



Craig Clutts, P.E., CEM  
Chief Deputy Director  
Facilities & Materials

Cliff Chroust, CPPO  
County Chief Procurement Officer  
Deputy Director

Greg Bergman, CPA  
Administrative Services Director

Christopher Melton, M.L.T.M.  
Fleet Services Deputy Director

J. Colter Chisum, P.E.  
Parks Department Deputy Director

November 7, 2023

Board of Supervisors  
County of Ventura  
800 South Victoria Avenue  
Ventura, CA 93009

**SUBJECT: Authorization for the General Services Agency (GSA) Director or His Designee to Participate in the Southern California Edison (SCE) Charge Ready Transport Program and Sign a Program Participation Agreement with SCE for Installation of Six Electric Vehicle Charging Stations; Approval, and Authorization for the Director of the Public Works Agency or His Designee to Execute a Grant of Easement to SCE in Connection with this Project, when Requested by GSA, at the GSA Service Building Parking Lot at 800 S. Victoria Avenue, Ventura, CA; Find the Project Categorically Exempt from CEQA; Approve a General Fund Contribution in the Amount of \$52,000 to GSA Fleet Services to Purchase Electric Vehicle Charging Stations and Authorization for the Auditor-Controller to Process the Necessary Budgetary Transactions (RECOMMENDATION NO. 4 REQUIRES 4/5THS Vote).**

**RECOMMENDATION(S):**

1. Authorize the General Services Agency (GSA) Director or his designee to participate in the Southern California Edison (SCE) Charge Ready Transport Program (CRTP) and sign a Program Participation Agreement (in a form substantially similar to Exhibit 1) with SCE for installation of six electric vehicle charging stations ("Project"), subject to approval of County Counsel as to form and legal sufficiency;
2. Approve, and authorize the Public Works Agency Director or his designee to execute, a grant of easement (in a form substantially similar to Exhibit 2) to SCE for Electric Vehicle (EV) charging station infrastructure at 800 S Victoria Avenue - GSA Service Building (see Exhibit 3) in connection with the Project when requested by GSA, subject to approval of County Counsel as to form and legal sufficiency;
3. Find the Project categorically exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15303.
4. Approve a General Fund contribution of \$52,000 to fund the purchase and installation of electric vehicle charging stations and authorize the Auditor Controller to process the necessary budgetary transactions to revise the following appropriations, revenues, and adjust fund balances (REQUIRES 4/5ths VOTE):

General Services Agency – Transportation Fund I210

INCREASE Div 4570	Equipment (4601)	\$	52,000
INCREASE Div 4570	Other Financing Sources	\$	52,000

County Executive Office – General Fund G001

INCREASE Div 1050	Other Financing Uses	\$	52,000
DECREASE General Fund	Fund Balance Assigned to Program Mitigation	\$	52,000

**FISCAL/MANDATES IMPACT:**

Mandatory:	No
Source of Funding:	General Fund – Fund Balance Assigned to Program Mitigation
Fund Matching Requirement:	No
Impact on Other Departments:	Yes

**Summary of Revenues and Costs**

	<u>FY 2023-24</u>	<u>FY 2024-25</u>
Revenue:	\$ 52,000	\$ 0
Costs:		
Direct	\$ 52,000	\$ N/A
Indirect-Agency/Dept.	\$ 0	\$ 0
Indirect – CAP	\$ 0	\$ 0
Total Costs	\$ 52,000	\$ 0
Net Gain/(Loss):	\$ 0	\$ 0

<b>FY 2023-24 Budget Projection</b>				
<b>GSA – Fleet Services (Budget Unit 4571)</b>				
	Adopted Budget	Adjusted Budget	Projected Budget	Est. Savings/ (Deficit)
Appropriations	\$22,153,226	\$22,153,226	\$22,153,226	\$0
Revenue	\$20,851,460	\$20,851,460	\$20,851,460	\$0
Operating Gain/(loss)	(\$1,301,766)	(\$1,301,766)	(\$1,301,766)	\$0

\* Projected Operating Loss will be covered by unrestricted net position. The table above includes interest earnings and interest expense.

<b>Summary of Revenues and Costs</b>	<b><u>FY 2023-24</u></b>	<b><u>FY 2024-25</u></b>
Revenue:	\$ 0	\$ 0
Costs:		
Direct	\$ 52,000	\$ 0
Indirect-Agency/Dept.	\$ 0	\$ 0
Indirect – CAP	\$ 0	\$ 0
Total Costs	\$ 52,000	\$ 0
Net Gain/(Loss):	\$ (52,000)	\$ 0

<b>FY 2023-24 Budget Projection for Special Accounts and Contributions - Division 1050</b>				
	<b>Adopted Budget</b>	<b>Adjusted Budget</b>	<b>Projected Budget</b>	<b>Estimated Savings/ (Deficit)</b>
Appropriations	\$80,689,599	\$88,402,741	\$88,402,741	\$0
Revenue	\$5,954,000	\$5,954,000	\$5,954,000	\$0
Net Cost	\$74,735,599	\$82,448,741	\$82,448,741	\$0

## **EXECUTIVE SUMMARY**

General Services Agency (GSA) Fleet Services (Fleet) provides a variety of vehicle support assistance to other County of Ventura (County) agencies. These services include vehicle acquisition, telematics data management, fueling, and general fleet management such as operating the County's Central Motor Pool (CMP), located at the main Government Center campus, and ten Remote Motor Pool (RMP) locations at other County facilities.

In 2019, Fleet provided, and your Board approved, a Strategy for Electric Vehicle (EV) Transition focused on phased replacements of light duty vehicles with market ready EV and Plug-In Hybrid Electric Vehicles (PHEVs). Since that time Fleet has undertaken clean air EV transition projects in three phases: Phase I: Central Motor Pool (2019, 14 EVs); Phase II: Remote Motor Pools (2020, 4 locations, 18 EVs, solar powered EV chargers); and Phase III: Countywide with four County locations (2022 and 2023, 69 EVs/PHEVs). These projects have led to the planned transition of 101 sedans and minivans to electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs) to date.

A new challenge has presented itself in the form of unfunded mandates requiring transition to zero emission vehicles (ZEVs) from the State of California (State). The State's California Air Resources Board (CARB) has recently finalized their Advanced Clean Fleets (ACF) rule surrounding the transition of medium- and heavy-duty (MD/HD) vehicles to ZEVs beginning in 2024 and continuing until 2042 when all affected vehicles are required to be approved ZEVs in service. Fleet has a total of 294 vehicles that are exposed to this mandate. Fleet is conducting

evaluations of the County's MD/HD vehicle fleet and locations for appropriate actions to meet the regulation's criteria. To comply with initial requirements of ACF, 6 MD/HD vehicles will need to be transitioned to ZEVs based on current and on order County MD/HD vehicles.

In 2019, 2022, and again early in 2023, GSA partnered with SCE's Charge Ready Program to install light-duty EV charging infrastructure at no cost to the County. GSA is again proposing to partner with SCE via its Charge Ready Transport Program (CRTP) that will fund and install the necessary in-ground infrastructure required to charge the initial 6 ZEVs. The CRTP is very similar to Fleet's prior collaborations with SCE for infrastructure installations, which have provided substantial savings to the County. Fleet has submitted an application to SCE's CRTP for this first phase of the MD/HD transition. If approved by your Board, and subject to program funding availability from SCE, this will result in the installation of infrastructure to support 6 EV charging ports and 6 medium-duty (MD) EV cargo vans. Fleet is also asking for budget against the expense to purchase and install the EV charging stations – the costs of which are not included in the SCE Charge Ready Program.

These efforts support Strategic Priority 3, Goal 3 of the County's current Strategic Plan for Reliable Infrastructure and Sustainability, to invest in sustainable infrastructure, renewable energy, and preservation of our natural resources.

## **DISCUSSION:**

On September 29th 2023, the final version of the ACF regulation was approved by the California Office of Administrative Law, completely changing regulations surrounding MD/HD fleets operating in California. ACF requires the phased transition of MD/HD vehicles to ZEVs starting in 2024. This ruling affects vehicles with a Gross Vehicle Weight Rating (GVWR) over 8,500 pounds and any size light duty package delivery vehicles. The fleets that fall under this regulation include federal/state/local governments, organizations with over 50 MD/HD vehicles, and any size drayage organization. There are exemptions to the transition requirements such as for vehicles driven by sworn peace officers. Other vehicles, even those under other agencies who respond to emergencies such as Public Works, are still affected. To continue the responsible, measured transition of the County's fleet to ZEVs, Fleet will be pursuing the ACF Milestone option under the ACF regulation. As opposed to the standard option which requires 50% of new MD/HD purchases to be ZEVs starting in 2024 (scaling to 100% by 2027), the Milestone option allows gradual increasing of ZEVs in a fleet based on vehicle type. The ZEV adjustment requirements are supported by market factors included in the regulation that require all sales of new MD/HD vehicles in California to be ZEVs starting in 2036.

Based on the total current fleet count, the County has 292 vehicles affected by the ACF regulation. The ACF Milestones option requires phasing in of vehicles based on vehicle type for three Groups (see Exhibit 4 showing the Milestones Option). Group 1 is comprised of vans, buses, and box trucks, of which the County currently has 57 vehicles that will be affected, and 10% of this group must be transitioned to ZEVs before 2025. Group 2 is comprised of MD/HD pickup and work trucks, of which the County currently has 200 vehicles, and 10% of this group

of vehicles must be transitioned before 2027. Group 3 is comprised of sleeper cab tractors and some HD vehicles over 33,000 lbs. GVWR, of which the County currently has 35 vehicles, and 10% of this group of vehicles must be transitioned before 2030. Fleet will transition 6 vans garaged at the Government Center (800 S. Victoria Avenue) to ZEVs in conjunction with the purchase and installation of three dual-port charging stations, if approved by your Board, for a total of six charging ports to fuel the new vehicles. This will meet the milestone requirements of Group 1 through 2025 given our current fleet count. Fleet is recommending that these vans are encumbered a year ahead of compliance so that the County is eligible for vehicle delivery delay exemptions in order to prevent possible penalties should there be any delays in the delivery of these vehicles. This requires an issued PO for 6 vans before the end of this year, 2023, for immediate delivery.

A successful ZEV transition first finds the right vehicle for the job, then evaluates locations that are most suitable for the installation of EV infrastructure and charging stations-all while minimizing costs to County taxpayers. Fleet found the most mission suitable MD/HD ZEVs currently available on the market and confirmed vehicles in the fleet that are ready for replacement within the next three years (FY 2023-2025). The most market ready MD/HD EVs are medium duty (MD) cargo vans, with passenger vans and medium duty (MD) trucks quickly becoming viable. GSA Fleet has identified several MD cargo vans that will meet the mission requirements of County vehicles and require a budget of \$85,000 per vehicle. These vans have around 200 miles of range, which is close to five times the average daily mileage of the County's vans and are built by established manufacturers.

Infrastructure is a large cost factor for ZEV transition. ZEV fueling infrastructure is not widespread and fueling can take several hours, so Fleet includes this as part of their ZEV transition projects. For this project, GSA proposes to expand charging infrastructure at the Government Center Service Building for several reasons:

- The Government Center has over 30% of the County's identified Group 1 vehicles garaged there with 19% of Group 1 being garaged at the Government Center Service Building
- EV charger projects are recommended to be collocated to reduce electrical infrastructure and labor costs.
- The Government Center solar canopy project precludes other electrical work from commencing in the parking lot until completion. The Service Building is not affected by this project.

GSA Fleet has identified the ChargePoint CP6000 as a viable charging station for this expansion. The cost of the CP6000 is \$7,000 per port for dual port EV charging stations.

There are various incentive programs available that Fleet will pursue as much as possible to reduce County expenditures. One highlight is the CRTP, in which Fleet proposes to engage with SCE on to ease the cost burden of infrastructure. GSA has had great success partnering with SCE in previous Charge Ready Projects at several County-owned facilities. The CRTP provides design/build services at SCE's expense for the implementation of electric vehicle



charging infrastructure. GSA Facilities and Maintenance has provided an estimate for a similar infrastructure scope of work to SCE, valuing the construction at \$1,654,000. The CRTP reduces the County obligations of expenditures to the following: charging station hardware and software, charger installation to SCE's preinstalled infrastructure, and operation/maintenance for 10 years. The installation cost of the stations is expected to be \$750/port to connect charging stations to SCE's infrastructure. The CRTP expands upon the successes of SCE's old program, by being geared towards MD/HD vehicles including those targeted in the ACF regulation and allowing for the County to design charging requirements based on up to 10 years of ZEV transition plans. With this, Fleet recommends the utilization of the CRTP in order to expand electric vehicle chargers at the GSA Service Building and to provide charging for 6 cargo vans, helping the County comply with Group 1 Milestone requirements through 2025.

Fleet does not have an approved application with the CRTP for the GSA Service Building at this time. When approved, SCE does not allow redlining or language changes to the contract. The contract has limited differences as compared to Charge Ready programs that the county has partnered with SCE on previously. As part of the participation in this program, the County will be required to grant SCE easements for the properties where the infrastructure is installed (Exhibit 2). SCE has been granted similar easements by the County for infrastructure installed during past Charge Ready projects on County properties. The County must also agree, as in the previous SCE program, to a new electrical service account dedicated to the new EV charging stations, to be responsible for the account, and to accept participation in a demand response program for the new account. The new charging stations must be networked so that SCE is able to access trend data from the stations just like in the original Charge Ready program.

The evaluation of sites is a foundation to evaluate opportunity for EV transitions across a portfolio. Each charging port able to be installed through the SCE CRTP will reduce the County's future costs for infrastructure installation. Fleet estimates that at least 162 of their ACF targeted MD/HD vehicles will transition to EVs rather than other technologies. While project size and scope will vary, these transitions could result in expenses somewhere between \$5,670,000 and \$16,200,000 solely in overall infrastructure installation. With this, it is crucial that the County maximizes the benefits of this program while it is available to curb future infrastructure costs. These types of rebate programs frequently become oversubscribed and inaccessible over time as their funding is reduced. Fleet recommends evaluation of all County owned sites under the SCE CRTP to better plan for future EV transitions as required to comply with the CARB ACF regulation.

While these incentives can significantly help in reducing the relatively high costs of electrification, further funding is required to make this project cost competitive to equivalent internal combustion vehicles. As such, Fleet is requesting a contribution from the General Fund in the amount of \$52,000 to fund EV charging station purchase costs, and EV charging station install costs required to participate in the SCE CRTP at the Service Building location. If SCE CRTP funding becomes unavailable, we will return to your Board at a future date to request funding for installation of the necessary infrastructure to connect the EV charging stations to the County's power grid in order to remain in compliance with the newly approved CARB regulations.

Board of Supervisors

General Services Agency Fleet Services' Initial Impact of California's Advanced Clean Fleet  
Mandates and Participation in SCE Charge Ready Transport Program

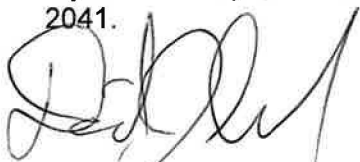
November 7, 2023

Page 7

If approved by your Board, GSA Fleet will work in the coming months to implement the initial van purchase and SCE CRTP project. Fleet will also work with County stakeholders to include the GSA Energy Manager, GSA Facilities & Maintenance, CEO-Sustainability, and other agencies to produce a full Zero Emission Vehicle Strategy. This strategy will outline a multi-year plan to address transportation regulations regarding ZEVs and recommend future transitions based on feedback by agencies in the County, utilities such as SCE, and observed market trends. As Fleet develops additional ZEV transitions and locations, we will be returning to your Board for additional authorizations and funding requests.

This item has been reviewed by the County Executive Office, the Auditor Controller's Office, and County Counsel.

If you have any questions regarding this item, please contact Christopher Melton at (805) 672-2041.

A handwritten signature in black ink, appearing to read 'David J. Sasek', is written over the printed name and title.

David J. Sasek, P.E.  
Director

Exhibit 1 – Charge Ready Transport Program Sample Agreement

Exhibit 2 – Charge Ready Transport Program Sample Easement

Exhibit 3 – County of Ventura Service Building Site Map

Exhibit 4 – California Air Resources Board Milestones Chart

ec: Public Works, General Services Agency