

# Megaregion ZEV Medium/Heavy Duty Vehicle Study

Steering Committee June 27, 2023





# Agenda

- Introductions
- Quick project review
- Discussion about assumptions:
  - Draft ZEV forecast
  - Percentage of FCEVs
  - Max electric demand for study vehicles
- Agreement on our target users
- Criteria and ranking (interactive)
- Homework assignments

# Project timeline

- Steering Committee kick-off meeting
- Stakeholder launch meeting
- Data collection
- Utility coordination
- Site criteria
- Review and feedback on candidate sites and initial assumptions
- Site evaluations
- Community engagement
- Draft recommendations
- Site plans

# Feedback: BEV/FCEV ratio

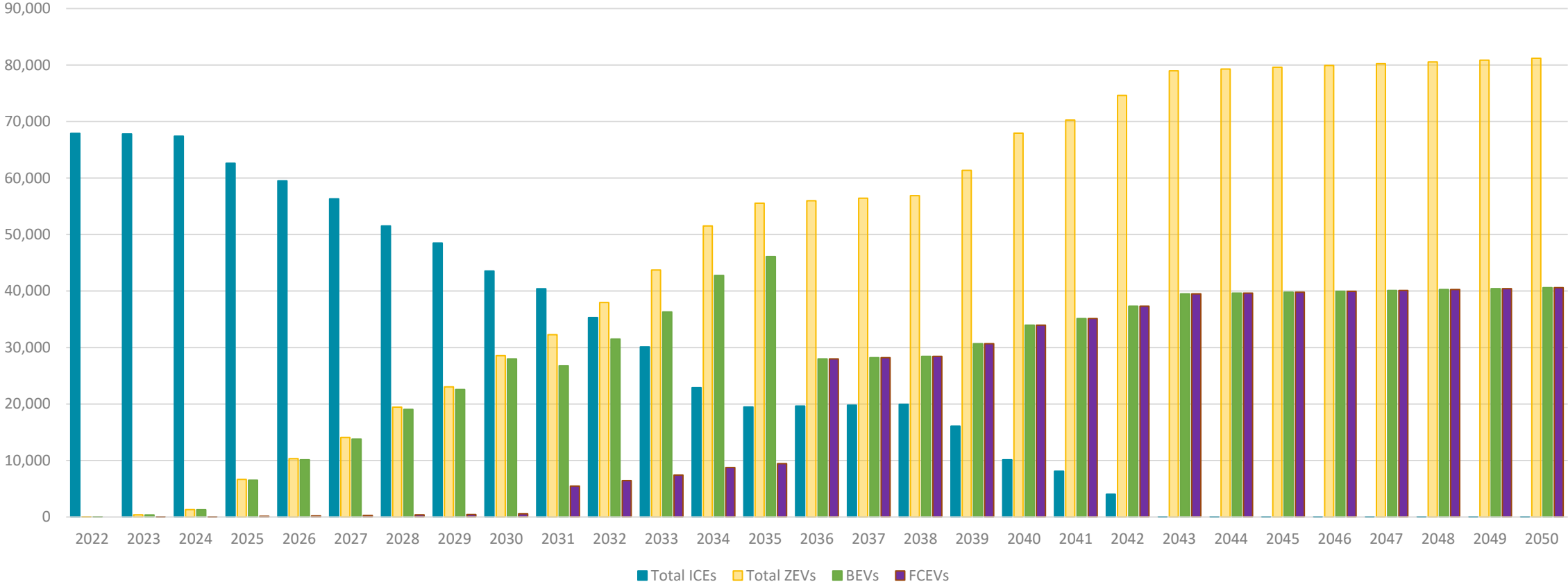
## Assumptions

- ~68,000 existing highway-bound trucks in the region (gas, diesel, and natural gas)\*
- The Calculated Annual Growth Rate (CAGR) is 4% per year
- 32,500 are subject to Advanced Clean Fleet and will transition to BEV and H2FCV more quickly than unregulated fleets and operators
- For heavy trucks 250+ mile range, [the percentage of FCEVs increases:](#)
  - 2% until 2030
  - 17% 2031-2035
  - 50% after 2036

Excludes transit buses, utility fleets, and vehicles exempt in Advanced Clean Fleet

# Peak number of BEV trucks

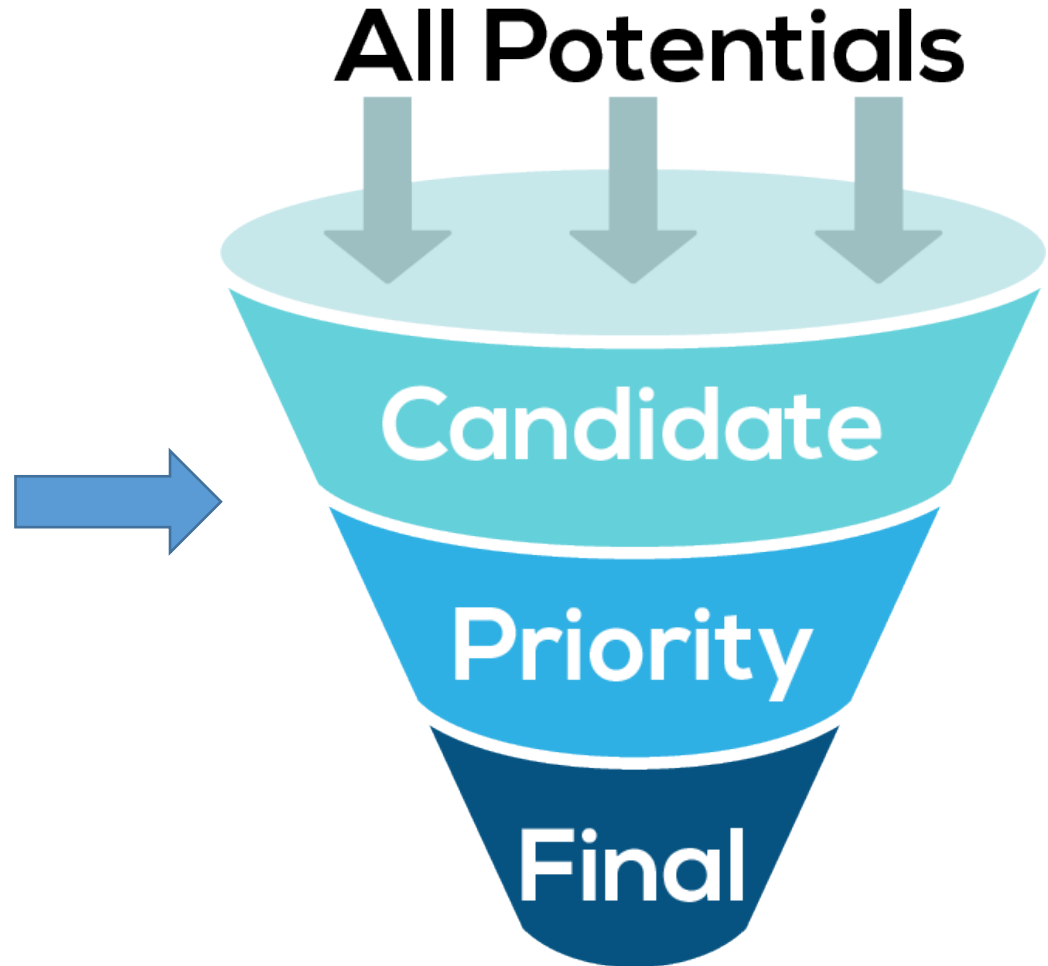
Freight and Goods Movement ZEV Forecast



# Criteria for selecting Priority sites

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- Determine criteria categories
- Decide weighting of criteria
  - Systemwide
  - Regionally
  - Locally
- Measurement



# Criteria

<u>Criteria</u>	<b>Examples</b>
Near-term demand (through 2030)	Pro: Will provide charging for MHD vehicles that don't have home depots; Con: Is short-term fix until fleet depot is built.
Long-term demand (after 2030)	Pro: Will support a planned industrial/manufacturing project Con: Depends on anticipated demand
Intrastate/interstate movement	Pro: Will support goods and people movement from Oregon to Mexico; Con: Will increase truck traffic near a neighborhood.
Supports transit corridor	Pro: Supports Bay Area commute via transit Con: Exit/entrance route will disrupt transit schedule
Leverages another project (dig once)	Pro: Closes a hole in the TradePort California plan Con: Will increase the other project's cost and timeline
Economic development	Pro: Can attract or retain companies Con: May detract from existing off-exit businesses
Community benefits	Pro: Will result in broadband upgrade for all businesses Con: Noise pollution from substation/compressor near residences
Cost	Pro: Low cost to add to existing truck fuel station Con: High operating costs/low revenue
Renewable fuel potential	Pro: Source of renewable hydrogen nearby Con: Electricity is from non-renewable sources
Local support	Pro: Streamlined permitting Con: Citizens oppose most construction projects

# Steering Committee homework

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- Continue with Social Pinpoint input
- Criteria measurements, refining
- Look for “newsletter” updates
- Recommend stakeholders for interviews
- Review Candidates list in late July/early August



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Thank you!



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