

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: STEPHANIE VALKOVIC, ASSOCIATE REAL PROPERTY AGENT
REAL ESTATE SERVICES
SUBJECT: APPROVAL OF GRANT OF TEMPORARY CONSTRUCTION
EASEMENT TO PACIFIC GAS AND ELECTRIC COMPANY ON A
PORTION OF CITY OWNED PROPERTY LOCATED AT 55
STONY POINT ROAD, APN 010-320-019 AND 2100 WEST
COLLEGE AVENUE, APN 010-320-030 FOR THE
DEVELOPMENT OF BATTERY ELECTRIC BUS CHARGING
INFRASTRUCTURE

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department and Real Estate Services that Council, by resolution: 1) approve a Grant of Temporary Construction Easement to Pacific Gas and Electric Company on City owned property located at 55 Stony Point Road, APN 010-320-019 and 2100 West College Avenue, APN 010-320-030 for the development of battery-electric bus charging infrastructure in connection with the CityBus Electrical Vehicle Fleet Electrification Project; and 2) authorize the Director of Transportation and Public Works Department to execute the Grant of Temporary Construction Easement and any additional and other documents necessary to grant the temporary easement and access rights.

EXECUTIVE SUMMARY

The City is participating in the Pacific Gas and Electric Company's (PG&E) EV Fleet Program to facilitate the construction of battery-electric bus (BEB) fleet Electric Vehicle Supply Equipment (EVSE) infrastructure at the Municipal Services Center North (MSCN) corporation yard located at 55 Stony Point Road.

In order to connect PG&E electrical services, referred to as "to the meter" (TTM) infrastructure through the CityBus Electrical Vehicle Fleet Electrification Project, PG&E requires a temporary construction easement (TCE) and access rights to a portion of the corporation yard. PG&E requires the City to grant access and temporary construction rights to PG&E in a form substantially similar to that attached and free of charge in exchange for PG&E's TTM infrastructure construction provided by PG&E. PG&E

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electrical services will energize the CityBus Electrical Vehicle Fleet Electrification Project.

BACKGROUND

In December 2018, the California Air Resources Board adopted the Innovative Clean Transit rule, which requires all public transit agencies in the state to adopt and implement a plan to transition their fleets to zero-emissions buses by 2040.

PG&E's EV Fleet Program, which launched in Spring of 2019 as approved by the California Public Utilities Commission (CPUC), supports conversion of commercial and public medium & heavy-duty fleets to electricity by upgrading "to the meter" (TTM) grid, providing an incentive for the construction from "behind the meter" (BTM) associated with the Electric Vehicle Supply Equipment (EVSE) infrastructure, as well as a rebate for the EVSE for transit agencies.

On May 5, 2020, Council, by resolution approved PG&E's Electric Vehicle Deployment Commitment to participate in the PG&E's EV Fleet Program and to facilitate the construction of battery-electric bus (BEB) fleet EVSE infrastructure.

In order for the City to meet their obligation within Electric Vehicle Deployment Commitment, PG&E requires a temporary construction easement and access rights to a portion of the MSCN corporation yard, which temporary rights would be granted by the City to PG&E for PG&E's TTM construction and connection of electrical services.

The Electric Vehicle Deployment Commitment enables PG&E to schedule construction of the TTM after City installation of "behind the meter" EVSE construction. TTM includes extending PG&E overhead conductor lines approximately 300 feet using three poles with anchors and installation of a 750 kVA 3-phase pad mount transformer and 1200A Meter panel board.

PRIOR CITY COUNCIL REVIEW

In 2005, Council adopted a resolution establishing Citywide greenhouse gas (GHG) emission reduction targets in response to state goal setting. Since then, the City has adopted a Community Wide Climate Action Plan (CCAP) and a Municipal Climate Action Plan (MCAP).

On May 1, 2012, Council adopted Resolution 28094 authorizing the City Manager to execute a Master Services Subscription Agreement between the City and Coulomb Technologies Incorporated (now ChargePoint) regarding the operation of City-owned stations within the City of Santa Rosa.

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On May 23, 2017 and June 15, 2018, Council approved the Transit Division's applications for FY 17 and FY 18 funds from the Federal Transit Administration's 5339 program for BEBs and chargers.

On October 23, 2018, zero-emissions buses were discussed during a Council study session reviewing progress implementing the City's Climate Action Plan.

On April 2, 2019, City Council approved the Transportation and Public Works Department application for the PG&E's Fleet Ready program (the previous name for the PG&E's EV Fleet Program) for Electric Vehicle Supply Equipment infrastructure.

On April 2, 2019, a study session with Council discussed CityBus's fleet plan and anticipated electrification timeline in light of fiscal, regulatory, and infrastructure-related factors.

On May 5, 2020, Council, by resolution, approved the Electric Vehicle Deployment Commitment to participate in the PG&E EV Fleet Program to facilitate construction of infrastructure to support BEB charging for the CityBus fleet.

On April 27, 2021, Council, by resolution, awarded Design-Build Contract No. 02340, the CityBus Electrical Vehicle Fleet Electrification Project, in the amount of \$460,535.20 to the best value design-build entity, Cupertino Electric, Inc., of San Jose, CA; and approve a 20% contract contingency, for a total contract amount of \$552,642.24.

ANALYSIS

Per the Electric Vehicle Deployment Commitment, as part of the PG&E's EV Fleet Program, it was assessed and determined that PG&E requires an easement for the installation of "to the meter" (TTM) infrastructure over a portion of the corporate yard.

The completion of the TTM infrastructure will connect electrical services to the CityBus Electrical Vehicle Fleet and allow the operations to begin.

TTM includes extending the overhead conductor lines about 300 feet using three poles with anchors and installation of a 750 kVA 3-phase pad mount transformer and 1200A Meter panel board.

In order to construct the infrastructure and perform the work associated with bus electrification in the corporate yard, PG&E requires a temporary easement to construct and install such underground conduits, pipes, manholes, service boxes, wires, cables, and electrical conductors; aboveground marker posts, risers, and service pedestals;

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underground and aboveground switches, fuses, terminals, and transformers with associated concrete pads; electrical vehicle charging supply equipment, bollards and/or curbs or other associated safety equipment, associated signage; and fixtures and appurtenances necessary for the distribution of electric energy and communication purposes.

Following completion of PG&E's construction of the TTM infrastructure, Real Estate Services Staff will return to seek approval of the grant of a permanent easement to PG&E, setting forth a final legal description for the area of land on which the improvements will have been constructed.

FISCAL IMPACT

There is no anticipated fiscal impact for this item.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 in that the project consists of the minor alteration of an existing public facility.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Resolution / Exhibit A - Grant of Temporary Construction Easement

CONTACT

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