



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

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Consistent with California Government Code Section 54953 and Assembly Bill 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/j/87643969080>

Members of the public may participate by phone or Zoom or may submit comments by email at [rhandy@sacog.org](mailto: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 NextGen Transit 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.**

**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:**

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Bonnie Gore

Chair

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James Corless

Executive Director

# Regional Zero-Emission Transit Transition Strategy Update

Megaregion Working Group  
September 29, 2023



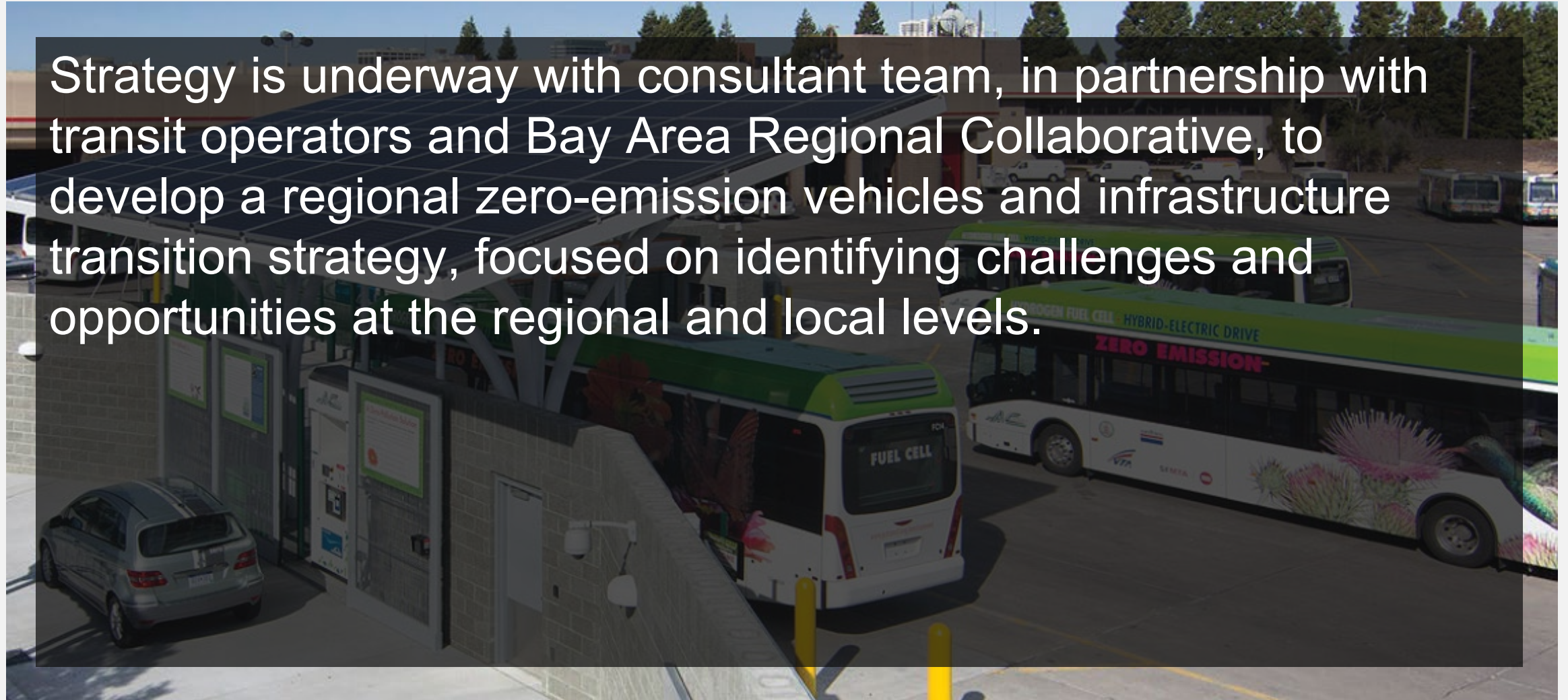
# Current Zero Emission Transition Context

- 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



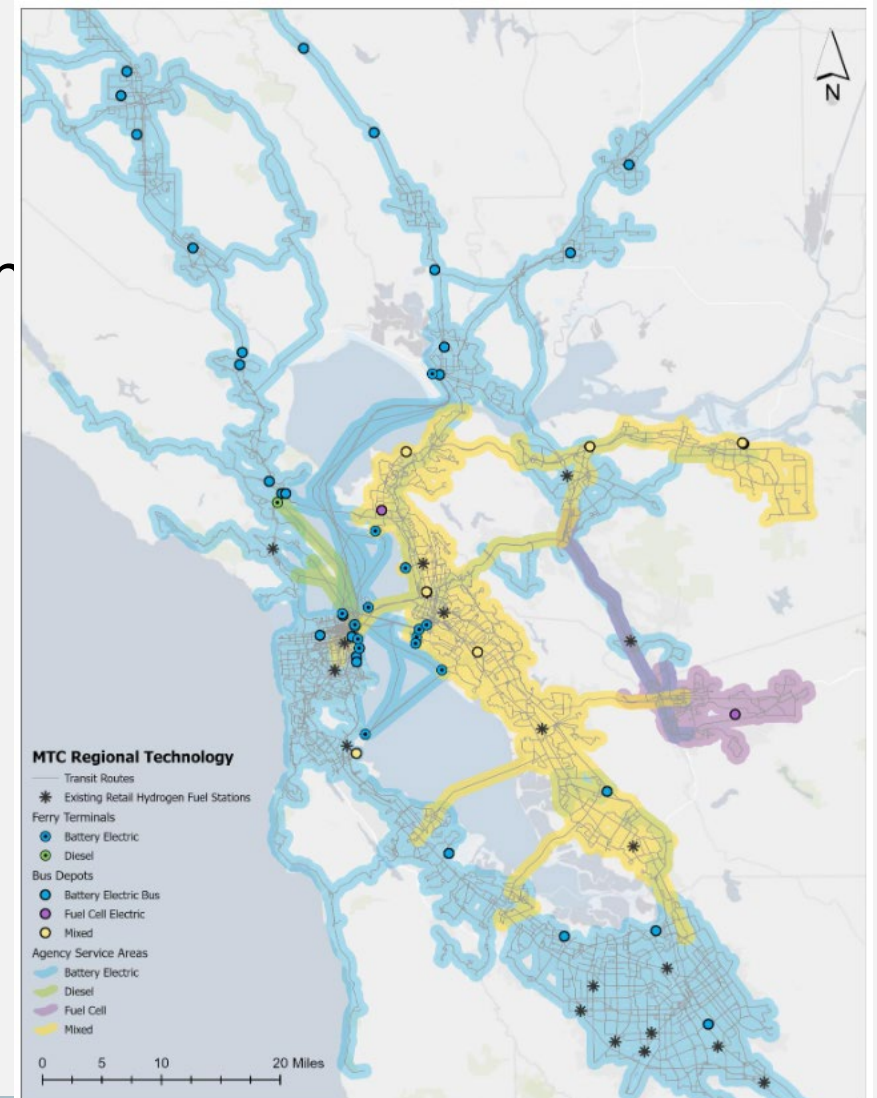
# Current Status of ZEB Deployment

- 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

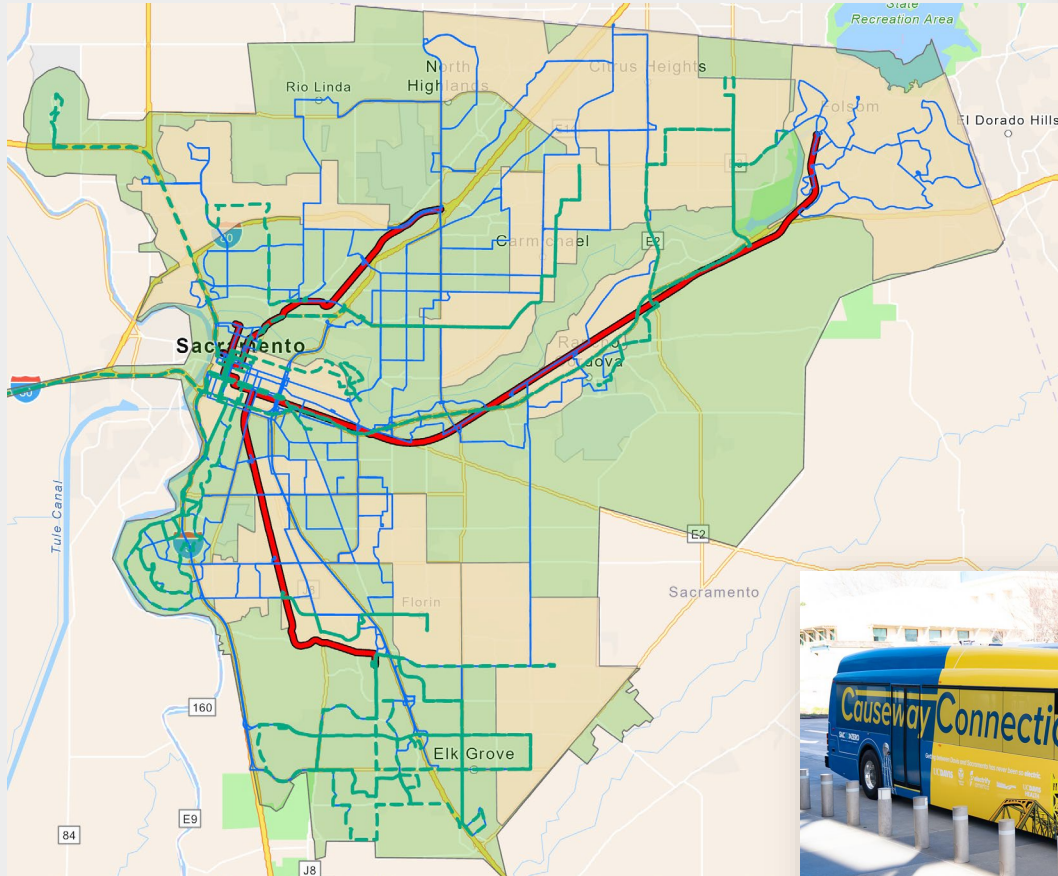




# *Solving the* Zero-Emission Puzzle



# 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

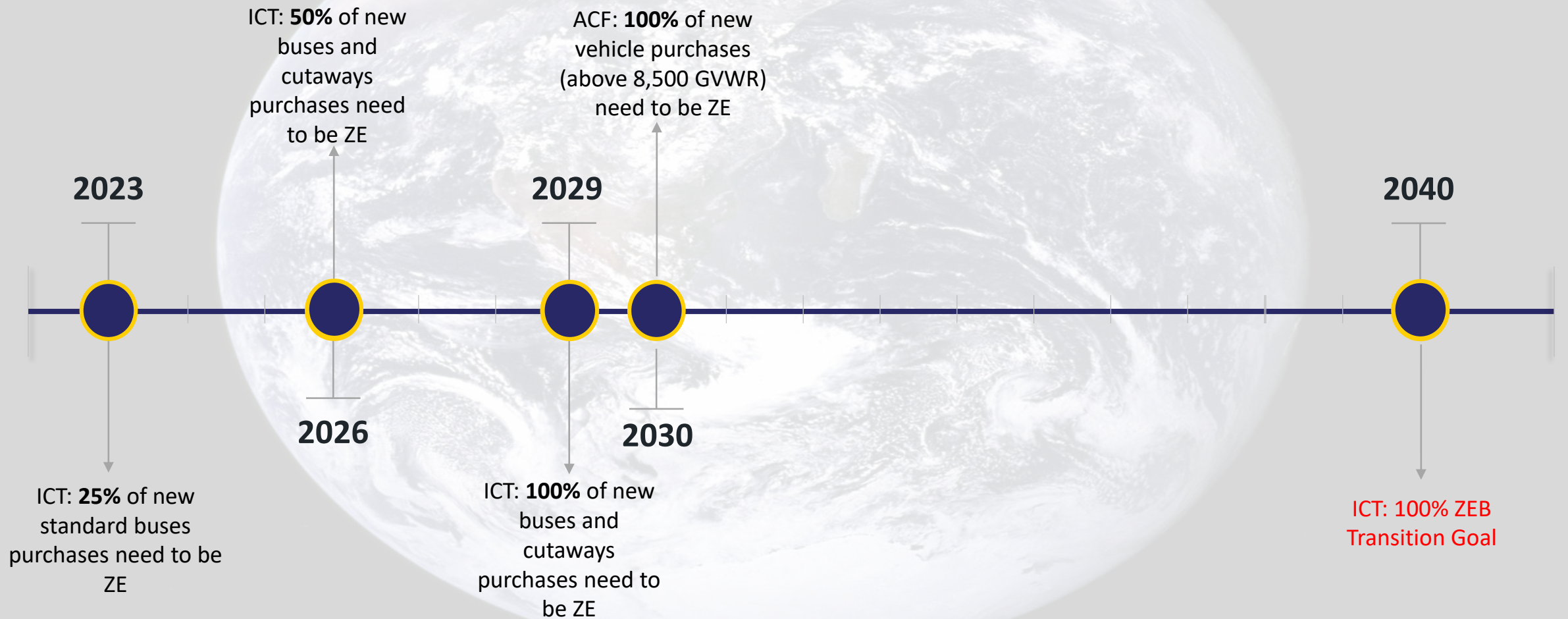


APTA Outstanding Public Transportation System Award (2021)



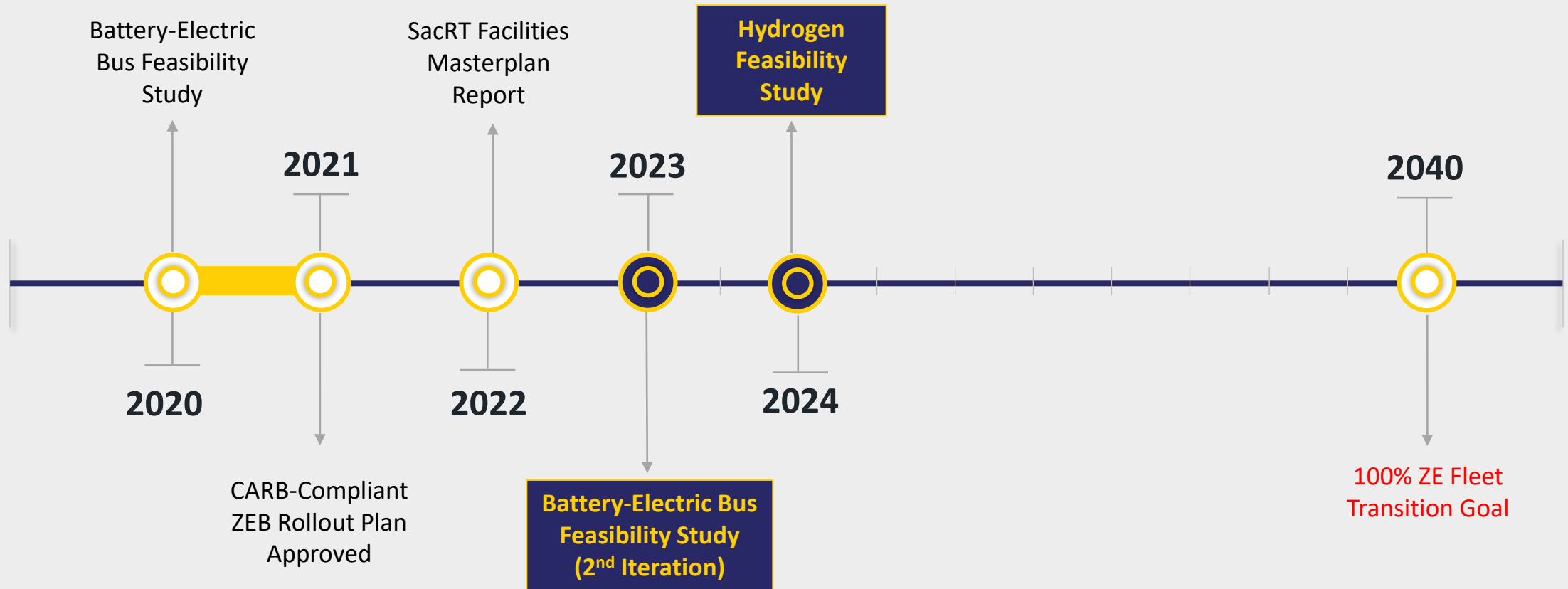
TSA Gold Standard Award for System Security (2019, 2023)

# 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

Over 240 full-size (40+ foot) buses



Nearly 240 shuttle (cutaway) buses



Over 250 non-revenue vehicles



## Challenges and Needs

15MW of power is needed to charge

Current yards have no available capacity

Four locations need to be electrified

Must coordinate nine (9) different locations

# Hydrogen Feasibility

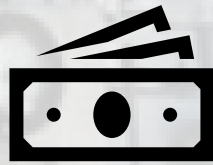
SacRT will follow up the Battery-Electric Bus Study with a **Hydrogen** Feasibility Study to identify hydrogen needs within SacRT's zero-emission fleet, including:



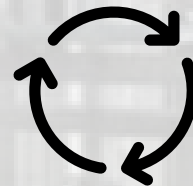
System Capacity



Hardware



Costs/Benefits



Technology  
Improvements



Fueling Time

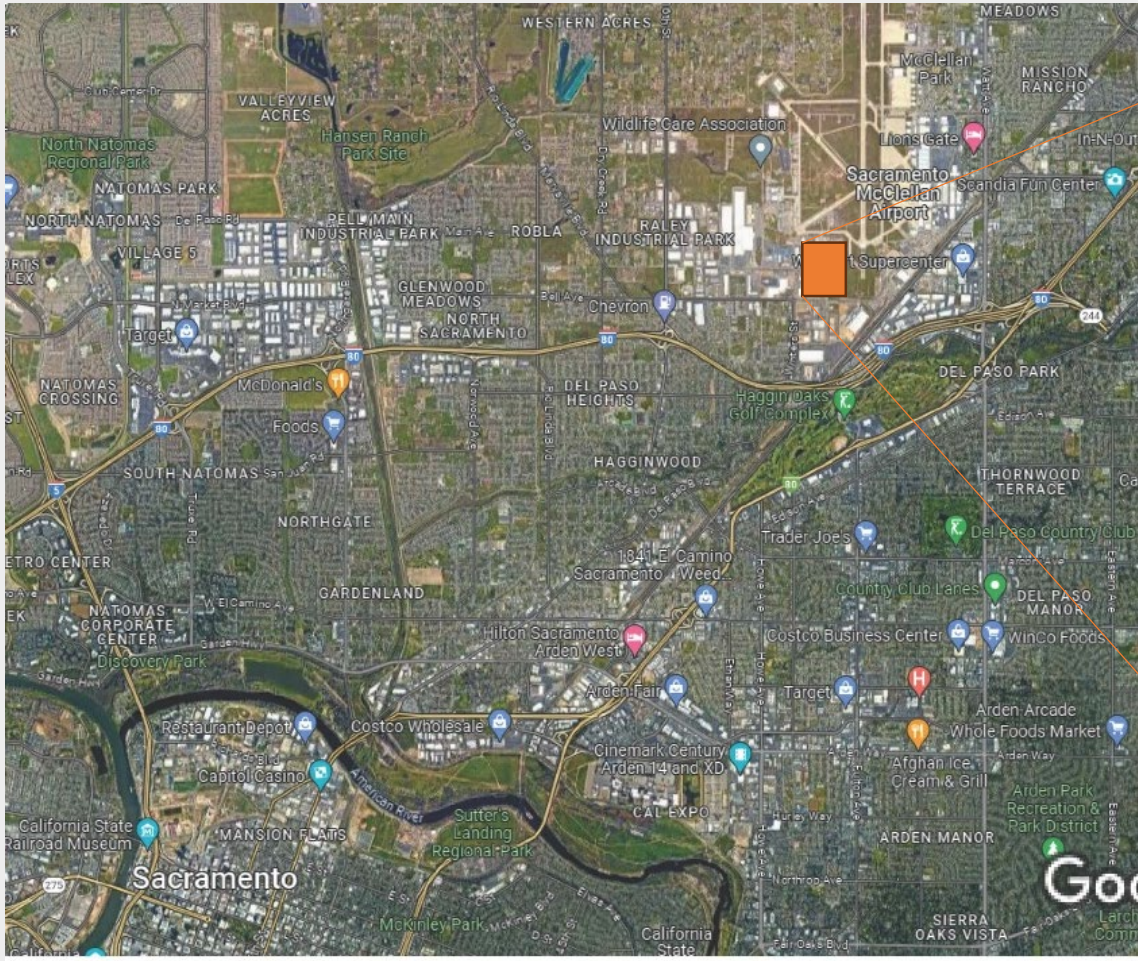


Fueling Locations

# Potential Location

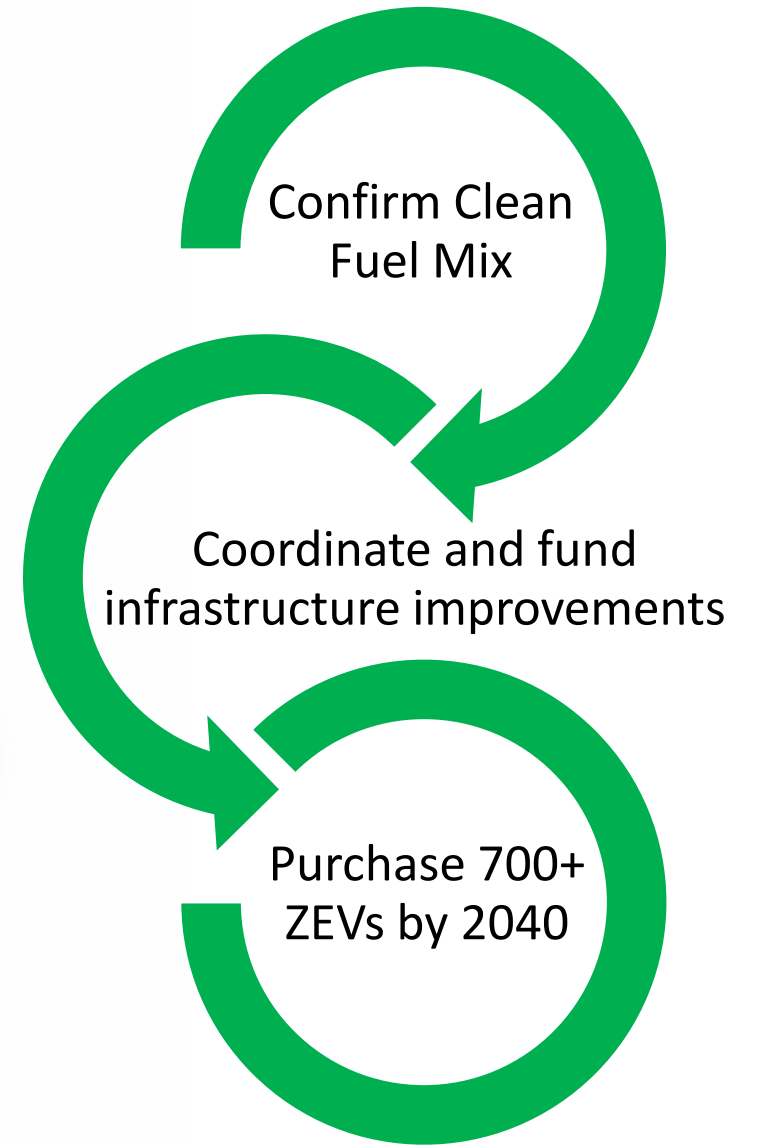
## McClellan Bus Maintenance Facility (BMF2)

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





# SacRT's Next Steps



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

Evan Speer, Senior Strategic Business Planner, Electric Vehicles

LIGHTNING

September 29, 2023

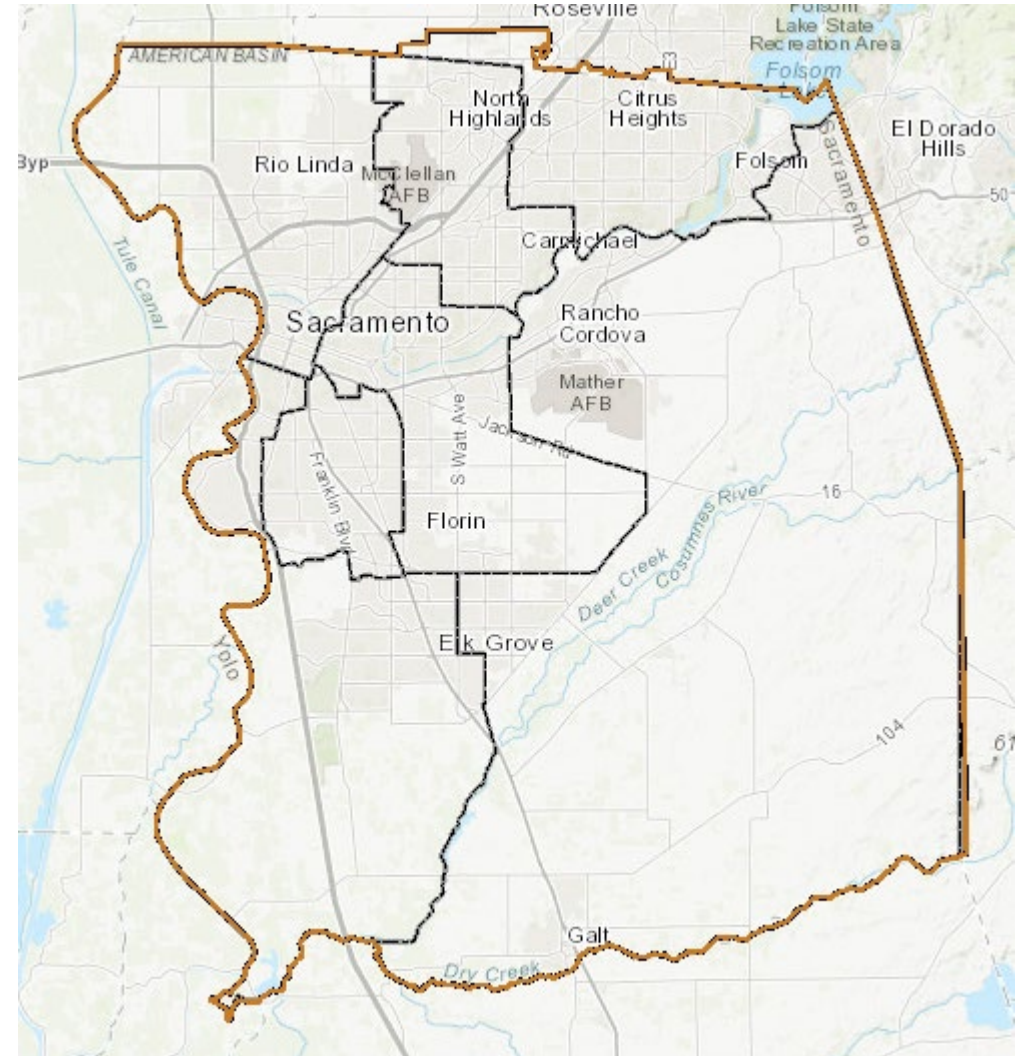
Powering forward.  
Together.



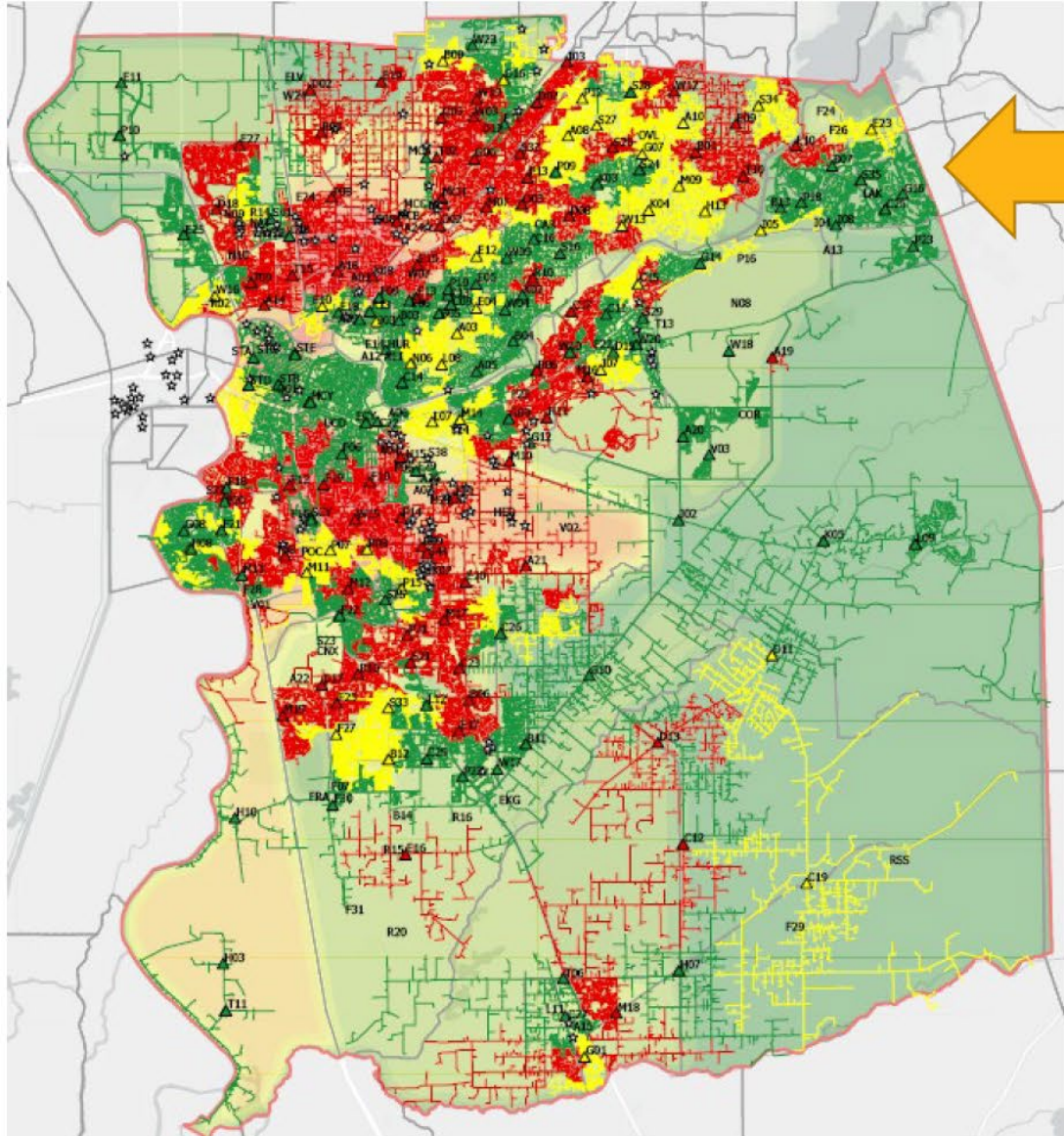
# #1) Grid Planning: *Identify infrastructure needs to accelerate Medium- & Heavy Duty zero emission vehicle adoption in Sacramento County*

## 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?



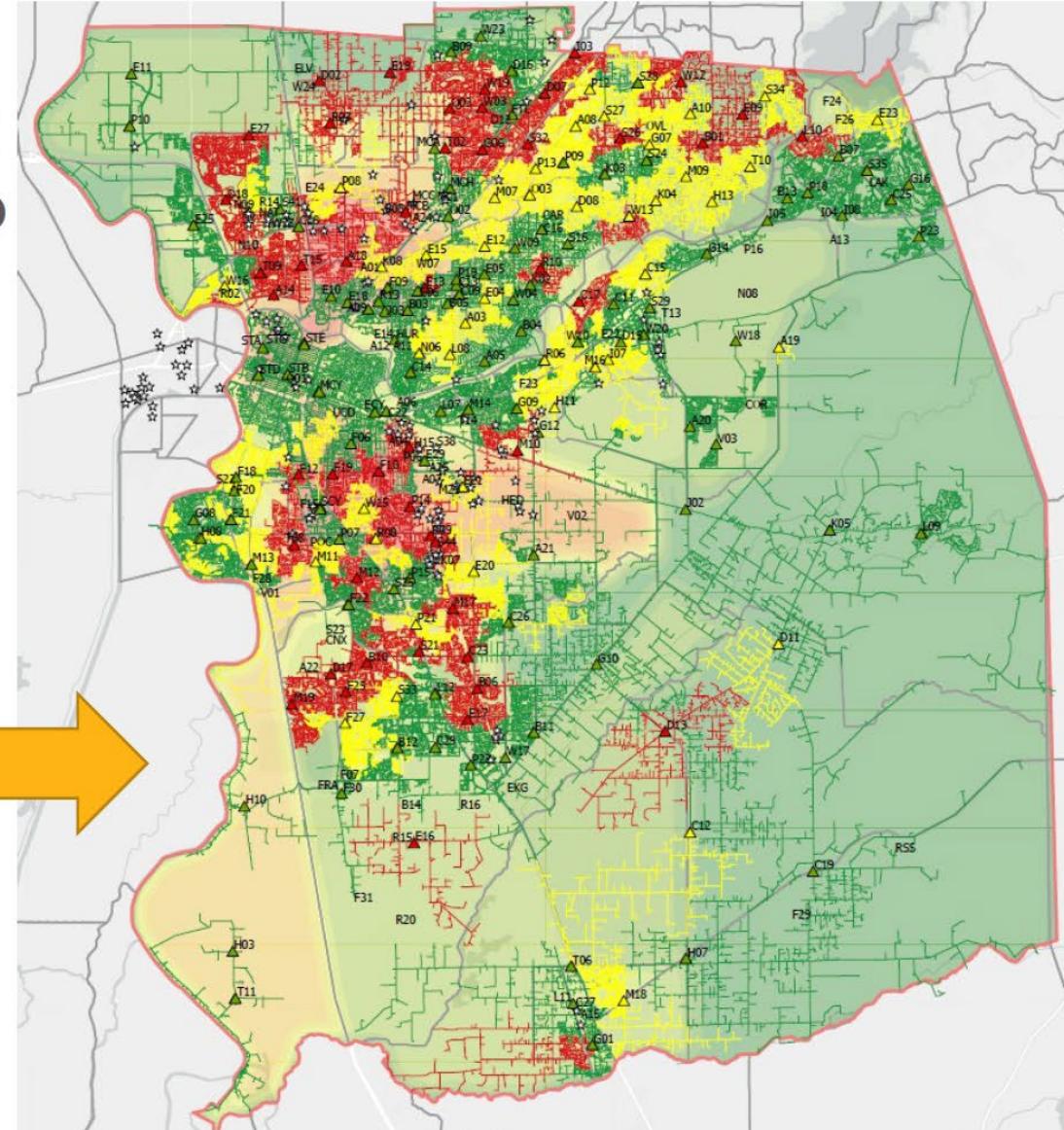
# Available Distribution Circuit Capacity



**On-Peak  
Scenario**

**2035**

**Managed  
Peak  
Scenario**



# #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

### Sacramento Area Zero Emission Vehicle Deployment Strategy

*Putting the region on the path to sustainable transportation energy*

- 600 new EV buses to serve the region
- 5 new charging plazas for EV trucks and other zero emissions freight vehicles
- 52 eMobility hubs
- New green tech jobs



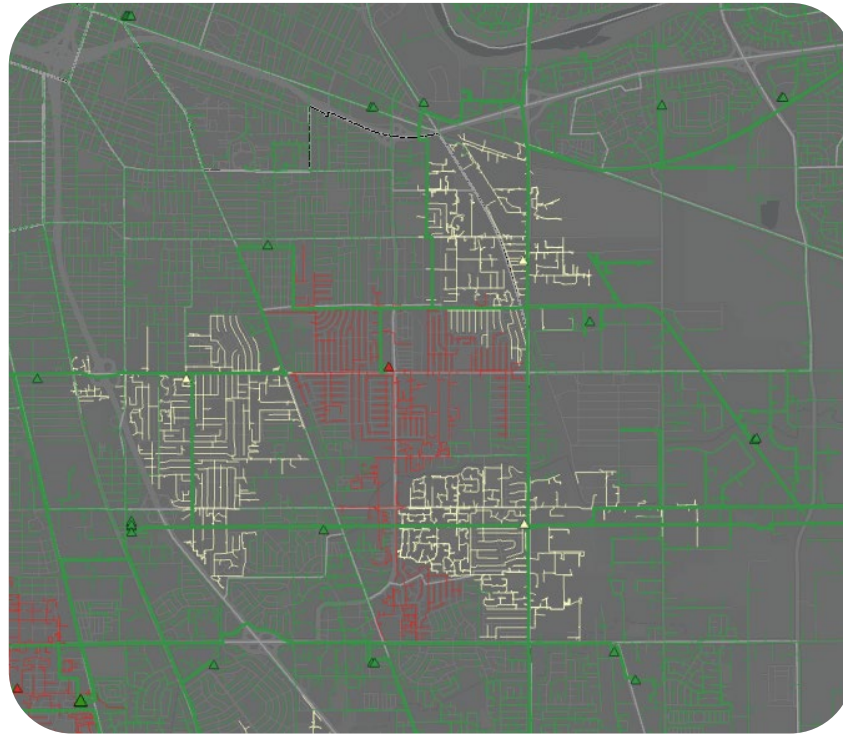
**Sacramento**  
Regional Transit

**SACOG**

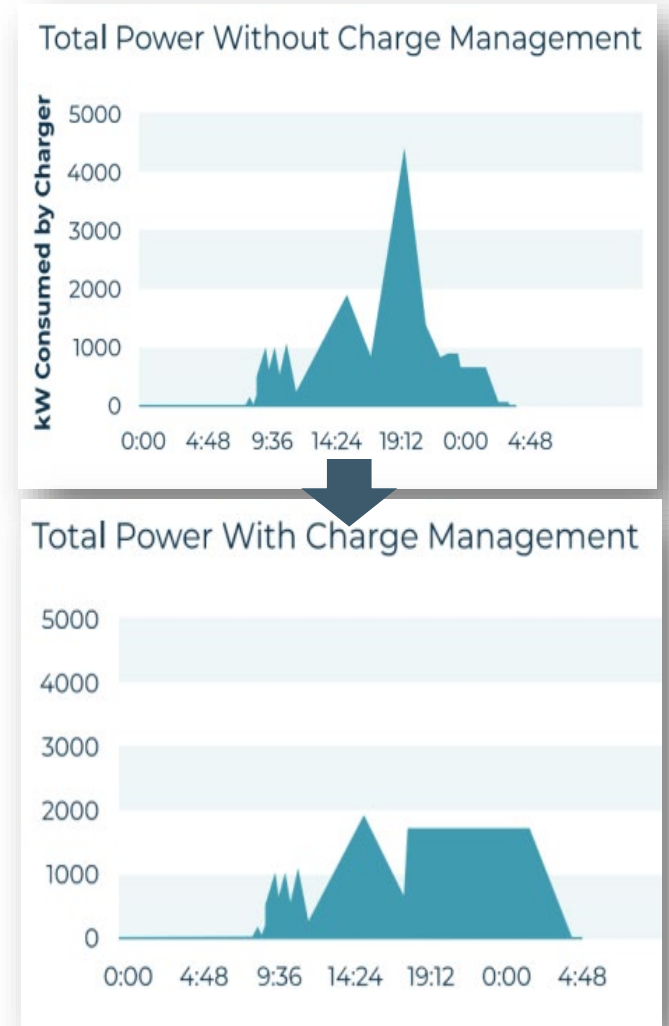
SACRAMENTO METROPOLITAN  
AIR QUALITY  
MANAGEMENT DISTRICT

**SMUD**

## 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	Dual axle box vans, short haul tractor (BEV)
Class 8	Heavy truck	33,001-pounds+	\$15,000	Large semi tractors, dump trucks (BEV)

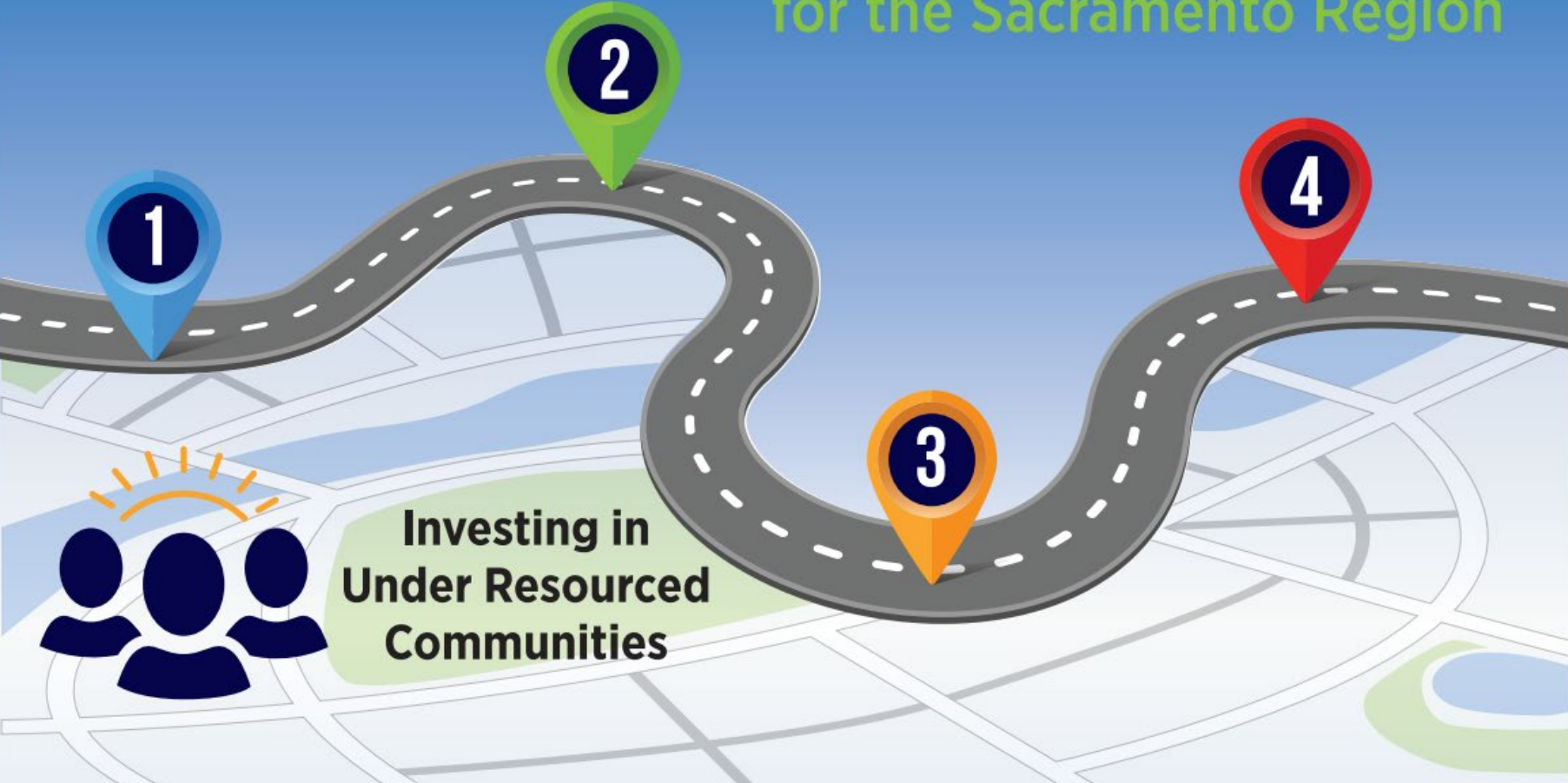
### Infrastructure Incentives

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>



# Zero-Emission Transportation Future for the Sacramento Region



- 600 ZEV Buses
  - 5+ Charging & Refueling Facilities
- 1

## Transit Fleet



- 5 MD-HD Charging Plazas
- 2

## MD-HD Fleet



- 52 eMobility Hubs
  - 182 LD EV Chargers
- 3

## eMobility



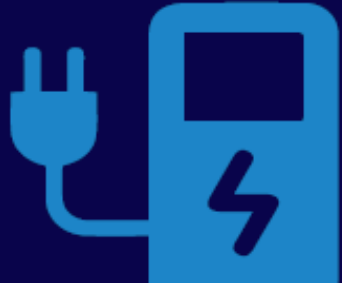
- 4,000 People Trained
  - 1,000 People Hired
- 4

## Clean Energy Workforce





## 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.

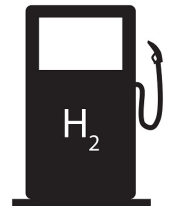
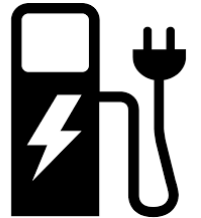
# Timeline

- 
- 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





# Valley Link Hydrogen Vision



Megaregion Working Group  
September 29, 2023





# Economic and Environmental Sustainability Vision

## SUSTAINABILITY POLICY IN ACTION

GOAL – Be a model of sustainability in the design, construction and operation of the Valley Link system.



**ZERO EMISSION VEHICLE TECHNOLOGY**



**GREEN ENERGY PRODUCTION**



**STATION AREA PLANNING**



Figure 2-3 Land Use Diagram



**INNOVATIVE STATION ACCESS**



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

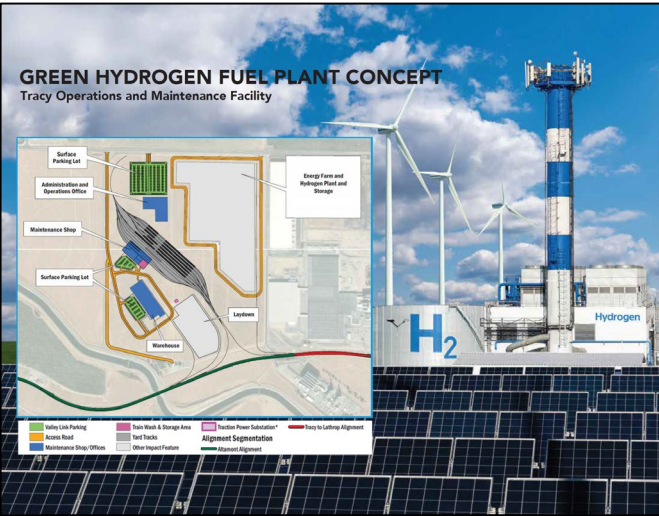


**4 CAR EXAMPLE  
CONFIGURATION:  
DOUBLE TRACTION**

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



Valley Link Hydrogen Production  
and Energy Farm Feasibility Study

Prepared For:  
Tri-Valley San Joaquin  
Valley Regional Rail  
Authority  
September 2022



## Section 1: Proposal

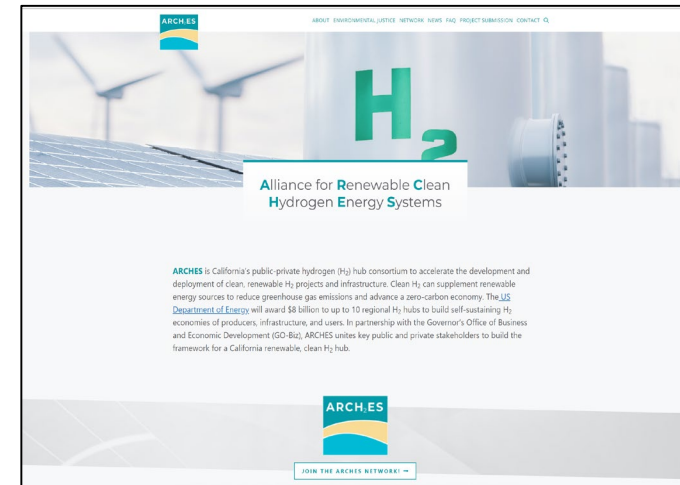
TRI VALLEY SAN JOAQUIN REGIONAL RAIL  
AUTHORITY  
HYDROGEN PRODUCTION FACILITY  
#2022-03



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December 2022  
Board Approved  
Strategic  
Collaboration

December 2022  
ARCHES  
Proposal



# Hydrogen Production Facility – ARCHES Proposal

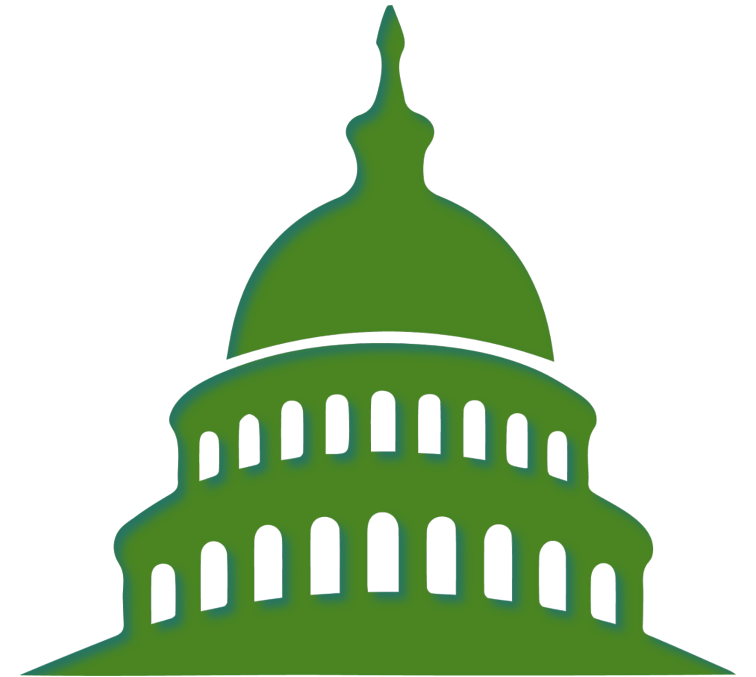
- Strategic collaboration with Linde Engineering North America
- Electrolytic hydrogen production that is clean and scalable
  - ✓ Valley Link initial operations = 2,500 kg H<sub>2</sub>/day
  - ✓ Excess for sale to transit and freight industry = 1,500 kg H<sub>2</sub>/day
- Electric power demand offset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





# 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
- 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?

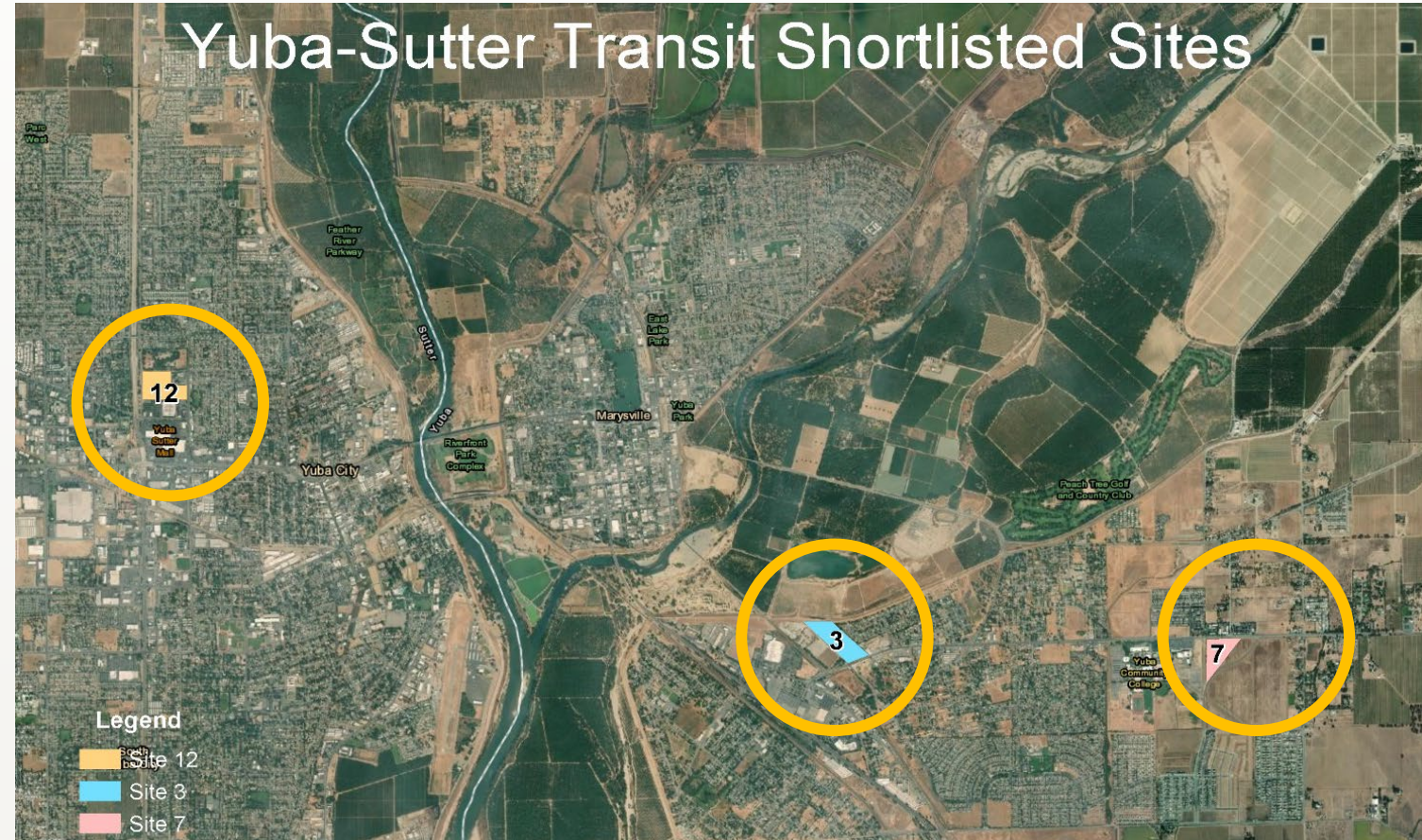


# PLANNING WORK

## 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



DRAWING NUMBER	PROJECT NO.		180215A
	DRWN BY	DATE	RH 6/20/2020
DRAWING TITLE	PROJECT TITLE		YUBA-SUTTER TRANSIT RESILIENT NEXT GENERATION TRANSIT FACILITY PLAN
			
3.2	DRAWING TITLE		SITE 3 TEST FIT OPTION 2 WITH AERIAL
			
WSP 1000 PARKWAY SUITE 200 YUBA, CA 95964 TEL: (916) 982-0900 FAX: (916) 982-0164			
SCALE		DATE	SCALE
11.11.17		1" = 60'-0"	1" = 120'-0"

- 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>

Detailed Layout



## ONSITE ENERGY PRODUCTION POTENTIAL

- 2.15 MW of solar which can produce 3,460,000 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 losses due to storage/distribution and onsite use.
- 2022-23 Service Miles 1.2M





## Grant Application Results

- 4 successful applications
- Project is 75% Funded

<u>Date</u>	<u>Program</u>	<u>Received</u>	
2021	Affordable Housing and Sustainable 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.
	<b>Totals</b>	<b>\$40,725,000</b>	
	<b>Current Project Estimate</b>	<b>\$55,000,000</b>	

# Next Generation Zero-Emission Bus Operations, Maintenance, and Administration Facility

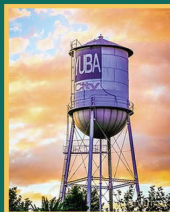
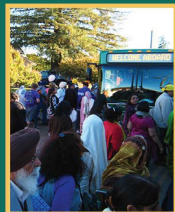
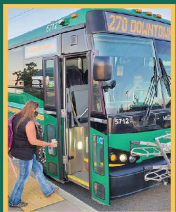


# THANK YOU

Adam Hansen, Planning Manager

Yuba-Sutter Transit

[Adam@yubasuttertransit.com](mailto:Adam@yubasuttertransit.com)



September 2023

Yuba-Sutter Transit 

PRESENTATION TITLE

# UPDATE ON FUNDING ACTIVITIES

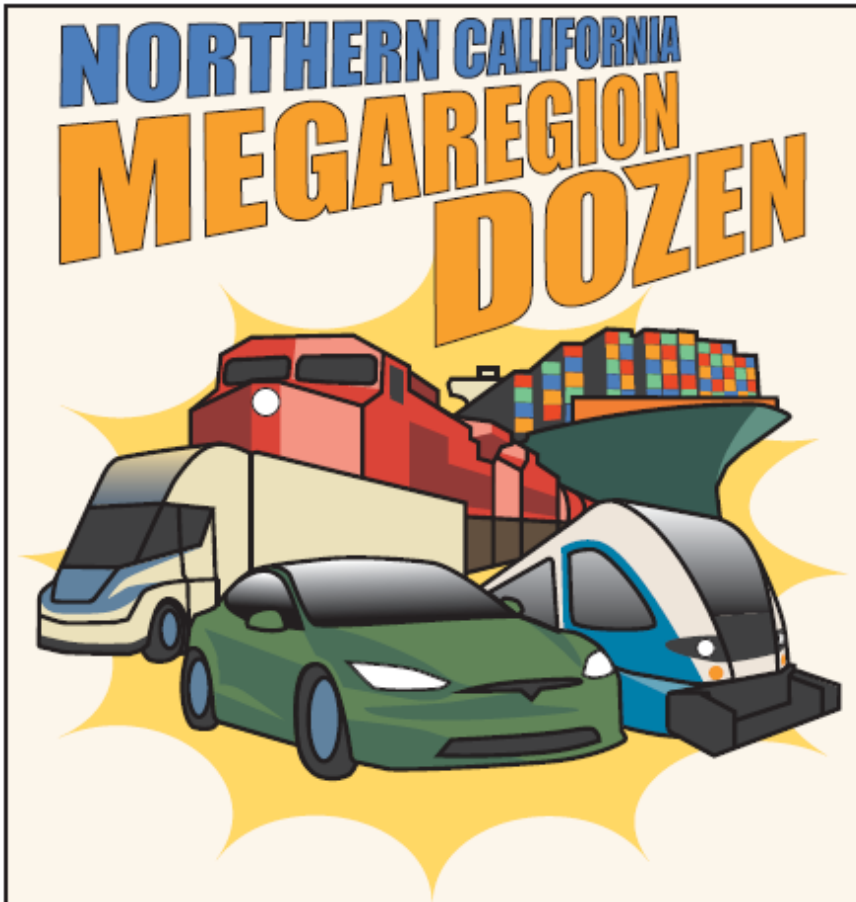
Megaregion Dozen Projects

Dustin Foster, SACOG

[dfoster@sacog.org](mailto:dfoster@sacog.org)

September 29, 2023

# MEGAREGION DOZEN PROJECTS



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

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.

#### NORTHERN CALIFORNIA MEGAREGION:

- 11 million residents
- 5.5 million jobs
- 30% of workforce in freight-dependent sectors
- \$875 BILLION gross regional product
- Top 20 GDP if NorCal were a nation

# MEGAREGION DOZEN TRADE CORRIDOR ENHANCEMENT PROGRAM APPLICATIONS



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



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



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



# 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



mtc.ca.gov



sacog.org



sjcog.org

## 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.