

CITY OF SANTA ROSA
BOARD OF PUBLIC UTILITIES

TO: CHAIR AND BOARD MEMBERS
FROM: ALICIA QUILICI, ENERGY AND SUSTAINABILITY
COORDINATOR
SUBJECT: AUTHORIZATION TO PARTICIPATE IN THE PG&E ELECTRIC
VEHICLE FLEET PROGRAM FOR EV FLEET CHARGING
INFRASTRUCTURE

AGENDA ACTION: MOTION

RECOMMENDATION

It is recommended by Santa Rosa Water that the Board of Public Utilities, by motion, approve the agreement for participation in the PG&E Electric Vehicle (EV) Fleet Program.

EXECUTIVE SUMMARY

The Advanced Clean Fleets Regulation (ACF) was adopted by the California Air Resources Board and became effective October 1, 2023. The ACF requires state and local government agencies to reduce fleet emissions by replacing their medium- and heavy-duty internal combustion engines with Zero-Emission Vehicles (ZEVs) by 2040. The Fleet Electrification Master Plan (FEMP), which provided a roadmap for Santa Rosa to successfully meet state regulatory requirements was accepted by the BPU and City Council in 2025. As part of the City's implementation strategy from the FEMP, Santa Rosa Water is pursuing participation in the PG&E EV Fleet Program to incentivize the installation of charging infrastructure at the Utilities Field Operations (UFO) campus, to help ensure the City has the electrical capacity and charging equipment necessary to enable a successful and timely fleet transition.

BACKGROUND

Transportation emissions comprise the largest share of total greenhouse gas (GHG) emissions in Sonoma County. A primary goal established in the City's recently adopted GHG Reduction Strategy as part of the 2050 General Plan includes facilitating the transition to ZEVs in our community.

The Advanced Clean Fleets Regulation (ACF) was adopted by the California Air Resources Board and became effective October 1, 2023. The ACF requires state and

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local government agency fleets, like the City of Santa Rosa's, to reduce emissions by replacing their medium- and heavy-duty internal combustion engines with ZEVs by 2040, phasing in replacements by 2025. In September 2025, the California Air Resources Board adopted amendments to the ACF that allows additional flexibility for expanded limited exemptions for public utilities fleet vehicles like Santa Rosa Water's and delayed certain deadlines for 100% EV purchases by three years.

The PG&E EV Fleet Program is a comprehensive program that provides incentives and rebates, site design and permitting, and construction and activation for EV infrastructure. The Program was approved by the California Public Utilities Commission (CPUC) in 2018. The Program objective is to support the conversion of fleet vehicles to electric by lowering the upfront cost of electric charging infrastructure. The program has a budget of \$236 million and is funded through customer rates. Santa Rosa Water applied for the Program in October 2025.

PRIOR BOARD OF PUBLIC UTILITIES REVIEW

Not applicable.

ANALYSIS

Staff are requesting authorization and additional funding for Santa Rosa Water to participate in the Program, which will facilitate expanded future EV charging infrastructure at the UFO campus. Participation in the Program provides substantial benefits, including PG&E contributing 100% of the electrical infrastructure up to the meter, technical advisory services, and access to incentives that reduce the cost and complexity of deploying medium- and heavy-duty charging systems. This partnership will help the City proactively build the electrical capacity needed to support future ZEV procurement as suitable vehicle models become available in alignment with the FEMP.

By leveraging the Program, the City can begin constructing the foundational infrastructure required for long-term fleet electrification as the market for heavier-duty ZEVs continues to mature. This approach positions Santa Rosa to take advantage of regulatory flexibility, maintain operational reliability, and make steady progress toward its ZEV transition targets. Many existing medium- and heavy-duty vehicles in the operational fleet have no EV equivalent in the market today, but the City must position itself as ready for that eventual market availability.

If Santa Rosa Water elects to participate in the Program, PG&E will:

1. Perform and manage the construction of infrastructure "to the meter" (EV Service Connection), which includes engineering, designing, constructing, maintaining and owning infrastructure to the new meter at 35 Stony Point Road within the UFO yard. This will extend a brand-new underground service about 300 feet through the parking lot and also install a large pad mounted transformer and associated equipment. The estimated value of the PG&E to-the-meter infrastructure is approximately \$500,000.

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2. Provide incentives for the “behind the meter” (EV Supply) infrastructure to be constructed by the City. The City will design, construct, maintain and own the infrastructure from the meter to the chargers. The City must commit to purchasing 25 ZEVs within the next five years and will be eligible for a vehicle incentive of up to \$9,000 for one (1) class 8 vehicle, and \$4,000 for 24 medium-duty vehicles, for a total maximum value of up to \$109,000.

With this agreement, Santa Rosa Water would be obligated to purchase at least two eligible vehicles and install charging infrastructure by June 30, 2028. In addition, Santa Rosa Water would be obligated to install the “behind the meter” infrastructure by 2030. If Santa Rosa Water cannot meet the obligations within the executed EV Fleet Contract, PG&E may require the reimbursement of a proportional share of PG&E’s costs incurred for the installation of the make-ready infrastructure. Additionally, execution of the agreement will require a separate easement agreement with PG&E for the proposed meter and transformer location.

Further, the Board should be aware that per the terms of the agreement PG&E may terminate or suspend participation in the program at any time and for any reason, though they must give reasonable notice. Also, typically the City requests mutual indemnification for various projects and contracts as a policy. Per the terms of the agreement, PG&E requires indemnification from the customer (Santa Rosa Water) but that is not mutually extended by PG&E to the customer.

On January 7, 2014, the City Council, per Resolution No. 28399, authorized the Directors of the Departments of Transportation and Public Works, Utilities and Recreation and Parks or their designees, to approve and execute Pacific Gas and Electric Company standard forms and agreements related to electric and gas service connections, rebates and other City or PG&E projects, programs and operations. This EV Fleet agreement falls under the delegated authority given to the Santa Rosa Water Director for PG&E programs. However, because the program requires financial commitments in the form of future capital expenditures, staff are bringing the program agreement to the BPU for their consideration and approval.

FISCAL IMPACT

The infrastructure improvements that PG&E will complete from Stony Point Road to the UFO facility have an estimated value of approximately \$500,000. PG&E is also offering additional incentives valued up to \$109,000, for the purchase of charging infrastructure and vehicles. Pursuant to the program, these expenditures may be eligible for reimbursement upon completion of the project.

Per the terms of the agreement governing program participation, all work to be performed behind the meter within the UFO operations corporation yard is to be the financial responsibility of Santa Rosa Water. The program agreement also stipulates that Santa

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Rosa Water will contract with an electrical engineering firm to complete the design process. This work is estimated to cost \$300,000 and will be managed by the Transportation and Public Works Capital Projects Engineering Division. This phase of the project will be funded, in equal shares, by Water and Sewer Capital Improvement Project (CIP) appropriations.

Future construction and vehicle procurement costs identified throughout the design process will be funded via separate future CIP appropriations.

If the City of Santa Rosa cannot meet the financial obligations set forth in the EV Fleet Program Contract, PG&E may require the City to reimburse a proportional share of PG&E's costs incurred for the installation of the make-ready infrastructure.

ENVIRONMENTAL IMPACT

Pursuant to CEQA Guidelines section 15378, the proposed action is not a "project" subject to the California Environmental Quality Act (CEQA) because it consists of participation in a utility program and authorization to enter into an agreement for future electrical service planning and infrastructure coordination, and does not itself authorize or approve any specific construction activities that may result in a direct or reasonably foreseeable indirect physical change in the environment.

In the alternative, the proposed action is exempt pursuant to CEQA Guidelines section 15061(b)(3), as it can be seen with certainty that there is no possibility that approval of the agreement itself may have a significant effect on the environment. Any future construction or installation activities associated with EV charging infrastructure will be subject to additional environmental review, as appropriate.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

On November 6, 2025, the Board of Public Utilities reviewed the FEMP and its findings and recommended that the City Council accept the FEMP.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – PG&E Fleet Program agreement

PRESENTER

Alicia Quilici, Energy and Sustainability Coordinator