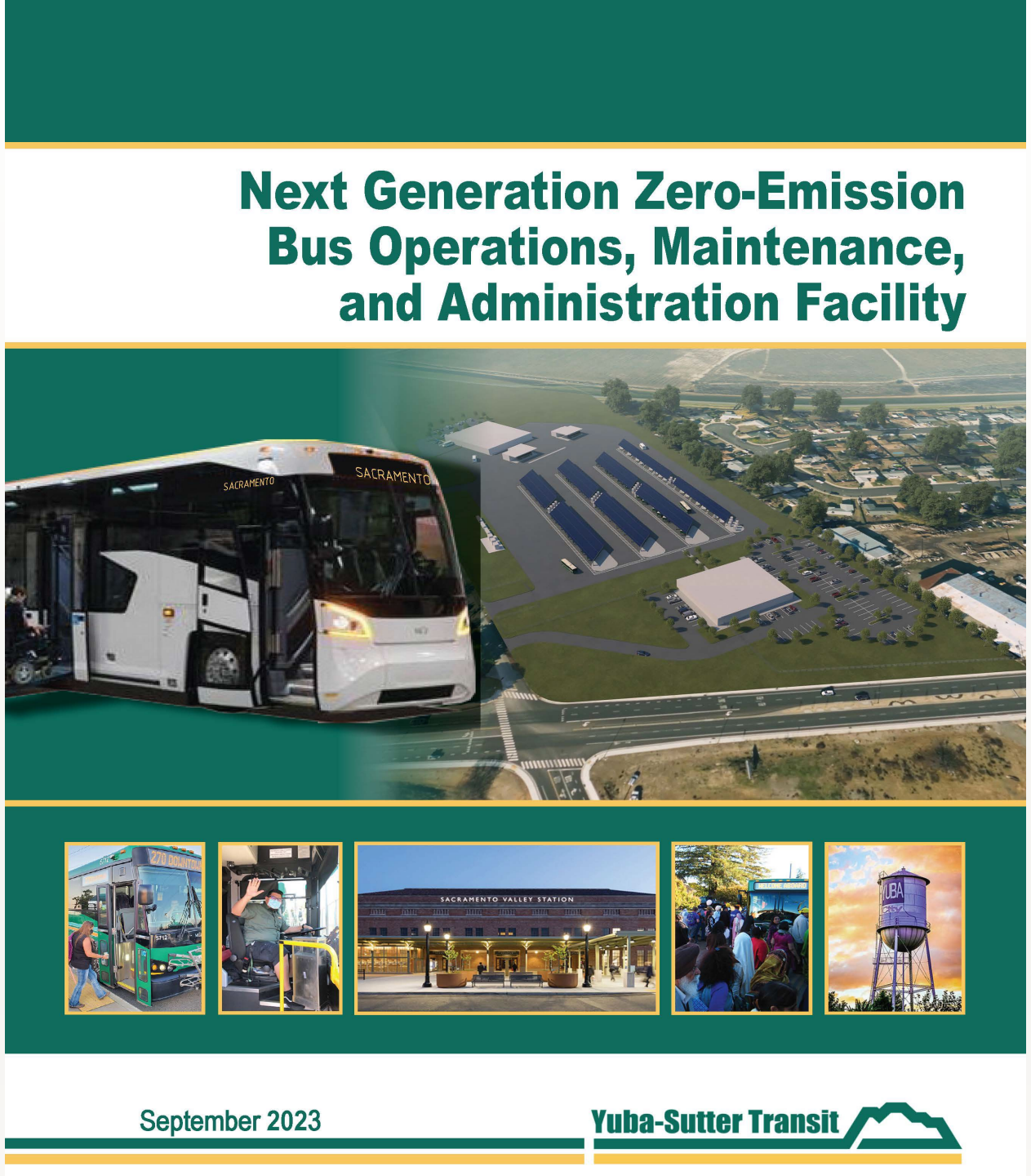

MAINTENANCE FACILITY
FUEL FACILITY
WASH FACILITY
POTENTIAL FUTURE SOLAR FARM
COVERED BUS PARKING/ BATTERY ELECTRIC BUS CHARGING INFRASTRUCTURE
BUS ENTRY & EXIT
TRANSFORMERS
EMPLOYEE PARKING
ADMINISTRATION & OPERATIONS FACILITY
BUS ENTRY & EXIT
EMPLOYEE ENTRY
VISITOR PARKING

PURSUIT OF FUNDING

Grant Application Results

- 4 successful applications
- Project is 75% Funded

Date	Program	Received	
2021	Affordable Housing and Sustanable Communities Grant	$8,500,000	Partnership to provide BEBs to transport resident of subsidized housing project.
2021	RAISE Grant	$15,000,000	General costs and development
2023	TIRCP Grant	$13,725,000	Facility and BEB funding
2023	SACOG Maintenance and Modernization Grant	$3,500,000	Environmental, design and construction funds.
	Totals	**$40,725,000**	
	Current Project Estimate	**$55,000,000**	



THANK YOU

Adam Hansen, Planning Manager

Yuba-Sutter Transit

Adam@yubasuttertransit.com

Agenda Item 5

UPDATE ON FUNDING ACTIVITIES

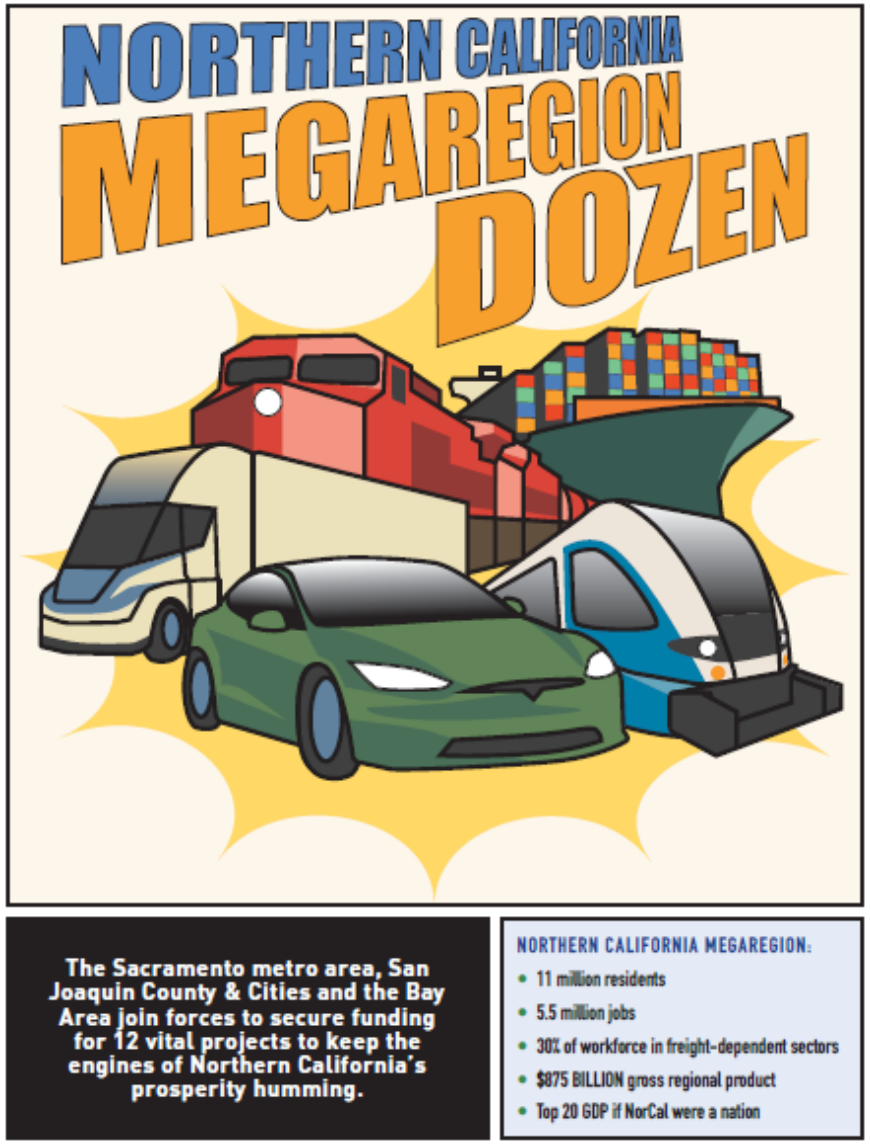
Megaregion Dozen Projects

Dustin Foster, SACOG
dfoster@sacog.org

September 29, 2023

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. Highways 99/120 Interchange Reconfiguration
12. Central Valley Gateway

MEGAREGION DOZEN TRADE CORRIDOR ENHANCEMENT PROGRAM APPLICATIONS

mtc.ca.gov sacog.org sjcog.org

Nominating Agencies	Megaregion Dozen Project	Funding Need	Award
Caltrans District 4/ Solano Transportation Authority/ MTC	I-80 Westbound Truck Scales Replacement	$129 Million	$129 Million (CON)
Caltrans District 4/ Port of Oakland / MTC	Port of Oakland Green Power Microgrid	$42 Million	$42 Million (CON)
Caltrans District 3/ Sacramento Transportation Authority/ SACOG	I-5 Sacramento Managed Lanes	$318 Million	$10 Million (PS & E)

MEGAREGION DOZEN CAPITOL CORRIDOR AWARDS

mtc.ca.gov sacog.org sjcog.org

Nominating Agencies	Megaregion Dozen Project	Funding Need	Pending Application Request (Program) / Other Program Requests	Award
Capitol Corridor JPA	Capitol Corridor: Sacramento-Roseville Third Track	Ph 1: $67.5 Million	$25 Million (SCCP) [Total Corridor request for $75 Million]	$25 M
			$42.5 Million (CRISI)	$42.5 M

MEGAREGION DOZEN FULLY-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)

MEGAREGION DOZEN PROJECT ADOPTION PROCESS

mtc.ca.gov sacog.org sjcog.org

UPCOMING DISCRETIONARY FUNDING OPPORTUNITIES

- SB 1 Programs:
  - Transit and Intercity Rail Capital Program (TIRCP) Cycle 7- February, 2024

- Federal Infrastructure Bill (i.e. "BIL"):
  - Strengthening Mobility and Revolutionizing Transportation Program (SMART)- due October 2023
  - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)- NOFO release soon

Megaregion Working Group

September 29, 2023 **Agenda Item 7**

Rotate Megaregion Working Group Chair and Vice-Chair to SJCOG and MTC

Subject:

Action to rotate the position of Megaregion Working Group Chair and Vice Chair to SJCOG and MTC, respectively, for 2024.

Background:

In December 2020, the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments (SJCOG), and the Sacramento Area Council of Governments (SACOG) entered into a Memorandum of Understanding (MOU) to establish duties and governance guidelines for the Megaregion Working Group. This MOU specified that – beginning with SJCOG in 2021, MTC in 2022, and SACOG in 2023, and continuing on in that order – each MPO partner shall take the role of lead agency for the work conducted by and on behalf of the working group on a rotating annual basis. The MOU further specifies that the MPO partner assigned the role of lead agency shall designate one elected member of its governing body to serve as Chair and the MPO partner who will serve as lead agency the following year shall designate one elected member of its governing body to serve as Vice Chair.

At the September 2022 meeting, the Megaregion Working Group took action to rotate the roles of chair and vice-chair from MTC and SACOG in 2022 to SACOG and SJCOG in 2023, respectively. Action was taken at the January and April meetings to designate the governing body members who served as Megaregion Working Group Chair and Vice Chair in 2023.

Recommendations:

In accordance with the Megaregion Working Group MOU, it is recommended that working group members take action to rotate the roles of Chair and Vice-Chair from SACOG and SJCOG in 2023 to SJCOG and MTC in 2024, respectively. SJCOG governing body members may

nominate and elect a Chair, and MTC governing body members nominate and elect a Vice Chair, at the first Megaregion Working Group meeting of the year in January 2024.

Megaregion Working Group

September 29, 2023 **Agenda Item 8**

Save the Dates" for 2024 Megaregion Working Group Meetings

Subject:

Action to "Save the Dates" for Megaregion Working Group meetings in 2024.

Background:

In December 2020, the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments (SJCOG), and the Sacramento Area Council of Governments (SACOG) entered into a Memorandum of Understanding (MOU) to establish duties and governance guidelines for the Megaregion Working Group. This MOU specifies that the Megaregion Working Group shall meet at least three times each year to guide the coordination efforts and work of the three MPO partners.

Recommendations:

To aid in scheduling and the execution of administrative responsibilities, it is recommended that the three MPO partners "save" the following dates and times for Megaregion Working Group meetings in 2024:

- Friday, January 26, 2024, from 12:30 pm to 2:30 pm;
- Friday, April 26, 2024, from 12:30 pm to 2:30 pm; and
- Friday, September 27, 2024, from 12:30 pm to 2:30 pm.