

Summary of Bay Area Transportation Electrification Progress

Resource Management and Climate
Protection Committee

City/County Association of Governments of
San Mateo County

January 21, 2026



Electric Vehicles: Ambitious Targets

State Targets



100%

Zero-Emission Vehicles (ZEVs) in new sales of passenger vehicles

Advanced Clean Cars II (ACCII)

2035



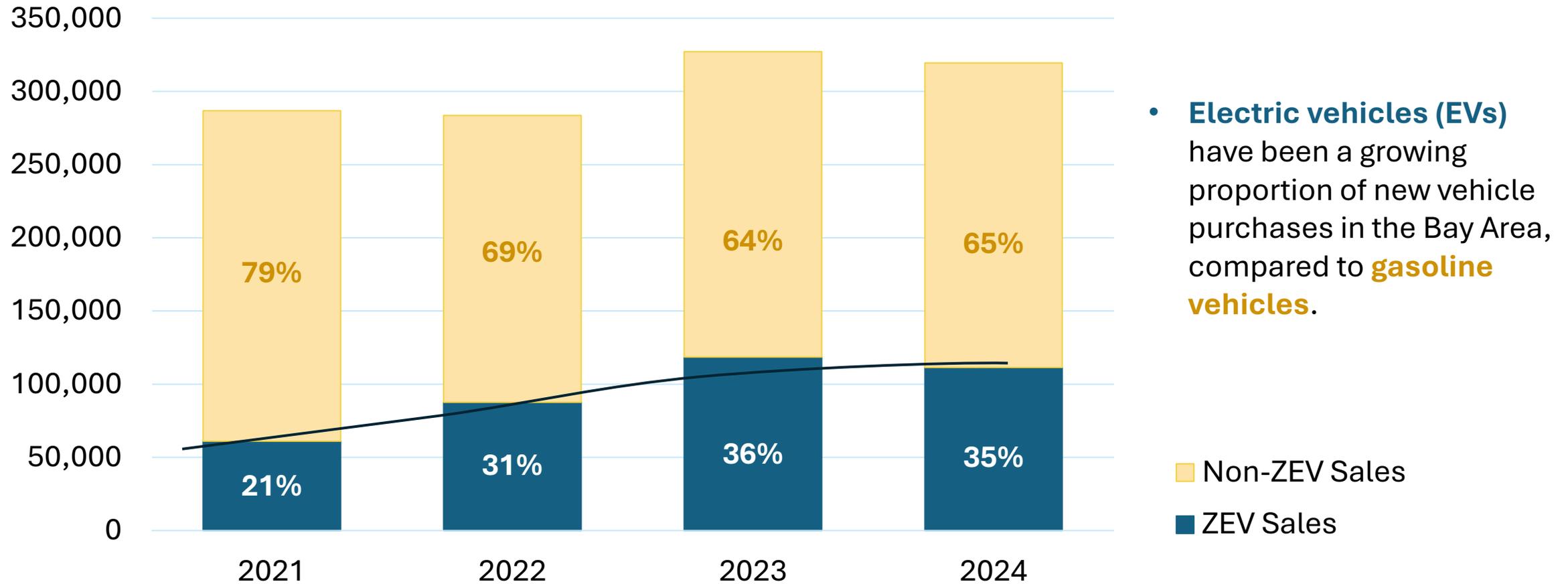
19%

per-capita GHG reduction in Plan Bay Area

Senate Bill 375 (SB 375)

2035

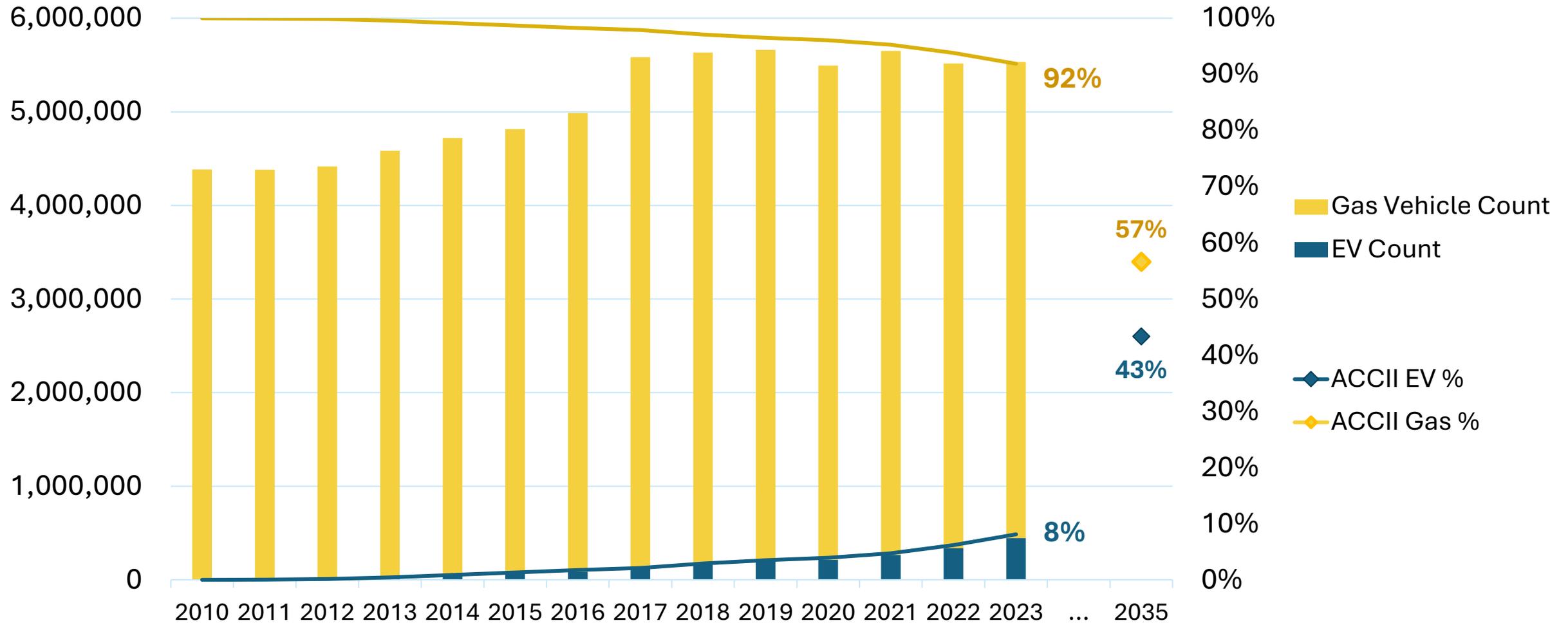
Bay Area New Vehicle Sales Trends: Electric Future



New Light-Duty Vehicle Sales in the Bay Area: **Electric Vehicles** vs. **Gasoline Vehicles**

Source: California Energy Commission Zero Emission Vehicle and Infrastructure Statistics Dashboard, Total Light-Duty Sales, June 30, 2024

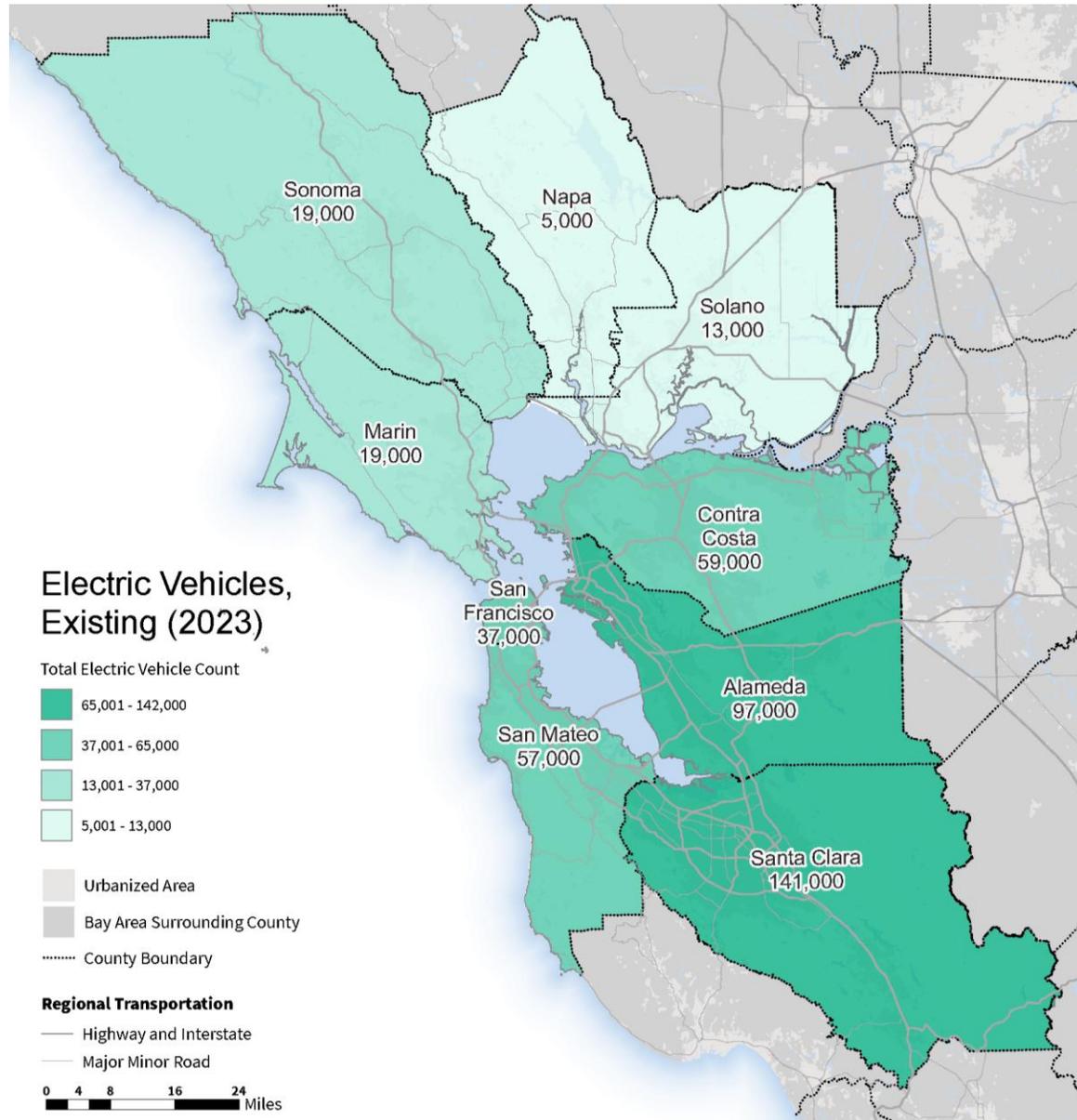
Bay Area EV Adoption: Strong, but Far to Go



Total Vehicle Population in the Bay Area: Electric Vehicles vs. Gasoline Vehicles

Source: California Energy Commission Zero Emission Vehicle and Infrastructure Statistics Dashboard, Light-Duty Vehicle Population in California, December 31, 2023. California Air Resources Board, EMFAC2025.

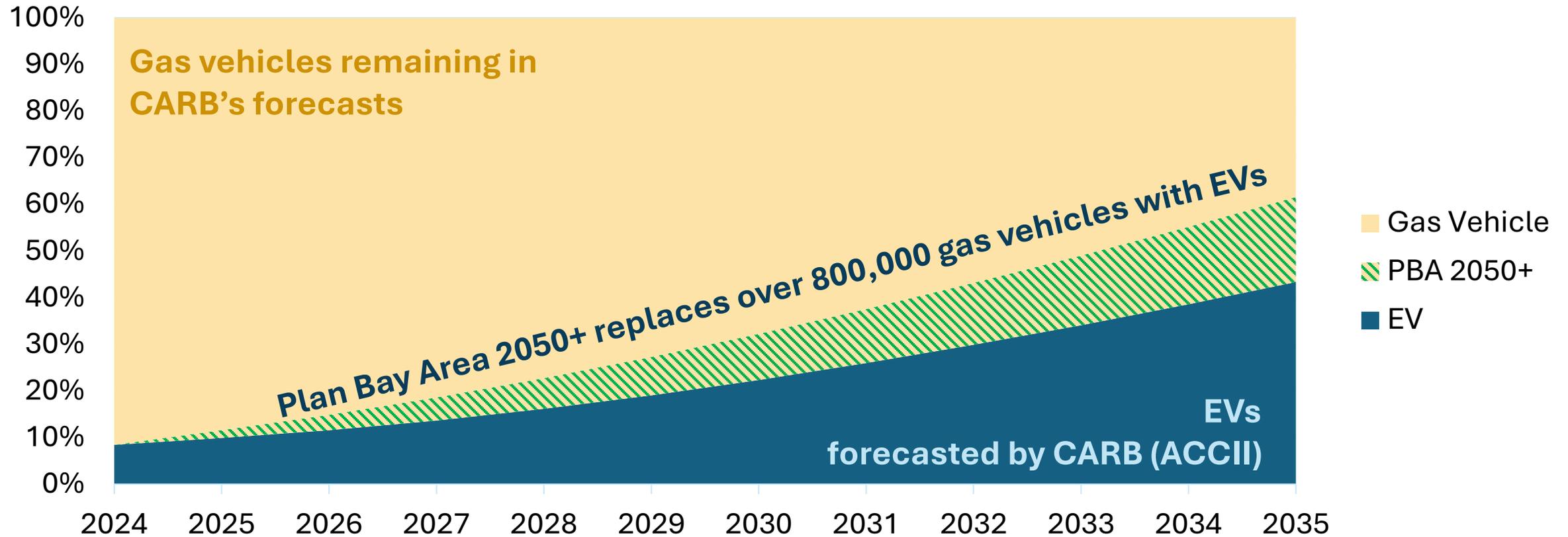
EVs Across the Region: Adoption Varies Widely



County	EV Population	% EVs	Median HH Income
Alameda	97,000	9%	\$110,000
Contra Costa	59,000	7%	\$111,000
Marin	19,000	9%	\$118,000
Napa	5,000	5%	\$97,000
San Francisco	37,000	9%	\$122,000
San Mateo	57,000	10%	\$132,000
Santa Clara	141,000	10%	\$142,000
Solano	13,000	4%	\$88,000
Sonoma	19,000	5%	\$94,000
Region	448,000	8%	\$113,000

Source: CEC (2024), Zero Emission Vehicle and Infrastructure Statistics; Data last updated Dec 31, 2023. MTC Vital Signs.

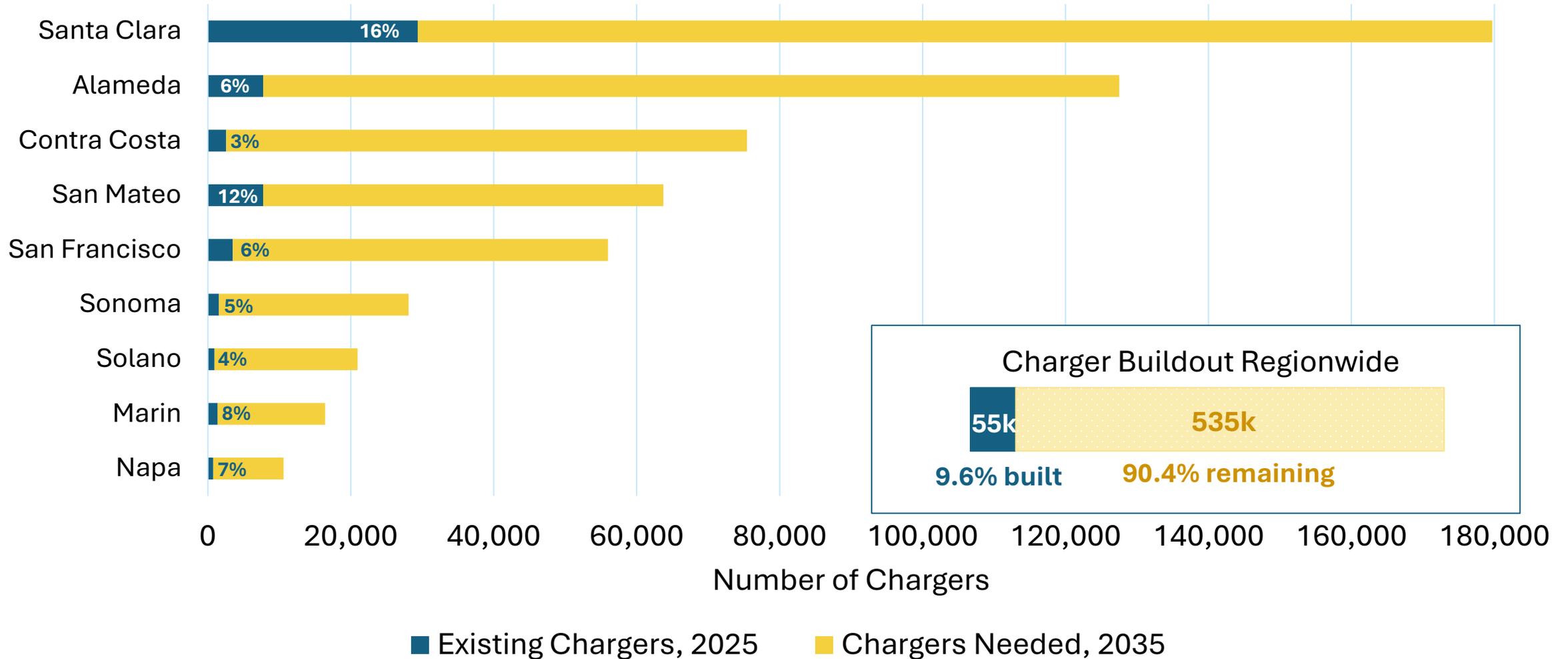
Plan Bay Area: All Hands Needed to Accelerate EVs



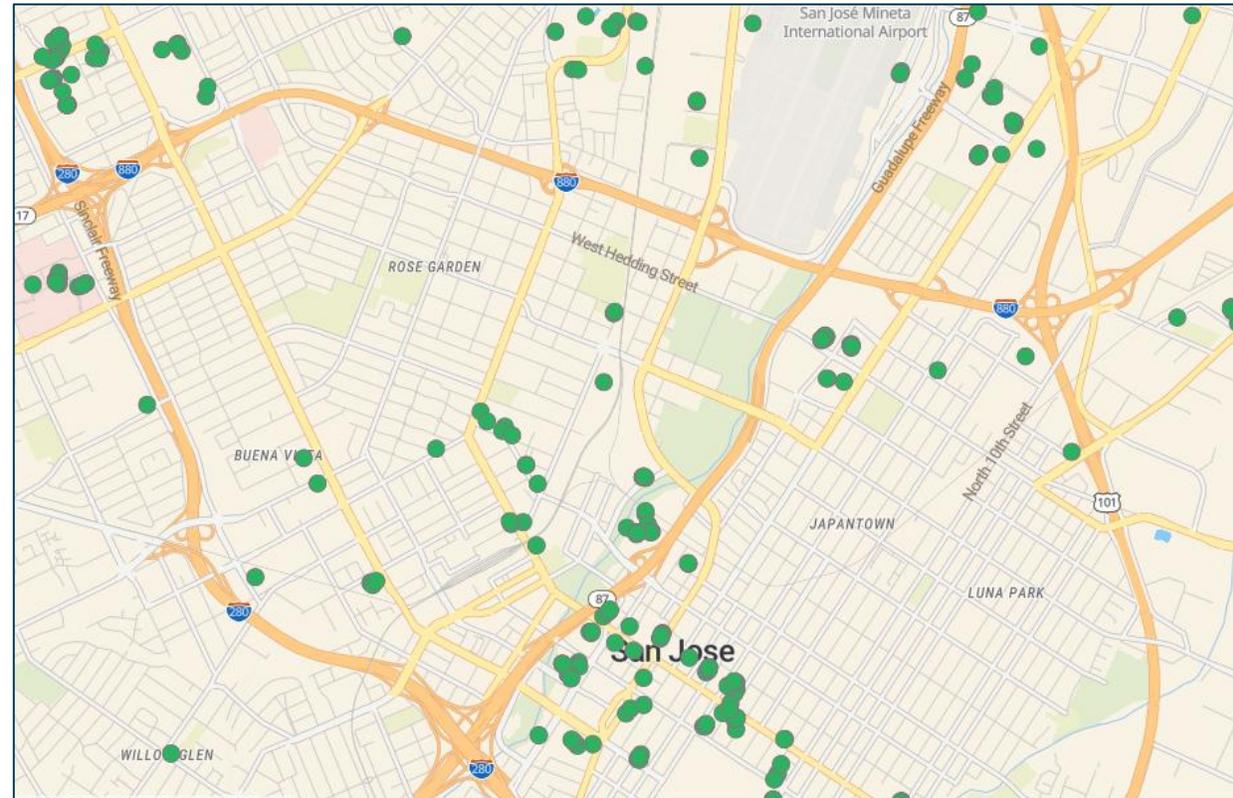
- Plan Bay Area 2050+ Environment Strategy 8 (EN8) includes a **Vehicle Buyback & EV Incentive** initiative to increase **EV uptake through \$7.7 billion** in incentive funding while **retiring over 800,000 gas vehicles** ahead of the State's schedule.
- Strategy EN8 also reduces vehicle trips with **\$100 million in consumer E-Bike Incentives**.

Bay Area Charging Need: Far to Go

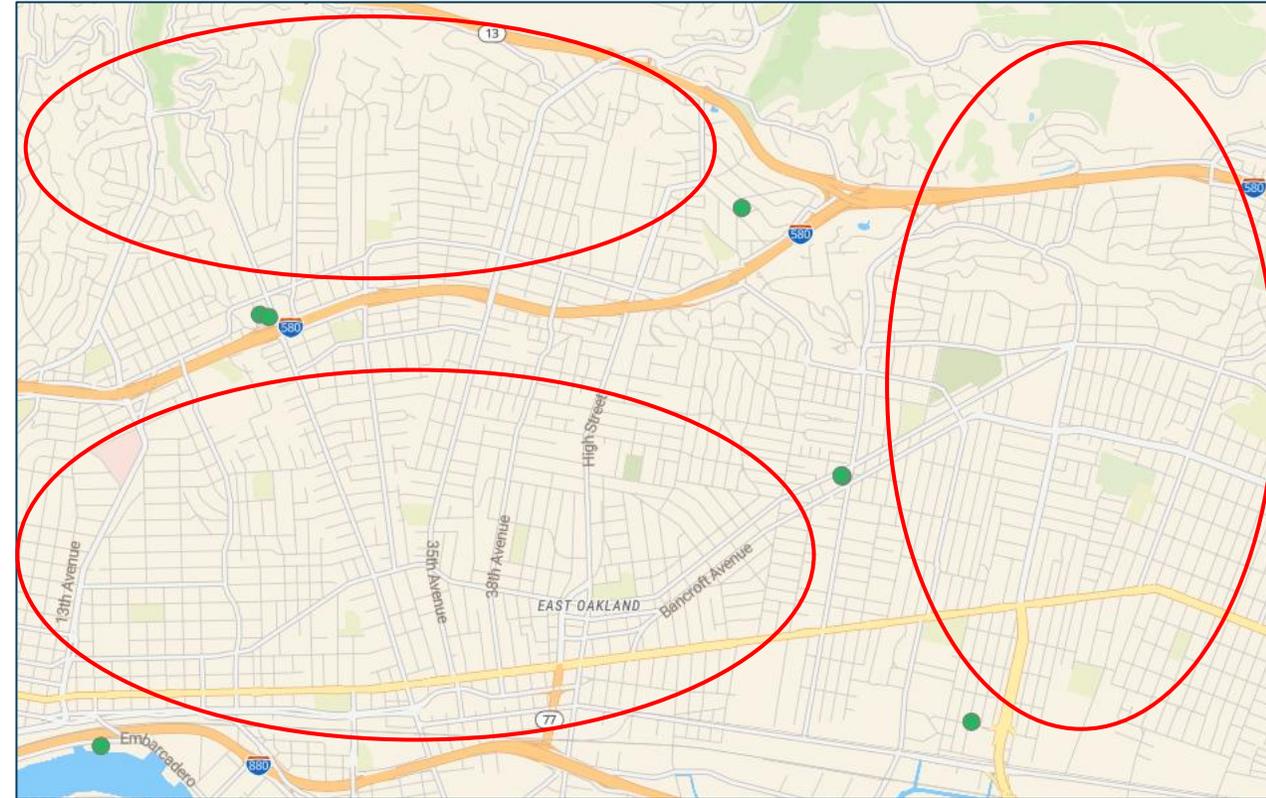
Existing Chargers vs. **Needed by 2035** in the Bay Area



Charging Access: Have and Have-Nots



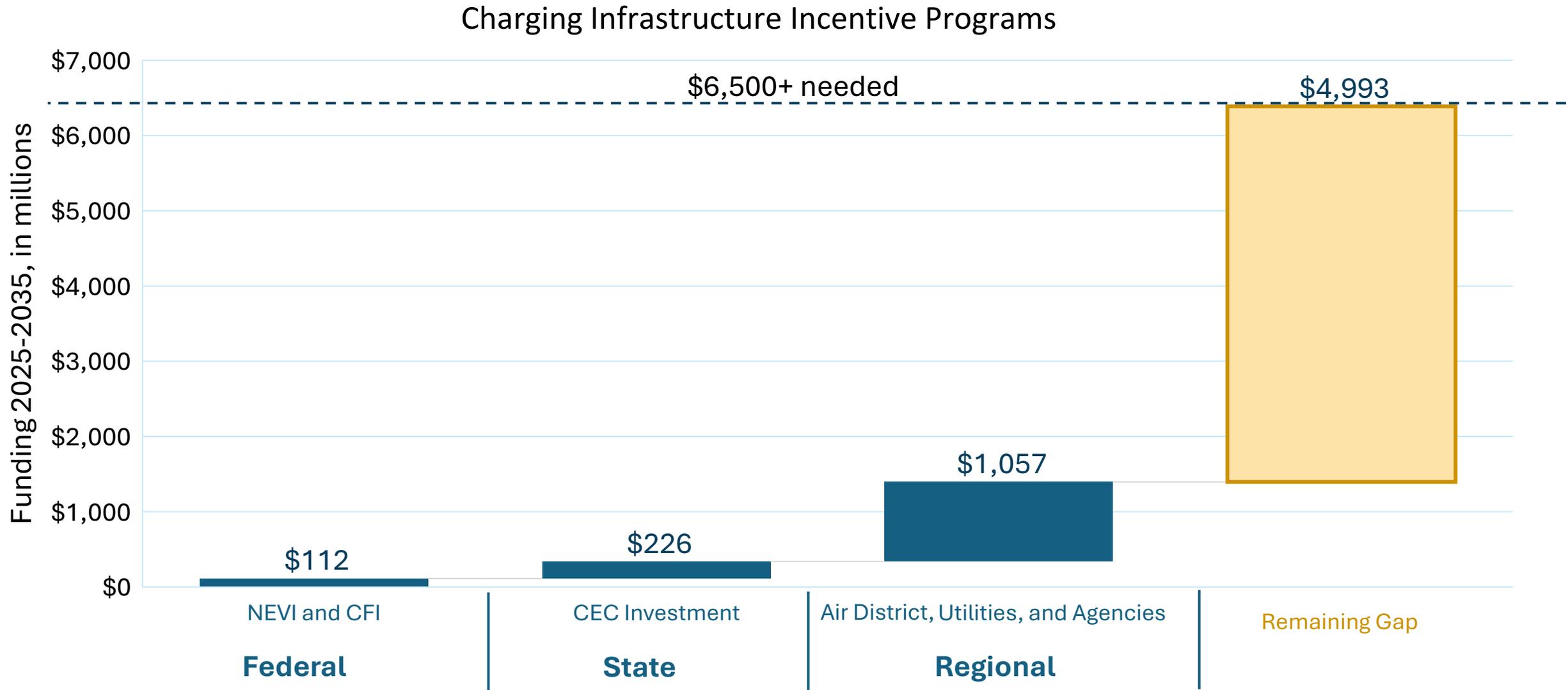
San Jose



East Oakland

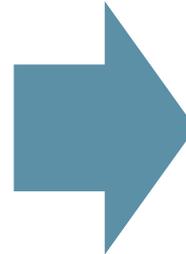
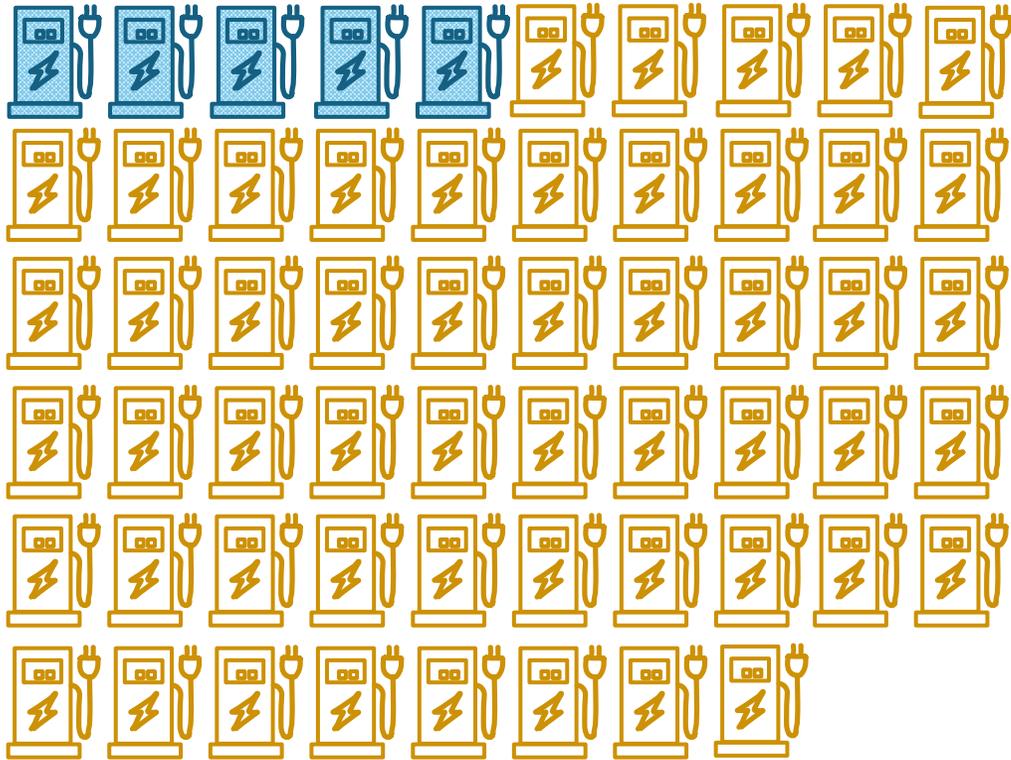
- Charging infrastructure gaps persist today. Even though the East Oakland map shows a denser neighborhood, potential charging deserts are circled in red compared to the San Jose map.
- Inequities and community disadvantages don't always result in a charging desert but are often correlated.

Charging Investment: Much More Is Needed

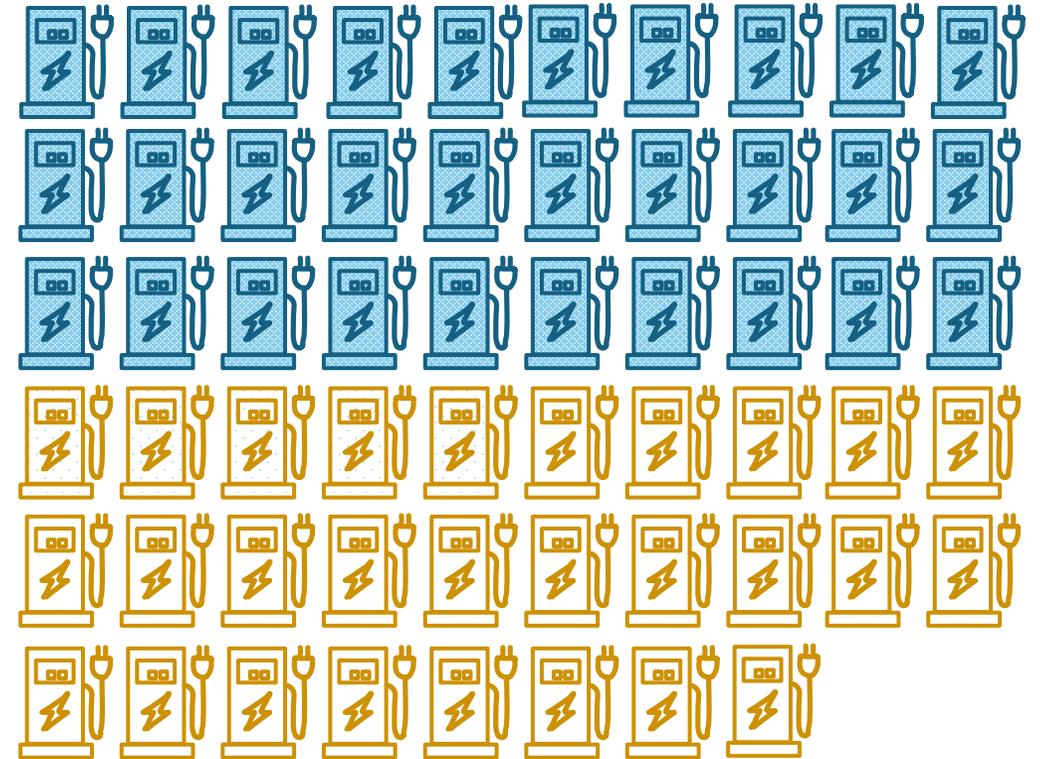


Plan Bay Area: Helping Narrow the Charging Gap

EN8 aims to move our region from here....



to there by 2035.



- Plan Bay Area 2050+ Strategy EN8 includes a **Charger Initiative to invest \$720 million** to help deploy 250,000 charging ports in much needed areas across the region.
- Both the **Vehicle Initiative** and **Charger Initiative** are essential for helping the Bay Area meet its SB 375 greenhouse (GHG) reduction target.

All Hands Needed: Collaboration & Partnerships

Collaboration and partnerships are necessary to achieve the region's and state's goals



- US Department of Transportation
- US Department of Energy
- US Environmental Protection Agency



- State Legislature
- California Air Resources Board (CARB)
- California Energy Commission (CEC)
- Governor's Office of Business and Economic Development (GO-Biz)



- MTC
- Bay Area Air District
- PG&E
- Community Choice Aggregators (Ava, MCE, PCE, SCP, SVCE)



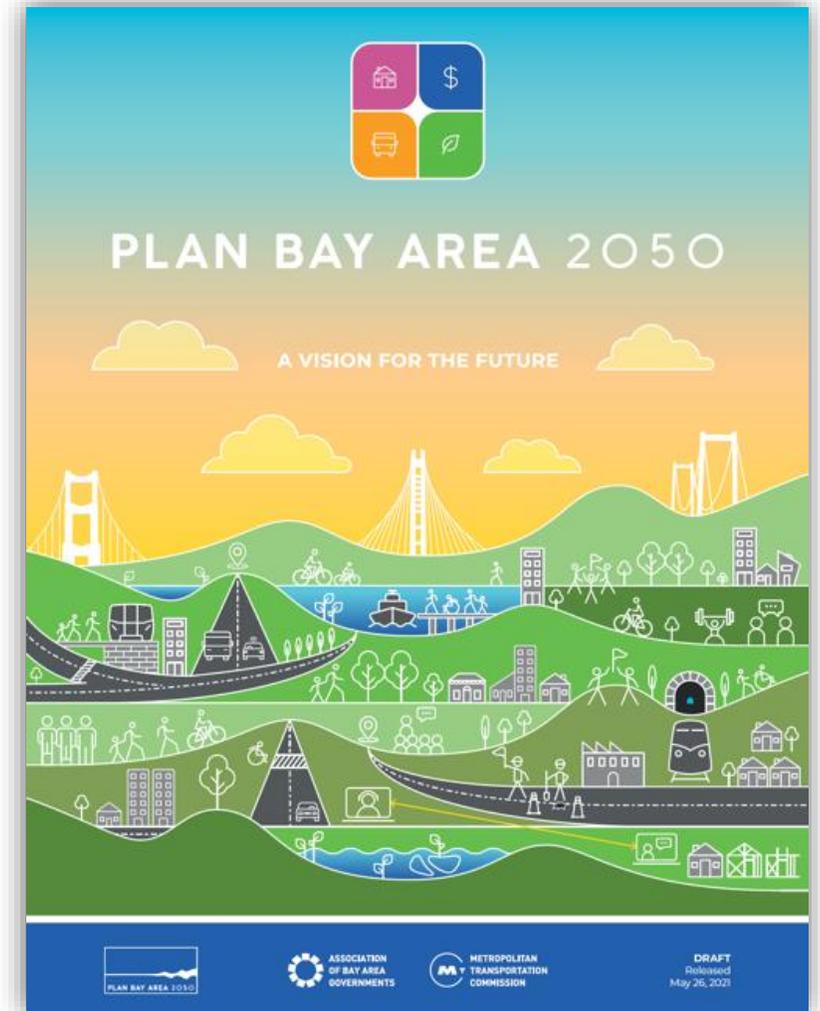
- County Transportation Agencies
- Counties and Cities
- Transit Agencies

Roles include:

- Funding (e.g., vehicle and charging grants)
- Policy (e.g., permit streamlining)
- Technical assistance (e.g., EV readiness planning assistance)
- Project delivery (e.g., charger installation)
- Outreach & education (e.g., ride and drive events)

Transportation Electrification in Plan Bay Area

- Accelerating transportation electrification is a key strategy (EN8) in Plan Bay Area 2050 to help achieve the greenhouse gas reduction target
- MTC approved One Bay Area Grant (OBAG 3) programming on October 26, 2022, including \$65M for transportation electrification as part of the Climate Program funding



MTC Transportation Electrification Initiatives

Initiatives	Investment
TE1. Charging Infrastructure a. Regional Transportation Electrification Assistance Program b. Transit Station Public Charging Program	\$30M
TE2. Electric Bikeshare a. Bay Wheels Bikeshare E-bike Expansion b. Additional Bikeshare Investments	\$20M
TE3. Local Public Fleet Electrification a. Public Fleet Electrification Planning Assistance	\$10M
TE4. Transportation Electrification Planning and Program Strategy a. Local Transportation Electrification Action Planning b. Regional Program Strategy	\$5M
Total	\$65M



Thank you!

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