

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

January 12, 2024

Agenda Item 7a

**Transportation Electrification Initiatives: 2023 Transit Station Public Charging Grant
Award Recommendations**

Subject:

Approval of \$10 million in grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations as part of MTC's Climate Program transportation electrification investments to advance Plan Bay Area 2050.

Background:

On April 14, 2023, the Joint MTC Planning Committee with the ABAG Administrative Committee approved a set of Transportation Electrification (TE) initiatives and investment amounts to support the implementation of Plan Bay Area 2050 Environment Strategy 8 (expand clean vehicle initiatives).

The approved implementation investments included \$10 million for the Transit Station Public Charging Program (TE Initiative 1B). This initiative provides a grant opportunity for Bay Area public agencies to purchase and install electric vehicles (EV) charging equipment in order to expand access to charging opportunities for both transit service customers and surrounding community members. Awards are up to \$3 million or more based on an assessment of the needs described by the project sponsor and subject to MTC staff discretion. These investments will improve clean mobility connections at transit hubs and community access to charging infrastructure.

Application Process

A call for projects was released on September 6, 2023, for all transit service providers and public agencies operating facilities that could host chargers at transit stations. Applications submitted by October 18, 2023, were screened for eligibility and reviewed by an evaluation panel that included MTC and Bay Area Air Quality Management District staff. Three eligible applications were received and evaluated. Applicants provided responses to follow-up questions and requests for additional information from the panel by November 28, 2023.

Coordination with PG&E

In an effort to understand electrical grid capacity at the locations submitted for funding, staff coordinated with PG&E, sharing location and electricity demand estimates. While fluctuations in demand can occur over time, PG&E staff did not identify any concerns with grid capacity based on their high-level review and assessment of the available information.

Recommended Awards

Based on the evaluation of the applications and the responses, staff are requesting approval of \$10 million in capital grants for the following awards:

Applicant	Project Location(s)	Project	Proposed Award
San Francisco Bay Area Rapid Transit District (BART)	El Cerrito del Norte BART station (up to 100 charging ports)* Fruitvale BART station (up to 27 charging ports)* Fremont BART station (50 charging ports)* Pittsburg/Bay Point BART station (up to 61 charging ports)*	Install approximately 200 Level 2 charging ports*	\$5,900,000
San Francisco Bay Ferry Water Emergency Transportation Authority (WETA)	Richmond Ferry Terminal	Install 20 Level 2 charging ports and ferry terminal charging infrastructure	\$3,750,000
City of Suisun City	Park & Ride Lot (at Suisun City Train Depot)	Install 6 Level 2 ports and 2 DC Fast Charger ports	\$350,000
TOTAL			\$10,000,000

* Locations and numbers of charging ports may change based on final work scopes.

San Francisco Bay Area Rapid Transit District (BART) – The proposed award supports the deployment of approximately 200 Level 2 charging ports at multiple stations as part of BART’s program to develop EV charging availability at all BART-managed parking facilities for customers and community members. With an estimated \$40 million required for the full deployment, BART has prioritized the project locations based on a number of factors, including

station typology, transit-oriented development status, and the number of multifamily housing units. The project location MTC staff are recommending awards for project locations that are ranked the highest in BART's prioritizations, with no more than one project location per city. Staff will work with BART to adjust awarded project locations if conditions that affect funding or project delivery status change at the proposed locations, including match funding availability, project location readiness, and geographic distribution of program funding.

San Francisco Bay Ferry Water Emergency Transportation Authority (WETA) – The proposed award supports the purchase and installation of ten Level 2 charging ports in the parking lot at the Richmond Ferry Terminal. The utility and electrical grid upgrades will simultaneously support the make-ready improvements necessary for both the EV chargers and future electric ferry vessels (part of WETA's [Blueprint for Zero Emission Vessel Transition](#) and anticipated serving the Richmond terminal by 2029) to minimize redundant and expensive electrical infrastructure development costs.

City of Suisun City – The proposed award supports the purchase and installation of six Level 2 charging ports and two DC Fast Charger (DCFC) ports at the Park & Ride parking lot (650 Lotz Way) adjacent to the Suisun City Train Depot. The Level 2 chargers would provide charging access for commuters and local residents and the DCFC would offer fast charging opportunities for drivers along the Highway 12 corridor in addition to local residents and workers.

Next Steps:

Staff will work with selected awardees to finalize scopes of work, budgets, and timelines.

Issues:

None identified.

Recommendations:

Approve \$10,000,000 in recommended grants to support the deployment of electric vehicle charging infrastructure at Bay Area transit stations. Associated programming revisions to MTC Resolution No. 4540, Revised, will be included in the February 14, 2024, Programming and Allocations Committee packet. Award funding pending cooperative development of a scope between MTC and the project sponsor.

Attachments:

- None

A handwritten signature in black ink, appearing to read "Andrew B. Fremier". The signature is written in a cursive, flowing style.

Andrew B. Fremier