



375 Beale Street, Suite
800
San Francisco, CA 94105

Meeting Agenda *Final - Revised* Megaregion Working Group

*Metropolitan Transportation Commission (MTC) Representatives
Supervisor Alfredo Pedroza, Napa County; Supervisor Nate
Miley, Alameda County; Supervisor Jim Spering, Solano
County; And Councilmember Amy Worth, City of Orinda*

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

*Sacramento Area Council of Governments (SACOG)
Representatives
Supervisor Bonnie Gore, Placer County; Councilmember Mike
Kozlowski, City of Folsom; Vice Mayor Lucas Frerichs, City of
Davis; and Supervisor Don Saylor, Yolo County*

Friday, January 28, 2022

12:30 PM

REMOTE

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, 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 at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. 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. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/82245444156>

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Webinar ID: 822 4544 4156

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Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov 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. Election of Chair and Vice Chair

- 2a. [22-0126](#) Nomination and Election of the Chair and Vice Chair of the Megaregional Working Group for 2022

Action: Approval

Attachments: [2a - Election of Chair and Vice Chair - Memo.pdf](#)

3. Megaregion Working Group 2022 Agenda

- 3a. [22-0124](#) Adoption of a Megaregion agenda for 2022, including a topical focus on (i) support of the "Megaregion Dozen" Action Plan, (ii) coordinated and cross-disciplinary planning, (iii) electric vehicles and electrification, and (iv) roadway pricing

Action: Approval

Presenter: Therese McMillan, MTC

Attachments: [3a - Megaregion 2022 Agenda - Memo.pdf](#)

4. Funding and Legislative Update

- 4a. [22-0125](#) Update on funding and legislative developments in Sacramento and Washington D.C., including key updates for "Megaregion Dozen" projects

Action: Information

Presenter: Kenneth Kao, MTC

Attachments: [4ai - Megaregion Funding and Legislative Update - Presentation.pdf](#)

[4aii - Megaregion Dozen Brochure - Attachment A.pdf](#)

5. "Megaregion Dozen" Port of Oakland Project Scope Amendment

- 5a. [22-0211](#) Amendment of the "Megaregion Dozen" project list to account for a wider scope for the Port of Oakland electrification project

Action: Approval

Presenter: Kenneth Kao, MTC, and Matthew Davis, Port of Oakland

Attachments: [5a - Port of Oakland Electrification Project - Memo.pdf](#)

6. Coordinated and Cross-Disciplinary Planning: Bay Area to Central Valley Migration Study

- 6a. [22-0060](#) Research findings and Megaregion implications from the "Bay Area to Central Valley Migration Study" from researchers at the UC Davis Center for Regional Change, Occidental College, and Sol Price School of Public Policy at USC

Action: Information

Presenter: Bernadette Austin, UC Davis Center for Regional Change, and Seva Rodnyansky, Occidental College

Attachments: [6a - Bay Area to Central Valley Migration Study - Presentation.pdf](#)

7. 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.*

8. Adjournment / Next Meeting

The next meeting of the Megaregion Working Group will be held on April 22, 2022 at 12:30pm remotely and by webcast as appropriate. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Election of Chair and Vice Chair

Subject:

Nomination and Election of the Chair and Vice Chair of the Megaregion Working Group for 2022.

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.

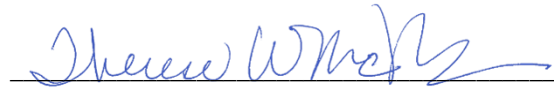
At the September 2021 meeting, the Megaregion Working Group took action to rotate the roles of chair and vice-chair from SJCOG and MTC in 2021 to MTC and SACOG in 2022, respectively. Per the MOU, action is still required to designate the governing body members who will serve as Megaregion Working Group Chair and Vice Chair in 2022.

Recommendations:

It is recommended that MTC governing body members nominate and elect a Chair and that SACOG governing body members nominate and elect a Vice Chair at the January 28, 2022 meeting. Governing body members who would like to make a nomination may make a motion at the meeting or submit to staff prior to the election on January 28, 2022.

Attachments:

- Attachment A: Megaregion Working Group Membership Roster



Therese W. McMillan

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Chair_Memo_v2.docx

Attachment A

Megaregion Working Group Membership Roster

Metropolitan Transportation Commission
Alfredo Pedroza, Supervisor, Napa County
Nate Miley, Supervisor, Alameda County
Jim Spering, Supervisor, Solano County
Amy Worth, Councilmember, City of Orinda
San Joaquin Council of Governments
Robert Rickman, Supervisor, San Joaquin County
Gary Singh, Vice Mayor, City of Manteca
Nancy Young, Mayor, City of Tracy
Leo Zuber, Councilmember, City of Ripon
Sacramento Area Council of Governments
Bonnie Gore, Supervisor, Placer County
Mike Kozlowski, Councilmember, City of Folsom
Lucas Frerichs, Vice Mayor, City of Davis
Don Saylor, Supervisor, Yolo County

Megaregion Working Group 2022 Agenda

Subject:

Adoption of a Megaregion agenda for 2022, including a topical focus on (i) support of the "Megaregion Dozen" Action Plan, (ii) coordinated and cross-disciplinary planning, (iii) electric vehicles and electrification, and (iv) roadway pricing.

Background:

In September 2021, staff presented a memo entitled "Beyond the 'Dozen': Looking Ahead to 2022", which provided an initial list of topical areas for the Megaregion Working Group to focus on in 2022. Considering the shared challenges – legislative, regulatory, financial and technical – in delivering on shared goals, staff recommended several areas where the regions could explore and advance policies that would better position future planning and investment. Based upon continued discussion amongst staff, as well as feedback received from policymakers at the September 2021 MRWG meeting, a refined proposal is presented below.

Discussion:

Staff recommend the following topical focus areas for 2022:

Topic Number	Topic Area
1	Support for "Megaregion Dozen" Action Plan
2	Coordinated and Cross Disciplinary Planning
3	Electric Vehicles and Electrification
4	Roadway Pricing

Support for "Megaregion Dozen" Action Plan

The Action Plan for the "Megaregion Dozen" presented by staff in September 2021 included four key planks: (1) building an advocacy approach that incorporates megaregion projects into each agency's existing state/federal advocacy trips; (2) ensuring ongoing coordination of megaregion projects with planning efforts in each region; (3) launching a "funding pursuit program" to apply and position megaregion projects for various state and federal funding cycles;

and (4) strengthening and developing business partnerships to advance planning and funding efforts for megaregion projects. Support for this action plan, including regular updates to board members, will be a key component of Megaregion Working Group efforts in 2022.

Coordinated and Cross-Disciplinary Planning

A common challenge encountered by all three regions as part of their long-range planning efforts involves addressing the intersecting issues of transportation, housing, climate change/resilience and economic development within and across megaregional borders. Building a common understanding among the MPO partners on where their respective long-range planning strategies align and where there are gaps or conflicts will be critical. In addition, there are often applied data limitations in analyzing and evaluating key planning issues in real-time. Contextualizing shared long-run, cross-disciplinary planning challenges in current data is one example of an area where staff propose the Megaregion Working Group focus in 2022. Agenda Item 6, for example, will present recent research findings on the impact of Bay Area migration on Central Valley communities, particularly in the realms of transportation and housing. Finally, existing and/or anticipated state planning requirements in this arena have been not always been complementary. As such, other planning focus areas may include reform of Senate Bill 375 (D. Steinberg, Statutes of 2008) as well as enhancing megaregional coordination with key state agencies, such as the California Department of Transportation (Caltrans), the California Air Resources Board (CARB), the California Department of Housing and Community Development (HCD), and the California State Transportation Agency (CalSTA), among others.

Electric Vehicles (EVs) and Electrification

The policy, funding, and implementation environment for EVs, electrification, and clean fuels is changing rapidly at both the state and federal level. In both strategic and tactical terms, monitoring, anticipating, preparing for and acting on developments in these areas will be crucial to most effectively supporting the “Megaregion Dozen” and other megaregional priorities. Identifying needed investments in physical capacity or network management, understanding new requirements, evaluating coordination needs or pursuing emerging opportunities are all areas where the Megaregion Working Group could offer valuable insights and framing.

Staff propose that this topic be a primary focus for the Megaregion Working Group meeting scheduled for April 22, 2022.

Roadway Pricing

Although there are varying policy perspectives on the viability of road pricing, all three megaregional partners recognize that pricing is an essential tool for managing the performance of the roadway network – one that, if implemented, would have to be pursued in concert with a range of other strategies. This is particularly important for corridors where severe traffic congestion crosses regional boundaries. Opportunities for coordination in this space may include:

- Sharing best practices for analyzing the impacts of roadway pricing to strengthen the data and technical foundations that inform policy decisions;
- Working with other regions in California whose long-range plans also include pricing to ensure consistency with planning or regulatory frameworks at the state and federal level.

Staff propose that this topic be a primary focus for the Megaregion Working Group meeting scheduled for September 23, 2022.

Recommendations:

Staff recommend the Megaregion Working Group endorse a topical agenda for 2022, which will include a focus on (i) support of the "Megaregion Dozen" Action Plan, (ii) coordinated and cross-disciplinary planning, (iii) electric vehicles and electrification, and (iv) roadway pricing.



Therese W. McMillan

UPDATE ON FUNDING AND LEGISLATIVE ACTIVITIES

Including Megaregion Dozen Projects

MEGAREGION DOZEN SUMMARY

- ❖ Four projects in each of the three MPOs, adopted Sept. 2021
- ❖ Cohesive set of projects advancing Megaregion goals
- ❖ Highway and transit projects bounded by Sacramento, Stockton, and 238/880 Interchange in Bay Area
- ❖ Support for future funding opportunities



MEGAREGION DOZEN: PROJECTS

❖ MTC Bay Area

- Amtrak South Bay Connect
- Port of Oakland Electrification
- I-80 WB Truck Scales (Solano Co)
- Valley Link

❖ Sacramento

- I-80/US-50 Managed Lanes
- I-5 Managed Lanes
- Sac to Roseville Third Track
- Valley Rail Expansion

❖ San Joaquin

- SR-99/120 Interchange
- I-205 Managed Lanes
- Central Valley Gateway Project
- ACE/Valley Link Rail Improvements



IMPLEMENTATION ACTIONS AND ACTIVITIES

- ❖ Proposed Project Amendment Action
 - Port of Oakland – Portwide Electrification vs Truck EV Parking (*Agenda Item 5*)
- ❖ Programming Team
 - Regular meetings on programming issues
 - Discussion of upcoming funding opportunities
- ❖ Joint Applications
 - Caltrans Planning Grants
 - ❖ Capitol Corridor Extension to Reno – Study
 - ❖ Electric Vehicle Charging in Clean Freight Corridors – Study



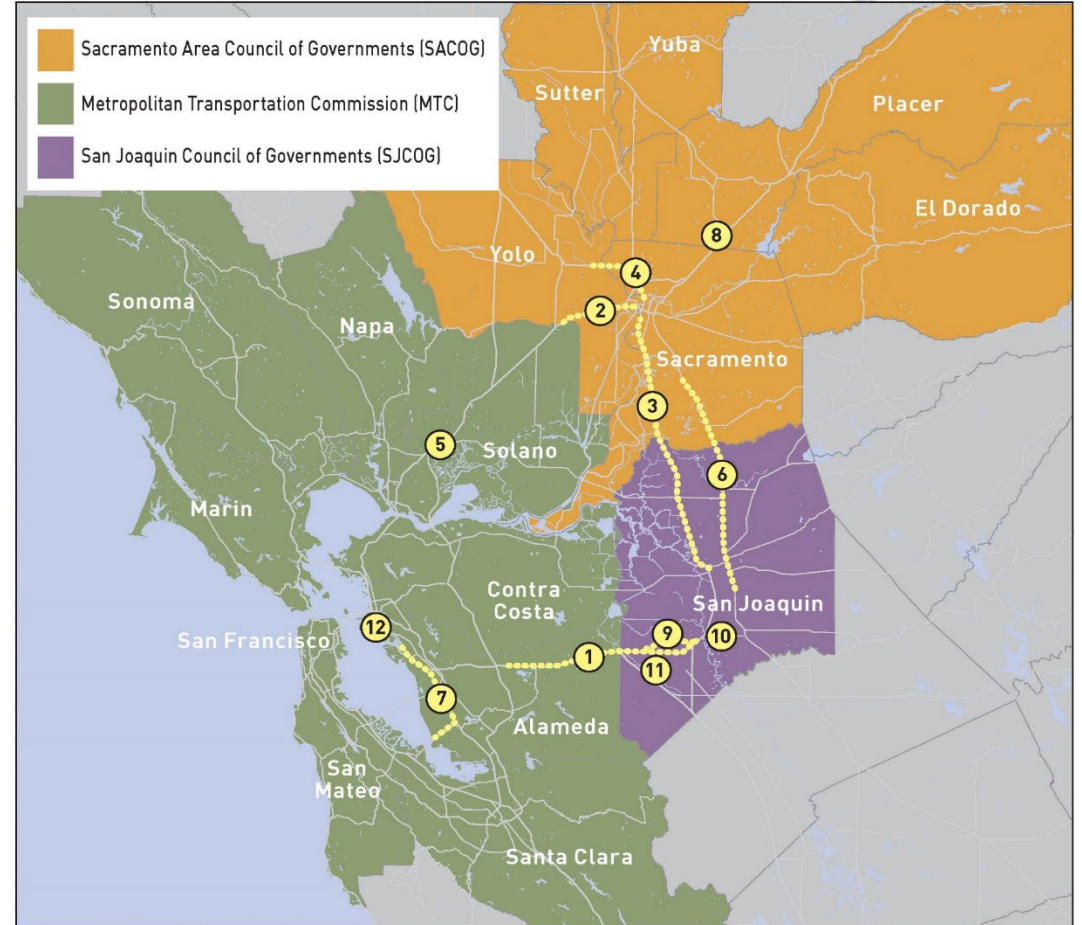
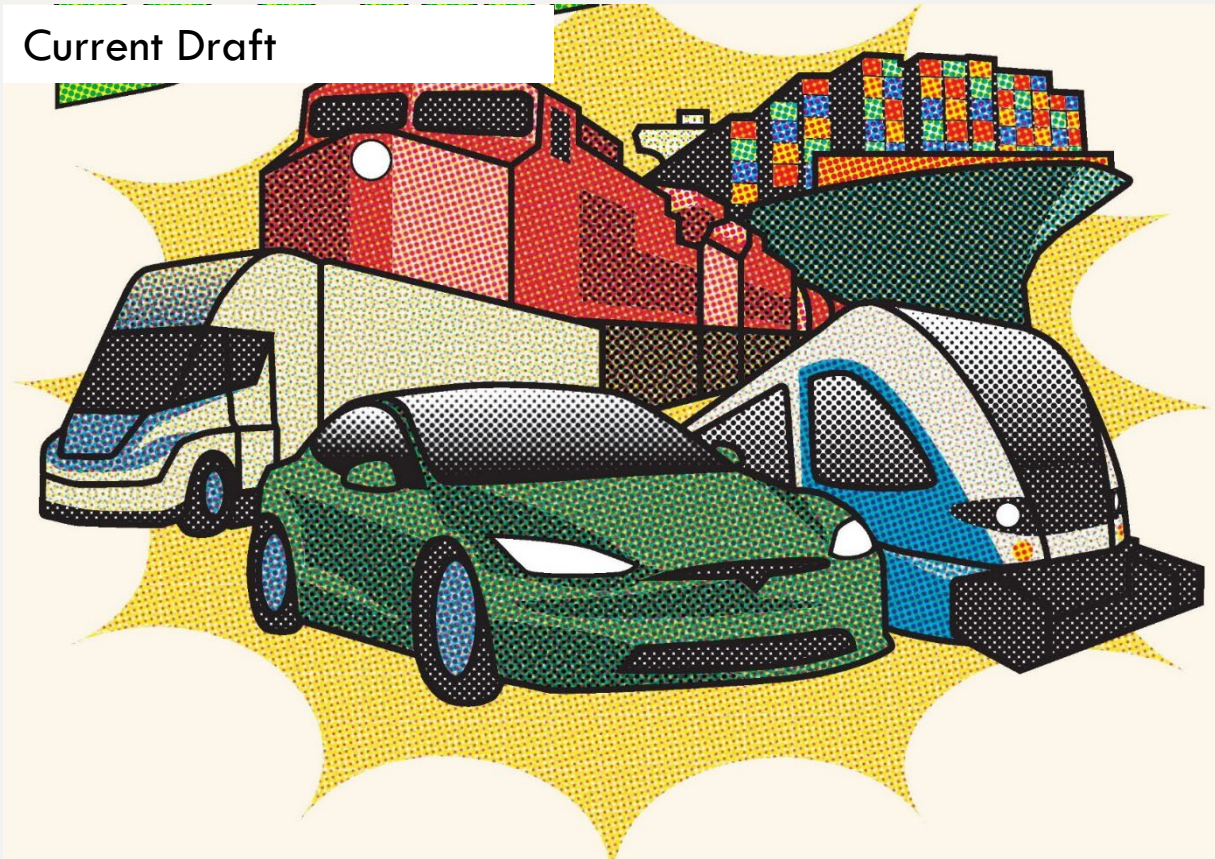
NEW FUNDING OPPORTUNITIES

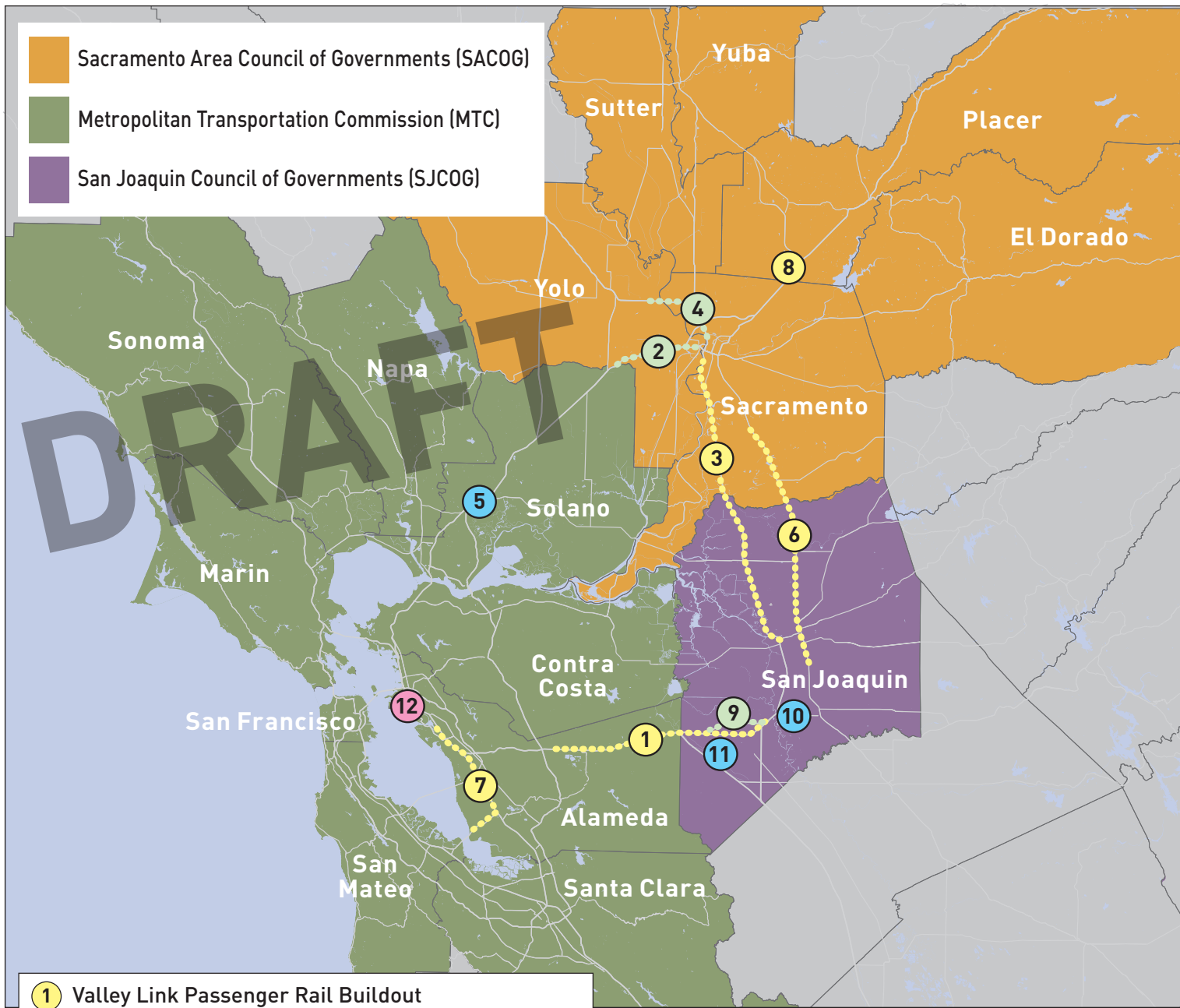
- ❖ Senate Bill 1
 - Solutions for Congested Corridors: \$250M/year
 - Trade Corridor Enhancement Program: \$300M/year
 - Local Partnership Program (Formula and Competitive): \$200M/year
- ❖ Transit and Intercity Rail Capital Program (TIRCP)
- ❖ State Budget Surplus – Governor’s January Budget
 - Funds for transit, active transportation, Ports, and resilience
- ❖ Federal Infrastructure Bill (i.e. “BIL”)
 - Increased formula programs, including bridges
 - More discretionary grant programs and funding amounts, including for transit
 - Details pending ongoing DOT and CA discussions



LEGISLATIVE ADVOCACY COLLATERAL

Current Draft





- 1 Valley Link Passenger Rail Buildout
- 2 I-80 and U.S. 50 Yolo Express Lanes
- 3 ACE: Valley Rail Extension to Sacramento
- 4 I-5 Sacramento Express 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 Interstate 205 Express Lanes
- 10 Highways 99/120 Interchange Reconfiguration
- 11 Central Valley Gateway
- 12 Port of Oakland Electric Truck Stop

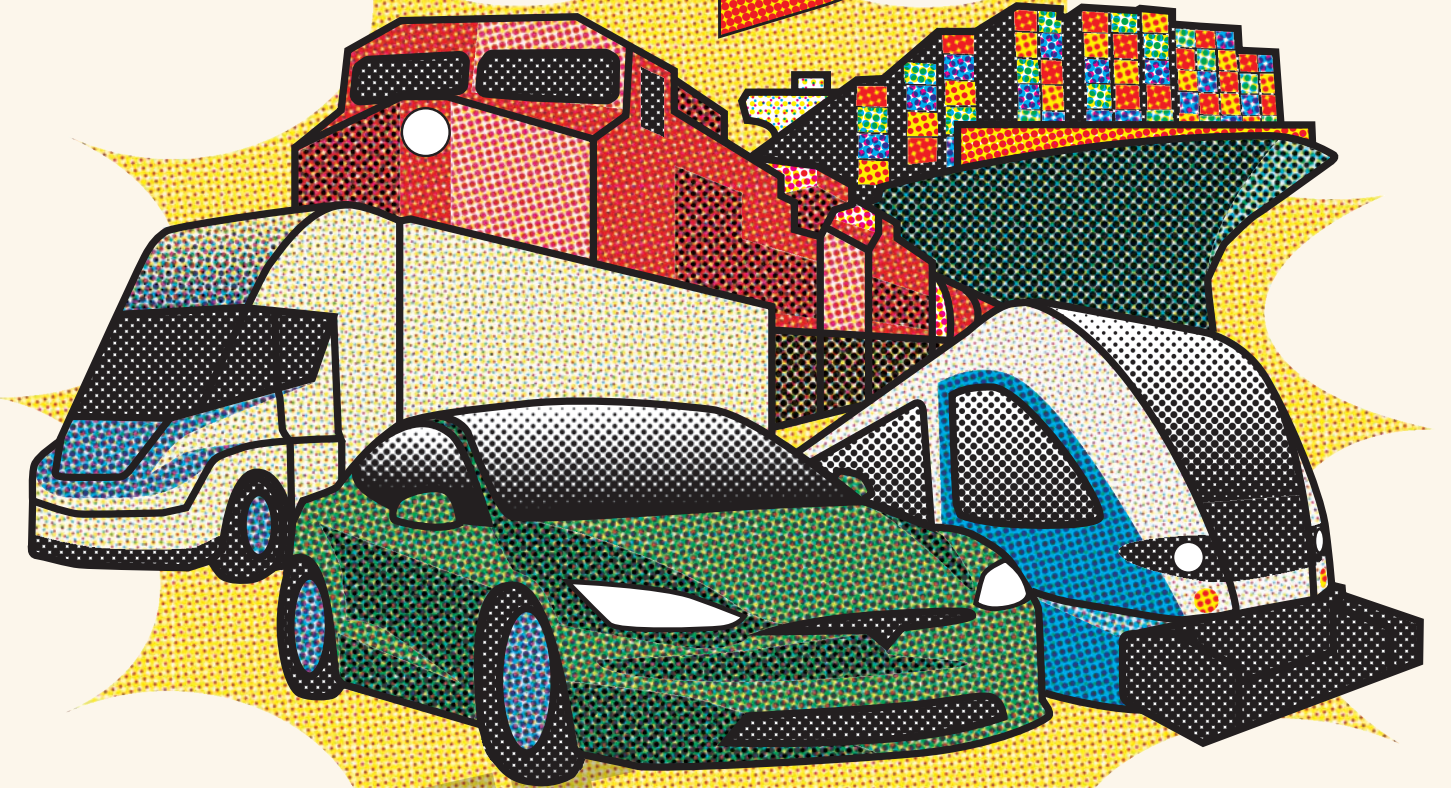
- Port
- Express Lane
- Passenger Rail
- Freight

Learn more about the
Mega Region Working Group
and the projects that comprise
Northern California's
Mega-Region Dozen!

www.mtc.ca.gov
www.sacog.org
www.sjcog.org



NORTHERN CALIFORNIA MEGA-REGION DOZEN



THE SACRAMENTO METRO AREA,
SAN JOAQUIN COUNTY & CITIES
AND THE BAY AREA JOIN FORCES
TO SECURE FUNDING FOR 12 VITAL PROJECTS
TO KEEP THE ENGINES OF NORTHERN CALIFORNIA'S
PROSPERITY HUMMING.

1 Valley Link Passenger Rail

Funding Needed: \$1.4 billion

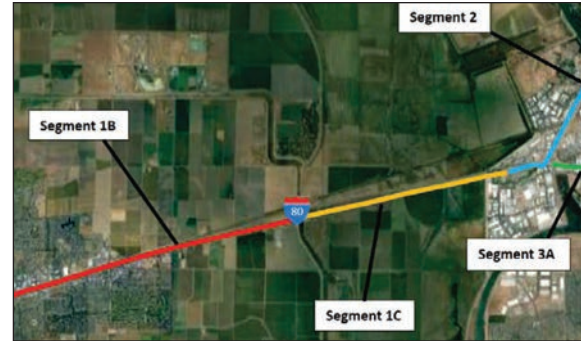
A new 42-mile, seven-station passenger rail service connecting the Bay Area's Dublin/Pleasanton BART station with the ACE commuter rail line in San Joaquin County, relieving demand for freeway travel through the Altamont Pass. With additional stations at Isabel Avenue, Greenville Road, Mountain House, Tracy, River Islands and North Lathrop; and departures every 24 minutes during peak commute periods and every 60 minutes at other times, Valley Link is projected to carry 26,000 to 28,000 riders each day by 2040. Design work can begin immediately.



2 I-80 and U.S. 50 Yolo Express Lanes

Funding Needed: \$581 million

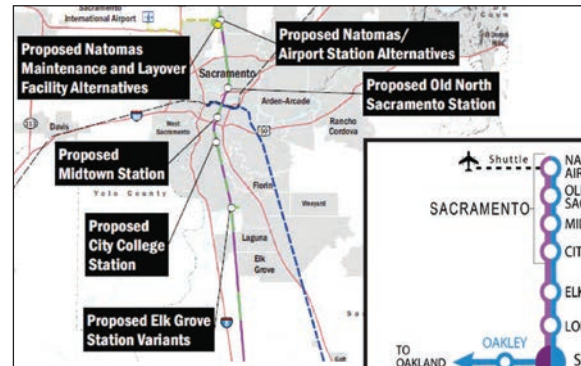
Reduce congestion, encourage carpooling, and improve freight movement by accommodating Express Lanes along both directions of I-80 from west of Davis through Yolo County to West El Camino in Sacramento and along both directions of U.S. 50 from I-80 in West Sacramento to I-5 in Sacramento. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Construction could start as early as 2024.



3 ACE: Valley Rail Extension to Sacramento

Funding Needed: \$404 million

Provide an alternative to congestion on I-5 and Highway 99, deliver a connection from Sacramento and the northern San Joaquin Valley to High-Speed Rail at Merced, and serve disadvantaged communities with new passenger rail service from downtown Stockton to Sacramento's North Natomas area with other new stations at Lodi, Elk Grove, Sacramento City College, Midtown and Old North Sacramento. North Natomas would feature a connection to Sacramento International Airport as well as a maintenance / layover facility. ACE service could start as early as 2023; integration to High-Speed Rail interim service by 2028-29.



4 I-5 Sacramento Express Lanes

Funding Needed: \$363 million

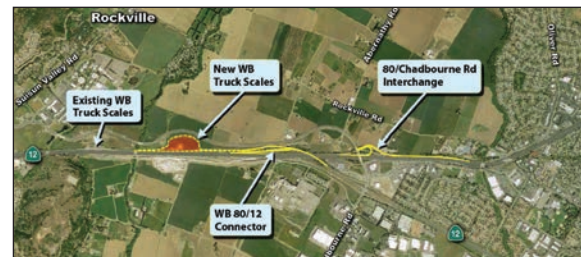
Reduce congestion, encourage carpooling, and improve freight movement by accommodating Express Lanes along both directions of I-5 from Sutterville Road south of Sacramento to the Yolo County line north of Sacramento. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Construction could start as early as 2024.



5 I-80 Westbound Truck Scales Replacement

Funding Needed: \$127 million

Replace existing 1958 facility with a modern inspection/enforcement operation at a site less than a mile east, making it directly accessible from both westbound I-80 and Highway 12. The new facility will have the capacity to inspect existing and forecast truck traffic 24/7 and remove a major inter-regional chokepoint affecting traffic into the Bay Area from points north and east. Construction could start as early as 2024.



6 San Joaquin Passenger Rail Improvements

Funding Needed: \$91 million

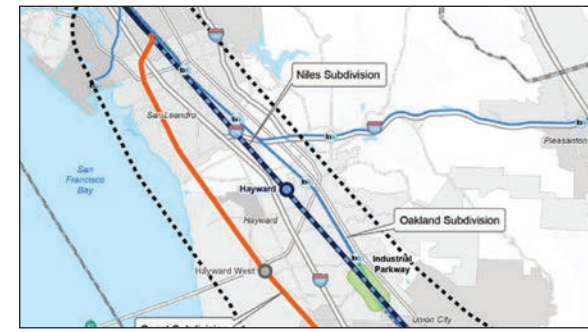
As part of its ACE Forward initiative to extend service north into Sacramento County and south into Merced County, as well as to increase service to the Bay Area, the Altamont Corridor Express plans to build a 4.4-mile second main track for trains serving a new station in Elk Grove (\$51 million); a new North Lathrop station (\$25 million); and a multi-modal station in Ripon (\$5.236 million). To accommodate the start of Valley Link rail service, San Joaquin County also plans right-of-way improvements, a new station near Patterson Pass Road; and an operations and maintenance facility (\$10 million). Construction could start as early as 2027.



7 Capitol Corridor: South Bay Connect

Funding Needed: \$70 million

Improve reliability and travel times for passengers traveling to/from Silicon Valley by relocating service between Oakland and San Jose from the Union Pacific's Niles Subdivision west to the lesser-used Coast Subdivision; with new stations adjacent to Highway 92 in west Hayward; adjacent to Highway 84 at Fremont's Ardenwood Park & Ride; and in Newark. The Capitol Corridor connects Sacramento and Roseville to the north with the East Bay and San Jose to the south. Construction could start as early as 2024.



8 Capitol Corridor: Sacramento-Roseville Third Track

Funding Needed: \$68 million

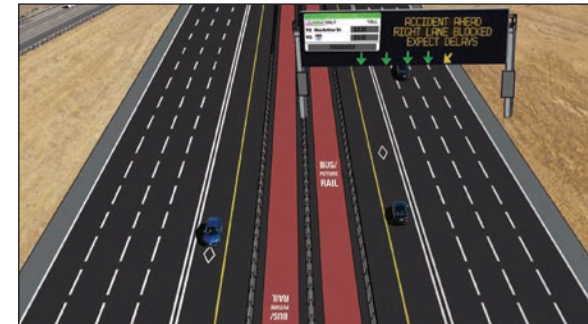
Increase frequency of Capitol Corridor passenger rail service between Sacramento and Roseville without compromising freight operations or reliability by adding a third mainline track along eight miles of Union Pacific right-of-way in Placer County; building a new rail bridge over the American River and improving 11 existing bridges; reconfiguring the Roseville station and building a layover facility. Construction could start as early as 2024.



9 Interstate 205 Express Lanes

Funding Needed: \$44 million

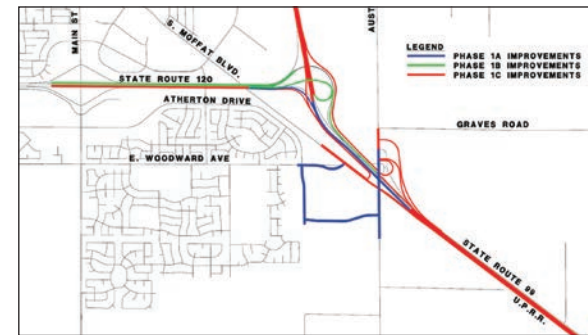
Reduce congestion, encourage carpooling, and improve freight movement by expanding I-205 in both directions to accommodate Express Lanes between I-5 and the I-580/Grant Line Road interchange west of Tracy. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Design work will begin in 2023 and the environmental impact report will study use of the freeway median to accommodate commuter rail or buses.



10 Highways 99/120 Interchange Reconfiguration

Funding Needed: \$32 million

Relieve a major inter-regional bottleneck by expanding and rebuilding the interchange between State Routes 99 and 120 in Manteca. Along with improvements to the nearby Highway 99/Austin Road interchange, this project will reduce delays on both 99 and 120, speed freight movement through this crucial trade corridor, improve safety and curb greenhouse gas emissions. Delays associated with this interchange are a significant impediment to the economic growth of the Northern California megaregion. Construction could begin as early as 2023.



11 Central Valley Gateway

Funding Needed: \$21.3 million

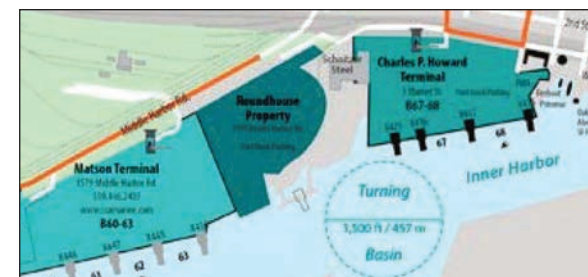
Comprehensive improvements along International Parkway to enhance freight movement through this key industrial corridor west of Tracy, which houses distribution facilities for Amazon, Costco, FedEx, Safeway and other businesses. Now in the design phase, planned upgrades include roadway widening, overcrossing improvements at both Interstate 205 and Interstate 580, and widening of the bridges carrying International Parkway over the California Aqueduct and the Delta-Mendota canal.



12 Port of Oakland Electric Truck Stop

Funding Needed: \$12 million

Building on the Port of Oakland's Sustainable Terminals Accelerating Regional Transformation (START) initiative, the Roundhouse Electric Vehicle Charging Facility will support the rising use of zero-emission trucks and provide truck parking at Northern California's busiest port, thus reducing both congestion and emissions; as well as truck-parking impacts on the adjacent West Oakland neighborhood. Construction could start as early as 2024.



“Megaregion Dozen” – Port of Oakland Project Scope Amendment

Subject:

Amendment of the “Megaregion Dozen” project list to account for a wider scope for the Port of Oakland electrification project.

Background:

In September 2021, the Megaregion Working Group approved the “Megaregion Dozen”, a list of 12 projects that serve as shared priorities for funding and implementation for the three megaregion partners. One of the identified Metropolitan Transportation Commission project priorities included a \$12 million request for the “Port of Oakland Community Impact Reduction: Roundhouse Truck Electric Vehicle Charging Infrastructure and Truck Parking” project. The Roundhouse project would support future the implementation of zero emission trucks by exploring development of freight electric vehicle charging standards as well as the design and construction of infrastructure necessary to establish a permanent electric vehicle/equipment charging facility. The project would have also provided truck parking to alleviate trucks parking in the adjacent West Oakland neighborhood. In January 2022, the Port of Oakland approached MTC staff to expand the scope of the electrification project.

Discussion:

In response to a rapidly evolving state and federal policy and funding environment – including an increasing focus on electrification, emissions reductions, equity, and resilience, among other areas – the Port of Oakland proposes to expand the scope of the community impact reduction project beyond one specific electric vehicle charging area within the Port to encompass a broader electrification effort throughout the seaport’s footprint. This would expand the funding need from the previously identified \$12 million to approximately \$60 million. Additional details on the expanded project scope are available in Attachment A. The expanded project will support numerous local, regional, and megaregional goals as well as the State’s Sustainable Freight Action Plan goal to improve system resilience by addressing infrastructure vulnerabilities associated with localized events, climate change, and natural disasters. In addition to the environmental and community impact benefits associated with the electrification of the seaport,

the project would minimize disruptions of supply chain systems and ensure seaport continuity of operations necessary to maintain local, regional, megaregional, and state economic competitiveness.

Recommendations:

Staff recommend the Megaregion Working Group amend the “Megaregion Dozen” project list to account for a wider scope for the Port of Oakland electrification project.

Attachments:

- Attachment A: Port of Oakland Electrification Project Description



Therese W. McMillan

Attachment A

“Megaregion Dozen” – Port of Oakland Project Scope Amendment

Project: Port of Oakland Community Impact Reduction: Green Power Microgrid	
Request:	\$60,000,000
Current Status:	Project is in the planning & scoping phase with environmental clearance estimated in 2023. Construction could begin within one year of secured funding availability.
Description:	<p>A green power microgrid is necessary to support the Seaport’s requirements to meet electric vehicle (EV), electric cargo handling equipment (ECHE) & Ocean Going Vessel shore power emission reductions goals. Traditional methods of building more transmission capacity are no longer viable due to the level of local power required to charge EV’s and create resiliency against wildfire power supply disruptions (PSPS events), and California Independent System Operator events due to shortage of electricity generation and capacity, among other threats. This resiliency & decarbonization project would include:</p> <ul style="list-style-type: none"> • Rooftop and canopy solar photovoltaic panels • Grid Scale batteries linked to solar at critical locations • Demand response programs to prioritize critical needs • Integrated system design to support the Port’s and surrounding communities’ energy needs <p>The Green Power Microgrid project supports the Seaport’s Air Quality 2020 & Beyond Plan and West Oakland’s AB617 Zero Emissions goals, as well as the State’s Sustainable Freight Action Plan goals to improve system resilience by addressing infrastructure vulnerabilities associated with localized events, climate change and natural disasters.</p>
Megaregion Significance:	The project will reduce congestion and emissions at Northern California’s busiest seaport, and will reduce the impact of freight activities on the adjacent West Oakland neighborhood while providing additional charging capacity and availability for trucks and cargo equipment serving customers throughout the entire Northern California Megaregion.



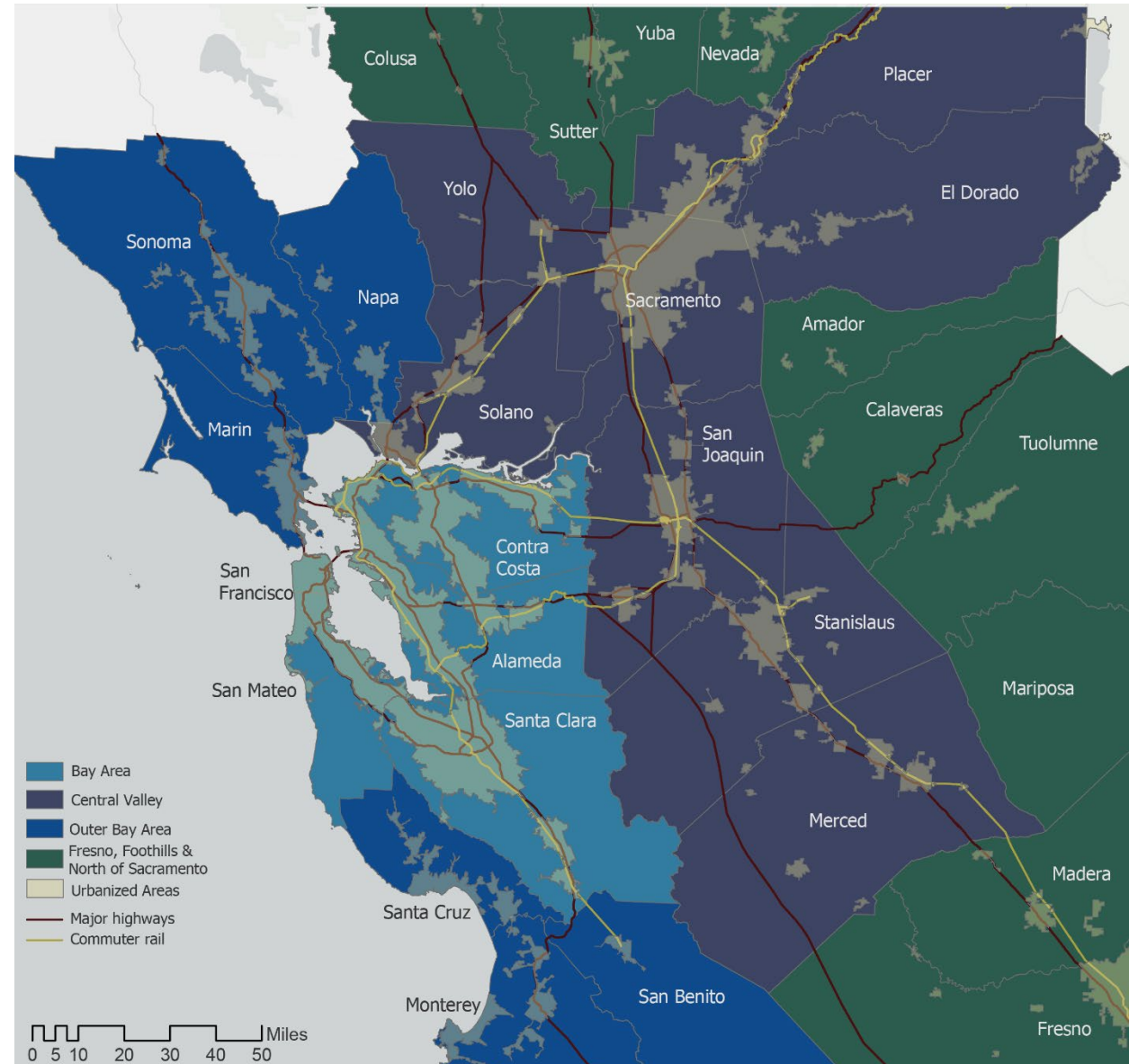


Central Valley Migration Study: MegaRegion Working Group Presentation

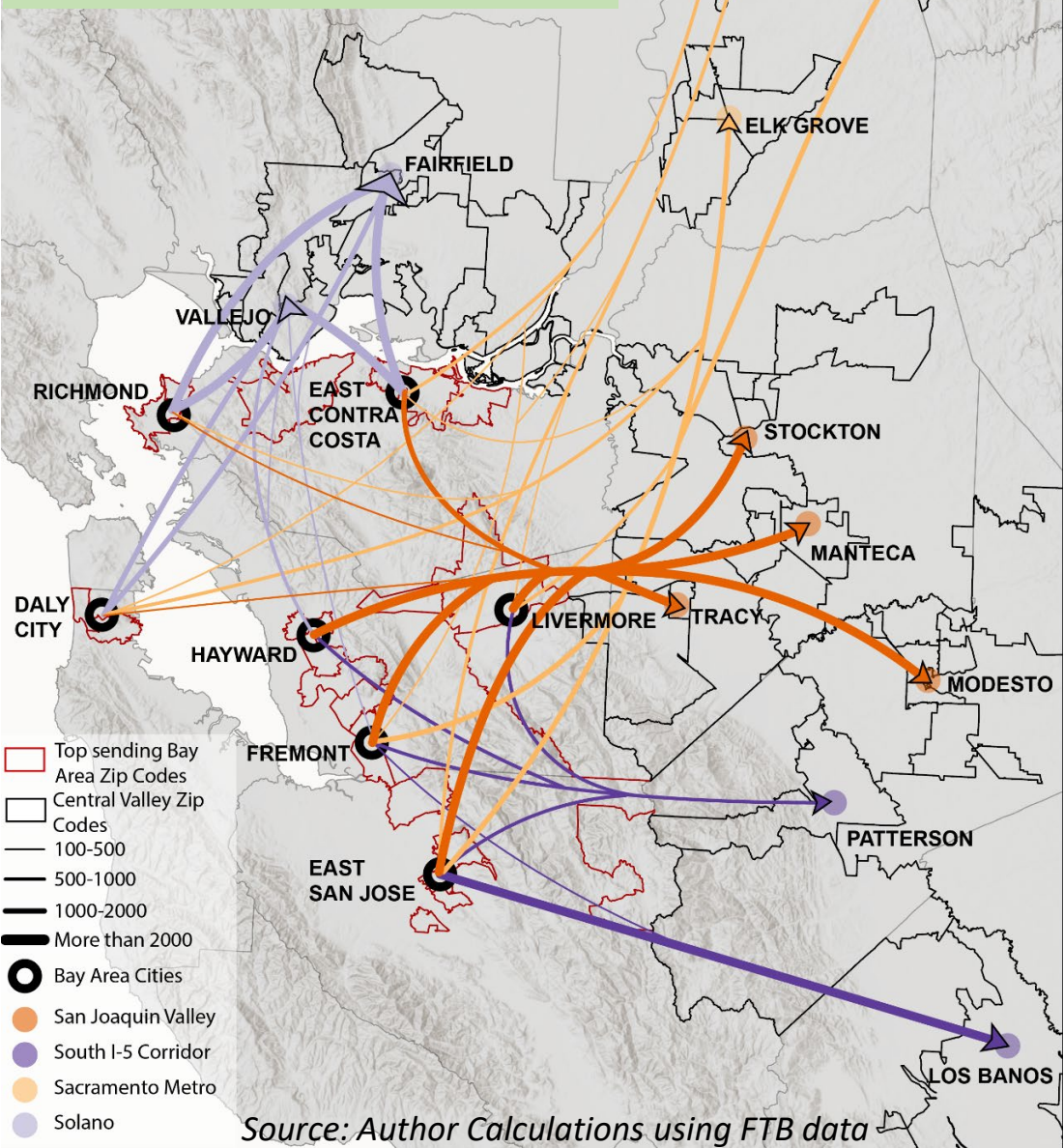
January 2022

Project Description

- Year 2 of 3-year project
- Impact of Bay Area Migration on Central Valley communities
 - Project geography definitions
- Migration, transportation, housing, economy, fiscal
- Qualitative and quantitative
- Year 3: developing policy recommendations
- See [Project Website](#)



**Where do Households Move?
Map of Top Destinations for
the 20 Highest sending Bay
Area Zip Codes**



Regional migration follows a clear geographic pattern

- Over ½ million filers moved to Central Valley from the Bay Area from 1994-2015
- Moves follow a “next furthest out” pattern
- Often past the next mountains or rivers and along transportation corridors
- Destinations vary by income

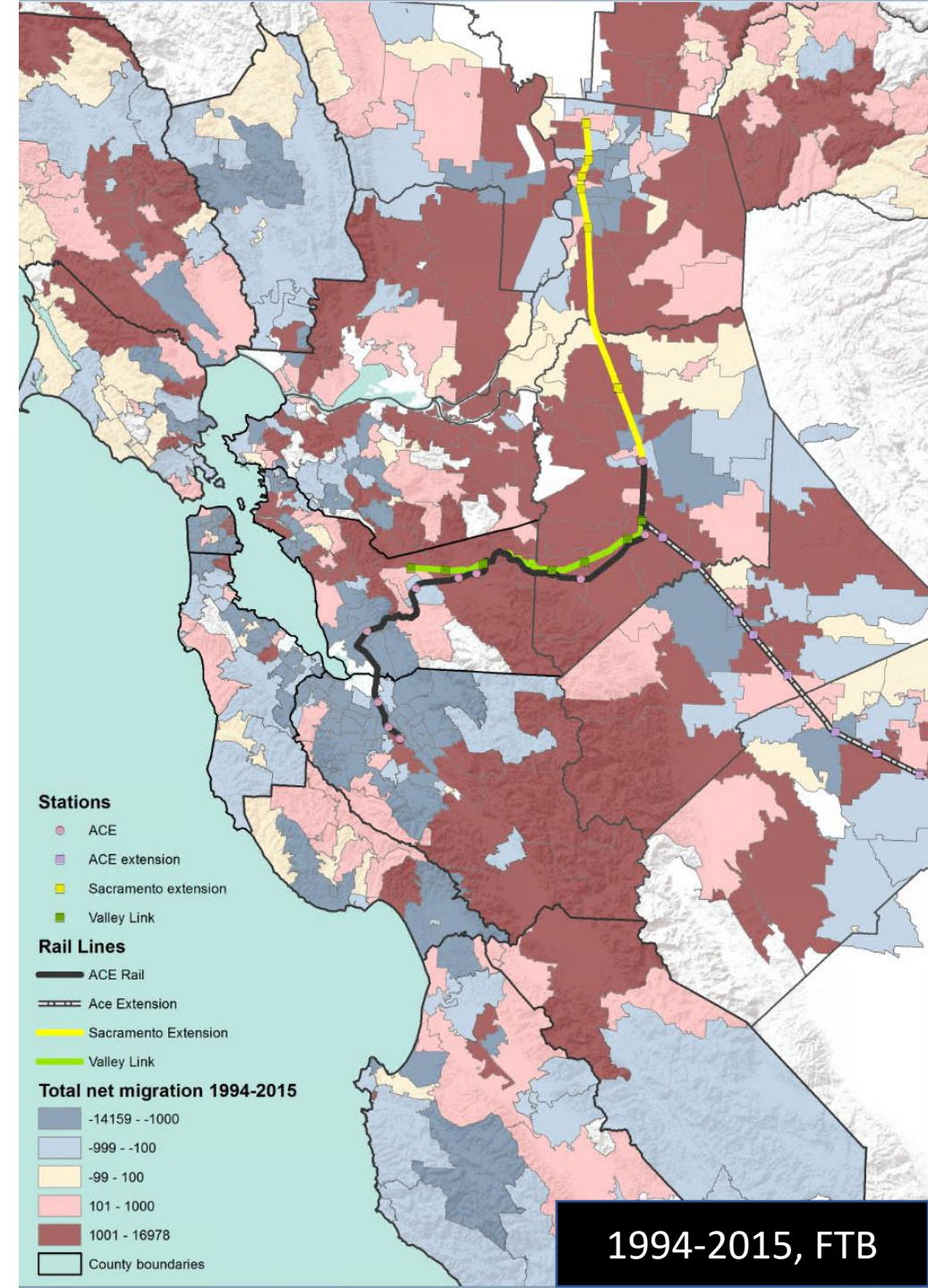
<u>Destination</u>	<u><\$25,000</u>	<u>>\$100,000</u>
Roseville & Folsom	22%	34%
Tracy	23%	14%
Los Banos & Patterson	30%	9%
Stockton	35%	8%

Map of migration flows out of 20 top sending Bay Area Zip Codes to destinations which received at least 100 migrants. Zip Codes are grouped by the main city they overlap.

Any opinions expressed here in this report are those of the authors, not official positions of the California Franchise Tax Board.

Growing Places aligned with “MegaRegion Dozen”

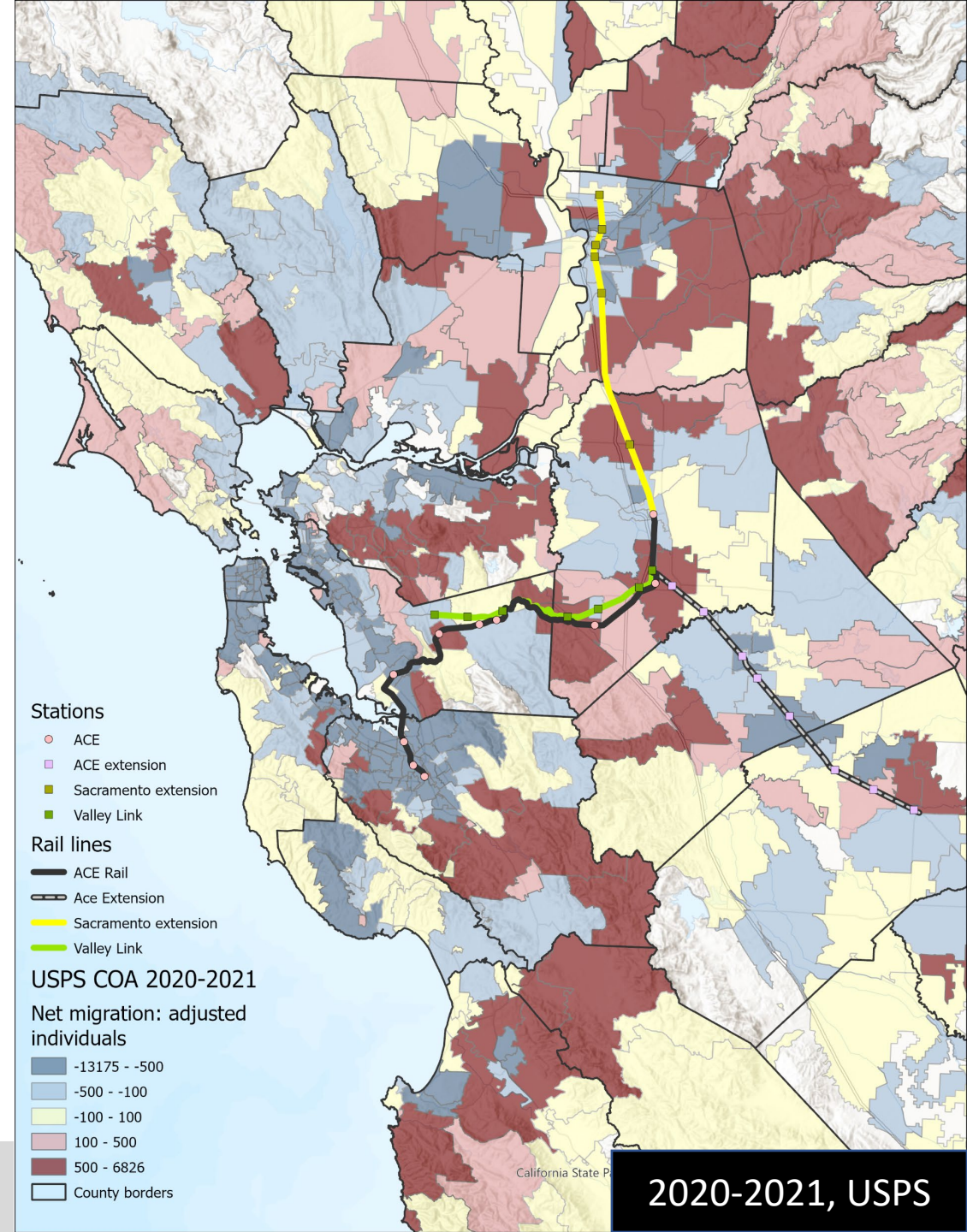
- From 1994-2015, net gain of >1,000 filers cluster in zip codes of
 - San Joaquin County
 - El Dorado / Placer suburbs
 - Near Santa Rosa
 - Fresno suburbs
 - Southern Santa Clara
- Move patterns very stable over time
- 10 of 12 “[MegaRegion Dozen](#)” projects are in Net Gain cluster areas
 - E.g., Valley Rail and ACE Extensions



1994-2015, FTB

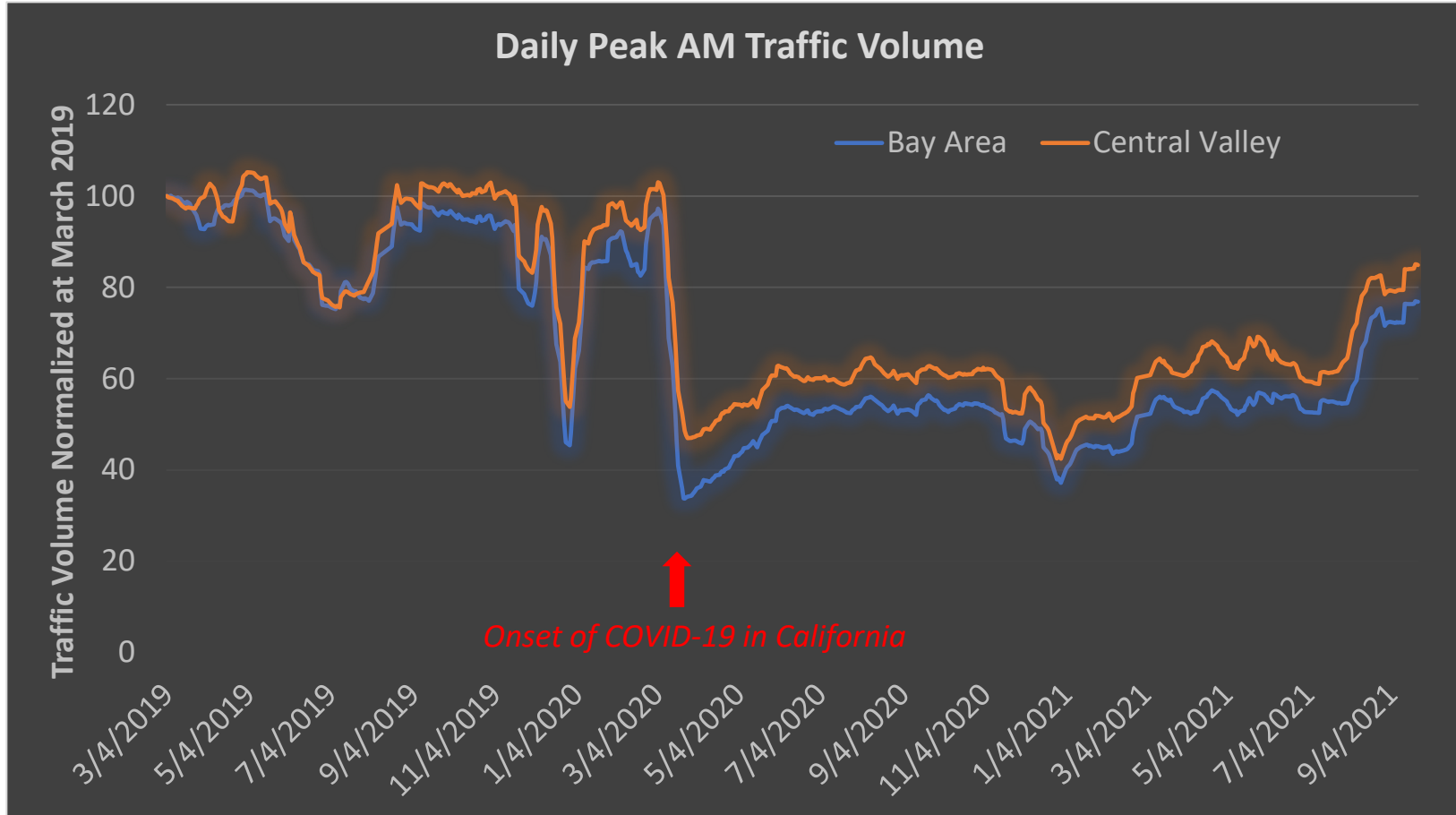
COVID Heightened Previously Observed Patterns

- USPS 2020/21 data shows Net Gain clusters in many of same locations as the past two decades...
- ...but skewing even more suburban or exurban
- Nearly every urban or dense Bay Area zip code (and Central Sacramento) had a net loss of at least 500 *individuals* over these two years



Source: Author calculations on USPS Change of Address data: includes long-term and temporary moves, with 2.5 individuals per family approximation, and bottom code value of 5

Traffic volumes dropped due to COVID-19 and have not fully recovered

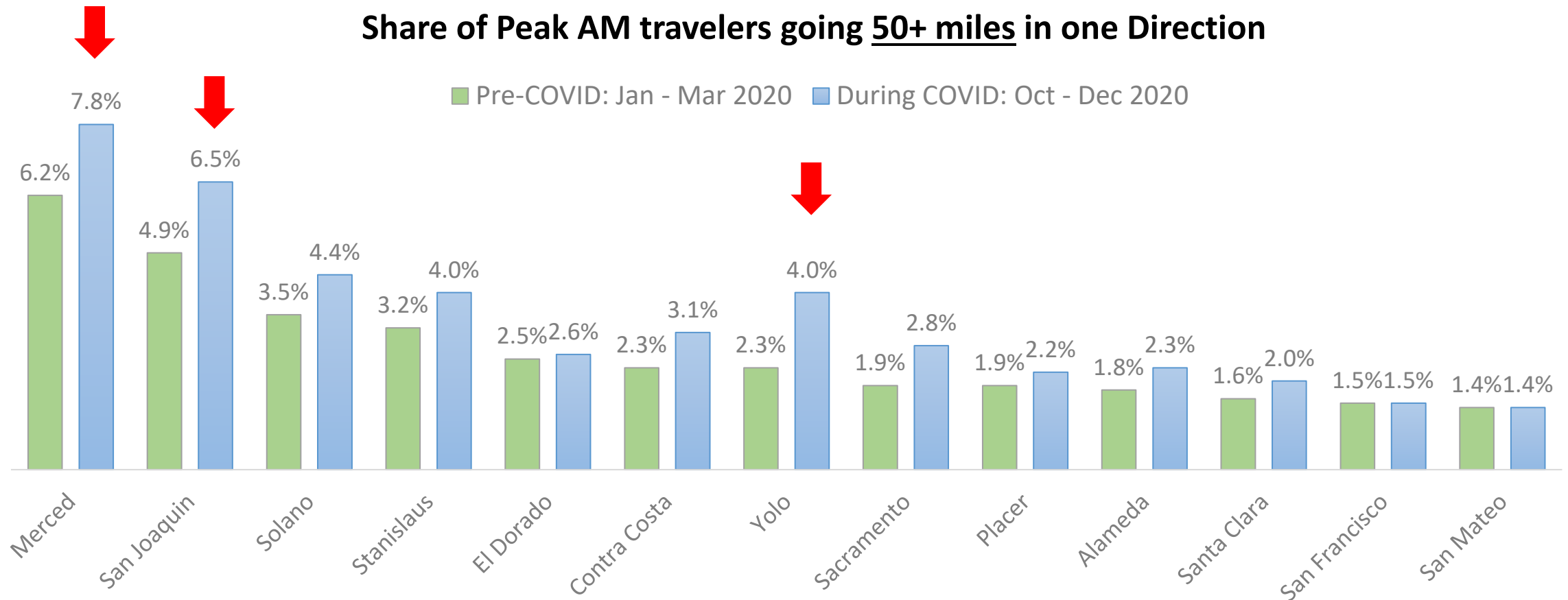


- Peak AM traffic volume dropped 50% in Central Valley, 70% in Bay Area in March 2020
- As of September 2021, peak AM volume still below historical average:
 - by 25% in Bay Area
 - by 15% in Central Valley

Note: weekly smoothing applied to data, major federal holidays excluded

Source: Streetlight InSight

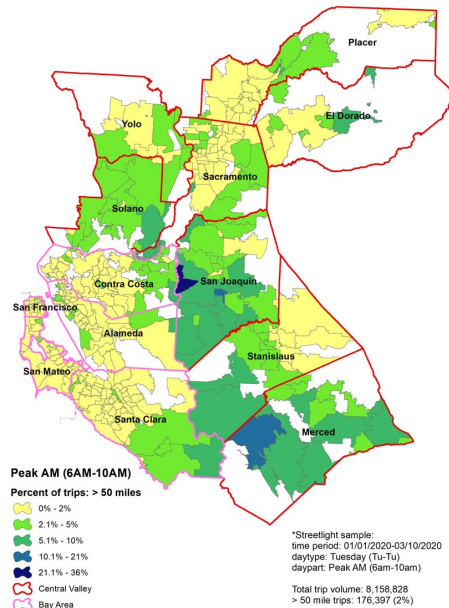
Despite decreased traffic volume over 2020, supercommute shares did not fall during COVID. In fact, some counties saw large increases



COVID has not strongly shifted supercommute geography

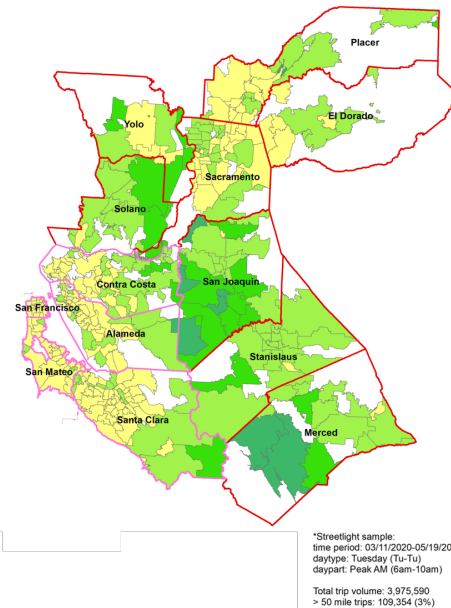
Peak AM Supercommute Rates by Zip Code

1/1/2020 – 3/10/2020

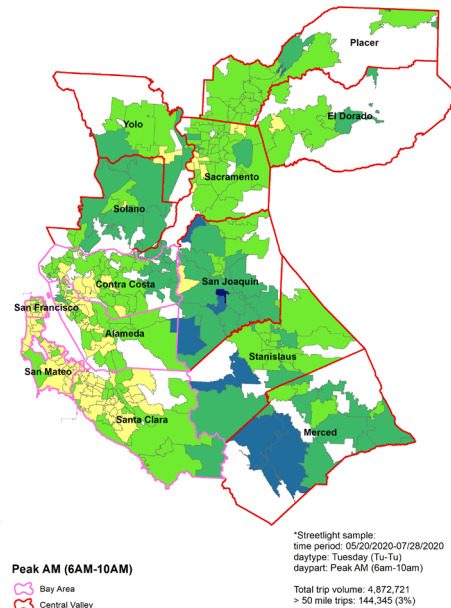


COVID-19 OUTBREAK

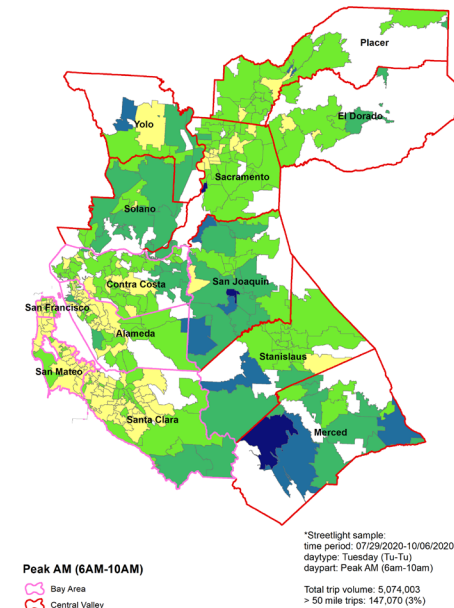
3/11/2020 – 5/19/2020



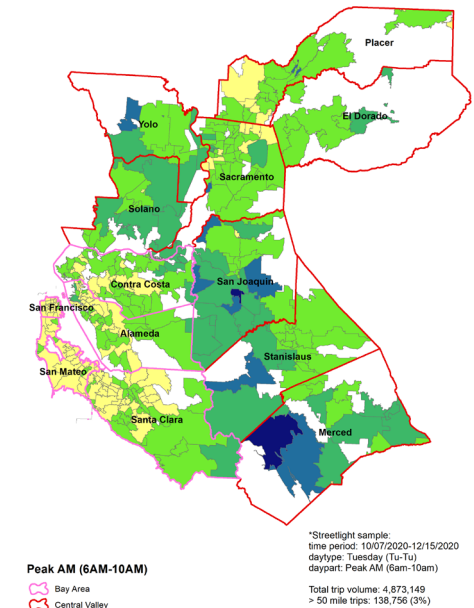
5/20/2020 – 7/28/2020



7/29/2020 – 10/6/2020

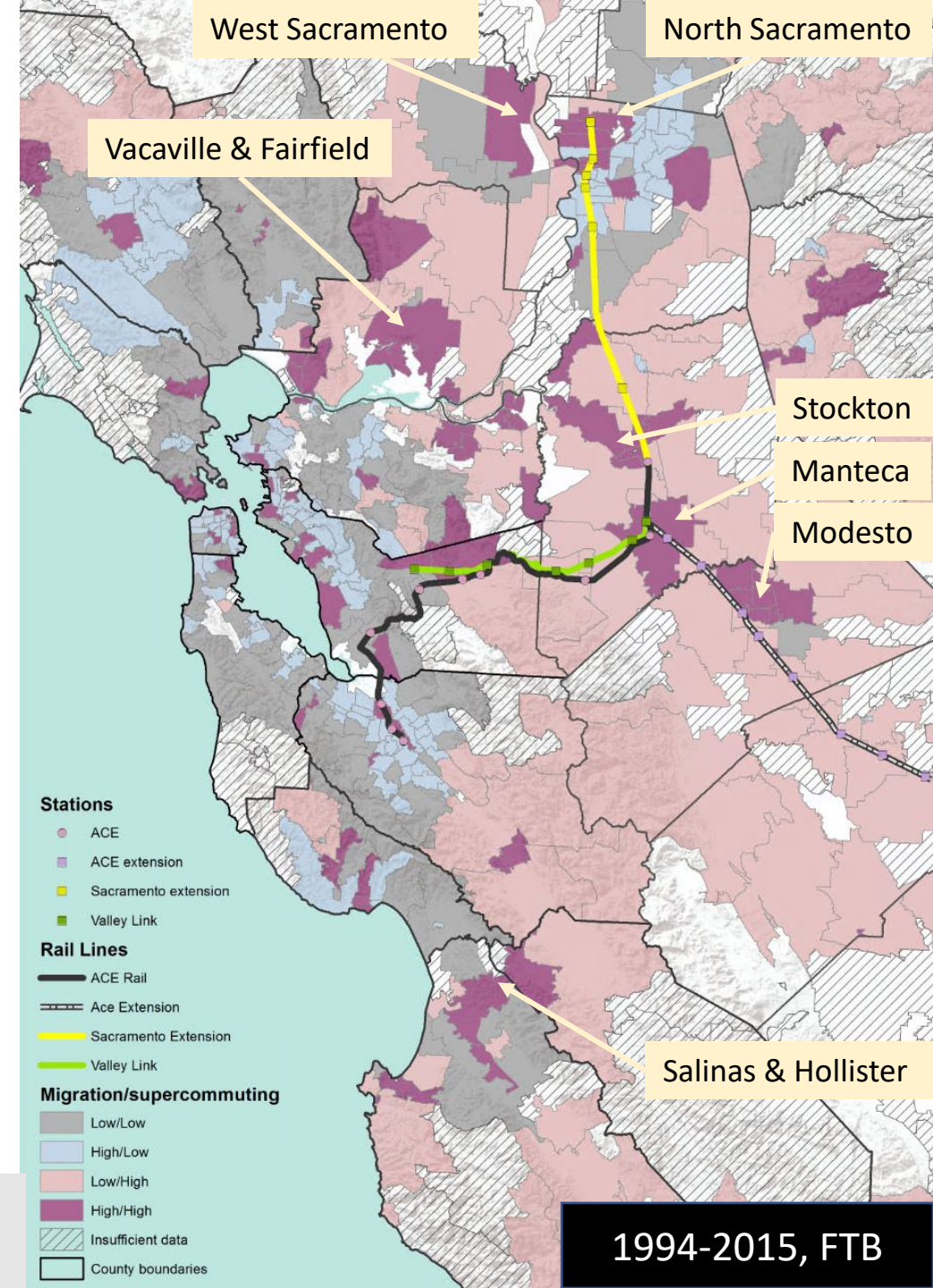


10/7/2020 – 12/15/2020



High Migration & High Supercommuting areas require multiple transport solutions

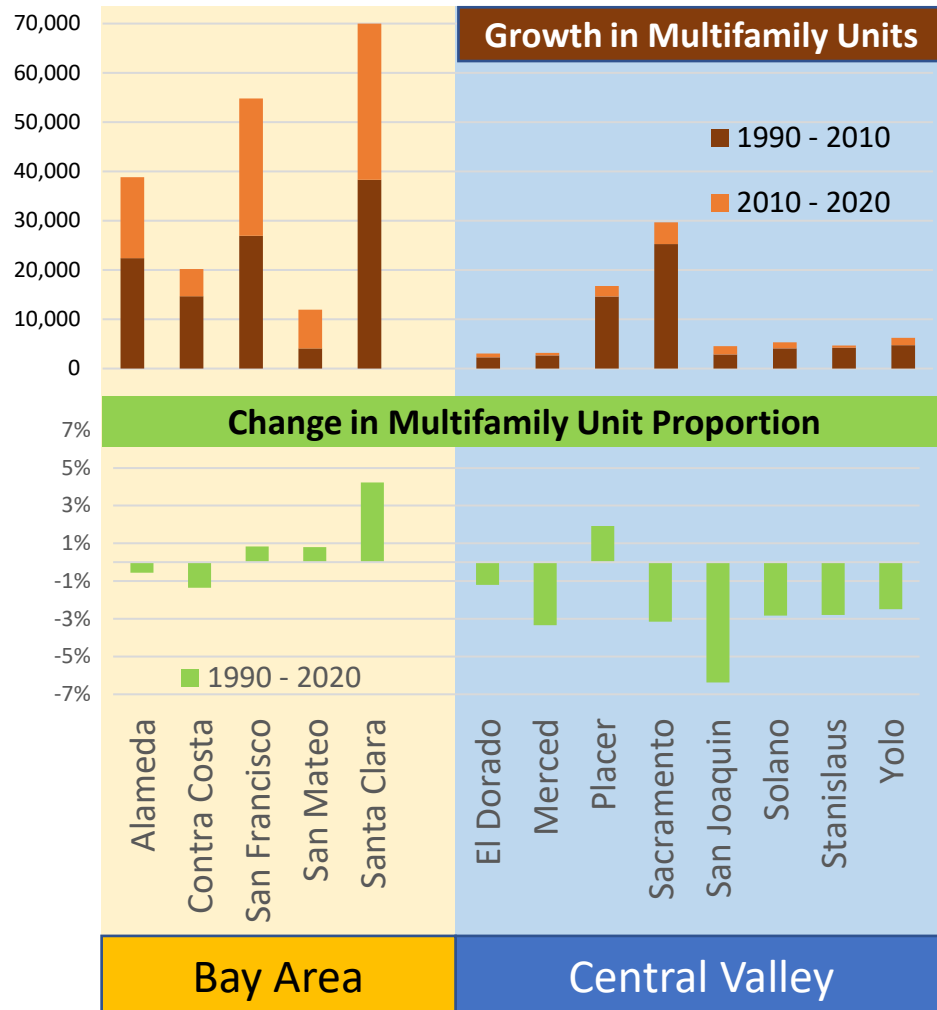
- High/High areas reflect growth and need for connectivity with Bay Area & Sacramento area
- High/High areas tend to receive higher shares of lower-income migrants – thus **increasing the equity divide**
- Bay Area in-migration associated with supercommuting increases at Zip code level
- **The imbalance between wages and cost of living impacts commute times**
- “MegaRegion dozen” align well with High/High areas



Supercommuting and Migration (Streetlight and FTB): below and above median values by ZCTA

Source: Author Calculations on FTB data, Streetlight, Inc

Despite some robust efforts, MegaRegion has struggled to shift housing stock toward denser multifamily



New multifamily units added over the past 30 years:

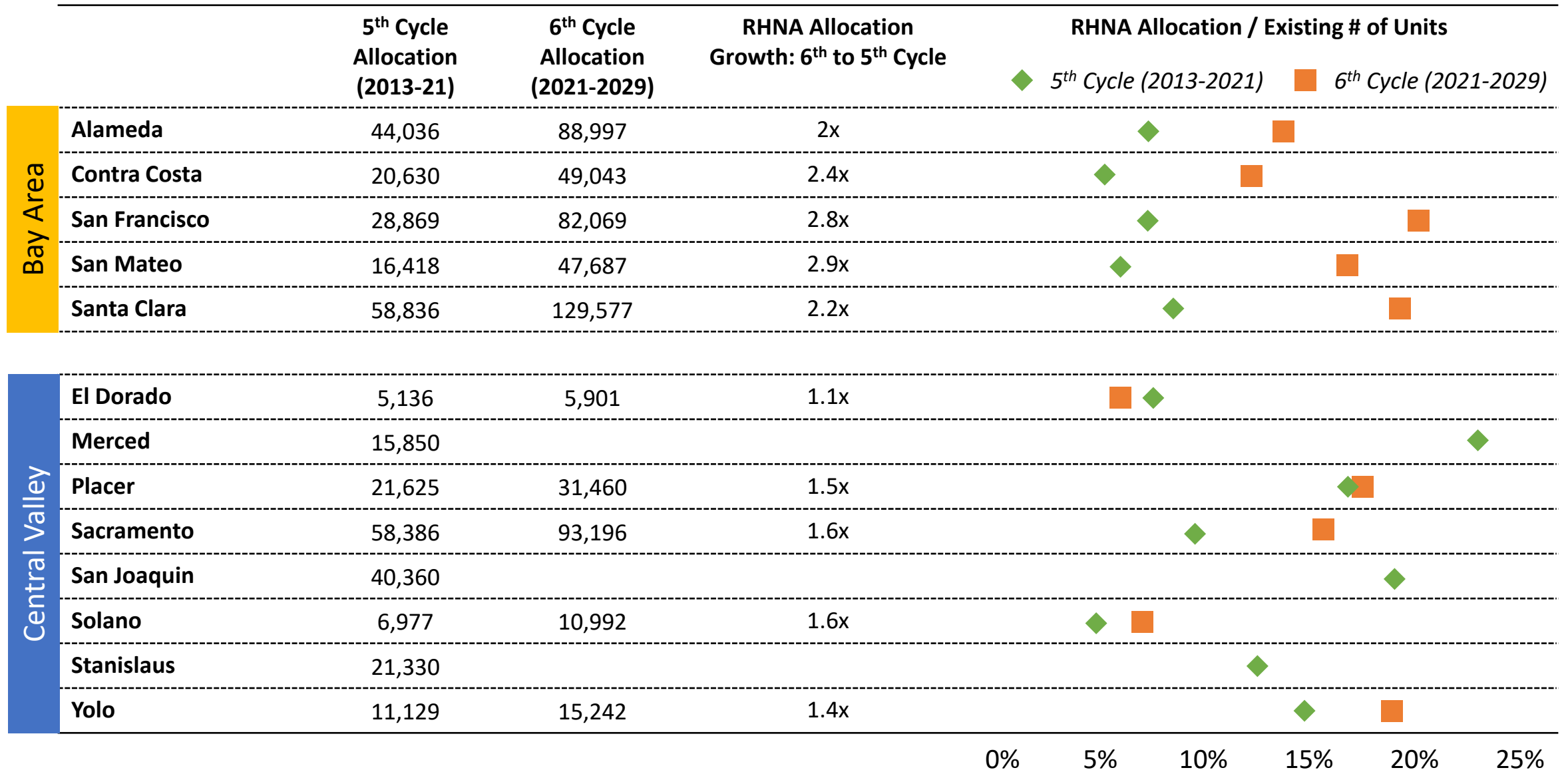
- Bay Area: 196K
- Central Valley: 73K

Yet, regions remain firmly single-family:

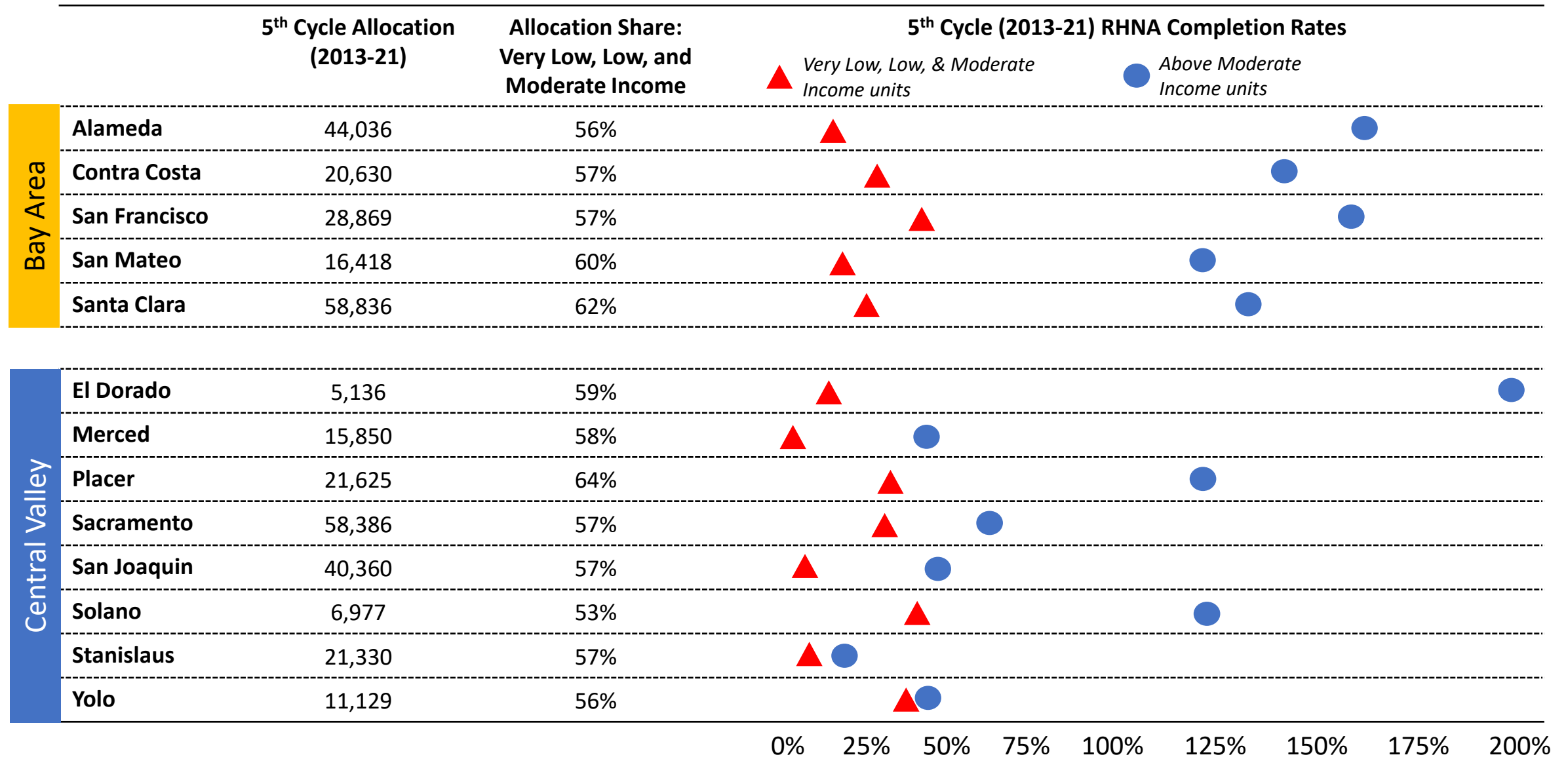
- Bay Area: 40% multifamily in 2020
- Central Valley: 19.7% multifamily in 2020

Only Santa Clara and Placer counties had *>1 percentage point increases* in their multifamily share since 1990

RHNA Allocations Differ by Region by Cycle



All counties struggle with below market rate completions, especially Merced, San Joaquin, Stanislaus



Local Stakeholder Recommendation for MegaRegion Planners

Investment and Development

- ✓ Develop an affordable housing strategy for the megaregion
- ✓ Invest in infrastructure that acknowledges where population growth is happening, especially public and active transportation
- ✓ Support “missing middle” housing for a variety of household types

Data Needs

- ✓ Gather renter-focused data and moving patterns

Workforce

- ✓ Explore the future of Work Hubs
- ✓ Prevent “brain drain” with competitive salaries commensurate across the megaregion



Thank you!

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[Project: Bay Area to Central Valley Migration and its Impacts](#)