



SJCOG ALTERNATIVE FUELS VISION PLAN - OUTREACH SUMMARY

DATE: March 7, 2023

TO: SJCOG

FROM: DKS Associates

SUBJECT: Public Outreach Summary Memo (DRAFT)

Project #22073-000

OVERVIEW

The San Joaquin Council of Governments (SJCOG) is establishing an Alternative Fuels Vision Plan (AFVP) for San Joaquin County. The project involved examining existing conditions, prioritizing new locations for charging, developing a Technical Advisory Committee (TAC) and developing a recommendations report for the reduction of GHGs. Due to the far-reaching impacts of this study, the project team has performed outreach to community members and stakeholders about how this effort can be most effective.

This summary memo summarizes the outreach efforts conducted by the project team for the SJCOG Alternative Fuels Vision Plan. The project team includes DKS Associates, Frontier Energy, and Mariposa Planning Solutions. Outreach efforts began in July 2022 and are scheduled to be completed by January 2023. To date, the following outreach efforts have been conducted to obtain input and feedback:

- Stakeholder Meetings (4 meetings)
- TAC Meetings (2 meetings)
- Public Workshops (2 meetings)
- Social Pinpoint Site
- Stakeholder Survey

The outreach conducted and input received for each of these efforts are summarized in the following sections.

STAKEHOLDER MEETINGS

A stakeholder list was created by the project team that included relevant stakeholders within the study area. Four stakeholder meetings were conducted for this study on the following dates:

- June 30th, 2022
- August 16th, 2022
- August 17th, 2022
- October 3rd, 2022

JUNE 30TH, 2022: STAKEHOLDER MEETING #1

On Thursday, June 30th, 2022, the San Joaquin Council of Governments (SJCOG) invited identified stakeholders to participate in the kickoff meeting for identified stakeholders to provide industry specific information and region-specific expertise to give context for the development of SJCOG's Alternative Fuels Vision Plan. Of the invited 90 participants a total of 19 attended the virtual meeting, with representatives from Caltrans, Catholic Charities Diocese of Stockton, the California Office of Planning and Research, and several electric vehicle charging companies.

Participants who attended the meeting were led through a three-part presentation that further elaborated on the efforts of SJCOG. The objective of the presentation was to inform stakeholders on the following:

EXISTING CONDITIONS

- Travel behavior
- Alternative fueling infrastructure
- Socioeconomic conditions

ANALYSIS AND RECOMMENDATIONS

- Evaluation of Potential Strengths
- Evaluation of Opportunities
- Evaluation of Barriers
- Publicly Owned EV Chargers
- Propose Alternative Fuel Stations

FUNDING AND IMPLEMENTATION

- Regulatory Incentives / Regulatory Barriers
- Funding Sources and Incentive Programs
- Implementation Strategy
- Alternative Fuels Corridor Recommendations

ATTENDEE LIST

- Kevin Myose, San Joaquin County Fleet Services
- Parisa Lodge, Caltrans D10
- Kevin Schnepf, CA Department of Food & Ag, Division of Measurement Standards - ZEV Projects
- Joe Dowling, Shell Recharge
- Tessa Sanchez, Tesla
- Ally Moyers, Project Clean Air MJ
- John Barna, Anrab Associates LLC
- Chad Dickens, Blink Charging
- Jeffrey Wingfield, Port of Stockton
- Marlon Regisford, Caltrans D10
- Chris Kane, Electrify America
- Tanisha Raj, Catholic Charities Diocese of Stockton
- Ector Olivares, Catholic Charities Diocese of Stockton
- Jonathan Pruitt, Catholic Charities Diocese of Stockton
- Jon Leicester, EV Connect
- Udaya Shankar, Caltrans D10
- Morgan Rose, California Office of Planning and Research
- Ryan Dillon, Volta Charging
- Navraj Nammu, Caltrans D10

STAKEHOLDER DISCUSSION

WHAT IS THE MOST VALUABLE THING THAT HAS COME OUT OF PAST STAKEHOLDER GROUPS YOU'VE BEEN A PART OF?

Kevin Myose, San Joaquin County Fleet Services - hearing what other organizations are doing, similarities in problems and looking for different solutions and visions for a project.

Jonathan Pruitt, Catholic Charities Diocese of Stockton - focusing on issues of equity - assessing cities across the county and seeing their needs through the lens of their difference so this process can be user friendly for individual cities. Need to understand community culture and nuance.

Kevin Schnepf, CA Department of Food & Ag, Division of Measurement Standards - ZEV Projects - Beneficial to hear different perspectives, comes from the regulatory side helpful to hear others.

WHAT HAVE BEEN INEFFECTIVE MEETING PRACTICES YOU'VE SEEN?

Jonathan Pruitt - not having the right representatives or having people who do not attend consistently.

Kevin Schnepf - structured meetings, that each meeting has a purpose and ends with an action item - that people hold each other accountable as well to ensure things are completed.

MAJOR THEMES

Industries to involve in this effort

Stakeholders who attended this kickoff meeting described that they hoped existing gas station and truck stop stakeholders would attend future meetings and be involved in this effort as these will likely become locations for charging infrastructure in the future. Additionally, participants mentioned a desire for a mix of representatives from different fleet and transportation types that will be impacted by the shift to alternative fuels such as goods movement and public transportation.

Accessibility Of Existing & Future Electric Vehicle Charging Stations

One participant raised concern about the accessibility of existing electric vehicle charging infrastructure in the San Joaquin region, that some existing chargers are inaccessible to the general public as they are on private property. According to one stakeholder participant, currently, San Joaquin County owns 47 stations, but only 14 can be used for workplace charging, the rest are fleet only, none for public use. Some of the existing chargers that were identified in existing conditions are fleet or workplace only. This concern raised a discussion about the potential for the installation of mixed-use charging facilities in the future. Another topic of discussion pertained to potential sites for public charging and alternative fueling stations – discussed sites included existing traditional gas stations as well as an idea to convert space in existing warehouses to house charging stations.

On this subject, participants discussed the need for equity to be considered as a factor in regard to understanding that different cities and areas in the San Joaquin region will need different types of outreach and project outcomes from this study. This discussion pertained to the different needs of different areas in accommodation such as how information is distributed in multiple languages and where fueling and charging stations will be installed – ideas included installation in multifamily housing units.

Lastly, one participant brought up the idea of developing messaging signs on state highways to notify drivers about charging stations, for example: 'next charging station is 10 miles'.

NEXT STEPS

Participants were encouraged to look over the presentation and follow up with the project team with any additional questions or insights. Stakeholder participants were invited to come to a scheduled second meeting of the Stakeholders as well as being notified that there will likely be smaller industry specific stakeholder meetings to be determined.

AUGUST 16 & 17TH, 2022: PRIVATE AND PUBLIC FLEET STAKEHOLDER MEETING

On August 16th and 17th, 2022, public and private fleet stakeholders operating within San Joaquin County were invited to attend a virtual stakeholder meeting to learn more about the proposed San Joaquin County Council of Governments (SJCOG) Alternative Fuels Vision Plan and provide feedback on existing conditions. Several stakeholders attended the virtual meeting including representatives from Caltrans, City of Tracy, San Joaquin County, City of Stockton, the consultant team and SJCOG.

Participants who attended the meeting were led through a six-part presentation that described the efforts of the Alternative Fuels Vision Plan. The objective of the presentation was to provide stakeholders with:

- An overview of the project, its vision, and goals.
- Brief context on the current regulatory landscape for Zero Emission Vehicles (ZEV) and Alternative Fuel Vehicles (AFV) in California.
- Describe the existing conditions for ZEV and AFV infrastructure in San Joaquin County.
- Facilitate a discussion with stakeholders on the development of the AFVP.
- Next steps in the AFVP development.

A key objective was to have a discussion with stakeholders on their initial thoughts and ideas on the Alternative Fuels Vision Plan and how the plan should be developed to achieve its vision and goals. To guide this discussion, three questions were asked of stakeholders during the meeting:

1. What steps has your company or agency already taken to shift towards alternative fuel vehicles? If none yet, what implementation plans are you aware of?
2. What barriers do you perceive your company or agency faces for adoption of alternative fuel vehicles?
3. What ZEV infrastructure will you need to promote the adoption of alternative fuel vehicles? At what locations do you foresee the most need? What is your expected timeline?

In addition to the discussion, participants were also provided with a link to provide feedback through an online survey tool (Survey Monkey), as well as an interactive mapping tool (Social Pinpoint). The following sections will summarize the discussion around the three questions posed to stakeholders, as well as to identify next steps for stakeholders.

QUESTION 1: WHAT STEPS HAS YOUR COMPANY ALREADY TAKEN TO SHIFT TO ALTERNATIVE FUEL VEHICLES? IF NOTHING YET, WHAT IMPLEMENTATION PLANS ARE YOU AWARE OF?

One stakeholder, Kevin Myose (County of San Joaquin Fleet Manager), responded to this question and described the steps the County has already made in terms of transitioning to alternative fuel vehicles, summarized as follows:

- The County of San Joaquin has been deploying alternative fuel vehicles in their fleet for some time. Initially, they purchased Chevy Volts (12 of them), but they have also

purchased some small construction equipment, as well as a side-by-side utility task vehicle (UTV).

- The County of San Joaquin currently has 27 Level 2 chargers and 10 Level 1 chargers.
- San Joaquin County has leveraged nearly 2 million in funding from various grants to purchase alternative fuel vehicles as well as the infrastructure for charging.
- Getting Level 2 chargers installed was challenging, as a transformer needed to be installed which required shutting down power to multiple city blocks. However, most of the construction cost was covered by grant funds.
- All charging infrastructure owned and operated by the San Joaquin County for fleet vehicles is currently not available for public use; however, the County might be amenable to providing a public charging option, especially as much of the grant money available is tied to having a public charge option available.
- One of the biggest obstacles for installing charging infrastructure is that many buildings and garages are not built to support that much power being drawn on site, as many city buildings were constructed in the 70's and transformers would be required.
- There is a possible site near Highway 12 and Highway 1 that is currently empty that Kevin hopes might be used for EV infrastructure in the future.

QUESTION 2: WHAT BARRIERS DO YOU PERCEIVE YOUR COMPANY OR AGENCY FACES FOR ADOPTION OF ALTERNATIVE FUEL VEHICLES?

One stakeholder, Kevin Myose, highlighted manufacturing and cost as the primary barriers to wider adoption of alternative fuel vehicles, especially public works vehicles. His response is summarized as follows:

- One of the barriers for adoption is that there are many fleet vehicles that do not offer a viable alternative option yet, or if there is a viable option, it is still too costly to justify. It would be challenging for much of public works to adopt alternative fuel because many of the vehicles often used (such as a 10-wheel dump truck) are not manufactured as alternative fuel vehicles.
- If some public works vehicles could run on alternative fuel, these vehicles are in operation for long hours and therefore need to be able to run all day without recharging.
- Despite the grants available, some alternative fuel vehicle options that are manufactured cost four times as much as a combustion engine vehicle, so it would be a challenge to convince someone to accept that up-front cost, especially because grant funding might be there to purchase the first truck but perhaps not the subsequent vehicles as well as long term costs.
- The adoption of renewable diesel in 2015 was cited as a successful adoption of alternative fuels. Kevin said that what made this easy was that it's a fuel that you can easily drop and store and this made it easy to implement.

QUESTION 3: WHAT ZEV INFRASTRUCTURE WILL YOU NEED TO PROMOTE THE ADOPTION OF ALTERNATIVE FUEL VEHICLES? AT WHAT LOCATIONS DO YOU FORESEE THE MOST NEED? WHAT IS YOUR EXPECTED TIMELINE?

One stakeholder, Kevin Myose, responded to this question stating that he believes that the key to getting wider adoption of alternative fuel vehicles is to provide convenient infrastructure for charging. His response is summarized as follows:

- If there were more chargers available, more members of the public would purchase alternative fuel vehicles.
- He gave the example of when they first purchased Toyota Prius cars for fleet vehicles. Initially there was push back from employees, but once employees started using them for work, they also began purchasing them as their personal vehicles. Similarly, when they purchased Chevy Volt fleet vehicles, when employees started using them as fleet vehicles and realized that it was just as convenient as a standard vehicle (specifically that they didn't need to charge them every day), Kevin noticed that employees began purchasing them as their personal vehicle as well.
- In terms of most need, or a good place for deployment would be a space where you could have fleet charging and employee charging in the same place. Specifically for San Joaquin County, the AG center and public works would be a great place.
- Believes that for a government agency, providing charging infrastructure at work is the best way to get employee adoption of alternative fuel vehicles.

NEXT STEPS

After concluding the presentation, stakeholders were provided with next steps for the SJCOG AFVP. These next steps included:

- Conduct further stakeholder engagement with public and private fleet operators, as well as the trucking industry.
- Solicit additional feedback from all stakeholders through a survey and social pinpoint.
- Provide additional information and post project updates through the project website.

OCTOBER 3, 2022: HYDROGEN FUEL CELL WEBINAR

On October 3, 2022, Chris White from Frontier Energy and David Park (Industry Affairs Director) presented a Hydrogen Fuel Cell Webinar to a variety of stakeholders including representatives from San Joaquin County, City of Tracy, City of Lodi GrapeLine (Transit), San Joaquin Regional Transit District (RTD), Alegre Trucking, Gilbarco Veeder-Root, Verizon, Chargepoint, Caltrans, California Department of Food and Agriculture and Valley Clean Air Now. Overall, 44 individuals were invited to attend the webinar and 29 participants attended. The purpose of this presentation was to introduce attendees to hydrogen fuel cell technology, highlight benefits of using hydrogen fuels, funding opportunities and discuss the National Hydrogen Mobility Strategy.

TAC MEETINGS

Two TAC (Technical Advisory Committee) meetings have been conducted for this study on the following dates:

- June 24, 2022
- August 24, 2022

Outreach efforts for each meeting consisted of emails and phone calls to invite interested stakeholders to each meeting. Over 50 participants were invited to attend the virtual meeting and it included a wide variety of stakeholders included in Table 1.

TABLE 1: STAKEHOLDER TAC LIST

ORGANIZATION TYPE	AGENCY/ORGANIZATION
EV CHARGING	Volta Charging Tesla Rivian Lyft Electrify America EVGo ChargePoint Blink EV Connect Semma Connect Greenlots (SRS) Electric Auto Association Electric Car Pledge Electric Drive Transportation Association Veloz Clipper Creek Frontier Energy Anrab Associates LLC
LOCAL JURISDICTIONS	Port of Stockton
NON-GOVERNMENT ORGANIZATION	Building Industry Association Central California Asthma Collaborative (CCAC) Valley Clean Air Now (CAN) Climate Plan Catholic Charities Diocese of Stockton Veloz SJ Green Hydrogen Project Clean Air - SJVNGP San Joaquin Renewables

ORGANIZATION TYPE	AGENCY/ORGANIZATION
REGIONAL AND STATE GOVERNMENT	California Energy Commission (CEC) CalTrans, District 10 CaleVIP, San Joaquin Valley Incentive Project San Joaquin Valley Clean Cities Coalition CalStart - San Joaquin Valley Clean Transportation Center CA High Speed Rail Authority CA Department of Food & Ag, Division of Measurement Standards - Engine Fuel Variances CA Department of Food & Ag, Division of Measurement Standards - ZEV Projects Governors Office of Business and Economic Development (GO-Biz) - ZEV CA Public Utility Commission - Transportation Electrification Governors Office of Planning and Research San Joaquin Council of Governments
TRIBE	California Valley Miwok Tribe (federally recognized) North Valley Yokuts Tribe California Tribal TANF Partnership Buena Vista Rancheria Mi-Wuk Indians Wilton Rancheria (Miwok) Southern Sierra Miwuk Nation United Auburn Indian Community of the Auburn Rancheria
TRUCKING	AC Trucking CA Trucking Association Delta Truck Center Shippers Transport Express

Participants who attended the TAC meetings were led through a three-part presentation that further elaborated on the efforts of the SJCOG. The objective of the presentation was to inform TAC stakeholders on the following:

EXISTING CONDITIONS

- Travel behavior
- Alternative fueling infrastructure
- Socioeconomic conditions

ANALYSIS AND RECOMMENDATIONS

- Evaluation of Potential Strengths
- Evaluation of Opportunities
- Evaluation of Barriers
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FUNDING AND IMPLEMENTATION

- Regulatory Incentives / Regulatory Barriers
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MAJOR THEMES

Electric versus other alternative fuel types

Several meeting participants asked questions about the priorities of this study – if the project's goals are primarily surrounding electric vehicles or are equally considering alternative fuel types such as compressed fuel and renewable natural gas. Particular concern for this breakdown came from a representative of the City of Lodi's Public Works who described that for public transportation agencies only electrically charged and hydrogen fuel run vehicles will count towards measurements in greenhouse gas emission reduction targets mandated by the state. The state mandate calls for all transit providers to have at least 50 percent of their fleet electrified by 2024. Other inquiries for this breakdown were more from general interest of the priorities of the plan.

Electric Vehicle Charging technology

TAC Meeting participants expressed curiosity about the types of charging technologies that will be discussed in the vision plan and what could be expected for San Joaquin in the future. Potential future technologies mentioned by the group included inductive charging and technology that is built into roadway infrastructure that charges vehicles while they drive. Inductive charging (versus conductive charging or plug in) is currently just being looked at for large scale vehicles due to the cost (\$10,000). However, this will likely change as this technology becomes more affordable. Technology for charging that is under the roadway and charges while you drive is being developed.

Infrastructure Locations

A topic of discussion among TAC meeting participants was whether the location of charging infrastructure will be discussed and recommended as part of this vision plan. Participants asked if this study would discuss chargers that would be placed in the public right of way with follow up questions about how this infrastructure is managed and maintained. Further discussion about charging infrastructure surrounded charging stations in public parking lots as well as at private facilities and those installed as part of new developments.

PUBLIC WORKSHOP

To present the public the updates on the development of the project and obtain public input, two public workshops have been conducted for this study on the following dates:

- August 30, 2022: 6:30pm - 8pm
- December 7, 2022: 6:30pm - 8pm

The August 30, 2022, public workshop was hosted in the SJCOG Board Room office (555 E Weber Ave, Stockton), and it was also hosted virtually. Overall, three participants attended in person and ten participants attended virtually. The purpose of this public workshop was to introduce the community to the study, the project team, project partners, as well as provide an overview of the project goals, the baseline existing conditions analysis, constraints, opportunities, and the community outreach efforts. The presentation was followed by a questions and answers session.

The second public workshop was hosted on December 7, 2022, as a virtual online event. The public workshop was presented to provide an additional opportunity for the community to ask questions. The project team presented the project goals, baseline conditions analysis, potential recommendations, funding opportunities, next steps of the project, followed by a question-and-answer session. In both public workshops, the interactive social pinpoint comment map was promoted to direct the public to highlight areas within San Joaquin County that need charging infrastructure.

Public Feedback:

- Tracy Bike Life Group does large groups of bicycle riding every Thursday night. Some of the bicyclists have electric bikes to keep up with the group and would like to have charging stations. There would need to be another piece of equipment to charge the bicycles.
- Some Tribe Communities were saying that they do have charging stations, however they do not have the transformers needed for it to work for their vehicles.
- In some areas where there is no grid support, consider having solar power.
- A lead sales engineer for lighting mentioned that there have been challenges for alternative fuel sources (solar, EV charging stations etc.). It is challenging for apartment complexes to adopt electric vehicle charges. What are you doing to ease the burden for the building owners?
 - It is not a one-size fit all solution since each building has different challenges. It is very difficult for older buildings that need a lot of upgrades since it can become very expensive to retrofit. Upcoming funding opportunities and finding creative solutions to reduce energy capacity in other areas are very important resources.

PROJECT WEBSITE

The DKS team worked with San Joaquin Council of Governments to publish a project specific website (<https://www.sjcog.org/615/Alternative-Fuels-Vision-Plan>) that shared the project overview, key objectives, project related documents, and a link to the social pinpoint comment map. Figure 1 below shows a screenshot of the project website.

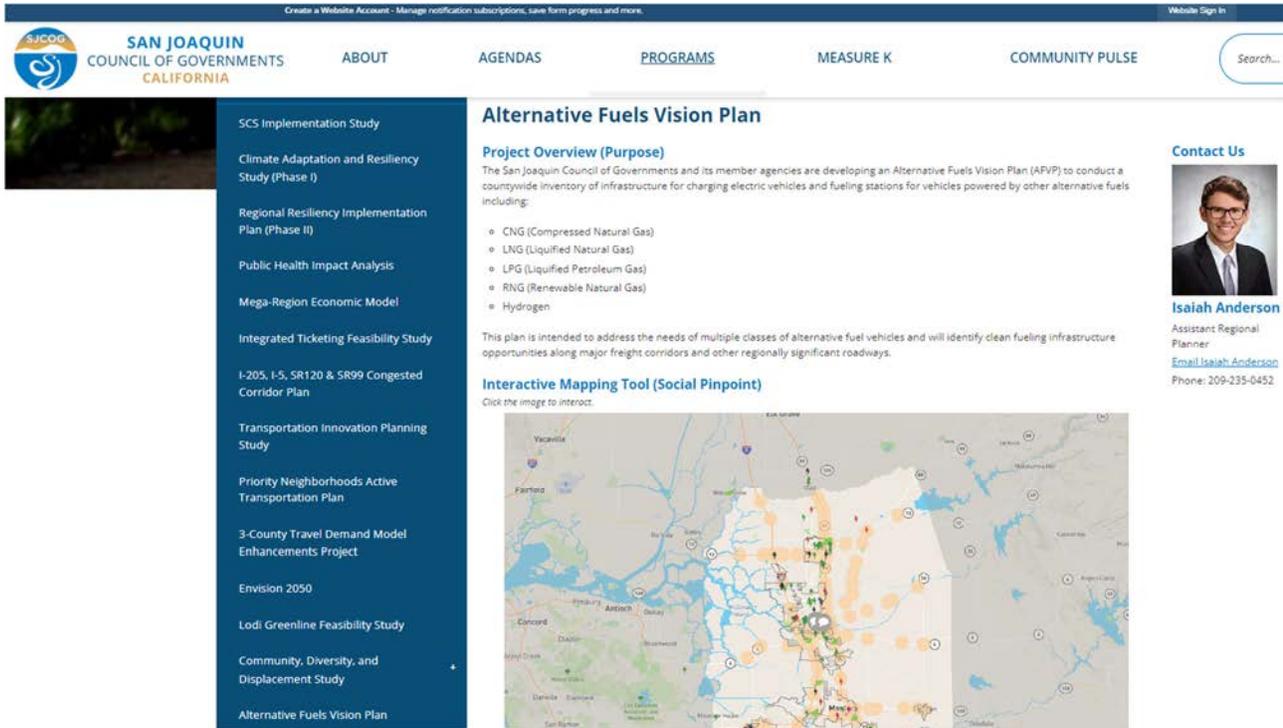


FIGURE 1: PROJECT WEBSITE

SOCIAL PINPOINT

Social Pinpoint is a digital engagement platform that helps organizations to communicate and collaborate through interactive maps, online surveys, and other engagement tools. Social Pinpoint was used to gather feedback from stakeholders and the public on the SJCOG AFVP project. The website (https://dks.mysocialpinpoint.com/afvp_sjco#/) for the project was launched on February 07, 2022, and remained open for comment through to November 2022. Social Pinpoint also has Google Translate abilities to translate all the default English language into 48 other languages.

Furthermore, the Social Pinpoint page provided side tabs that allowed participants to read descriptions of Alternative Fuel Types and Electric Vehicle (EV) Types on the left side of the map.

On the Social Pinpoint SJCOC page, participants could provide location-specific comments as well as “like” or “dislike” the comments of others, allowing comments to be sorted by popularity. Users were allowed to submit four types of comments: *Project Suggestions*, *Something I like*, *Request DC Fast Charger*, and *Request Level 2 Charger*.

See **Figure 2** for a snapshot of the Social Pinpoint project landing page:

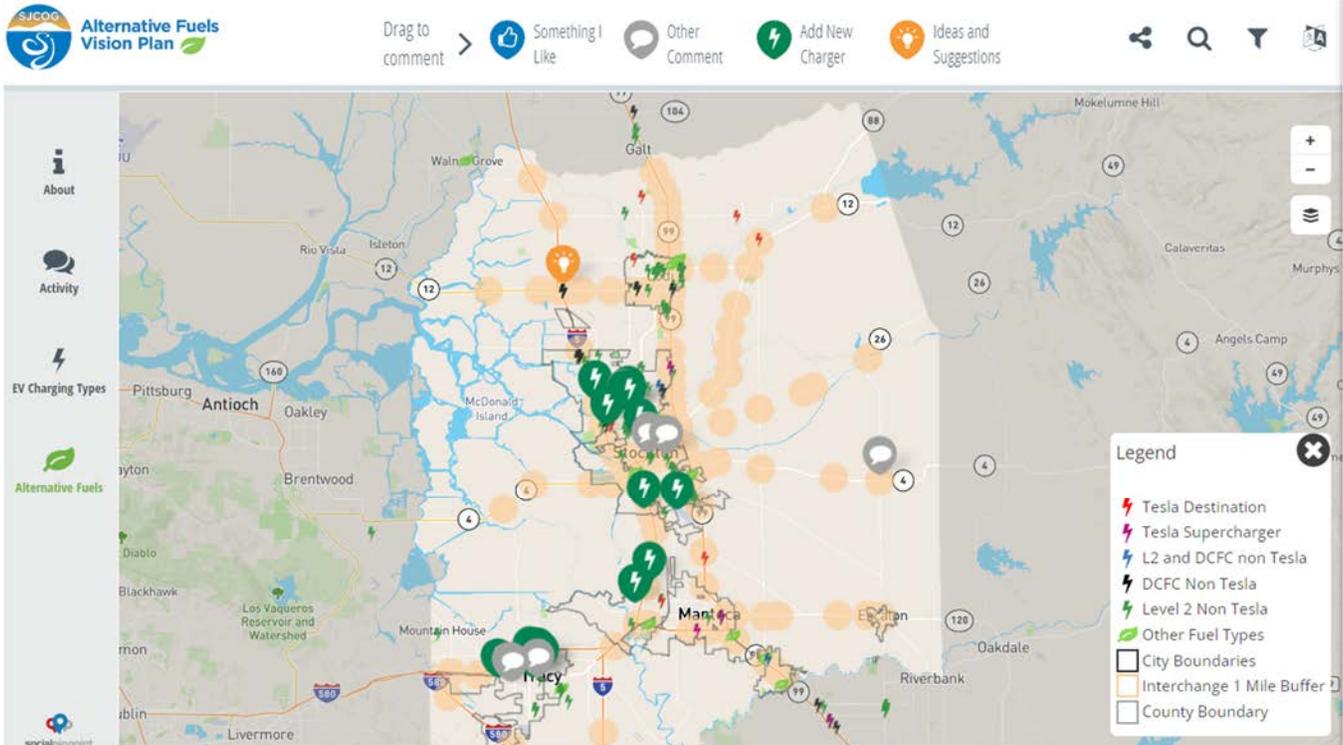


FIGURE 2: SCREENSHOT OF SJCOG SOCIAL PINPOINT SITE

OVERVIEW OF PUBLIC FEEDBACK RECEIVED

In total, over 500 participants visited the site, and 25 comments were submitted on the Social Pinpoint map. Figure 3 below shows the distribution of comment types and Figure 4 displays the social pinpoint activity over time.

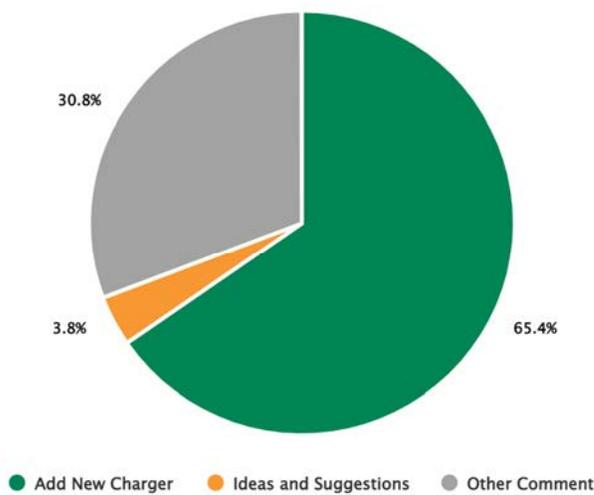


FIGURE 3: DISTRIBUTION OF COMMENT TYPES

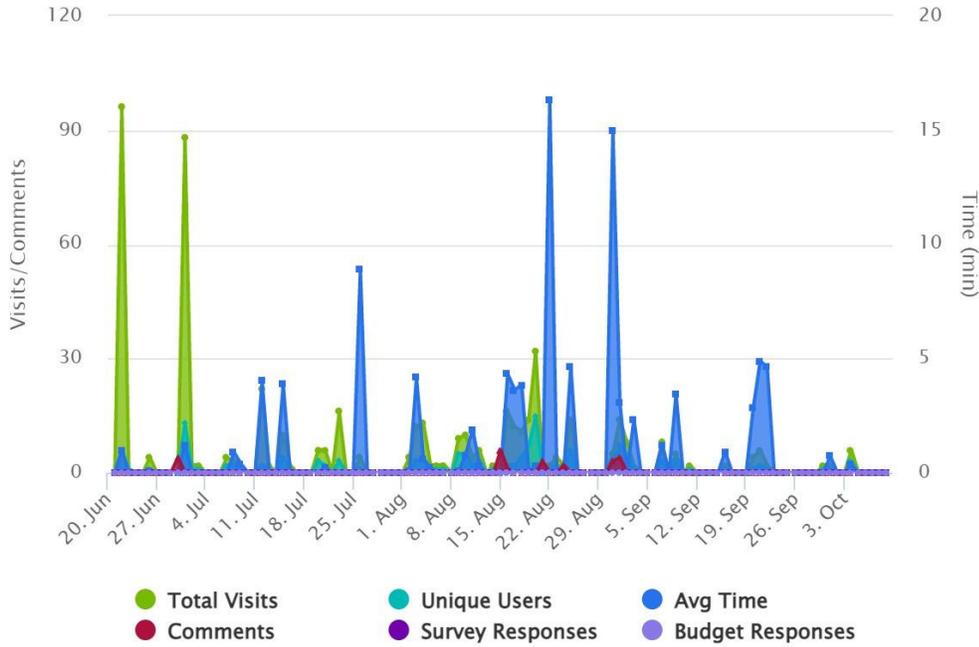


FIGURE 4: TIMELINE OF SOCIAL PINPOINT VISITS AND COMMENTS

Comments included specific places where public feel chargers are needed, suggestions for charger locations, and comments on existing chargers. Overall, comments indicate that chargers would be encouraged and expected in locations where large groups congregate, such as hospitals and high schools, and where amenities such as restaurants are located where drivers can visit while vehicles charge.

<p>LOCATIONS WITH A NEED FOR CHARGERS</p>	<ul style="list-style-type: none"> • Sutter Tracy Community Hospital needs chargers • We need charging stations in our downtown area (B St & 10th St) • Every high school should have at least one charger (Kimball High School) • Lathrop City Hall • Tracy City Hall • The Tracy Branch Library • HUD Housing needs a charger for new senior housing being added at West St & W 4th St • Tesla Superchargers at Lathrop Rd and Cambridge Dr
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<p>SUGGESTIONS FOR CHARGER LOCATIONS</p>	<ul style="list-style-type: none"> • Airport renovation would attract more short-term visitors with a fast charger • The area of Pacific and Harding might be a good area with some fast food sites to wait. • Ben Holt and I-5 is a natural area for fast charging stations. Restaurants available while you wait. • The March Lane/I-5 area has restaurants to relax in. The CVS is a 24-hour business. Hotels nearby. Convenient for long distance travelers. • Hospitals are 24-hour services and would be a great site for additional chargers. San Joaquin General Hospital is directly off I-5. • Sherwood Mall and Weberstown Mall are heavy parking areas, ideal for EV chargers. • San Joaquin Delta College has plenty of students and staff that spend a considerable amount of time there. Enough to leave an EV to charge. • San Joaquin County Public Works Fleet Charging • The County owns a large, undeveloped lot, around the corner from the Arco AM/PM. Possible DCFC site, with 2 chargers. There is a large transformer on site with excess capacity. We could use this for public charging. (N Republic Way & N Flag City Blvd) (https://www.google.com/maps/place/14720+N+Republic+Way,+Lodi,+CA+95242/@38.1131672,-121.3877024,20z/data=!4m5!3m4!1s0x809aa71ab9060fb1:0xfc14322fd77a9972!8m2!3d38.1132336!4d-121.3875292)
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<p>COMMENTS ABOUT CHARGERS</p>	<ul style="list-style-type: none"> • Last time I checked the Shell station at this intersection was the only fuel station in the County with E85. • Completed October 2022, the City of Lodi upgraded the chargers in the East City Hall parking lot to Level II ChargePoint EV stations. https://www.lodi.gov/CivicAlerts.aspx?AID=332 • Chargers at San Joaquin County Administration Building are workplace only and located in a controlled underground garage • Chargers at S San Joaquin St and E Market St (garage at County Veterans Services) are fleet-only and owned by San Joaquin County • Hoping that this plan also considers EV bikes and that our County might connect to the bay areas "Rails to Trails".
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APPENDIX

CONTENTS:

COLLATERAL MATERIALS

COLLATERAL MATERIALS

PROJECT LOGO:



SOCIAL MEDIA POSTS FOR PUBLIC WORKSHOPS:



JOIN US FOR A PUBLIC WORKSHOP

Tuesday, August 30, 2022
6:30 p.m. – 8:00 p.m.

SJCOG Offices • Board Room
555 E Weber Ave • Stockton

Or via **Zoom**: <https://bit.ly/3CgfOso>

Passcode:
224290



Participate in a workshop to learn more about the goals of the Alternative Fuels Vision Plan, review the current fuel options in our county, and share your ideas about the project.



Alternative Fuels Vision Plan



JOIN US FOR A PUBLIC WORKSHOP

**Wednesday
December 7, 2022
6:30 p.m. – 8:00 p.m.**

Register here:
<https://tinyurl.com/SJCOGDec7>

Participate in a workshop to learn more about the goals of the Alternative Fuels Vision Plan, review the current fuel options in our county, and share your ideas about the project.

FLYER FOR PUBLIC WORKSHOP:



**Alternative Fuels
Vision Plan** 



Participate in a workshop to learn more about the goals of the Alternative Fuels Vision Plan, review the current fuel options in our county, and share your ideas about the project.



JOIN US FOR A PUBLIC WORKSHOP

**Tuesday, August 30, 2022
6:30 p.m. – 8:00 p.m.**

SJCOG Offices • Board Room
555 E Weber Ave • Stockton



Zoom: bit.ly/3CgfOso
Passcode: 224290



FREQUENTLY ASKED QUESTIONS



San Joaquin Council of Governments (SJCOG) Alternative Fuels Vision Plan (AFVP) Frequently Asked Questions

What is the purpose of the AFVP?

The SJCOG and its member agencies are developing an AFVP to conduct a County-wide inventory of infrastructure for charging electric vehicles (EVs) and fueling stations for vehicles powered by other alternative fuels including:

- Hydrogen
- Liquefied Natural Gas (LNG)
- Compressed Natural Gas (CNG)
- Liquefied Petroleum Gas (LPG)
- Renewable Natural Gas (RNG)

What is the goal of the AFVP?

This plan is intended to address the needs of multiple classes of alternative fuel vehicles and will identify clean fueling infrastructure opportunities along major freight corridors and other regionally significant roadways. It will also identify opportunities for creative funding, implementation, and partnership avenues to deliver a successful program to promote the transition to electromobility and other low-carbon fuels across all socio-economic segments.

What areas will be covered in the AFVP?

This plan will focus on cities and communities within San Joaquin County, including but not limited to:

- San Joaquin County
- Stockton
- Lodi
- Manteca
- Tracy
- Ripon
- Escalon
- Lathrop

Who is developing the AFVP?

The AFVP is being developed by the SJCOG, its member agencies, along with DKS Associates, Frontier Energy, and Mariposa Planning Solutions. The Technical Advisory Committee (TAC) and Stakeholder Working Group will also help facilitate and guide the development of the plan.

What is the purpose of the TAC?

An essential element of this plan is to form a TAC to facilitate collaborative development of the Plan among important stakeholders in San Joaquin County, as well as support and/or coordinate outreach with concurrent SJCOG planning activities.

If you are interested in joining the TAC please contact, Ilse Lopez-Narvaez, Community Engagement Specialist with DKS Associates via ilse.lopez-narvaez@dksassociates.com.



What is the purpose of the Stakeholder Working Group?

An essential element of this plan is formation of a Stakeholder Working Group to facilitate the collaborative development of the Plan.

If you are interested in joining the Stakeholder Working Group, please contact Ilse Lopez-Narvaez, Community Engagement Specialist with DKS Associates via ilse.lopez-narvaez@dksassociates.com.

How can I share my ideas or get involved?

We will be holding a series of workshops, presentations, and pop-up events to receive input from stakeholders and the public throughout the study. You are welcome to share your ideas and thoughts using our interactive mapping tool: https://dks.mysocialpinpoint.com/afvp_sicog/

Further information on the AFVP can also be found on the SJCOG AFVP website: <https://www.sicog.org/615/Alternative-Fuels-Vision-Plan>

Please contact: Ilse Lopez-Narvaez, Community Engagement Specialist with DKS Associates via ilse.lopez-narvaez@dksassociates.com if you would like to be notified of upcoming workshops.

Contact:

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