

Green Region Plan

a. Executive Summary

The Green Region Plan advances our region's transportation system, putting it on a path to zero by emitting fewer emissions. The plan offers cost effective investments that address mobility needs while also improving air quality. There are many efforts underway in the region on adopting cleaner vehicles, influencing the choices people make about transportation, and insuring the full system is operating effectively and efficiently. The Green Region Plan is an attempt to bring together the various partners, both public and private, that are working toward this same goal.

The Green Region Plan is a collection of projects that work together to help make our region the region with the most robust system of clean transportation options in America. The Plan has three main goals:

1. Concentrated investment in electrification of the region's transportation fleet to demonstrate technologies and our region's interest in a zero emission transportation future.
2. Showcase the region's ability to coalesce around clean transportation technology and signal to the state of California that we know how to effectively invest in clean transportation, and we should receive additional funds to further this goal.
3. Work with other programs around land use, transportation demand management, smart cities and infrastructure, and equitable access for all in a cohesive and comprehensive way that helps our region achieve its air quality and greenhouse gas emission goals.

The Plan focuses on five program areas, each of which are explained in more detail in this plan: disadvantaged communities | personal vehicles | shared rides and vehicles | public and private microtransit and shuttles | medium and heavy-duty fleets.

While the idea for Green Region was sparked at SACOG, it was inspired by the complimentary and related efforts of multiple agencies. The idea of the Green Region Plan is to coordinate with and leverage the efforts of those partner agencies. There are many productive efforts at moving the region toward a more sustainable and cleaner form of transportation. SACOG will work with its partner agencies on these efforts and to implement the programs outlined in the Plan.

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I. Description of Programs

Program Area: Mobility for Disadvantaged Communities	What's already on the ground	What is still needed annually
Mobility Hubs in disadvantaged communities	\$5,000,000	\$1,440,000

Program Objectives Providing targeted incentives, education, and outreach to populations that have been underserved will insure equity in the Green Region plan. This project will pilot an all EV mobility hub in a selected community.

Action Steps

- a. Work with SACOG Board of Directors and partner agencies to identify criteria for selection of community for the e-mobility hub pilot.
- b. Work with SACOG member jurisdictions to identify a community for the pilot based on criteria set forth in step a.
- c. Solicit for a vendor to conduct all phases of the e-mobility hub pilot, which includes: outreach to community stakeholders and residents, marketing of the e-mobility hub, creating educational materials, creating a menu of e-mobility options suited for the hub, and administering the pilot.
- d. Run program with selection vendor.
- e. Evaluate the success of the e-mobility pilot based on goals identified by the pilot community, and the SACOG Board of Directors. Determine if additional year or e-mobility hubs are to be implemented.
- f. Incorporate measures for equitable access in all Green Region programs, including access for low-income, seniors, and people of color.

Program Area: Personal Vehicles	What's already on the ground	What is still needed annually¹
Create an EV charging program for public charging as part of the funding round	\$3,000,000²	\$6,000,000

Program Objectives Using the data from the SACOG Board-adopted regional EV infrastructure plan, TakeCharge, fund priority locations for publicly available DC Fast Charging stations through regional flexible funds.

Action Steps

- a. Coordinate with SACOG member jurisdictions on preferred DC Fast Charger locations in each jurisdiction.
- b. Solicit bids and select vendor for DC Fast charging infrastructure.
- c. Solicit bids and select vendor for DC Fast Charger installations.
- d. Work with electrical utilities on identifying locations with capacity to support DC Fast Chargers.
- e. Solicit interest from potential host locations at or near priority locations identified in step a, and select locations within each jurisdiction.
- f. Purchase and install DC Fast Chargers at selected locations, numbers based on available funding.

¹ This number represents what the full build-out of the project would cost, on an annual basis. This is in addition to what is already being done, and includes the efforts Green Region will make toward these funding goals.

² The City of Sacramento was selected as the first Green Cities by Electrify America under the ARB descent decree with Volkswagen, and will spend \$44 million on EV infrastructure, vehicles, and education.

Program Area: Shared Rides and Vehicles	What's already on the ground	What is still needed annually
Fund a regional EV car share program		
Provide Assistance for EVs in regional car rental companies	\$1,000,000	\$3,530,000
EVs in TNC fleets and analyze use of TNCs in the region		

Program Objectives Acquire a fleet of EVs as demonstration vehicles for car share, rental companies, and TNCs on a three year basis.

Action Steps

- a. Solicit for and select vendor to provide EVs, vehicle maintenance, vehicle branding, and fleet telematics
- b. Solicit for and select a vendor to provide insurance on EVs from step a, if necessary
- c. Solicit for and select vendor to provide parking and charging for EVs in step a, if necessary
- d. Work with car rental companies throughout the region to include the EVs from step a in their car rental fleet at a reduced rate. Target high profile rental locations like airports, trains stations, and downtowns / city centers.
- e. Solicit for and select a vendor to manage a car share program that operates in the SACOG region with EVs acquired in step a. This could be the same vendor selected in step a.
- f. Work with Transportation Network Companies operating in the region on a program for their drivers to use the EVs acquired in step a at a reduced cost to the driver.
- g. Evaluate the success of the overall program and determine if a second cycle is needed, and if so, scale the program as necessary
- h. If needed, sell the EVs from the first three year period. Either use funds for the second cycle, or fund another program.

Program Area: Public and Private Microtransit and Shuttles	What's already on the ground	What is still needed annually
Provide incentives for EV shuttles in public fleets	\$0	\$1,500,000
Bring private microtransit providers using EVs into the region		

Program Objectives Currently, there is not a cost-effective option for an electric or zero emission medium sized, or “cutaway”, bus. Therefore, this program will focus on 12-passenger microtransit service, where EV technology currently exists.

Action Steps

- a. Work with SACOG staff and transit providers to determine what services could be met with a 12-passenger electric van/shuttle, and based on demand and land use patterns conducive the transit ridership, determine candidate areas.
- b. Solicit for and select a vendor to provide 12-passenger electric vans/shuttles.
- c. Provide incentives in addition to the National Transportation Database incentives to public fleet operators on the use of electric vans and shuttles for their services.
- d. Work with existing microtransit providers on bringing electric microtransit services to the SACOG region.

Program Area: Medium and Heavy Duty Vehicle Fleets	What's already on the ground	What is still needed annually
Plan and provide funding for zero emission buses and required fueling infrastructure	\$3,000,000	\$156,500,000
Light, medium, and heavy duty ZEV fleets		

Program Objectives This is an extension of the SECAT program, with a specific focus on public transit operators, and continued use of SECAT for non-transit fleets.

	What's already on the ground	What is still needed annually
TOTAL	\$12,000,000	\$168,970,000

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II. Potential Funding Scenarios

Program	Annual Green Region funding (High)	Annual Green Region funding (Medium)	Annual Green Region funding (Low)	Annual state funding ask
Create an EV charging program for public charging as part of the funding round	\$2,000,000	\$1,000,000	\$750,000	\$4,000,000
Fund a regional EV car share program	\$1,000,000	\$500,000	\$250,000	\$1,800,000
Provide Assistance for EVs in regional car rental companies	\$80,000	\$40,000	\$20,000	\$0
EVs in TNC fleets and analyze use of TNCs in the region	\$650,000	\$325,000	\$250,000	\$0
Provide incentives for EV shuttles in public fleets, and bring EV microtransit services into the region	\$1,000,000	\$500,000	\$350,000	\$500,000
Plan and provide funding for zero emission buses and required fueling infrastructure	\$4,500,000	\$2,250,000	\$1,000,000	\$100,000,000
Light, medium, and heavy duty fleets	\$2,000,000	\$1,000,000	\$750,000	\$50,000,000
Mobility Hubs in disadvantaged communities	\$440,000	\$220,000	\$150,000	\$1,000,000
TOTAL	\$11,670,000	\$5,835,000	\$3,520,000	\$157,300,000

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III. Program Outcomes

Program	Annual Green Region Program Returns (High)	Annual Green Region Returns (Medium)	Annual Green Region Returns (Low)
Create an EV charging program for public charging as part of the funding round	Approximately 68 publicly available chargers per year	Approximately 33 publicly available chargers per year	Approximately 25 publicly available chargers per year
Fund a regional EV car share program	Approximately 40 EVs to be used by car rental companies, car share, and TNCs	Approximately 19 EVs to be used by car rental companies, car share, and TNCs	Approximately 9 EVs to be used by car rental companies, car share, and TNCs
Provide assistance and incentives for EVs in regional car rental companies			
EVs in TNC fleets and analyze use of TNCs in the region			
Provide incentives for EV shuttles in public fleets, and bring EV microtransit services into the region	Approximately 8 vehicles and expansion of existing subsidies to 5 years.	Approximately 4 vehicles and expansion of existing subsidies to 5 years.	Approximately 4 vehicles and expansion of existing subsidies to 2 years.
Plan and provide funding for zero emission buses and required fueling infrastructure	This is an extension of the SECAT program, with a specific focus on public transit operators, and would replace approximately 45 vehicles	This is an extension of the SECAT program, with a specific focus on public transit operators, and would replace approximately 22 vehicles	This is an extension of the SECAT program, with a specific focus on public transit operators, and would replace approximately 10 vehicles
Light, medium, and heavy duty fleets	This is an extension of the SECAT program for non transit fleets, and would replace approximately 20 vehicles	This is an extension of the SECAT program for non transit fleets, and would replace approximately 10 vehicles	This is an extension of the SECAT program for non transit fleets, and would replace approximately 8 vehicles
Mobility Hubs in disadvantaged communities	One e-mobility hub with vehicles, bikes, education and marketing, and incentives.	One e-mobility hub with vehicles, bikes, education and marketing.	One e-mobility hub with vehicle and bikes.

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IV. Schedule

	Q3 FY 18/19	Q4 FY 18/19	Q1 FY 19/20	Q2 FY 19/20	Q3 FY 19/20	Q4 FY 19/20	Q1 FY 20/21	Q2 FY 20/21	Q3 FY 20/21	Q4 FY 20/21	Q1 FY 21/22	Q2 FY 21/22
Create an EV charging program for public charging as part of the funding round												
a. Finalize priority locations												
b. Solicit EVSE bids												
c. Solicit installation bids												
d. Work with utilities												
e. Solicit for host locations												
f. Purchase and begin installations												
Fund a regional EV car share program												
Provide Assistance for EVs in regional car rental companies												
EVs in TNC fleets and analyze use of TNCs in the region												
a. Acquire EVs												
b. Solicit insurance provider												
c. Solicit for parking and charging												
d. Car rental fleets												
e. EV car share program												
f. TNC fleets												
g. Program evaluation												
h. Sell EVs (if needed)												
Provide incentives for EV shuttles in public fleets												
Bring private EV microtransit providers into the region												
a. Inventory service needs												
b. Solicit for EV shuttles												
c. Public EV shuttle incentive												
d. Solicit for new shuttle services												

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Schedule (continued)

	Q3 FY 18/19	Q4 FY 18/19	Q1 FY 19/20	Q2 FY 19/20	Q3 FY 19/20	Q4 FY 19/20	Q1 FY 20/21	Q2 FY 20/21	Q3 FY 20/21	Q4 FY 20/21	Q1 FY 21/22	Q2 FY 21/22
Plan and provide funding for zero emission buses and required fueling infrastructure												
Transit focused SECAT												
Light, medium, and heavy duty ZEV fleets												
Non-Transit SECAT												
e-Mobility hubs in disadvantaged communities												
a. e-Mobility hub selection criteria												
b. e-Mobility hub selection												
c. Vendor solicitation												
d. Run program												
e. Program evaluation												