

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

April 14, 2023

Agenda Item 7a

Proposed Transportation Electrification Program

Subject:

Approval of the proposed Transportation Electrification initiatives as part of the One Bay Area Grant Program (OBAG 3) Climate Program investments to advance Plan Bay Area 2050 (PBA 2050) implementation.

Background:

On September 9, 2022, staff presented an information item to the Joint MTC Planning Committee with the ABAG Administrative Committee recommending general investment in three Climate Initiatives programs – Mobility Hubs, Parking Management, and Transportation Electrification – to implement PBA 2050 Environment (EN) Strategy 8 (expand clean vehicle initiatives) and EN 9 (expand transportation demand management initiatives). This was followed on October 26, 2022, by Commission approval programming OBAG 3 Climate Program investments, including \$65 million to support transportation electrification (TE) in the region. On December 9, 2022, staff presented initial investment ideas for the transportation electrification initiatives to the Joint MTC Planning Committee with the ABAG Administrative Committee as an information item. The initial concept included initiatives in four program areas: (1) charging infrastructure; (2) electric bikeshare; (3) public fleet electrification; and (4) strategic transportation electrification planning and regional program evaluation. Upon the recommendation of committee members, staff coordinated a series of meetings with regional and local agencies coordinating TE programs and projects, including the Bay Area Air Quality Management District (BAAQMD), community choice aggregators (CCAs), PG&E, county transportation agencies (CTAs), and transit operators to seek input and identify potential partnership opportunities.

Based on the input received, staff are proposing the following set of initiatives and allocations in the four program areas presented in the December item.

Table 1. Transportation Electrification Initiatives

Transportation Electrification Initiatives	Amount (in millions)
1. Charging Infrastructure A. Regional Transportation Electrification Assistance Program (\$20M) B. Transit Station Public Charging Program (\$10M)	\$30
2. Electric Bikeshare* A. Bay Wheels Bikeshare E-bike Expansion (\$16M) B. Additional Bikeshare Investments (\$4M)	\$20
3. Local Public Fleet Electrification A. Public Fleet Electrification Planning Assistance (\$10M)	\$10
4. Transportation Electrification Planning and Program Strategy A. Local Transportation Electrification Action Planning (\$4.5M) B. Regional Program Strategy (\$0.5M)	\$5
Total	\$65

*Operations Committee approved the Executive Director to negotiate a Bay Wheels Bikeshare E-bike Expansion (2A) contract with Lyft, Inc. not to exceed \$15.94M on February 10, 2023; staff will return in late Spring 2023 for action on additional bikeshare investments (2B), including addressing interest in expanding electric bikeshare beyond the current Bay Wheels cities.

1. Charging Infrastructure (\$30M)

The Regional Transportation Electrification Assistance Program (TE Initiative 1A) will be a coordinated Bay Area transportation electrification funding program that will target gaps in existing grant programs and will be developed in partnership with regional and local partners. Specifically, staff is interested in advancing a charging infrastructure program in coordination with BAAQMD and potentially leveraging other state or federal funding opportunities in partnership with BAAQMD and the CCAs. MTC has engaged in discussions with BAAQMD on the concept of augmenting funding and technical support for the existing *Charge!* program.

MTC staff will continue to engage BAAQMD staff on this concept over the upcoming months. Many agency partners expressed interest in more regional coordination and recommended pursuing opportunities to leverage each other's resources – including staff expertise, funding, and relationships with local jurisdictions and community members – to develop programs that can be more effective than any individual program and avoid overlapping or conflicting programs.

The Transit Station Public Charging Program (1B) will provide a grant opportunity for all Bay Area transit agencies to install charging equipment for customer electric vehicles (EVs) and electric mobility equipment (personal e-bikes, scooters, last-mile shuttles) at transit stations, including parking facilities, with a priority to support underserved communities. This program aligns with goals to accelerate EV adoption in addition to supporting access to and use of clean mobility options.

2. Electric Bikeshare (\$20M)

In February, the MTC Programming and Allocations Committee and Operations Committee approved a set of Capital and Programming Investments and proposed contract changes with Lyft, the operator of the Bay Wheels bikeshare system, to electrify bikeshare stations, expand the electric bike (e-bike) fleet, provide adaptive bike options, expand Bay Wheels service areas, subsidize college student memberships, and provide local staffing assistance. These investments will increase access to shared e-bike and adaptive bikes, reduce membership fees, reduce impacts from charging bikes, and support the longevity of the regional bikeshare system. Staff will return in late Spring 2023 for action on additional bikeshare investments, including addressing interest in expanding electric bikeshare beyond the current Bay Wheels cities.

3. Local Public Fleet Electrification (\$10M)

This program will focus on providing Public Fleet Electrification Planning Assistance (3A) to local public agencies to develop plans to transition their fleets to zero emission vehicles. Under the California Air Resources Board's (CARB) proposed Advanced Clean Fleets (ACT) rule, governments would have to ensure 50% of medium- and heavy-duty vehicle purchases be zero-emission by 2024 and 100% by 2027. However, many localities lack the resources or expertise to prepare for the transition and there is very limited local assistance to help these agencies.

Planning will also allow the cities and counties to better access funding for municipal fleet electrification that the State is preparing to release.

4. Transportation Electrification Planning and Program Strategy (\$5M)

The Local Transportation Electrification Action Planning (4A) assistance will be administered through county partners to support local planning. Planning will focus on identifying and prioritizing near-term strategies and actions to improve broader community access to a zero-emission transportation options. This initiative will support planning such as developing local action plans, charger streamlining policies, curbside charging plans, transit station electrification actions, project site planning and design, and engagement for community-based planning. This planning assistance will help local jurisdictions prioritize implementation actions and pursue state and federal funding for public charging infrastructure.

This initiative will also support the development of a Regional Program Strategy (4B). This effort will build on previous plans, including the Bay Area Plug-in Electric Vehicle Readiness Plan and EV Acceleration Plan, but focus on near-term actions for both regional and local partners, including BAAQMD, CTAs, and CCAs. This regional strategy will provide the platform to better coordinate programs between partners to avoid overlapping or confusing programs, fund more projects together, and pursue additional state and federal funding as partners. This initiative will also include an evaluation of the new and existing programs to inform planning and future investments across the TE program areas.

Next Steps:

Following committee approval, staff will continue coordination and engagement with key partners to develop a coordinated charging infrastructure funding program (1A) and regional program strategy (4B). Staff will also develop and begin administering the following initiatives: Transit Station Public Charging Program (1B); Public Fleet Electrification Planning (3A); and Local Transportation Electrification Action Planning (4A). Staff will also develop a contract with Lyft for the Bay Wheels E-bike Expansion (2A) and return to committee to program the remaining \$4M for electric bikeshare (2B). In addition, staff will recommend programming amounts at the MTC Commission for approval later this month.

Issues:

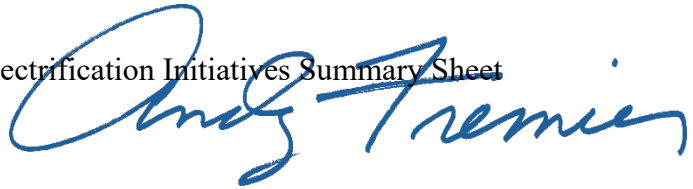
None anticipated.

Recommendations:

The ABAG Administrative Committee and MTC Planning Committee approve the proposed Transportation Electrification program categories 1, 3, and 4 and investment amounts.

Attachments:

- Attachment A: Transportation Electrification Initiatives Summary Sheet
- Attachment B: PowerPoint



Andrew B. Fremier

Attachment A: Transportation Electrification Initiatives Summary Sheet

The tables below provide summary information about each proposed initiative, including program description, justification, staffing needs, and next steps.

1. Charging Infrastructure Implementation (\$30M)

1A. Regional Transportation Electrification Assistance Program (\$20M)	
Description	Develop a coordinated Bay Area transportation electrification funding program in partnership with regional and local partners, starting with exploring a joint charging infrastructure program with BAAQMD.
Justification	This program would leverage: regional and local partner experience administering programs and managing projects; existing stakeholder relationships; BAAQMD, CCA, or other local funding; and existing outreach channels with local target audiences. Many stakeholders highlighted a need for regional coordination on programs to support more projects than any individual program could and address gaps in need rather than administer redundant or overlapping programs.
Staffing Requirements & Roles	<p><u>MTC: Medium-High</u></p> <p><u>BAAQMD: Medium-High</u></p> <p><u>Local Partners: Low-High</u></p> <p>Staffing requirements vary depending on program scope and roles:</p> <ul style="list-style-type: none"> • Program development • Outreach • Applications and project selection • Program administration • Technical assistance
Next Steps	<ul style="list-style-type: none"> • Continue discussions with BAAQMD staff to develop options for coordinating programs, including integrating with existing BAAQMD programs • Meet with local agencies to explore opportunities to partner on existing or new programs

1B. Transit Station Public Charging (\$10M)	
Description	Provide grants for Bay Area transit agencies to install charging equipment for personal electric vehicles and other electric mobility equipment (personal e-bikes, e-scooters) at transit stations, including parking facilities, for both transit customers during transit service hours and community members at other times. Investments could be prioritized for locations that can improve charging access for EPCs, low-income households, or other underserved communities.
Justification	In addition to supporting EV users, this program aligns with supporting and improving access to other clean mobility options. This program also leverages the opportunity of transit operators to maximize public charging infrastructure development with larger scale projects while minimizing grant management and project delivery challenges with their experience navigating federal-aid programs.
Staffing Requirements & Roles	<p><u>MTC: Medium</u></p> <ul style="list-style-type: none"> • Develop program guidelines; communicate eligibility to transit agencies; evaluation and recommend awards; program funding; set up agreements and contracts <p><u>Transit Agencies: High</u></p> <ul style="list-style-type: none"> • Develop planning for charging projects; receive federal funding to build projects
Next Steps	<ul style="list-style-type: none"> • Develop guidelines and call for projects open to all transit agencies

3. Local Public Fleet Electrification (\$10M)

3A. Public Fleet Electrification Planning Assistance (\$10M)	
Description	Provide consultant assistance to local public agencies for fleet electrification planning.
Justification	Input from LOIs and stakeholder meetings indicated a strong need for fleet transition planning assistance. Local jurisdictions will need to meet state mandates for fleets but lack the staff resources and expertise to do the robust planning required to understand new technologies, transition fleet vehicles, and develop the necessary charging infrastructure. Scope for planning assistance can be standardized and delivered to large number of jurisdictions.
Staffing Requirements & Roles	<p><u>MTC: Medium</u></p> <ul style="list-style-type: none"> Administer fleet electrification planning consultant assistance program for local jurisdictions <p><u>Local Agencies: Medium-High</u></p> <ul style="list-style-type: none"> Apply for assistance; coordinate support for project; provide data and input for planning; coordinate engagement and involvement across jurisdiction departments
Next Steps	<ul style="list-style-type: none"> Develop scope of work for fleet electrification planning assistance Develop program guidelines and call for fleet planning projects in combination with Initiative 4A for local planning assistance

4. Transportation Electrification Planning and Regional Program Strategy (\$5M)

4A. Local Transportation Electrification Action Planning (\$4.5M)	
Description	<p>Update regional TE planning, including additional engagement, and provide local assistance through county partners to support local planning. Planning will focus on identifying and prioritizing near-term strategies and actions to improve broader community access to a zero-emission transportation options. Local action planning could include, for example:</p> <ul style="list-style-type: none">• County – countywide plan coordinated by CTAs or other county agencies to prioritize actions and infrastructure project locations, identify opportunities for coordination, engage with community-based organizations, and provide policy and other guidance for local partners• City – local action planning to identify near-term implementation steps and funding opportunities; policy development to accelerate electrification, such as permitting streamlining• Transit – customer vehicle and electric mobility charging planning at transit station facilities• Project – charger project site assessment, planning, and design assistance

Justification	Expeditious local planning assistance will help local agencies prioritize implementation actions and allow them to access state and federal assistance as unprecedented funding levels become available.
Staffing Requirements & Roles	<p><u>MTC: Medium-High</u></p> <ul style="list-style-type: none"> • Develop planning framework and program; procure consultants, if necessary; coordinate engagement; administer program <p><u>County Agencies: Low-High</u></p> <ul style="list-style-type: none"> • For local planning assistance, seek funding assistance; coordinate staffing and consultant support (if necessary); coordinate internal and external engagement; develop plans and policies
Next Steps	<ul style="list-style-type: none"> • Develop regional planning scope • Develop program guidelines and call for planning projects in combination with Initiative 3A for fleet planning assistance

4B. Regional Program Strategy (\$0.5M)	
Description	Convene and coordinate a regional group of planning and program partners, including BAAQMD, CTAs, CCAs, and other local partners, to identify opportunities to coordinate or jointly manage regional programs, provide technical assistance, improve communication and information sharing, support policy development, and jointly pursue funding. Evaluate regional TE program and develop recommendations for program updates or new initiatives.
Justification	As a significant and rapid increase in investment and program development for MTC in TE, it is important to evaluate how these new initiatives are proceeding to inform future investments and program development.
Staffing Requirements & Roles	<p><u>MTC: Medium</u></p> <ul style="list-style-type: none"> • Develop evaluation frameworks; procure consultant, if necessary; coordinate with partners and funding recipients to track, monitor, and report; develop program recommendations and plan <p><u>Funding Recipients and Partners: Low</u></p> <ul style="list-style-type: none"> • Provide information for evaluation and input on program recommendations and planning
Next Steps	<ul style="list-style-type: none"> • Define scope of evaluation program