

Appendix PD-1

Proposed Project Grant Application

RFI - G-22-53

**Sacramento County
WattEV Innovative Freight
Terminal (SWIFT)**

Publicly accessible electric
vehicle charging facility

Submitted: November 2022





November 18, 2022

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Weiss:

Sacramento County is pleased to submit this application for the Sacramento County WattEV Innovative Freight Terminal (SWIFT) under the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP). Sacramento County requests \$34 million in TCEP funding for SWIFT with an additional \$28 million being supplied through match funding, bringing the total project cost to \$62 million. Sacramento County is serving as the nominating agency and has formed a public/private partnership with WattEV to construct, own, operate, and provide cost share for SWIFT. SWIFT will build a significant electric vehicle charging facility along a major freight passageway to provide electric charging for light duty passenger vehicles, transit buses, and heavy-duty freight trucks. Specifically, SWIFT will:

- Install 90 combined charging standard (CCS) direct current fast chargers (DCFC) and 18 megawatt charging standard (MCS) chargers
- Charge an estimated 34,000+ medium- and heavy-duty (MHD) trucks per year upon completion in 2025
- Generate 15.6 MW of renewable energy capacity from an onsite photovoltaic field by 2025
- Eliminate 204,288 tons of pollutants throughout the 20-year project lifetime

We greatly appreciate the California Transportation Commission's consideration of the requested investment in SWIFT, as it will provide vital infrastructure for California's transition to zero-emission transportation. We believe SWIFT is a strong candidate for SB1 TCEP funding. The signature below confirms support from Sacramento County and confirms that all information within this application and the Project Programming Request forms are accurate to the best of our knowledge.

Sincerely,

Ann Edwards
County Executive
County of Sacramento
700 H Street, Room 7650
Sacramento, CA 95814

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Project Scope

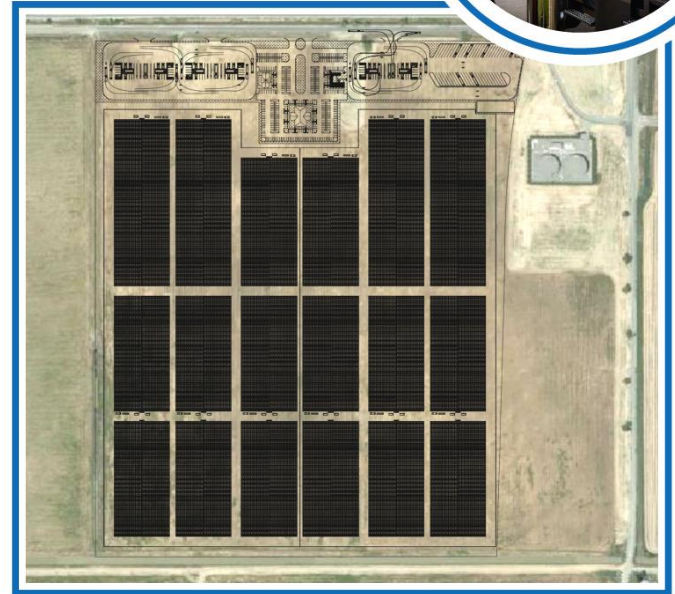
Sacramento County WattEV Innovative Freight Terminal (SWIFT) proposes the development of a publicly accessible electric vehicle (EV) charging facility on a 118-acre parcel of land in Sacramento. The facility location will be south of Interstate 5 (I-5) and immediately south of Sacramento International Airport. The facility development will include the installation of direct current fast chargers (DCFC) and Megawatt chargers powered by a new solar array that will support charging for shippers and transporters. Additionally, the proposed infrastructure will provide charging resources for public transportation and passenger vehicles.

Cost

Total Cost: \$62 million
TCEP: \$34 million
Match: \$28 million (45%)

Schedule

Environmental (PA&ED): **Complete June 2024**
 Final Design (PS&E): **Complete February 2025**
 Right of Way (ROW): **Complete February 2025**
 Construction (CON): **Complete December 2025**



Site map and proposed layout of SWIFT at 5024 Bayou Way, Sacramento, California, 95837

WattEV

Benefits



Greenhouse Gas Emissions Impacts

- Significant reductions in particulate matter and diesel exhaust emissions from freight movement sources
- Targeting both freight and passenger vehicles with charging resources maximizes emissions reductions, furthering air quality improvement in Sacramento County
- Noise reductions through increased zero emission freight movement charging



Avoided Negative Community Impacts

- Construction jobs to develop the site
- Retail jobs to staff convenience store, food outlets, resting lounge, and visitor center
- Municipal service jobs to maintain facility sanitation, water, and electricity
- Charging station maintenance jobs to ensure full operability of infrastructure



Enhanced Quality of Life for Sacramento County

- Better air quality through emissions and noise reductions
- Increased on-road safety with improved driver focus
- Enriching educational experience from clean air initiative displays at the visitor center



Transportation Equity

- Publicly available
- Inclusive of all weight classes and fleet sizes
- Provides charging resources to freight operators that cannot install at their address
- Enables participation in the battery electric vehicle market by reducing cost barriers to entry, offering charging as a service (CaaS) and truck as a service (TaaS)
- Mixed-use deployment increases charging access and maximizes benefits of air quality by targeting multiple vehicle types



Improved Driving Conditions

- Reduced range anxiety for battery electric vehicle operators through increased access to chargers
- Decreased vibrations and noises while driving for increased comfort, improved focus, and less on-road accidents



C. General Information

1. Overview

The Sacramento region is a vital part of California’s economy and serves as a key hub for freight moving throughout the state. The significant level of goods movement along the region’s heavily traveled transit corridors and the proximity to the Sacramento Metro Air Park, a 1,900-acre business park, with 1,320 acres of fully entitled land zoned for industrial, manufacturing, distribution, office, R&D and other commercial uses, makes it an ideal and essential location to deploy advanced clean transportation technologies. The regulatory landscape around clean transportation continues to progress rapidly and the need for access to zero-emission (ZE) technologies in support of California’s air quality goals has never been greater. Sacramento County WattEV Innovative Freight Terminal (SWIFT) proposes to deploy high-powered public electric vehicle (EV) charging solutions combined with large-scale solar energy generation infrastructure and presents a strategic investment for sustainable goods movement with immediate emissions reductions, community health benefits, and economic growth opportunities for the Sacramento region and the state.

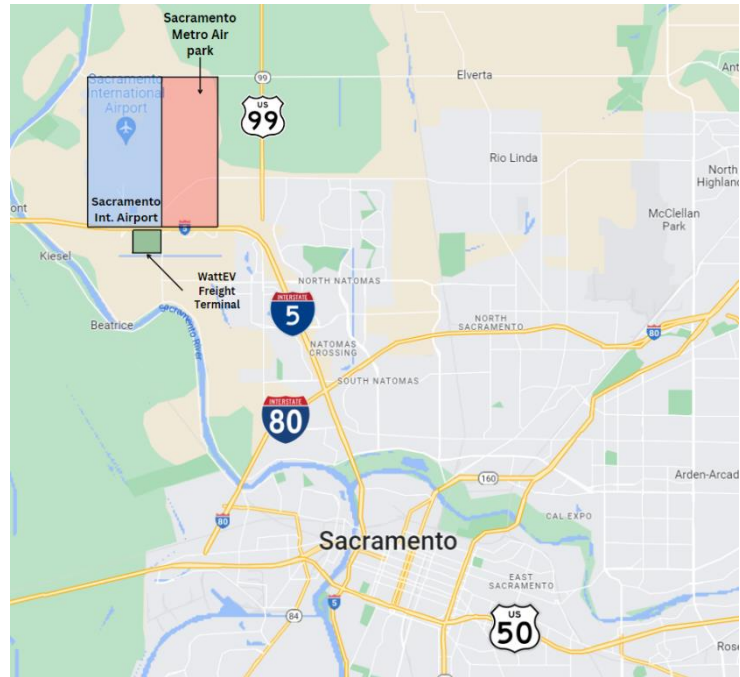


Figure 1: Map of SWIFT’s location showing proximity to key freight corridors of the greater Sacramento region and Sacramento International Airport

In partnership with Sacramento County, WattEV will develop a public-access EV charging facility powered by a multi-MW solar array on a County-owned parcel just south of Interstate 5 (I-5) and immediately south of Sacramento International Airport. SWIFT’s site is strategically located to service several high-capacity freight corridors including I-5, Interstate 80 (I-80), Highway 99 and Route 50. The areas immediately adjacent to this key transit node have some of the highest diesel pollution and environmental burden in the region according to the CalEnviroScreen 4.0 screening tool¹, further demonstrating the need for the deployment of zero-emission technologies through the SWIFT project.

SWIFT will provide the public with affordable access to EV charging that will accelerate fleet electrification by removing cost barriers to adoption associated with capital investments in private, permanent infrastructure. SWIFT will offer an equitable, scalable, and cost-effective zero emission solution. Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of battery electric vehicles, particularly in the medium- and heavy-duty (MHD) sector, as it provides a usage price model as well as a user experience that is much more comparable to traditional diesel and gasoline fueling. This will ease the traditional pain points associated with the transition to alternative fuel technologies and provides a more streamlined, affordable pathway to comply with regulatory mandates for emission reductions.

¹ <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>



2. Map



Figure 2: Site map of SWIFT's proximity to the Sacramento Metro Air Park

Project Benefits

- Generate 15.6 MW of renewable energy capacity from an onsite photovoltaic field by 2025
- Eliminate 204,288 tons of pollutants throughout the 20-year project lifetime
- Charge an estimated 34,000+ MHD trucks per year upon completion in 2025

3. Priority

Sacramento Area Council of Governments (SACOG) submitted five (5) nominations, including SWIFT, with the Yolo 80 Managed Lanes project designated as a "regional priority".

4. Scope

SWIFT's proposed scope includes deployment of advanced, high powered public charging stations and associated facilities powered by a 12.5 megawatt of alternating current (MWac) capacity renewable solar generation field, with nameplate power of 15.6 MW, to support ZE freight movement in Sacramento. SWIFT will install six (6) "3x15" 3,600-kilowatt (kW) charger configurations in the Truck Charging area. Each configuration will consist of three (3) megawatt charging standard (MCS) 1200 kW chargers and 15 240 kW combined charging standard (CCS) chargers, for a total of 18 MCS chargers and 90 CCS chargers designed for MHD trucks. As an added benefit, SWIFT will also be installing 30 CCS chargers designed for passenger vehicles separate from the scope of this application. SWIFT will also develop

three (3) structures: the first will be used as SWIFT's operations building (approximately 2500 sq ft in size); the second will be a convenience store, food outlets, and resting lounge made for the public; and the third will be a public visitor center, providing information about California's progress and milestones towards clean air initiatives and emission reduction. SWIFT will also be constructing three (3) accessible access and egress points on Bayou Road, with the road running parallel to I-5. Two (2) of these access points (located on the east and west sides of the project location) will serve MHD trucks as well as electric busses. The third access point is designed to serve passenger vehicles and will also include access to the project's three (3) structures.

SWIFT

Advanced, high-powered public charging stations and associated facilities terminal

Expanding EV Charging Availability

- 18 MCS 1200 kW chargers
- 90 CCS 240 kW chargers
- 125 MW/15.6 MW nameplate capacity solar array

Supporting Structures

- SWIFT operations building
- Convenience store, food outlets, rest lounge
- Public visitor center



WattEV has noted that the outputs detailed in the Project Programming Request (PPR) do not fully encompass all outputs within the project’s scope, therefore many of the project outputs are listed in the provided “Other” category, as shown below:

Table 1: Project Outputs Beyond the PPR

PPR Category	Description
Other	Three (3) new access / egress driveways
Other	Bayou Roadway Resurfacing & Site Turn-in Expansion – new – one (1) road improvement
Other	Three (3) total structures; two (2) serving MHD trucks; one (1) for passenger vehicle access
Other	Renewable Solar Energy Generation field – new – one (1) structure (12.5 megawatt alternating current (MWac); 15.6 MW nameplate power
Other	CCS chargers – new – 90 chargers
Other	MCS chargers – new – 18 chargers
Other	Operations Building – new – one (1) structure
Other	public use amenities (convenient store, food outlets, resting lounge) – new – one (1) structure
Other	public use visitor center – new – one (1) structure

5. Independent Utility

SWIFT is being proposed in two (2) segments. Phase 1 consists of the installation of six (6) “3X15” 3600 kW Charger configurations, totaling 90 CCS chargers and 18 MCS chargers in the Truck Charging Area, and a 12.5 MWac solar photovoltaic (PV) system with nameplate power of 15.6 MW (50% of the final total solar array power), and public infrastructure (roadway improvements, substation, grading, etc.). Phase 2 of the project, which is not being funded by TCEP, will install the remaining 15.6 MW of solar (the remaining 50%) for total nameplate power of 31.2 MW.

SWIFT is only seeking funding for Phase 1 of its proposed project. With SWIFT being such a large endeavor (90 CCS chargers, 18 MCS chargers, etc.), the two-phase approach will accelerate the timeline of having the facility operational and provide the solar powered public charging utility as efficiently as possible. Additionally, both phases will have an independent utility and provide charging opportunities for use by public vehicles and fleets immediately following Phase 1’s commissioning, making neither phase reliant on one another to begin providing chargers to the public.

6. Consistency with RTP / SCS

The proposed nomination is consistent with the current and approved Sacramento Area Council of Governments (SACOG) Regional Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS). As the designated Metropolitan Planning Organization (MPO) for the Sacramento region, SACOG is required to maintain a regional transportation plan that must be updated every four (4) years in coordination with each local government. The current 2020 MTP/SCS lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. The plan also describes a path for improving our air quality, preserving open space and natural resources, and helping California achieve its goal to reduce greenhouse gas emissions that contribute to climate change. The proposed nomination effectively supports the building blocks established in the 2020 MTP/SCS, with benefits expected to provide immediate job creation/revenue generation. SWIFT is part of the \$35 billion transportation investment strategy in the current plan and aligns directly with *Implementation Policy 6: Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets*. This policy is included in Chapter 4 which outlines the policies and implementation actions for the plan.



Through the installation of 108 MCS and CCS chargers, the SWIFT Project will greatly improve and advance the state of MHDEV charging infrastructure for the Sacramento region.

Per the 2020 MTP/SCS, the SWIFT project location is designated and classified primarily as a Center/Corridor Community, with surrounding land being designated as Established Communities and Developing Communities. SACOG's proposed MTP/SCS Land Use Forecast for 2040 has projected that expected employment growth for Center and Corridor Communities will increase by nearly 23% from 2016-2040. WattEV anticipates that the SWIFT project will benefit this projection, providing even more equitable job opportunities for the surrounding community(s).

The charging facility is a viable, replicable, and scalable business model, with the charging facility expected to achieve emissions reductions to support community-wide health. SWIFT also directly correlates and is consistent with a key building block of the MTP/SCS pursuing a "focus on meeting current and emerging trends and challenges affecting transportation, including economic and job growth, air quality and climate impacts, aging infrastructure, new technologies, freight movement, transportation funding, and public health" (SACOG, 2020, p. 24). Sacramento's MTP/SCS also notes the importance of air quality and health, emphasizing the burden of harmful emissions pollutants occurring in high traffic areas and how the advancement of emission mitigation efforts should not be understated, but rather a priority. SACOG calls for greater availability/opportunity of cleaner transportation vehicle/charging options, and SWIFT will directly support the MTP/SCS with convenient fast-charging EV solutions that remove barriers to zero emission vehicle (ZEV) adoption.

7. Nominating Agency / Implementing Agency Agreement

Sacramento County is the nominating agency and implementing agency for the project. A Memorandum of Understanding and Agreement for Ground Lease will be in place between WattEV and the County of Sacramento, acting through its Department of Airports.

D. Screening Criteria

1. Eligible Projects

Be a freight infrastructure improvement with public benefits and meet the screening criteria and evaluation criteria: Through the installation of 18 1,200 kW MCS chargers and 90 240kW CCS chargers SWIFT will greatly improve and advance the state of medium and heavy-duty electric vehicle (MHDEV) charging infrastructure availability for the Sacramento region and state of California as is aligned with program goals. The chargers installed as a result of SWIFT will provide numerous infrastructure improvements outlined in the screening criteria including increased freight system reliability, interregional benefits, advanced technology, zero-emission infrastructure, and freight throughput. WattEV plans to accomplish this through assisting the transportation sector in transitioning to electrification as will soon be required and necessary due to regulations such as the adopted Advanced Clean Truck (ACT) and pending Advanced Clean Fleet (ACF) rules.

Through this transition, the freight systems in and around Sacramento will become more reliable as regulations begin to require ZE technologies. Additionally, TCEP has made it clear in the screening criteria that employing advanced and innovative technologies, especially those that support ZE freight infrastructure, are a high priority area for the program.



SWIFT directly assists fleets and original equipment manufacturers (OEMs) in manufacturing and adopting MHDEVs through providing publicly accessible charging options in a heavily trafficked transportation region near the Sacramento Metro Air Park. This will provide reliability and help advance the state of ZE technology throughout the industry far faster than otherwise would be possible.

In addition to transportation systems improvements, SWIFT will have a direct positive benefit on the local communities and general public in the form of emissions reductions and air quality improvement. The SWIFT project is estimated to reduce emissions of carbon monoxide (CO) by 101.93 tons, carbon dioxide (CO₂) by 203,979.67 tons, nitrogen oxide (NO_x) by 189.34 tons, particulate matter 10 (PM10) by 3.02 tons, sulfur oxide (SO_x) by 1.92 tons, (volatile organic compound) VOC by 8.85 tons, and particulate matter 2.5 (PM2.5) by 2.88 tons.

The SWIFT Project is expected to reduce nearly 204,000 tons of CO₂ throughout the project lifetime, creating direct positive benefits on the local communities' air quality and public health.

Project SWIFT is consistent with the Streets and Highways Code section 2192 and is consistent with Article XIX of the California Constitution: Section 2192 of the Streets and Highways Code states that revenues from the Trade Corridors Improvement Fund shall be allocated to infrastructure projects pursuant to those listed. Included within this list are:

- Truck corridor improvements which include facilities helping to mitigate the emissions of trucks
- Projects that employ advanced and innovative technology to improve the flow of freight, such as intelligent transportation systems and public infrastructure that enables zero-emission or near zero emission goods movement.

Project SWIFT is clearly compliant with both of the project types listed as it includes the installation of publicly accessible charging infrastructure to support MHD freight transportation. Because of this, the project is therefore eligible to receive Trade Corridors Improvement Funds per the Streets and Highways Code Section 2192. Article XIX Section 4 of the California Constitution states that revenue from the Highway Users Tax Account or its successor may be used "in a manner which gives equal consideration to the transportation needs of all areas of the State and all segments of the population; and [is] consistent with the orderly achievement of the adopted local, regional, and statewide goals for ground transportation in local general plans, regional transportation plans, and the California Transportation Plan". As will be detailed in later sections, Project SWIFT directly relates and works to achieve the goals set forth in multiple state and regional transportation plans through the implementation of necessary MHDEV charging infrastructure in support of freight transportation. For this reason, Project SWIFT is in compliance with Article XIX of the California Constitution.

Meet the Objectives of the Trade Corridor Enhancement Program and support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the California Standards: With the Sacramento region being one of the busiest corridors for goods movement transportation in the state, SWIFT more than satisfies the TCEP's objective of funding infrastructure improvements along high-volume freight corridors. Through the implementation of SWIFT, they will be able to support the large volume of ZE trucks soon to be required as a result of state regulations, thus ensuring this essential transportation corridor is able to continue to serve communities throughout this industry wide electrification transition. Additionally, SWIFT is consistent with the transportation investments in SACOG's 2020 MTP and SCS. SACOG is required to maintain a regional transportation plan in



coordination with local governments, and the current 2020 MTP/SCS identifies a transportation investment strategy that promotes improving air quality and helping California achieve its goal of reducing greenhouse gas emissions contributing to climate change.

The goal of the National Highway Freight Program is to improve efficient movement of freight along the National Highway Freight Network (NHFN). Located just south of Sacramento International Airport, SWIFT's site is directly adjacent to and will support vehicles traveling along the NHFN. The charging hub will allow for more efficient goods movement by encouraging and supporting electrification and providing MHDEVs a location to charge along this corridor. This will ensure this section of the NHFN continues to be used extensively as regulations continue to increase the requirements for ZEVs within goods movement. The California Freight Mobility Plan was created by California State Transportation Agency (CalSTA) and California Department of Transportation (Caltrans) to set policies that promote a more efficient, less-polluting, and higher-capacity state highway freight network. SWIFT accomplishes all of these objectives through utilizing state-of-the-art DCFCs that allow for fast and efficient charging, encouraging the use of ZEVs thus decreasing air pollution exponentially, and allowing this corridor to continue to support the same high-volume of vehicles even as regulations require more of these vehicles to transition to ZE. As regulations mandating the use of MHDZEVs persist, the current high-volume of traffic that this Sacramento corridor receives will begin to shrink. The only solution to maintain this throughput is to provide a convenient, public charging solution that encourages and supports fleets as they transition to zero emission. SWIFT is this solution.

The California Freight Mobility Plan also discusses the need for implementing new technologies, specifically zero emission infrastructure to support the increased number of MHDZEVs expected to be on the roads as a result of the ACF and ACT Rules. According to the plan, emerging technologies are critical to lessening the environmental impact of freight activities, however, alternative fuel infrastructure often lags behind vehicle technology development, thus hindering its adoption amongst fleets. The plan states that "while there may be an increase in the number of electric trucks, there are very few places to charge them". Project SWIFT is going to be essential in filling this needed gap in the EV infrastructure space. The charging stations installed in this project will help promote the implementation of zero emission technologies outlined as a priority strategy and goal within the California Freight Mobility Plan.

Be included in an adopted regional transportation plan by program adoption and if applicable, consistent with a Sustainable Communities Strategy determined by the California State Air Resources Board (CARB) to achieve the region's greenhouse gas emissions reduction targets: The proposed nomination is consistent with the current and approved SACOG MTP/SCS. The regional transportation plan includes a carveout of funding for projects which are not specifically listed within the plan but directly align with Implementation Policy 6: Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets. Due to this stipulation, Project SWIFT is therefore a part of the \$35 billion transportation investment strategy laid out in the regional transportation plan.



Table 2: Project Eligibility

Eligible Project Types	SWIFT's Applicability
Be a freight infrastructure improvement with public benefits and meet the screening criteria and evaluation criteria	✓
Be compliant with Streets and Highways Code section 2192	✓
Be consistent with Article XIX of the California Constitution	✓
Meet the Objectives of the Trade Corridor Enhancement Program and support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the California Standards	✓
Be included in an adopted regional transportation plan by program adoption and if applicable, consistent with a Sustainable Communities Strategy determined by the California State Air Resources Board (CARB) to achieve the region's greenhouse gas emissions reduction targets.	✓

E. Project Delivery

1. Delivery Method

The SWIFT project team is still finalizing the delivery method at the time of nomination and will report the delivery method to CTC as soon as it is known.

2. Contracts

This grant application is requesting funding for the Phase 1 of SWIFT. The Phase 1 scope will not require multiple contracts to complete the work described in this nomination.

3. Schedule Risks

Table 3: Potential Schedule Risks and Mitigations

Potential Risk	Mitigation Strategy
California Environmental Quality Act (CEQA)/ National Environmental Policy Act (NEPA)	Sacramento County Office of Planning and Environmental Review will lead the development of the Joint Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for SWIFT under CEQA and NEPA guidelines. SWIFT's timeline is primarily dependent on the completion of this review, making this task paramount to the overall progression of SWIFT. The joint CEQA/NEPA review is already planned to begin in January 2023 and is scheduled to be complete by June 2024.
Geotechnical Analysis	The property is level in elevation and does not have any topographical features that pose risks for subsidence, settlements, fractures, or landslides, nor will significant grading be necessary. There are no known active or inactive faults within five (5) miles of the property. The property is largely undeveloped and has a history of agriculture, therefore the risk of chemical spills or toxic leachate are less likely than properties previously developed for commercial or industrial uses.



Utility Relocations	Discussions are already underway with Sacramento Municipal Utility District (SMUD) for project deployment and have provided their letter of support in the Appendix.
Land Acquisitions	An Agreement for Ground Lease between WattEV and the County of Sacramento, acting through its Department of Airports, has been submitted for consideration at the County's December 13, 2022, Board of Supervisors Meetings.
Permitting	SWIFT's site development process will ensure that all permitting requirements are met for the site, including wetland permitting coordination with the United States Fish and Wildlife Service (USFWS)/California Department of Fish and Wildlife (CDFW), U.S. Army Corps of Engineers (USACE), and the California Water Control Board. In addition, building and fire permitting requirements will also be met. Permitting for development will be overseen by Sacramento County, including the County Engineering department which will oversee the grading activity.
Funding	WattEV is already funded by private investment through cash with full liquidity from its founders and their affiliates. The funding for SWIFT prioritizes the match share of WattEV to be put towards the preliminary stages of Phase 1 which includes all the public infrastructure, allowing for this award to be allocated to the later portion of SWIFT. WattEV is committed to funding the local match for the project.

4. Rail Company Coordination

Because SWIFT does not connect to or interact with any rail route, there will be no rail company coordination.

5. CEQA / NEPA Status

- a. SWIFT will require full California Environmental Quality Act (CEQA)/ National Environmental Policy Act (NEPA) review.
 - i. The SWIFT team has initiated discussions with the Sacramento County Office of Planning and Environmental Review (PER) regarding environmental compliance documentation for the project. Due to the potential for funding from the FHWA National Highway Freight Program through TCEP, the project is subject to NEPA review. The scope and scale of the development requires a full Joint EIR/ EIS. SWIFT is actively developing the required technical studies as specifically identified by Sacramento PER. Following this initial submittal, PER shall coordinate with FHWA, Caltrans, and any CTC identified Federal entities regarding completion of the environmental review, including confirmation of the Lead Agency for the Joint EIR/EIS, identifying roles and responsibilities of each agency, and development of the timeline for completion of environmental review with incremental milestones. Based on similar efforts, Sacramento PER estimates that the process will take 12-18 months. The preparation of the draft Joint EIR/EIS is scheduled to begin in January 2023. The estimated time of completion is anticipated by June 2024.
 - ii. Environmental and community impacts and proposed mitigation measures, if applicable will be developed in the draft Joint EIR/EIS.
 - iii. Draft environmental documents covering all project segments will be provided as soon as they are available. The CEQA/NEPA review process will commence in January 2023 with expected completion in June 2024. A link to the draft and subsequently final CEQA/NEPA documents will be provided to the California Trade Commission (CTC) once available.
 - iv. The project team has conservatively estimated the timeline to complete the Joint CEQA/NEPA review and is confident it can be completed within six (6) months of the construction allocation.



F. Evaluation Criteria

1. Freight System Factors

The traditional metrics for calculating Freight System Factors (throughput, velocity, and reliability) are not applicable for the new ZE Infrastructure category to fund the installation of electric charging infrastructure to support MHDEVs. As directed by the CTC, the following evaluation criteria sections regarding throughput, velocity, and reliability are described qualitatively.

a. Throughput

State regulations such as the Advanced Clean Truck (ACT) and pending Advanced Clean Fleet (ACF) Rules will require OEMs and fleets to begin selling and incorporating MHDEVs at an increasing percentage each year. The ACT Rule will require larger OEMs manufacturing more than 500 vehicles over 8,500lbs to produce and sell MHDEVs at an increasing percentage of their annual California truck sales each year starting with model year 2024 and ending in 2045 with 100% of all vehicle sales being ZE. The ACF Rule, which is scheduled for final CARB board consideration and adoption in Spring 2023, would require large fleets to incorporate MHDEVs into their California operations at an increasing percentage each year with the ultimate goal of all California fleets achieving 100% ZE by 2045. With these regulations in place, it is clear that the goods movement and transportation industry is making a shift away from conventional internal combustion engine (ICE) vehicles towards ZE. As EVs are the only technology currently commercially viable and advanced enough to allow fleets to make this transition during this timeline, there will be a substantial need for convenient, publicly accessible MHDEV charging stations within the Sacramento region to support this shift. Stations such as SWIFT are going to be essential so that fleets may feasibly make the required electrification transition and so that the Sacramento transportation corridor may maintain its current throughput of vehicles. Without SWIFT, the throughput of MHDEVs will not grow at a steady rate each year as customers will be unable to incorporate ZEVs into their operations due to lack of adequate charging infrastructure.

Located ~90 miles from the Port of Oakland, and ~420 miles from the San Pedro Bay ports, the Sacramento region directly surrounding SWIFT's location is an essential component of a statewide transportation corridor. The I-80 connects Sacramento to the major ports of the Bay Area including the Port of Oakland, which is one (1) of the ten (10) busiest ports in the U.S. and handles 99% of all containerized goods coming into Northern California. The U.S. 99 and I-5 connect Sacramento to the Port of Los Angeles and Port of Long Beach in Southern California, which are the two (2) largest ports in the state and collectively handle roughly 40% of all containerized imports and 30% of all containerized exports in the U.S.

According to a 2017 report titled "Strategic Initiatives for Inland Movement of Containerized Imports at San Pedro Bay" roughly 4.8% of all cargo entering the Ports of Los Angeles and Long Beach were shipped up to Northern California along the I-5 through the San Joaquin Valley. In 2021, imports to the Ports of Los Angeles and Long Beach totaled 10,095,132 twenty-foot equivalent (TEU) meaning that 4.8% of this cargo, 484,566 TEUs, was destined via truck to Northern California.

SWIFT, being located on a 118-acre parcel just south of Sacramento International Airport, is near all three (3) of these major highways and therefore serves as the perfect location to support MHDEVs carrying goods from these ports along these corridors. Given the importance of these transportation corridors, it is essential that throughput remain high and at maximum capacity in this region. With this regional importance in mind, the regulations pushing freight transportation towards ZE, and the support SWIFT will provide for transportation electrification, it is clear that SWIFT will maintain high goods movement throughput in the Sacramento metropolitan area for decades to come.



According to the California Freight Mobility Plan, the weight and volume of freight traffic being transported along the I-5 between Los Angeles and Sacramento is expected to increase by 7% by 2045 from 2015 standards. Freight weight and volume moving along the I-80 from the Bay Area to Sacramento is expected to increase by 41% by 2045 from 2015 standards. The drastic increase in freight traffic from these two (2) areas alone represents a need for supportive infrastructure designed at ensuring trucks are able to stay operational and throughput can remain high. With the coming regulations mentioned previously, and expected increase in MHDEVs on the road, the primary infrastructure that will be required to ensure this throughput is charging infrastructure such as that provided by Project SWIFT.

The project site is located directly adjacent to the Sacramento Metro Air Park, a planned 1,900-acre commercial industrial park currently being built consisting of light manufacturing and distribution warehouses, commercial and corporate offices, and manufacturing and distribution spaces. Current plans for this project call for the construction of a 600,000 sq ft distribution center for SC Johnson and multiple other warehouses for confidential Fortune 500 companies with an 855,000 sq ft distribution center for Walmart already being built. In total, at least 913 acres of the total 1900-acre industrial park will be reserved for light manufacturing, distribution, and manufacturing related activities. It is estimated that the ongoing development and buildout of this industrial park will greatly increase MHD freight transportation throughput within the Sacramento region as these companies will need vehicles to transport goods in and out of their warehouses. The majority of this increased truck transportation throughput will need to be ZE, MHDEVs to comply with the upcoming clean transportation regulations specified previously. Without the support of the publicly accessible MHDEV charging stations associated with project SWIFT, the increased transportation throughput resulting from this Sacramento Metro Air Park would not be possible.

a. Velocity

WattEV's unique reservation system, allowing drivers to check for available chargers and reserve one (1) charger ahead of time, will maximize velocity along highways in the Sacramento region. Rather than being stuck in long queues waiting for EVSE, drivers will be able to charge their truck immediately and get back on the road as quickly as possible. Additionally, supporting EV technology allows for increased interconnectedness amongst trucks, an important component in autonomous and semi-autonomous vehicle technology. This interconnectedness can lead to increased transportation velocity as all vehicles containing this autonomous technology will be able to communicate with one another more easily and travel at more consistent speeds. According to General Motors, EVs represent the perfect platform to implement this type of technology as they possess the electronic components and power capable of supporting such equipment. The charging stations installed as part of SWIFT will promote a transition to electrification throughout the freight transportation industry and lead to increased numbers of MHDEVs on the roads. Through supporting the introduction of MHDEVs, SWIFT will help to lay the groundwork for the implementation of future autonomous technology that would in turn lead to higher velocity in the Sacramento region.

Freight traffic being transported along the I-5 between Los Angeles and Sacramento is expected to increase by 7% by 2045 from 2015 standards.

b. Reliability

As the transportation sector is electrified, reliability is going to be critical to ensure trucks can stay on the road and continue moving goods without unpredictable travel times or restrictions. To comply with government regulations, the number of ZEVs that fleets will need to incorporate into their operations may have a drastic impact on travel times and reliability of goods movement amongst shippers. Public charging solutions such as SWIFT will be essential to combat



deployment obstacles and ensure the same consistent, high reliability across the entire goods movement industry. With SWIFT, fleets and passenger vehicles traveling through the Sacramento region will be able to plan around and rely on their publicly accessible charging stations as a means to recharge, thus allowing them to maintain accurate travel times and reduce variability in the delivery of goods along their consistent routes. Without this charging solution, and as more MHDEVs are introduced into fleets' operations, reliability of travel times for goods movement within the Sacramento region would decrease drastically as fleets would have fewer opportunities to charge their vehicles.

Additionally, WattEV's Truck-as-a-Service (TaaS) business model offers another method of reliability in the form of an all-inclusive leasing service providing class 8 vehicles, charging, insurance, and maintenance for MHDEVs. Fleets looking to make the transition to electrification can lease trucks from WattEV and access charging stations all at the Sacramento facility. In addition, they can receive guaranteed maintenance services and access replacement vehicles should their truck break down. These services offered through the TaaS business model reduce the risk of high variable travel times and increase the reliability of fleets operations by ensuring the vehicles they operate will comply with upcoming ZE regulations, have convenient access to fast charging, and are fixed or replaced on a dependable and rapid basis as mechanical issues arise.

2. Transportation System Factors

c. Safety

SWIFT will implement numerous procedures and mechanisms during construction to ensure the safety of all workers at SWIFT's site. All prime contractors installing electric vehicle supply equipment (EVSE) infrastructure will be licensed with an A, B, or C-10 classification. All pre-contractors WattEV has engaged to work on SWIFT have no outstanding labor violations or unsatisfied civil judgments for labor violations. The Insurance Institute for Highway Safety (IIHS) found, through the conducting of studies, that EVs are likely safer than conventional ICE vehicles. The study compared EV and ICE vehicles ranging in model year from 2011-2019 by examining the cars' rates of property damage liability, collisions, and injury claims and found that injuries related to EVs were 40% lower than that of their ICE counterparts. One major factor contributing to EVs overall higher safety is the fuel source. Gasoline and diesel emit toxic fumes that

Insurance Institute for Highway Safety found injuries related to EVs were 40% lower than that of their ICE counterparts.

are highly flammable making them inherently dangerous. Although batteries are combustible, gasoline and diesel are more volatile while also being flammable which can pose a dangerous combination in the event of an accident. The construction of EVs often makes them inherently safer as well. Because EVs do not have a front-mounted engine they are able to transmit crash energy towards the rear of the vehicle and allow the batteries to take the brunt of the force, thus protecting drivers and passengers. The weight and location of the batteries within EVs also creates a lower center of gravity than conventional ICE vehicles providing increased crash and roll protection in the event of an accident.

California has some of the highest truck related collision injuries and fatalities in the country with a significant amount of them coming along the I-5 corridor. In 2015, statewide collisions which resulted in injury involving trucks totaled 8,598 while statewide collisions which resulted in fatalities involving trucks totaled 315. Additionally, according to the California Freight Mobility Plan, the Sacramento area represents as significant hotspot for vehicle collisions resulting in roughly .7 collisions per square mile on average. With freight transportation being involved in many of these



collisions, it is essential to invest in MHDEV infrastructure to support the adoption of vehicles, which as stated above, can provide increased interconnectedness and safety over their ICE counterparts.

According to the California Mobility Plan, the increased “use of alternative fuels... and creating more infrastructure to support its use could, in turn, reduce congestion and transit time” along major freight transportation corridors.

d. Congestion Reduction/Mitigation

The charging hub installed for SWIFT will greatly improve access to critical freight facilities such as charging infrastructure and parking. As more MHDEVs are incorporated into fleet operations from the Sacramento Metro Air Park and traveling through the greater Sacramento region, there will be an increased demand for these amenities - for which SWIFT will more than adequately provide. The traditional metric of congestion reduction is not applicable to SWIFT. However, through providing access to freight facilities as mentioned such as parking, SWIFT will be working to prevent increased congestion on roads which would result from ZEV trucks looking for charging opportunities. According to the California Mobility Plan, the increased “use of alternative fuels... and creating more infrastructure to support its

use could, in turn, reduce congestion and transit time” along major freight transportation corridors. SWIFT, through providing essential infrastructure to support the adoption of MHDEVs, is directly supporting the goals outlined in the California Freight Mobility Plan and thus supporting the mitigation of congestion along Sacramento regional freight corridors.

a. Key Transportation Bottleneck Relief

With the industry-wide transition towards the electrification of the transportation and goods movement industry, there is going to be a massive need for EV charging infrastructure to support MHDEV adoption. According to CARB, the ACT rule would add about 510,000 MHDZEVs to California’s roads by 2035, 1,200,000 by 2045, and 1,600,000 by 2050. There is currently a lack of adequate quantities of publicly available charging stations to support these estimates, let alone stations that are easily accessible from major transportation corridors like the I-80, I-5, and US99. SWIFT solves this infrastructure need by installing publicly accessible, high-speed EVSE at an optimal site that is conveniently located for trucks driving through the Sacramento region. Through this support, SWIFT will be able to reduce bottlenecks and freight traffic that would otherwise be caused by vehicles searching for adequate charging stations.

With the industry-wide transition towards the electrification of the transportation and goods movement industry, there is going to be a massive need for EV charging infrastructure to support MHDEV adoption. According to CARB, the ACT rule would add about 510,000 MHDZEVs to California’s roads by 2035, 1,200,000 by 2045, and 1,600,000 by 2050.

b. Multi-Modal Strategy

As stated previously in the Freight System Factors section, given the regulations mandating the incorporation of MHDEVs into large fleets throughout the state, charging hubs like SWIFT are going to be essential to maintain high



transportation system throughput. The EV charging infrastructure installed as a result of SWIFT will strategically support the increased number of MHDEVs that will be traveling through the Sacramento region. As these MHDEVs begin to displace traditional ICE vehicles, truck idling times are going to decrease substantially until being eliminated entirely by 2050 when CARB expects to have 100% ZE from the MHD goods movement sector. Additionally, ICE vehicle miles/hour traveled are going to decrease at a similar rate to truck idling times as, again, this technology is replaced with ZEVs. Through the implementation of this project, SWIFT will be able to maintain the current high transportation throughput while also reducing ICE vehicle miles/hour traveled and idling times through the introduction of MHDEVs.

According to the Northern California Megaregion Goods Movement study released by the Bay Area Metropolitan Transportation Commission (MTC), air cargo demand is projected to increase over the coming years. Being located immediately adjacent to Sacramento International Airport, the SWIFT project is perfectly positioned to assist other modes of transportation such as air cargo by supporting MHDEV trucks carrying cargo to and from the airport. Additionally, SWIFT will provide charging infrastructure supporting trucks taking cargo to and from local rail stations thus supporting another mode of freight transportation. In this way, the three (3) primary transportation strategies in freight, rail, and air will be supported through the successful implementation of SWIFT.

c. Interregional Benefits

SWIFT's site is located just south of Sacramento International Airport, ideally situated near the US 99, I-5, and I-80 highways, adjacent to the Sacramento Metro Air Park, thus connecting SWIFT to three (3) essential freight transportation corridors. In their 2020 MTP and SCS report, SACOG outlined a need to reduce emissions specifically related to freight transportation as well as invest in infrastructure that supports the implementation of a low-carbon transportation system. Through providing support and encouraging the incorporation of MHDEVs into regional fleets, SWIFT directly works to satisfy these needs identified in the MTP. Specifically, the MTP calls for the reduction in daily tailpipe emissions of vehicles in the Sacramento region of 70% by 2040; a feat only possible through the mass transition to electrification across goods movement sector. Apart from regional needs, CARB has identified at the state level a goal of 100% ZE transportation in the MHD sector by 2045 through their proposed ACF rule referenced previously. This statewide goal creates an immediate and overwhelming need for MHD electric charging infrastructure to support the vehicles that are projected to be adopted.

Being located next to the I-80, US 99, and I-5 freeways, project SWIFT is ideally situated to connect the San Pedro Bay Ports in Southern California as well as the Port of Oakland in the Bay area to the Sacramento Metropolitan region. As was mentioned in the Throughput section above, there is significant freight transportation brought from both of these port regions to Sacramento area thus demonstrating a need to support trucks traveling along this route. Through providing essential supportive infrastructure to the coming MHDEVs, project SWIFT will allow the Sacramento region to maintain its connection to freight transportation corridors extending to Southern California and Bay Area ports.

d. Advanced Technology

SWIFT will utilize a state-of-the-art innovative charging technology known as MCS. This technology will have a charging capacity of up to 1200kW, thus allowing MHDEVs to charge in roughly 20 minutes as opposed to two (2) hours which is needed using the traditional CCS 360 kW technology. Through implementing both CCS and MCS chargers together, WattEV is ensuring there is sufficient charger availability to support fleets immediately, while also testing the new MCS technology in a real-world setting. As the MCS system is expected to become the new industry standard for EV charging across all sectors, WattEV is future proofing their SWIFT location by installing the technology now.



SWIFT will incorporate multiple forms of distributed energy resources (DER), including battery energy storage systems (BESS), and PV solar. The solar will consist of a fully prefabricated, plug and play solar farm being built out in gradual stages beginning in 2024 and ending in 2030 with a total of 31.2 MW of capacity. The incorporation of solar and BESS will help to provide lower energy costs and a mechanism for peak shaving. This interconnection of solar and BESS will be accomplished through DC coupling using SMA converters allowing for state-of-the-art energy transmission. These technologies will also provide added resiliency to the site, allowing chargers to continue operating even during grid power outages thus maximizing charger uptime.

SWIFT is projected to reduce a total of 204,288 tons of total pollutants throughout the 20-year project lifetime

e. Zero Emission Infrastructure

SWIFT will include the installation of 18 MCS 1200kW and 90 240 kW DCFCs starting in 2024. These chargers will be publicly accessible and will be able to support 129.6 trucks per day and 34,214 trucks annually in 2025 at 10% charger utilization, increasing to 388 trucks per day and 102,643 annually in 2045 at 30% utilization. The infrastructure will provide charging for dedicated battery-electric trucks that produce zero exhaust emission of any criteria pollutant. As stated previously, the CCS chargers will be able to charge an MHDEV fully in two (2) hours while an MCS charger will be able to charge an MHDEV in as little as 20 minutes. The speed and quantity of chargers will allow for minimal wait times and maximum throughput. The infrastructure will also allow for the reduction of around 500 million diesel miles which provides added environmental benefits in the form of emissions reductions further detailed in Air Quality Impact section. These chargers are specifically designed for MHDEVs and therefore directly support ZE freight infrastructure and the electrification of the freight transportation sector. All prime contractors on the SWIFT project will meet program contractor requirements as consistent with the Sacramento County contracting code. All contractors and subcontractors will be prequalified according to the following criteria. If there are additional provisions necessary, they will be included in bid documents.

- Prime contractors in the installation of ZE infrastructure will be licensed with an A, B, or C-10 classification
- Both prime contractors and subcontractors will participate in apprenticeship programs approved by the state of CA, Division of Apprenticeship Standards, and that have historically graduated persons of DACs and low-income communities
- All contractors and subcontractors will not have any outstanding labor violations or unsatisfied judgments for labor violations
- Contractors with Infrastructure Training Program certifications will be considered in areas of the scope involving MHD infrastructure installation

3. Community Impact Factors

a. Air Quality Impact –

The combustion of diesel fuel by freight trucks is one of the main sources of criteria pollutants and the primary fuel for on-road trucks currently operating in California. The replacement of diesel freight trucks with ZE trucks and ZE enabling technology provides an immediate reduction in ground level ozone, diesel emissions, particulate matter, carbon, and other pollutants that are dangerous to human health, such as air toxics. Emission reductions for SWIFT were calculated by using parameters from the CAL B/C Sketch model along with operational assumptions, as follows:

- Six (6) “3x15” 3600 kW charger configurations. Each charger configuration consists of three (3) MCS 1200 kW chargers and 15 240 kW CCS chargers.



- Charger utilization starts at 10% in 2025, and linearly increases to 25% by 2030, followed by another linear increase to 30% by 2044.
- 2.5 kWh/mile for truck efficiency
- 264 working days per year of truck operation
- 27.4 miles reduced per day per session for each truck. The closest public-access charging station that may be able to accommodate heavy-duty freight trucks is 13.7 miles away from the proposed location at Sacramento International Airport. The charging hub allows all heavy-duty traffic going to the Airport to charge in close proximity without having the trucks drive 27.4 miles to charge at the closest applicable charging location.
- 2025 and 2044 base truck emissions based on the average emissions presented in the CAL B/C Sketch model for all speeds presented in Table 4.
- No emissions from ZEVs (Zero (0) for all pollutants)

Table 4: Base Truck Emissions

Year	CO (g/mile)	CO ₂ (g/mile)	NO _x (g/mile)	PM10 (g/mile)	SO _x (g/mile)	VOC (g/mile)	PM2.5 (g/mile)
2025	0.8213	1117.4188	1.3731	0.0210	0.0105	0.0838	0.02
2044	0.2564	688.4288	0.5271	0.0087	0.0065	0.0181	0.0083

Using the assumptions provided above, emissions reductions were calculated by multiplying the charger capacity by the number of hours per day and the charger utilization, which determines the total charger daily usage in kilowatt hours (kWh). The usage is then multiplied by the truck efficiency to calculate the total EV miles enabled and diesel miles reduced in 2025 and 2044. The mileage values are then multiplied by the emission factors presented in Table 4 to determine the emissions reductions for each pollutant in the years of 2025 and 2044. Subsequently, a trend function was used to determine emission reductions in all years between 2025 and 2044, and all reductions were summed up to determine total emissions reduction over SWIFT’s lifetime. Full details on emissions calculations and air quality impact are presented in the emissions calculations and cost-effectiveness sheet.

SWIFT is projected to displace a total of 204,288 tons of total pollutants throughout the 20-year project lifetime with the majority of the reductions coming from CO₂ followed by NO_x and CO. The detailed breakdown of emissions reductions is presented in Table 5 below:

Table 5 : Emissions Reductions over SWIFT’s Lifetime

Pollutant	CO	CO ₂	NO _x	PM10	SO _x	VOC	PM2.5
Emissions Reduction (tons)	101.93	203,979.67	189.34	3.02	1.92	8.85	2.88
Total	204,287.60						

Additionally, the public charging equipment will have the additional benefit of attracting MHDEVs that would not have otherwise been routed through Sacramento due to range anxiety. SWIFT is sited in between key trucking routes for the state and will provide a viable, ZE fueling option for most carriers in the area. This induced demand will further reduce emissions of criteria pollutants within the Sacramento.



Aside from the direct emissions reductions, there are indirect MHDEV benefits, such as a reduction in noise from trucks driving in the community. Engine noise is reduced to virtually nothing, and drivers and residents accustomed to loud roaring diesel engines will benefit greatly. Additionally, according to interviews with truck drivers participating in the early deployment of electric trucks and living in the community, there were reported benefits from reduced stress from driving (due to reduced noise and vibration in an electric truck) and a cleaner work environment. MHDEVs also reduce the barrier to entry for truck operator positions due to the more intuitive and user-friendly experience associated with driving an electric vehicle (EV) over a conventional diesel truck.

b. Economic Impact

Based on a 2018 Brookings Institute Report – Charting a Course to the Sacramento Region's Future Economic Prosperity – that measured improvements in growth, prosperity and inclusion, the Sacramento metropolitan area was placed in the lowest third of the 100 largest metro areas. These three (3) criteria are critical elements that define the regional economy for any area.

SWIFT is designed to achieve economic benefits through a viable, replicable, and scalable business model, while simultaneously achieving significant emissions reductions and community-wide health benefits. The SWIFT charging hub will generate significant local and regional economic activity through the engagement of firm employment, construction impacts, and ongoing site operations and maintenance throughout the life of the site. Initial project construction and installation will provide immediate local job creation and revenue generation by hiring contractors and additional ongoing job creation through site operation and hardware maintenance. This will have significant impact on growth, prosperity, and inclusion in the area, which are three elements that are relatively lacking the county of Sacramento.

SWIFT also aligns with California Freight Mobility Plan (CFMP) goals, specifically Goal 2: Economic Prosperity. As a freight infrastructure project in the path of one of the busiest interstates in the country, SWIFT meets all objectives set by the CMFP by:

- Promoting economic development through the investment in a freight infrastructure project
- Promoting economic activity and ZE freight mobility and reliability as it is the only heavy-duty charging hub near the Sacramento International Airport
- Improving workforce by creating new jobs
- Promoting the State's competitive logistics advances as SWIFT will enable EV operations in freight corridors close to the Sacramento International Airport

Further economic activity will be generated via WattEV's dedicated Truck-as-a-Service (TaaS) fleet as well as through public charging as more MHDEVs come into operation and require access to convenient fast-charging solutions. 18 MCS 1200 kW chargers and 90 CCS 240 kW will be deployed in Phase One of SWIFT by 2025. SWIFT will directly displace diesel through fleets using the electric charging infrastructure and those using TaaS.

The SWIFT charging stations will be able to leverage attractive utility pricing, low carbon fuel standard (LCFS) credits available in California, renewable energy credits from onsite solar (where applicable), and peak shaving using battery storage (where applicable). All these contribute to SWIFT achieving the least cost towards energy production and consumption for MHDEV charging. The project team will constantly work to bring the cost of charging to be competitive or even cheaper than fueling with diesel or gasoline. This bundling of benefits approach is anticipated to provide lower



charging costs than many depot charging options fleets pursue on their own, creating yet another advantage for charging at these sites.

Job Creation

Direct Long-Term Jobs: The SWIFT project will create long-term jobs in the function of direct maintenance, service of facilities (including distributed energy resources or DERs), and operations. More specific roles created in this industry are necessary for maintenance and MHDEV operations; maintenance technicians, including high voltage safety; EVSE, EV charger and DER maintenance; EV charging and DER analytics; and training and educational programs to “train the trainers.”

WattEV estimates that SWIFT will generate 953 jobs between 2023 and 2025 due to the development and construction and operation and maintenance of the station

Indirect Job Creation: According to the Economic Policy Institute, there are ties from any employment to the indirect jobs that support the industry where employment can be gained through multipliers, or ripple effects. For each direct position, there are other industries that act as supplier sectors that also receive employment increases. Direct employment and supplier employment results in induced employment of other industries, which are generally regional services where wages are spent (i.e., food, medical, or public sector services). This project has the

potential to bring a significant number of both highly technical jobs and jobs to support the new and growing industry.

As mentioned in the section before, initial project construction and installation will provide immediate local job creation and revenue generation by hiring local contractors in addition to ongoing job creation through site and hardware operation and maintenance. Utilizing the economic impact FHWA Employment Impact of Highway Infrastructure Investment analysis presented in the performance metrics guidelines, WattEV estimates that SWIFT will generate 953 jobs between 2023 and 2025 due to the development and construction as well as operation and maintenance of the Public Commercial Charging Station from 2025 to 2044; this contributes 610 (64% of total) jobs towards the supply chain required to source, construct, install the materials and equipment, and maintain the station as well as an induced amount of 343 (36% of total) jobs created. Additionally, based on the Sacramento County Economic Forecast, Sacramento is runner-up to Riverside in the potential for both population and job growth between 2021 and 2026. The jobs created from SWIFT will supplement the job growth forecasts between 2022 and 2026, which average at around 1.9% annually.

Benefit Cost Ratio

Increasing economic activity in a vital commercial hub while reducing the negative health impacts to the communities allows those neighborhoods to thrive with cleaner air. As stated in the Air Quality Impact section, SWIFT will displace a total of 204,288 tons of pollutants throughout SWIFT’s lifetime. The breakdown of the emissions reduction based on contaminant provided in Table 5 were combined with the economic value of each as provided in the Cal B/C sketch model allows for the calculation of the total project emissions benefits.

Results for the total economic value from emission reduction and the detailed distribution of emissions reduction, dollar value of emissions reduction and the total project benefit are portrayed in Table 6.



Table 6: Emissions Reduction Economic Value

Pollutant	CO	CO ₂	NO _x	PM10	SO _x	VOC
Emissions Reduction Economic Value (\$)	\$6,323	\$8,180,877	\$2,616,668	\$334,816	\$103,680	\$8,818
Total	\$11,251,181					

Finally, with a total project cost of \$62M and operation and maintenance costs of \$10M, the cost-benefit ratio then equates to approximately 0.2.

c. Community Engagement

The project is currently still in its early planning phase and community engagement plans will be developed and implemented throughout the project’s lifetime. The initial community engagement plan for SWIFT is focused on two (2) engagement “lanes”: 1) the small fleets/independent owner operators (IOOs) directly, who are also community members and stand to benefit the most from this project; and 2) the community “at large.” As demonstrated below, the community engagement plan uses existing and customized strategies that are specifically designed to encourage public participation in the decision-making process for not only how the site is built out, but also how it will serve as an ongoing resource to the community throughout operations.

Small Fleet/IOO Engagement: WattEV, the project partner, assists smaller fleets and independent contractors in the transition to MHDEV’s by reducing upfront costs through the TaaS program. Since the inception, TaaS development has critically entailed significant communications with disadvantaged trucking companies to identify the specific electrification challenges faced by the cohort and to collaboratively design a program that would allow for their participation. It is from these extensive discussions that WattEV chose to expand from simply providing public-access charging, to providing a full spectrum solution that would enable small, disadvantaged trucking companies to operate zero-emission trucks much earlier than the market would otherwise support. The TaaS has been previously introduced to the following major shipping corridors in California: Bakersfield HWY 99/65, San Bernadino HWY 215, and Port of Los Angeles HWY 110/91. By introducing a charging hub near Sacramento International Airport, which lacks heavy duty charging infrastructure, the project will be allowing for small fleets and IOOs within the Sacramento area to leverage the TaaS model and transition to EVs at much lower costs. Additionally, as CARB’s ACF rule, which is focused on ZEV deployments and transition, starts being implemented in 2024, WattEV’s TaaS model and specifically the charging hub in Sacramento will be of immense help to small and disadvantaged fleets that would otherwise not be encouraged or supported in the transition away from diesel.

In order to expand connections with the fleets, WattEV has engaged with Sacramento Air Quality District and the Coalition for Clean Air to engage in public outreach for the project to raise awareness of emissions reductions and public access to EV charging. These entities will help solicit ongoing input from the community to ensure their perspectives on implementation continue to be incorporated into the design, construction, and operation of SWIFT. WattEV has also begun outreach to the major distribution centers located at Sacramento Metro Air Park about the project and how the shippers can meet their sustainability goals by electrifying some of their freight movements. Through this process, WattEV can work with fleets and independent owner operators (IOOs) to identify transporters that can be onboarded to the TaaS platform giving them access to ZE transport seamlessly while offering a dashboard to both transporters and shippers on emissions savings in addition to a suite of other tools. Additionally, these fleets



and IOOs will be engaged via the WattEV TaaS sales team as well as a variety of “traditional” marketing and education platforms such as social media and email campaigns.

Community-at-large Engagement: SWIFT is a unique opportunity to truly showcase the electrification of transportation in a transformational way. The physical presence of this large facility in a highly visible region will announce the arrival of clean transportation in a way that other communications cannot hope to achieve. The public visitor’s center will be both a resource and source of inspiration to the community as the hands-on experience provides an open venue for meaningful learning and dialogue. At other TaaS locations, WattEV has demonstrated community outreach and engagement through community meetings and informational pamphlets. SWIFT plans to continue utilizing community partners to provide an active pathway for community feedback throughout the project development. To maximize successful participation as well as overall awareness by residents within the region, WattEV will develop and implement an outreach plan that will engage local residents and stakeholders. WattEV will also work with Sacramento to engage some of the high priority community-based organizations (CBOs) identified by the county’s active transportation public engagement plans.

Additionally, Sacramento County will be following an outreach approach analogous to the methods that have been implemented in the county’s Environmental Justice Element, such as setting up pop-up booths at community events, conducting web surveys, organizing community workshops and community meetings to discuss the concerns that diesel pollution from heavy-duty trucks raises for the local community and to receive feedback on ways to make the project most effective to the communities in Sacramento.

SWIFT will also feature a public use visitor center that includes informational displays on clean air initiatives and California’s progress towards emission reduction, which will essentially serve as an education medium for the public to learn more about initiatives to reduce emissions and improve air quality.

1. Other Criteria
 - a. **Freight Needs**

As state clean air regulations take effect such as ACT and ACF, there will be a shift of more MHDEVs on the road, which will inevitably push freight operators into the electrification of their fleets. Major companies have made commitments to electrify their fleets and install charging stations in their depot centers. Having a public and fast charging option encourages these fleets to convert to electric more rapidly, providing comfort that they can still charge on the road. Perhaps most significantly, SWIFT will remove some of the barriers standing in the way of small and independent freight operators moving to electric. Smaller companies typically do not have the resources to invest in charging infrastructure – whether it is upfront capital acquisition cost, long-term operational cost, or personnel expertise. Providing public recharging options improves equity for MHDEV deployments by ensuring there are places for firms without the capital resources to fuel their vehicles. The proximity of SWIFT to I-5, the Sacramento International Airport, and the Sacramento Metro Air Park, which has a high volume of freight movement, will serve as an essential truck stop for MHDEVs as well as opening additional route opportunities for WattEV’s TaaS freight drivers.

- b. Leveraging and Coordinating Funds**

Project partner WattEV is committed to contributing \$28 million in private funds for this \$62 million project. The request of \$34 million to be funded through TCEP will amount to 55% of the total project cost. WattEV considers this a priority project and is committed to delivering SWIFT.



c. Project Readiness

Sacramento County has partnered with WattEV due to their depth of experience in developing zero emission truck stops. WattEV has completed similar project scopes in Bakersfield, Gardena, San Bernardino, and the Port of Long Beach. WattEV is also preparing to break ground on sites near the I-15 in Barstow, I-10 by the CA/AZ border, and I-5 near Taft in Kern County.

SWIFT is on schedule and will be able to be delivered well within the CTC's schedule for this cycle of TCEP funds. Construction is anticipated to start in 2024 lasting approximately twelve months. This phase of SWIFT will include grading, paving, underground infrastructure, solar and electrical work, EVSE installation, and building construction. The grading quantities are anticipated to balance on site, and no import of fill material is anticipated. Sacramento PER will coordinate the Joint EIR/EIS compliant with CEQA and NEPA. The Joint EIR/EIS is scheduled for completion by June 2024.

d. Commitment of Partners

Sacramento County, WattEV and SMUD have worked collaboratively on the development of SWIFT. WattEV has secured a long-term lease of the lot from Sacramento International Airport; there is a signed Letter of Intent (LOI) in place with a negotiated lease agreement that is awaiting signature from the county. The County Board of Supervisors is expected to approve this agreement by the end of 2022. Should the TCEP award be approved, Sacramento County and WattEV will form a funding agreement. SMUD, who will be providing the utility connection to the site, has also been informed about SWIFT and had several meetings with the team to discuss the successful delivery of SWIFT. All partners viewed this as a key site to help facilitate ZE freight movement in the greater Sacramento area.

e. Additional Factors

The installation of more EV charging infrastructure is essential if California is to meet its ambitious clean air and climate goals. In addition to the site serving as a hub for MHDEVs for shippers and transporters, it will also provide fast-charging stations for other transport services such as public airport shuttles, LD EV drivers, and EV rideshare drivers that are picking up and dropping off customers at the Sacramento International Airport.

In addition, for visitors coming to the State capital, SWIFT's visitor center will serve as an educational opportunity to learn about the State's clean air initiatives and learn about the operations of this innovative facility.

G. Other Project Information Areas

1. Accessibility

SWIFT increases access to both jobs and consumer and commercial customer charging options, while simultaneously expanding ZE transportation options that would otherwise be limited. Job access will be increased by the variety of occupations that will result from the development: construction-related jobs that will be needed to create the site and staff for the amenities that will accompany the publicly accessible facility. These amenities include a convenience store, food outlets, a resting lounge, and a visitor center, all of which can be found at typical rest stops. As part of this effort, new jobs will be created for the operation of the facility including but not limited to cashiers for the convenience store and food outlets, stock people, and building services staff (i.e., janitorial/maintenance workers). The resting lounge and visitor center will also need building services staff, along with personnel to address customer needs such as replenishing amenity resources and customer questions regarding information provided by the visitor center. Needs



outside of construction and amenity staffing will include municipal services such as trash removal, irrigation, and landscaping.

A robust infrastructure system for MHDEV charging currently does not exist, and SWIFT aims to bridge that gap with expanded charging and transportation options. While increasing access to charging options for MHD vehicles, SWIFT also increases LD charging options- applicable to consumer and commercial customers alike. More importantly for MHD customers, the increase in charging options will facilitate electric freight movement throughout California, particularly between major northern and southern corridors. Increased charger availability will reduce MHD operator travel times and expedite freight movement. Beyond charging resources, WattEV will offer TaaS with SWIFT, extending access to transportation options that would typically need to be secured through a separate entity. Enabling the access to leverage TaaS and charging infrastructure resources simultaneously makes SWIFT a one-stop-shop for both ZE freight movement operators and consumers.

2. Climate Change Resilience and Adaption

With the increased adoption of ZEVs replacing high-polluting ICE vehicles, Sacramento County anticipates that this site will help reduce emissions in the area by 204,288 tons of pollutants and thus provide cleaner air to neighboring communities. SWIFT aligns with the Sacramento County Climate Action Plan² which specifies measures to reduce greenhouse gas (GHG) emissions and actions that will reduce the county's vulnerability to the anticipated impacts of climate change. Specifically, Measure GHG-1, calls for the implementation of more EV infrastructure near the Sacramento International Airport.

SWIFT is situated within Caltrans District 3, by using their Climate Change Vulnerability Assessments Technical Report³, SWIFT will be resilient to the impacts of climate change which include increased rain, flooding, droughts, and rising temperatures. The charging stations that will be installed will be rated for outdoor use and will follow manufacturer recommendations on protections against weather conditions such as rain, wind, and extreme heat.

The project engineering will prepare plans to help protect against flooding, increased rain, and drought. The plans will include the preparation of a Preliminary Water Quality Management Plan that identifies stormwater management for the three (3) buildings post construction. Construction of SWIFT will also have a QSP/QSD certified contractor prepare a Stormwater Pollution Prevention Plan.

3. Protection of Natural and Working Lands, and Enhancement of the Built Environment

SWIFT's site is currently an undeveloped 118-acre lot adjacent to the Sacramento International Airport, Metro Airpark and I-5. Landscaping will be designed for a substantial part of the site and around the perimeter of the paved areas. The project team will perform a Joint EIR/EIS in order to minimize the impact on the natural and working environment, and will perform any mitigation measures if necessary.

SWIFT intends to use prefabricated materials in building construction wherever possible in keeping with sustainable construction practices. Utilizing prefabricated materials in the construction phase limits the materials used on-site,

² <https://planning.saccounty.net/PlansandProjectsIn-Progress/Documents/Climate%20Action%20Plan/Final%20Climate%20Action%20Plan.pdf>

³ <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/2019-climate-change-vulnerability-assessments/ada-remediated/d3-technical-report-a11y.pdf>



which leads to reduced waste disposal needs in the area. Bringing only the necessary materials helps to reduce the energy it takes to transport the materials as well as cut down on particulate matter in the surrounding neighborhoods from the cutting and fabrication process. These materials can instead be cut and modified within a controlled environment off-site where any particulates can be trapped and properly disposed of. Additionally, using prefabricated materials expedites the project timeline by cutting down on time spent installing and constructing the structure. The solar field that will be used to generate power for the stations and the grid will be mounted to the ground with half the panels looking east and half looking west with a ten (10) degree inclination angle. All panels will have an antiglare coating. This combination of these will eliminate any glare at aircraft approaching the Sacramento International Airport runways.

4. Public Health

SWIFT aligns with efforts towards public health through pollution reductions (i.e., emissions and noise) and appropriate signage that will alleviate conflicts between freight vehicles and other travel modes. Deploying EVSE naturally reduces emissions by eliminating conventional fueling methods that produce diesel particulate matter and other GHGs. Beyond removing the infrastructure that produces emissions, implementing EVSE encourages the use of ZEVs, furthering pollution reductions and improving air quality altogether. The use of ZE technology not only abates emissions that would otherwise enter the atmosphere, but also eradicates noise pollution that is inevitably present amongst ICEs. Battery electric vehicles and chargers are near silent, promoting improved air quality with the ancillary benefit of reduced noise pollution that will enhance the customer experience of those utilizing SWIFT, the driving experience of those involved in freight movement, and Sacramento County's experience of having an electric vehicle charging deployment within their community.

Beyond progressing the air quality of Sacramento County through emissions and noise reductions, SWIFT makes strides towards alleviating conflicts between freight vehicles and other travel modes while also addressing aspects of public health that impact their customers and employees. In parallel with I-5, three (3) ingress and egress points for MHD vehicles, buses, and LD vehicles will be created along Bayou Road. These access points will be appropriately signed to indicate where each vehicle type should enter and exit, mitigating extensive wait times for charger use or potential accidents. Although the site is near Sacramento International Airport, SWIFT will not interfere with airport traffic, preventing congestion that could increase travel times for freight movement operators or interfere with airport operations. To ensure that accessibility standards are met for customers and employees, SWIFT's site will comply with all American Disability Association (ADA) accessibility requirements for parking spaces and on-site building access and ensure that any on-site hazardous material locations are appropriately signed. WattEV will also adhere to Cal/OHSA heat illness prevention standards for outdoor workers, particularly those that will be involved in constructing the site. WattEV prioritizes the safety of its customers and employees and using proper identification to indicate how to access the site's resources, along with where they are located, is key to demonstrating their efforts.



H. Funding and Deliverability

1. Funding Table

Table 7: Funding Table

Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted
1 - Preliminary Stage	2022	\$85,000	TCEP (55%) and Match Funding (45%)	Uncommitted
2 - Preparation of Technical Studies	2023	\$100,000	TCEP (55%) and Match Funding (45%)	Uncommitted
3 - Environmental Scoping	2023	\$85,000	TCEP (55%) and Match Funding (45%)	Uncommitted
4 - Draft EIR	2023	\$130,000	TCEP (55%) and Match Funding (45%)	Uncommitted
5 - Final EIR	2023	\$200,000	TCEP (55%) and Match Funding (45%)	Uncommitted
6 - Design and Engineering	2024	\$1,395,000	TCEP (55%) and Match Funding (45%)	Uncommitted
7 - Permitting and Approvals	2024	\$155,000	TCEP (55%) and Match Funding (45%)	Uncommitted
8 - Plan Check and Compliance	2024	\$300,000	TCEP (55%) and Match Funding (45%)	Uncommitted
9 - Procurement	2024	\$33,250,000	TCEP (55%) and Match Funding (45%)	Uncommitted
10 - Construction, Installation, and Commissioning	2024	\$26,150,000	TCEP (55%) and Match Funding (45%)	Uncommitted

- The total project cost for SWIFT will be \$61,850,000.

2. Total Project Cost

As shown at the end of the section above, the total project cost for this operation will be \$61,850,000.

3. Committed / Uncommitted Funds

All phases for this project are considered uncommitted as they are fully funded by a combination of TCEP funds and match funds from WattEV.

4. Cost Overruns

WattEV has successfully secured substantial private equity seed funding and is leveraging significant liquid assets to invest match funds for SWIFT. WattEV commits to absorbing any cost overruns and delivering SWIFT with no additional TCEP funding so long as the grant secured from this program is at least \$34 million.



5. Contracts

The phase of funding for SWIFT will not require more than one (1) contract.

6. Preconstruction Requests

WattEV is not proposing funding for only preconstruction project components. Future construction costs are also incorporated into the proposal's total project cost.

7. Federal Grants

No discretionary federal funds have been committed to SWIFT as of the application due date.

8. Ineligible Elements

SWIFT's team understands the requirements for all elements that are eligible for Trade Corridor Enhancement Program funds. Sacramento County will monitor TCEP funds to not be used for ineligible elements as none are included in SWIFT. A Memorandum of Understanding and Agreement for Ground Lease will be in place between WattEV and the County of Sacramento, acting through its Department of Airports.

I. Other

1. Public / Private Benefits

a. Public Benefits and Private Benefits

SWIFT will provide the following public benefits to the Sacramento community:

- Publicly accessible infrastructure and amenities – site components such as DCFCs, convenience stores, food outlets, a resting lounge, and an educational visitor center will all be accessible for public use.
- Bayou Roadway improvements – The roadway that the site is located on will be resurfaced and be expanded with a turn-in which will improve the driving conditions for the public along the roadway.
- Job creation in the public sector – hundreds of public sector jobs will be created as there will be an increased need for workers in municipal services, such as sanitation, water, and electric utilities, which will be needed to establish and maintain the site's basic functions. Please refer to the 'Job Creation' subsection of the 'Project Delivery' section for more details.
- Job creation in the private sector – hundreds of private sector jobs will be created such as design, engineering, and construction jobs which will be needed to develop the site, but also to supplement the on-site amenities such as the convenience store, food outlets, resting lounge, and visitor center. Please refer to the 'Job Creation' subsection of the 'Project Delivery' section for more details.
- Resiliency and renewable energy supply – the large scale renewable solar energy generation field will provide a peak supply of 15.6MW to power SWIFT's site infrastructure. The self-generation solar field will not only alleviate any additional pressure on the utility grid by supplying power for the charging stations and amenities, but the bi-directional private substation constructed in coordination with SMUD will allow excess energy produced to be exported to the utility, providing the public with the benefit of renewable energy and supporting power grid resiliency.
- Improved community health and quality of life for area residents – the deployment of ZE technologies and the new roadway access will reduce emissions, noise pollution, and traffic congestion to improve the health and quality of life for those living and working in Sacramento. Please refer to the table above in the 'Air Quality Impact' section for exact numbers on emissions reductions.



- Expanded charging infrastructure access – commercial operators will benefit from access to high-powered charging stations strategically located along a heavily commuted transportation corridor, which means they won't necessarily have to invest in private, permanent infrastructure and can perform long-haul duty cycles, typically performed by diesel truck counterparts, without always having to return to a predetermined domicile.
- Improved driving conditions and on-road safety – SWIFT will support an increase in battery-electric vehicles on the road, reducing vibrations and noise that will improve operator comfort, mitigate accidents, and improve focus when driving.

SWIFT will produce the private benefits listed below to the Sacramento community:

- Charging infrastructure assets – WattEV will benefit as the owner of the charging infrastructure at the project site enabling the deployment of their TaaS model.

b. Direct Benefits of Funding

88% of public funds, and more than half of the private funds will directly benefit the public. This translates to 70% of the total project budget directly benefiting the public.

Table 8 shows the estimated breakdown of public and private funding and how those funds will be used in the SWIFT project. All the public funds have been allocated towards site development activities that directly benefit the public, as the main objective of the project is to redevelop an historically agricultural zone to provide publicly accessible high-powered charging infrastructure powered by renewable solar energy as well as a number of other amenities for public use. The only aspect of the project that will generate private assets is the EVSE, which will be owned and funded by WattEV.

Table 8: Public and Private Funding Breakdown

Item	2022 Total Cost	Public Funding	Private Funding
Engineering & permitting	\$2M	\$0	\$2M
Solar Array	\$16M	\$8M	\$8M
Electrical Substation	\$3M	\$3M	\$0
Civil Works and Mobilization	\$2M	\$2M	\$0
Bayou Roadway Resurfacing & Site Turn-in Expansion	\$1M*	\$1M	\$0
Site Grading	\$2.7M	\$2.7M	\$0
Site Paving	\$2.3M	\$2.3M	\$0
Water & Sewer	\$3M	\$3M	\$0
Building Structures	\$5M	\$0	\$5M
Landscape & Signage	\$2M	\$2M	\$0
Site Lighting	\$2M	\$2M	\$0
Electric Vehicle Supply Equipment (EVSE)	\$13M	\$0	\$13M
Electrical Installations	\$8M	\$8M	\$0
Project Total	\$62M	\$34M (55%)	\$28M (45%)



c. Ownership

SWIFT's site is on a parcel of land owned by Sacramento County, which will be leased to WattEV via a long-term agreement. Through this partnership, WattEV will construct, own, operate and maintain all facilities on the County land. WattEV will fully own the infrastructure on this property.

d. Benefits of Public Investment

Investment of public funding will directly promote equity, economic growth, environmental/community health, safety, and overall quality of life for the residents in Sacramento County. Funding from TCEP is critical to overcome the barriers that keep advanced technologies from widescale deployments and will bridge existing financial gaps of the large capital investment traditionally required by fleet operators to effectively deploy battery electric trucks. Public investment in advanced public-access charging in support of these public benefits is also directly aligned with California's air quality, ZEV market acceleration and workforce development goals. SWIFT gives the residents of Sacramento access to much needed infrastructure for battery-electric vehicles, that will become more necessary as the years progress, putting the County on the right track for meeting future demand and being a leader in the clean transportation space. This positive development is supplemental to the other public benefits previously stated such as emissions reductions and other pollution burden reductions, efforts towards transportation equity, job creation, and improved driving conditions.

2. Interagency Cooperation

SWIFT will not be located physically within the state highway right of way and does require development permissions from Caltrans or any other government agencies, however Sacramento County will actively cooperate with Caltrans wherever necessary. There are several other government agencies who will closely collaborate on SWIFT including, but not limited to, Sacramento Area Council of Governments, Sacramento Metropolitan Air Quality Management District, and Sacramento Municipal Utility District.

3. Bulk Coal

SWIFT will not have any negative environmental impacts related to the storage, handling, or transport of coal as SWIFT does not involve any coal or bulk coal.

4. Reversible Lanes

SWIFT is not a capacity-increasing, major street, or highway lane realignment project and did not require the implementation of reversible lanes, pursuant to Streets and Highways Code Section 100.15. The concept of SWIFT was put forth with the goal of creating a site that would be easily accessible to both commercial operators and passenger vehicles.

RFI - G-22-53

Attachment 2:
Performance Metrics Form



Attachment 2. Performance Metrics Form

Trade Corridor Enhancement Program

Existing Average Annual Vehicle Volume on Project Segment						
Existing Average Annual Truck Percent on Project Segment						
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project						
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project						
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	All				
	Change in Daily Truck Hours of Delay	All (except rail)				
	(Optional) Person Hours of Travel Time Saved	All				
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port				
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port				
	(Optional) Other Information	All				
Throughput (Freight)	Change in Truck Volume	Highway, road, and port projects only				

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New language replacing pre-existing language: bold with highlights

	Change in Rail Volume	Rail				
	(Optional) Change in Cargo Volume	Sea port, airport				
	(Optional) Other Information	All				
System Reliability (Freight)	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only				
	(Optional) Other Information	All				
Velocity (Freight)	Travel time or total cargo transport time	All				
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road				
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail				
	(Optional) Other Information	All				
Air Quality	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)					
	Carbon Dioxide (CO2)					
	Volatile Organic Compounds (VOC)					
	Sulphur Dioxides (SOx)					
	Carbon Monoxide (CO)					

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New language replacing pre-existing language: bold with highlights

	Nitrogen Oxides (NOx)					
Safety	Number of Fatalities	Road and Land Port				
	Rate of Fatalities per 100 Million VMT					
	Number of Serious Injuries					
	Number of Serious Injuries per 100 Million VMT					
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information	All				
Cost Effectiveness	Cost Benefit Ratio	All				
	(Optional) Other Information	All				
Economic Development	Jobs Created	All				
	(Optional) Other Information	All				

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Attachment 3:
Project Programming Request



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

Amendment (Existing Project) No					Date:	11/16/22
District	EA	Project ID		PPNO	MPO ID	
03						
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SAC	I-5			Sacramento County		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Mikki McDaniel		(916) 875-4769		mcdanielm@saccounty.gov		
Project Title						
Sacramento County WattEV Innovative Freight Terminal (SWIFT)						
Location (Project Limits), Description (Scope of Work)						
In Sacramento County, at the intersection of Bayou Way and Powerline Road, south of Interstate 5. Design, construct, and commission a major, public-access electric vehicle charging facility on a 118-acre parcel of land. The project will have three ingress and egress points on Bayou Rd which runs parallel to I-5. Infrastructure includes 90 combined charging standard (CCS) direct current fast chargers (DCFC) and 18 megawatt charging standard (MCS) chargers, 15.6 MWac solar field, and all necessary utility and stormwater upgrades.						
Component						
Implementing Agency						
PA&ED	Sacramento County					
PS&E	Sacramento County					
Right of Way	No Right of Way required					
Construction	Sacramento County					
Legislative Districts						
Assembly:	6	Senate:	7	Congressional:	6	
Project Benefits						
Initial project construction and installation will provide immediate job creation and revenue generation by hiring contractors and ongoing site and hardware maintenance. Further economic activity will be generated via WattEV's dedicated Truck-as-a-Service (TaaS) fleet as well as through public charging as more and more MHDEVs come into operation and require access to convenient fast-charging solutions. The project will have additional environmental impacts through the reduction of air pollution caused by diesel MHD trucks.						
Purpose and Need						
The purpose of SWIFT is to provide affordable access to public EV charging that will accelerate fleet electrification by removing cost barriers to adoption associated with capital investments in private, permanent infrastructure, and instead offering an equitable, scalable, and cost-effective zero emission solution. Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of battery electric vehicles, particularly in the medium- and heavy-duty (MHD) sector (cont.).						
Category		Outputs			Unit	Total
Other						
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					06/29/23	
Begin Environmental (PA&ED) Phase						12/15/22
Circulate Draft Environmental Document			Document Type	EIR/EIS		09/20/23
Draft Project Report						10/21/23
End Environmental Phase (PA&ED Milestone)						06/30/24
Begin Design (PS&E) Phase						07/01/24
End Design Phase (Ready to List for Advertisement Milestone)						02/01/25
Begin Right of Way Phase						02/02/25
End Right of Way Phase (Right of Way Certification Milestone)						02/03/25
Begin Construction Phase (Contract Award Milestone)						08/22/24
End Construction Phase (Construction Contract Acceptance Milestone)						12/16/25
Begin Closeout Phase						01/16/26
End Closeout Phase (Closeout Report)						02/16/26

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 11/16/22

Additional Information

Air Quality & GHG

Particulate Matter PM 2.5 = 2.88 tons
Particulate Matter PM 10 = 3.02 tons
Carbon Dioxide (CO₂) = 203,979.67 tons
Volatile Organic Compounds (VOC) = 8.85 tons
Sulphur Dioxides (SO_x) = 1.92 tons
Carbon Monoxide (CO) = 101.93 tons
Nitrogen Oxides (NO_x) = 189.34 tons

Economic Development

Jobs Created = 953

Purpose and Need: The purpose of SWIFT is to provide affordable access to public EV charging that will accelerate fleet electrification by removing cost barriers to adoption associated with capital investments in private, permanent infrastructure, and instead offering an equitable, scalable, and cost-effective zero emission solution. Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of battery electric vehicles, particularly in the medium- and heavy-duty (MHD) sector, as it provides a usage price model as well as a user experience that is much more comparable to traditional diesel and gasoline fueling . This will ease the traditional pain points associated with the transition to alternative fuel technologies and provides a more streamlined, affordable pathway to comply with regulatory mandates for emission reductions.

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Date: 11/16/22

District	County	Route	EA	Project ID	PPNO
03	SAC	I-5			
Project Title: Sacramento County WattEV Innovative Freight Terminal (SWIFT)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Sacramento County
PS&E									Sacramento County
R/W SUP (CT)									No Right of Way required
CON SUP (CT)									Sacramento County
R/W									No Right of Way required
CON									Sacramento County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)					600			600	
PS&E					1,850			1,850	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						33,250	26,150	59,400	
TOTAL					2,450	33,250	26,150	61,850	

Fund No. 1:	Local Funds - Agency (from Private partner)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)					270			270	
PS&E					832			832	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						14,963	11,767	26,730	
TOTAL					1,102	14,963	11,767	27,832	

Fund No. 2:	State SB1 TCEP - Trade Corridors Enhancement Account								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Sacramento Area Council of Gover
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)					330			330	
PS&E					1,018			1,018	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						18,287	14,383	32,670	
TOTAL					1,348	18,287	14,383	34,018	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Complete this page for amendments only

Date: 11/16/22

District	County	Route	EA	Project ID	PPNO
03	SAC	I-5			

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

RFI - G-22-53

Attachment 4:
State Highway System Project Impact
Assessment Instructions
and Form (CTC-0002)



Appendix III (Note: Appendix reference may vary depending on funding program)

State Highway System Project Impact Assessment (Form CTC-0002)

- Applicant must complete ALL fields in Sections I and II. Write N/A if not applicable. Applicant must also provide the Attachments requested in Section IV.
 - Assessment Form and all attachments must be submitted to Caltrans District Contacts (contact link in Section III) no later than four (4) weeks prior to Application Due Date. Late or incomplete submissions of this form and attachments may delay applications.
1. Applying Agency
 2. Name of Person submitting the application
 3. Title
 4. Phone
 5. Email
 6. Project Title - The title must be consistent with the application and all project documentation
 7. Indicate the State Funding Program(s) associated with the project. Check all that apply.
 8. Percentage of project area within State Right of Way:
(Area within State Right of Way ÷ Total project area) x 100
 9. Total construction cost of physical project elements within State Right of Way: Provide a separate estimate for the total construction cost (capital and support costs) of the project for only those physical elements and/or portions of elements that are on or within State Right of Way. This includes project elements within State airspace. Please refer to the completed estimates form or figures included in the project application.
 10. Indicate the anticipated environmental documentation that will be required for California Environmental Quality Act and National Environmental Policy Act (ex. Negative Declaration, EIR/ EIS, etc.) Indicate N/A if a National Environmental Policy Act document is not required.
 11. Fully describe the scope of work to be performed within State Highway Right of Way. This includes all new or modifications to any physical assets within State Right of Way.
 12. Follow the steps and linked resources to determine induced Vehicle Miles of Travel (VMT) on the State Highway System (SHS) and applicable calculations. Enter text inputs on 4, 5, or 6 as applicable. Note: Active Transportation Program (ATP) projects may not induce VMT per the ATP Guidelines. ATP applicants check number 1 and proceed to Section 13.
 13. Review the linked flowchart and resources for appropriate level of involvement. Check the applicable items in the checklist to determine appropriate process. Check the processes that apply.
Caltrans will review and retains the right to make a final determination.
-

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

CTC-0002 (NEW 02/2022)

I. APPLICANT INFORMATION

1. APPLICANT

2. APPLICANT CONTACT

3. CONTACT TITLE

4. CONTACT PHONE

5. CONTACT EMAIL

II. PROJECT INFORMATION

6. PROJECT TITLE

7. PROJECT PROGRAM

ATP

LPP-C

LPP-F

LSRP

SCCP

SGR

TCEP

SHOPP

STIP

TIRCP

8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY

9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY

10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:

CEQA:

NEPA:

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

12. SB743 VEHICLE MILES OF TRAVEL (VMT) IMPACT ASSESSMENT

- Project is screened as unlikely to induce traffic under Section 5.1.1 in [Transportation Analysis under CEQA](#). If checked, Stop. Proceed to Section 13.
- Project is in a [Metropolitan Statistical Area](#). If checked, proceed to step 3. If not, proceed to step 6.
- Project adds lane-miles to the SHS. If yes, proceed to step 4. If the project adds other types of traffic-inducing capacity, e.g. an interchange, proceed to step 6.
- Enter the project lane-miles in the [NCST Induced Travel Calculator](#) and report the result here.
- If the project team believes induced VMT will be different than what is shown in step 4, provide a best estimate based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13.
- Provide an estimate of the project's induced VMT based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13.

13. EXPECTED LEVEL OF CALTRANS INVOLVEMENT (Note: the final determination will be at the discretion of Caltrans)

Follow the [Flowchart to Determine the QMAP \(ca.gov\)](#) and [Applicant's checklist to determine the appropriate Caltrans review process \(TR-0416\)](#) to identify the applicable Caltrans review process that best fits the project parameters. Encroachment requests with completed permit application, checklists and supporting project documents must be submitted to District encroachment permit offices for further processing.

For determination of the processes required, Check the following if the project:

- Will impact and Environmentally Sensitive Area, or requires an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS),
- Requires Federal Highway Administration (FHWA) approval,
- Requires Right-of-Way dedication from Caltrans,
- Requires modification to a Caltrans Bridge or Structure,
- Requires Design Standard Decision Document (Reference: Highway Design Manual, Design Information Bulletin 78),
- Requires Encroachment Exception Approval (Reference: Encroachment Permit Manual, Chapter 300),
- None of the Above.

If any items "a" through "f" are checked a Standard Project Delivery Process is required, see #3 below. If item "g" is selected a Short Form is permitted, see #2 below.

- Encroachment Permit Oversight Process - [Standard Encroachment Permit Application \(TR-0100\)](#), [instructions and related forms](#)
- Project Delivery Short Form Quality Assessment Process (using a DEER) - [Design Engineering Evaluation Report Guidelines](#)
- Standard Project Delivery Quality Assessment Process.

III. CALTRANS PROJECT

SIGNATURE: _____

DATE: _____

PRINT NAME: _____

District Director, District ____

The above signature indicates, based on available information:
Caltrans acknowledges the Project

*****APPLICANTS SUBMIT TO
DISTRICT CONTACT LIST FOUND HERE*****

<https://dot.ca.gov/programs/sb1>

Form submissions with attachments are due
Four Weeks PRIOR to Application Deadline.

IV. ATTACHMENTS

The Project Programming Request (PPR) must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents and (2) draft funding application(s).

RFI - G-22-53

Appendix





November 10, 2022

Mr. Mitchell Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: Letter of Support for WattEV Sacramento 2022 Trade Corridor Enhancement Program (TCEP)

Dear Mr. Weiss:

Sacramento Municipal Utility District (SMUD) is pleased to offer this letter of support for the WattEV Sacramento 2022 Trade Corridor Enhancement Program application. The CTC's decision to fund the project through the TCEP Program would drive the growth of zero-emission vehicle infrastructure equipment for all classes of vehicles in the Sacramento area. The CTC's funding would generate desperately needed air quality benefits in a community heavily impacted by diesel pollution.

WattEV's proposal to deploy high-powered public electric vehicle (EV) charging solutions combined with large-scale solar energy generation infrastructure presents a strategic investment for sustainable goods movement with immediate emissions reductions, community health benefits and economic growth opportunities for the Sacramento region as well as the state.

The Sacramento Municipal Utility District (SMUD) is a community-owned, not-for-profit utility that generates, transmits, and distributes electricity. Serving Sacramento since 1946, SMUD is the nation's 6th-largest community-owned electric utility, serving a population over 1.5 million people. WattEV's project aligns perfectly with SMUD's plan to reach zero carbon emissions in our power supply by 2030-the most aggressive goal of any utility in the nation.

We believe that planning and implementing an electric vehicle charging infrastructure project is important for the health of the community. The adoption of zero emission vehicles and infrastructure is essential to reducing GHG emissions and improving air quality in California communities.

With support from the CTC, this project will increase throughput of the region's freight network, increase the speed of freight traffic, increase reliability of travel times, provide a real multi-modal solution for the region and beyond, and it will result in the deployment of both advanced technologies and zero emissions infrastructure. This project will have a measurable net positive impact on the air quality, local economy, and community.

Sacramento Municipal Utility District appreciates the CTC for providing funding opportunities to accelerate the market for zero-emission technologies and improve air quality throughout our heavily diesel-pollution burdened community. If you have any questions at all about our support to the project, please contact Leilani Ventura at (916) 732-7321 or Leilani.ventura@SMUD.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Brandy Bolden", with a large, stylized flourish at the end.

Brandy Bolden
Chief Customer Officer, SMUD
Sacramento Municipal Utility District, 6201 S St, Sacramento, CA 95817



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EXECUTIVE DIRECTOR
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November 14, 2022

Mr. Mitchell Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: Letter of Support for WattEV Sacramento 2022 Trade Corridor Enhancement Program (TCEP)

Dear Mr. Weiss:

As the local agency with responsibility for advancing the greater capital region towards meeting all national ambient air quality standards and the state's decarbonization commitments for protection of the global climate, the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) is pleased to offer this letter of support for the WattEV Sacramento 2022 Trade Corridor Enhancement Program application. The CTC's decision to fund the project through the TCEP Program would drive the growth of zero-emission vehicle infrastructure equipment for all classes of vehicles in the Sacramento area. The CTC's funding would generate desperately needed air quality benefits in a community heavily impacted by diesel pollution.

WattEV's proposal to deploy high-powered public electric vehicle (EV) charging solutions combined with large-scale solar energy generation infrastructure presents a strategic investment for sustainable goods movement with immediate emissions reductions, community health benefits and economic growth opportunities for the Sacramento region as well as the state.

With support from the CTC, this project will increase throughput of the region's freight network, increase the speed of freight traffic, increase reliability of travel times, provide a real multi-modal solution for the region and beyond, and it will result in the deployment of both advanced technologies and zero emissions infrastructure.

Should you have any questions about our organization, efforts, or our support to the project, please do not hesitate to contact Jaime Lemus, Transportation and Climate Change Division Manager jlemas@airquality.org or 916-201-8414.

Sincerely,

Raef Porter

Raef Porter
Program Manager, Transportation and Climate Change
Sacramento Metropolitan Air Quality Management District



2022 Trade Corridor Enhancement Program Project Nominations

Consent

Prepared by: Chris Dougherty

Attachments: Yes

Approved by: James Corless

Referring Committee: Transportation

1. Issue:

The 2017 Senate Bill 1 (SB 1) legislation created a new competitive transportation funding program that provides a funding opportunity for freight projects. For local projects to compete in the program they require a nomination from SACOG.

2. Recommendation:

The Transportation Committee unanimously recommends that the board nominate five projects identified in the staff report to submit applications for state funding through the Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

3. Background/Analysis:

The California Transportation Commission (CTC) has released the final guidelines for the 2022 Trade Corridor Enhancement Program (TCEP). The program requires Caltrans or Metropolitan Planning Organizations (MPOs), such as SACOG, to nominate any projects that intend to submit applications to the program. Funding for the TCEP program is divided between approximately a 40 percent share for Caltrans and a 60 percent share for projects nominated by MPOs in regional corridors across the state. SACOG is in a regional corridor that also includes MPOs in the Bay Area and Central Valley. This regional corridor has a TCEP funding target of \$183 million for freight projects for this cycle of the program.

This program is intended to fund freight projects that significantly contribute to the freight system's economic activity or vitality; relieve congestion on the freight system; improve the safety, security, or resilience of the freight system; improve or preserve the freight system infrastructure; implement technology or innovation to improve the freight system or reduce or avoid its negative impacts; freight infrastructure (excluding vehicles) that enables zero-emission or near-zero emission goods movement; or reduce or avoid adverse community and/or environmental impacts of the freight system.

Projects must also be located on the Primary Highway Freight System or a designated critical freight corridor serving the primary system and consistent with the region's current Metropolitan Transportation Plan and Sustainable Communities Strategy. The program requires a minimum match of 30 percent, but higher match will greatly improve the competitiveness of projects.

4. Discussion/Analysis:

Five projects (listed below) were submitted to SACOG for review for concurrence with the 2020 MTP/SCS and competitiveness. As mentioned earlier, a key criteria for this program is whether or not a corridor has been designated as a critical freight corridor. Caltrans is tasked with designating rural freight miles, while it is SACOG's responsibility to designate urban freight miles. Freight miles are portioned out by the state for each MPO region, and as of 2022, SACOG has roughly 18 miles of critical urban freight miles to designate throughout our entire region. This is an important consideration with TCEP; if a project is nominated and awarded funds but is not already designated as a critical corridor, it is required that the designation be made. With limited miles available to give, SACOG has been cautious and thoughtful about which projects would best utilize those miles available, as major highways and arterial roadways in our region may have significant truck traffic but are not yet designated.

Other important factors that guide nomination decisions, outside of the concepts that define the program goals directly, include phase or stage in which the project is in (i.e., will the funds go towards design or construction) and project readiness.

After review, SACOG recommends all submitted TCEP projects receive a nomination to apply for TCEP funding if they are confirmed to be eligible. In addition to a nomination, staff recommends that the Yolo 80 Managed Lanes Project be identified as the regional priority due to the large scale and notable benefits of the project. The Yolo 80 Managed Lanes Project will add new managed lanes on I-80 from the Solano/Yolo County line to the I-80/US 50 separation, supporting a national freight corridor. The managed lanes help implement the 2020 MTP/SCS and the project is a Mega Region priority project. Furthermore, the Yolo 80 Managed Lanes Project is one of only a handful of projects that Caltrans HQ have identified as a priority state investment that they will sponsor as a co-applicant.

SACOG staff is currently working with project partners to combine the Yolo 80 Managed Lanes and the Yolo County Road 32A projects into one application, which can increase competitiveness for the program. Both projects are recommended for nominations separately if the project partners do not combine the projects into one application. The projects are listed below and more detailed project information is provided in Attachment A: (note: projects not identified as priority are not listed in any ranked order)

- **Yolo 80 Managed Lanes (SACOG Regional Priority)**
The Project will construct managed lanes on I-80 from the Solano/Yolo County line to the I-80/US 50 separation for a total of approximately 10 miles. I-80 is already a designated freight corridor and would thus preserve the 18 miles SACOG has available.
- **Yolo County Road 32A Crossing Relocation and Grade Separation Project**
The project replaces the existing crossing across the Union Pacific Railroad with a grade separation overhead structure.
- **Sacramento County WattEV Truck Charging Facility**
The project aims to construct a major electric vehicle charging facility immediately south of Sacramento International Airport and will provide electric charging for light-duty passenger vehicles, transit buses, and heavy-duty freight trucks. This project is located along I-5, which has already been designated a critical freight corridor and would preserve available miles.
- **Capital SouthEast Connector Project segment D2A Project**
The Project will construct a 2.6-mile four-lane divided multimodal corridor with a Class 1 bike path

from Douglas Road to White Rock Road. This segment (and corridor as a whole) has not been designated as a critical freight corridor, and therefore would require designation if awarded funds.

- **I-5 Managed Lanes Project**

The project would advance planned managed lanes in both directions on Interstate 5 in Sacramento County from I-5/US 50 Interchange to Sacramento River Bridge. This project funding request is for design only. I-5 is a designated freight corridor and would not require any new corridor designation.

Applications for the program are due November 18, 2022. The California Transportation Commission requires project nominations to be submitted by MPOs. Staff will continue to coordinate with project sponsors and provide technical assistance in order to ensure that competitive project applications are submitted by the deadline.

5. Fiscal Impact/Grant Information:

There is no fiscal impact to SACOG's operating budget from this recommended action. SACOG is not directly contributing to any of the nominated projects. Any future project funding contributions would be subject to board review and approval.

6. This staff report aligns with the following SACOG Work Plan Objectives:

Goal 1 : Advance Economic Prosperity

Objective 1: Invest in and protect the transportation infrastructure needed to implement the region's economic prosperity plan.

Objective 3: Improve people's ability to get to jobs, schools, and other economic opportunities.

Goal 2 : Connected Communities

Objective 1: Develop more sustainable sources of future transportation funding while winning new competitive state and federal transportation grants.

Objective 3: Prioritize cost-effective transportation investments that enhance mobility while improving safety, air quality, and the condition of transportation infrastructure and assets.