

Agenda Item # 8.1
For Board Meeting of: November 6, 2025

CITY OF SANTA ROSA
BOARD OF PUBLIC UTILITIES

TO: CHAIR AND BOARD MEMBERS
FROM: MADISON MACHADO, SUSTAINABILITY REPRESENTATIVE
SUBJECT: FLEET ELECTRIFICATION MASTER PLAN

AGENDA ACTION: MOTION

RECOMMENDATION

It is recommended by Santa Rosa Water that the Board of Utilities, by motion, recommend that the City Council accept the Fleet Electrification Master Plan.

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 (Master Plan) provides a roadmap for Santa Rosa to successfully meet state regulatory requirements and achieve sustainability goals in existing city plans. Fleet electrification is an attainable technical goal, although the electric vehicle (EV) market will need to mature over time. The transition will be costly and will require strategic planning and continued evaluation of long-term fleet priorities to achieve compliance. This Master Plan serves as a guideline and is meant to be adapted over time as the EV market develops, to help the City make cost-effective purchases and identify future opportunities for outside funding and incentives.

Santa Rosa Water staff are requesting that the Board of Public Utilities receive a briefing on the Master Plan, provide feedback, , and recommend that the City Council accept the Master Plan.

BACKGROUND

On October 1, 2023, the California Air Resources Board passed new regulations requiring all state and local governments to transition all internal combustion vehicles to ZEV equivalents. To prepare for compliance with these new regulations, the City has developed this Master Plan with the assistance of NV5. Santa Rosa Water staff have acted as the project manager for this work and received assistance from several departments. This project was funded by a \$210,570 grant from the Department of

Energy's Energy Efficiency and Conservation Block Grant (EECBG) Program as well as General Fund.

The Master Plan is comprised of three elements: 1) a plan for the conversion of the existing city fleet to ZEVs to comply with the ACF, 2) the evaluation of future fleet charging resiliency technology options during extended power outages, and 3) policy recommendations for public facing EV charging infrastructure in the city right of way. NV5 collected data from city staff to identify the current composition of the city fleet, including use types and duration during both daily tasks and emergency use. City facilities that would house EVs were evaluated and NV5 provided recommendations for technologies to support EV fleet electrification during emergencies and power outages, including microgrids at critical locations, solar photovoltaic arrays combined with battery energy storage systems and diesel generators. In alignment with the General Plan's GHG Reduction Strategy, opportunities to facilitate private investment in public facing EV charging infrastructure in the city public right-of-way were evaluated, including a framework for impacts fees, recommendations for private developer agreements and zoning regulations to incentivize clean energy usage.

PRIOR BOARD OF PUBLIC UTILITIES REVIEW

Not applicable.

ANALYSIS

Transportation emissions comprise the largest share of total Green House Gas (GHG) emissions in Sonoma County. Some of the primary goals established in the City's recently adopted GHG reduction strategy as part of the 2050 General Plan include facilitating the transition to ZEVs in our community. Federal and State regulations regarding EV fleets have rapidly evolved and will continue to evolve in the coming years. For instance, in September 2025, the California Air Resources Board adopted amendments to the ACF that allowed additional flexibility for expanded exemptions for public utilities like Santa Rosa Water and delayed certain deadlines for 100% EV purchases by three years.

In 2025, the City owns 383 light, medium, and heavy-duty vehicles (excluding first-responder and transit vehicles). Water Department vehicles comprise about 45% of the total, with the remainder funded by the City's General Fund and other special funds. Many existing medium- and heavy-duty vehicles in the operational fleet have no EV equivalent in the market today, making conversion to EV currently infeasible.

The anticipated cost and effort for compliance with the ACF for all local government fleets is going to be substantial. Santa Rosa developed this Master Plan, with the assistance of outside grant funding, to better understand the pathway and costs for achieving compliance. This Master Plan provides a path for the City meet state mandates for EV fleet conversion. While operational expenses with an EV fleet are expected to decrease due to decreased maintenance and fuel costs, the high cost of the EV charging infrastructure, along with the expected higher upfront cost of EVs compared to fossil fuel

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vehicles, ultimately leads to a cumulative \$38 million increase in cost by 2040 for the City to transition to an all EV fleet. This Master Plan is meant to be adapted over time as the EV market develops, to help the City make cost-effective purchases, and to identify future opportunities for outside funding and incentives.

FISCAL IMPACT

The acceptance of this Master Plan does not commit the City to any future project(s) or future costs; therefore, there is no direct fiscal impact because of the recommended action.

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 does not have a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. In the alternative, the proposed action is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the project may have a significant effect on the environment.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – Final Draft Fleet Electrification Master Plan with Appendices

PRESENTER

Madison Machado, Sustainability Representative