

**MEETING MINUTES
REGULAR MEETING
SIERRA MADRE CITY COUNCIL**

*Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member*

Sue Spears, City Treasurer

**Tuesday, April 22, 2025
5:30 pm**

**City of Sierra Madre
City Council Chambers
232 W. Sierra Madre Boulevard
Sierra Madre, California 91024**



The Brown Act provides the public with an opportunity to make public comments at any public meeting; As an alternative, public comment may be made by e-mail to PublicComment@CityofSierraMadre.com by 3:00PM on the day of the meeting. Emails will be acknowledged at the Council meeting, filed into public record, and scanned onto the City website for public review.

The meeting will be streamed live on the City's website at www.cityofsierramadre.com, on Foothills Media website at <http://www.foothillsmedia.org/sierramadre> and broadcast on Government Access Channel 3 (Spectrum)

CODE OF CONDUCT

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CALL TO ORDER/ROLL CALL MEMBERS OF THE CITY COUNCIL

Mayor Parkhurst called the meeting to order at 5:35 p.m. City Clerk Aguilar called the roll.

Present: Mayor Robert Parkhurst, Mayor Pro Tem Kristine Lowe, Council Member Edward Garcia, Council Member Gene Goss, and Council Member Kelly Kriebs

Absent: None.

Also Present: Aleks Giragosian, City Attorney (remote)
Jose Reynoso, City Manager
Miguel Hernandez, Assistant City Manager
Laura Aguilar, Deputy City Manager/City Clerk
Brent Bartlett, Fire Chief
Leila Regan, City Librarian
James Carlson, Senior Management Analyst
Clare Lin, Director of Planning and Community Preservation

PLEDGE OF ALLEGIANCE AND INSPIRATION

Council Member Goss led the audience in the Pledge of Allegiance, then read a poem written by Edgar Albert Guest.

APPROVAL OF MEETING AGENDA

Vote of the City Council to proceed with City business.

Mayor Parkhurst asked to have Consent C: LETTER OF SUPPORT FOR THE RESTORATION OF FUNDING AND STAFFING FOR THE INSTITUTE OF MUSEUM AND LIBRARY SERVICES pulled for discussion and to be presented immediately after the Consent calendar, before Public Hearings.

Council Member Kriebs made a motion to approve the agenda as amended.

Mayor Pro Tem Lowe seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion to move to approve the agenda as amended was approved by a unanimous voice vote by all Members present.

COUNCIL REPORT OUT FROM CLOSED SESSION

City Attorney Giragosian reported out on the Closed Session held on April 22, 2025 to discuss:

PUBLIC EMPLOYEE APPOINTMENT
Government Code Section 54957

Title: City Manager

City Attorney Giragosian advised that the Council met and no reportable action was taken.

APPROVAL FOR READING RESOLUTIONS AND ORDINANCES

Vote of the City Council to read all ordinances and resolutions by title only and waive the reading in full.

Mayor Parkhurst asked for a motion.

Council Member Goss made a motion to read all ordinances and resolutions by title only and waive the reading in full.

Council Member Kriebs seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

APPROVAL OF MEETING MINUTES

Approval of April 8, 2025, Regular City Council meeting minutes.

Mayor Parkhurst asked for suggestions to amend the minutes and asked City Clerk Aguilar if any edits had been submitted by the City Council.

City Clerk Aguilar advised the Council that she had received an e-mail from Mayor Parkhurst correcting the spelling to *Paralymics* from *Para-Olympics*.

Mayor Pro Tem Lowe made a motion to approve the April 8, 2025 City Council meeting minutes as amended.

Council Member Goss seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion to approve the April 8, 2025 City Council meeting minutes, as amended, was approved by a unanimous voice vote by all Members present.

MAYOR AND CITY COUNCIL REPORTS

Reporting of Council Members' activities related to City business.

Council Member Garcia: reported that he attended the Wistaria Festival on April 12 and the April 17 meeting of the San Gabriel Valley Council of Governments.

Council Member Goss: Attended the Planning Commission meeting and attended the Wistaria Festival.

Council Member Kriebs: reported that she attended the Wistaria Festival and was impressed by the display for Earth Day. She also reported having participated in the new City Manager recruitment with Council Member Goss.

Mayor Pro Tem Lowe:

On April 10 attended a meeting with Los Angeles County Sheriff Luna and saw a presentation on Proposition 36, new fentanyl laws, and Smash and Grab laws.

On April 12 she attended the Wistaria Festival and car show

On April 14 she attended a Special meeting of the Library Board.

Mayor Parkhurst:

Attended the April 12 Wistaria Festival. The Mayor also reported that he attended a meeting of the Los Angeles City Selection Committee

Mayor Parkhurst then opened the meeting for public comment on items not on the agenda.

PUBLIC PARTICIPATION CODE OF CONDUCT

The Council requests that participants refrain from making personal, slanderous, profane, or disruptive remarks. A person who continues to disrupt the orderly conduct of the meeting after being warned by the Mayor or designee to cease the disruption may be precluded from further participation in the meeting. No signs, posters, or other large objects shall be brought into official meeting places if doing so would disrupt, disturb, or otherwise impede the orderly course of the meeting.

PUBLIC COMMENT

The Council will listen to the public on any item on the agenda. In addition, the Council will devote time for public comment on items not on the agenda. Addressing the City Council from the audience is not permitted; all comments addressing the Council must be made from the podium. Only public comment made from the podium will be recognized by the City Council and entered into public record.

Providing Public Comment For Items on the Meeting Agenda

Persons wishing to speak on any item on the agenda will be called during the comment period at the time the agenda item is brought forward. Persons wishing to speak on closed session items have a choice of doing so either immediately prior to the closed session or at the time for comments on items at the open session.

Provide Public Comment for Topics not on the Meeting Agenda

Time shall be devoted to provide public comments for items not on the agenda. Under the Brown Act, Council is prohibited from taking action on items not on the agenda.

Providing Public Comment

1. Any person wishing to provide public comment is asked to complete a comment card. Each speaker will be limited to up to three continuous minutes, which may not be delegated or deferred.
2. Comments addressed to the Council shall occur during the appropriate time on the agenda and should not be construed as an opportunity for dialogue.

City Clerk Aguilar noted that no e-mails had been received prior to the Council meeting:

Carol Parker, Mariposa – Spoke about contaminated soil in the Eaton Fire burn areas and asked Council to consider holding off on development at the Meadows until the area is deemed safe.

Brandon Stansell, Athens Waste Services – Announced the upcoming compost event on April 26 at Sierra Vista Park.

Seeing no one else come forward, Mayor Parkhurst closed public comment and moved on to Presentations.

PRESENTATIONS

- 1. PROCLAMATION TO ONE LEGACY IN RECOGNITION OF ORGAN DONOR MONTH**
Presented to Susan Lesniak, Ambassador for One Legacy
- 2. ANNUAL PRESENTATION BY YMCA**
Presented by YMCA Executive Director Kurt Knop
- 3. PROCLAMATION IN RECOGNITION OF YMCA FOR EATON FIRE DISASTER RELIEF**
Presented to YMCA Executive Director Kurt Knop and his staff
- 4. PRESENTATION BY PUBLIC WORKS ON THE LIBRARY MEANINGFUL IMPROVEMENT PROJECT**
Presented by Senior Management Analyst Carlson, and representatives from Vertex, TSK, and AMG Contractors

ACTION ITEMS

Regardless of staff recommendation on any agenda item, the City Council will consider such matters, including action to approve, conditionally approve, reject, or continue such item.

CONSENT

Presented by City Clerk Aguilar

- a) **CONSIDERATION OF RESOLUTION 25-24 APPROVING CERTAIN DEMANDS**
It is recommended that the City Council approve Resolution 25-24 approving payment of City Warrants in the aggregate amount of \$559,914.22, Sierra Madre Library Warrants in the aggregate amount of \$516,135.34, and Payroll Transfer in the aggregate amount of \$568,014.52; for the Fiscal Year ending June 30, 2025.
- b) **CONSIDERATION OF YMCA LEASE RENEWAL AGREEMENT**
It is recommended that the City Council approve the lease renewal agreement between the City of Sierra Madre and the YMCA for the use of the Aquatic Center and Recreation Center.
- ~~c) **LETTER OF SUPPORT FOR THE RESTORATION OF FUNDING AND STAFFING FOR THE INSTITUTE OF MUSEUM AND LIBRARY SERVICES (IMLS)**
It is recommended that the City Council approve and sign the proposed letter of support for the restoration of funding and staffing for the Institute of Museum and Library Services (IMLS). It is also recommended that the City Council review and approve the Library Board of Trustee letter, which has already been read, modified, and approved~~

Consent C was pulled for Discussion by Council action.

- d) **CONSIDERATION OF RESOLUTIONS 25-26 AND 25-27 PROCLAIMING THE CONTINUATION OF LOCAL EMERGENCIES CAUSED BY THE EATON FIRE AND CAUSED BY THE 2025 MID-FEBRUARY WINTER STORM**
It is recommended that the City Council adopt Resolutions 25-26 proclaiming the continuation of a local emergency caused by the Eaton Fire; and adopt Resolution 25-

27 proclaiming the continuation of a local emergency caused by the 2025 mid-February winter storm.

e) CONSIDERATION OF UPDATED PUBLIC HEALTH SERVICES CONTRACT WITH THE COUNTY OF LOS ANGELES

It is recommended that the City Council approve the Public Health Services Contract with the County of Los Angeles

Mayor Parkhurst asked the Council if they had any questions on any of the Consent items then opened public comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Council Member Goss made a motion to approve Consent items A, B, D, and E.
Council Member Garcia seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

Formerly Consent Item C was pulled for Discussion by Council action.

LETTER OF SUPPORT FOR THE RESTORATION OF FUNDING AND STAFFING FOR THE INSTITUTE OF MUSEUM AND LIBRARY SERVICES (IMLS)

It is recommended that the City Council approve and sign the proposed letter of support for the restoration of funding and staffing for the Institute of Museum and Library Services (IMLS). It is also recommended that the City Council review and approve the Library Board of Trustee letter, which has already been read, modified, and approved

This report was presented by City Librarian Regan.

Mayor Parkhurst asked the Council if they had any questions then opened public comment.

Diane Sands – asked the Council to approve sending letters of support restoring funding to the Library.

Seeing no one else come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Council Member Goss made a motion to approve sending letters to legislators.

Mayor Pro Tem Lowe seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

PUBLIC HEARING

1. CONSIDERATION OF AN ORDINANCE NO. 1482 AMENDING SECTION 5.04.110 (PAYMENT OF FEES) OF CHAPTER 5.04 (BUSINESS LICENSES GENERALLY) OF TITLE 5 (BUSINESS LICENSES AND REGULATIONS)

It is recommended that the City Council conduct a Public Hearing, receive testimony, and consider adopting Ordinance No. 1482 to amend the business license requirements.

This report was presented by Director Lin.

Mayor Parkhurst asked the Council if they had any questions then opened the public hearing for comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Mayor Pro Tem Lowe made a motion to approve the first reading of Ordinance 1482. Council Member Goss seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

2. TENTATIVE PARCEL MAP 24-01, INCLUDING MAP NO. 84653, FOR THE SUBDIVISION OF AN EXISTING PARCEL TO CREATE A NEW RESTRICTED OPEN SPACE PARCEL IN PERPETUITY AT 700 NORTH SUNNYSIDE AVENUE

It is recommended that the City Council hold a public hearing, consider all pertinent testimony, and adopt City Council Resolution 25-23, approving Tentative Parcel Map application 24-01, Map No. 84653. The subdivision is categorically exempt from CEQA pursuant to sections 15301(h) Class 1, Existing Facilities, and 15317 Class 17, Open Space Contracts or Easements, and 15061(b)(3) of the CEQA Guidelines.

This report was presented by Director Lin then asked for Ex Parte disclosures. Seeing none, Mayor Parkhurst asked the Council if they had any questions then opened the public hearing for comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Council Member Goss made a motion to adopt City Council Resolution 25-23, approving Tentative Parcel Map application 24-01, Map No. 84653.

Mayor Pro Tem Lowe seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

DISCUSSION

1. CONSIDERATION OF RESOLUTION 25-25 AUTHORIZING AN AMENDMENT TO THE CLASSIFICATION PLAN AND SALARY MATRIX

It is recommended that the City Council adopt Resolution 25-25, which would establish position authority for a new sworn position of Deputy Fire Chief – Community Risk Reduction Officer within the Fire Department.

This report was presented by Assistant City Manager Hernandez and Fire Chief Bartlett.

Mayor Parkhurst asked the Council if they had any questions then opened public comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for further discussion.

Mayor Parkhurst asked the Council if they had any questions then opened public comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Council Member Garcia made a motion to approve Resolution 25-25, establishing a new sworn position of Deputy Fire Chief – Community Risk Reduction Officer within the Sierra Madr Fire Department.

Council Member Goss seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

8:16 Mayor Parkhurst asked for a brief break.

8:22 The City Council reconvened their meeting.

2. YOUTH MEMBERS ON BOARDS AND COMMISSIONS

It is recommended that the City Council receive and file this informative report.

This report was presented by Deputy City Manager Aguilar

Mayor Parkhurst asked the Council if they had any questions then opened public comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for further discussion.

Direction was provided to staff. No action was taken.

FUTURE ITEMS

Mayor Parkhurst asked if the Council had any suggestions for future agenda items.

Lowe – asked for a report on the impacts of closing the Men’s Central Jail.

Lowe – letters of support for Supervisor Barger regarding Prop 36

Hearing no other requests from Council, Mayor Parkhurst adjourned the meeting at 8:40 pm to the next Regular meeting on May 13, 2025 at this same location.

Minutes taken and typed by:

Approved by Council Action:

Laura M. Aguilar
City Clerk

Robert Parkhurst
Mayor

AVAILABILITY OF AGENDA MATERIALS

Materials related to items on this agenda are available for public inspection on the City's website at www.cityofsierramadre.com.

LIVE BROADCASTS

Regular City Council meetings are broadcast live on Cable Channel 3 and rebroadcast on Wednesday and Saturday at 5:30 p.m.

MEETING ASSISTANCE

If you require special assistance to participate in this meeting, please call the City Clerk's office at (626) 355-7135 at least 48 hours prior to the meeting.

ADJOURNMENT

The City Council will adjourn to a meeting to take place on May 13, 2025.

**AGENDA
REGULAR MEETING
SIERRA MADRE CITY COUNCIL**

*Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member*

Sue Spears, City Treasurer

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CALL TO ORDER/ROLL CALL MEMBERS OF THE CITY COUNCIL

Mayor Parkhurst called the meeting to order at 5:35 p.m. City Clerk Aguilar called the roll.

Present: Mayor Robert Parkhurst, Mayor Pro Tem Kristine Lowe, Council Member Edward Garcia, Council Member Gene Goss, and Council Member Kelly Kriebs

Absent: None.

Also Present: Aleks Giragosian, City Attorney (remote)
Jose Reynoso, City Manager
Miguel Hernandez, Assistant City Manager
Laura Aguilar, Deputy City Manager/City Clerk
Brent Bartlett, Fire Chief
Leila Regan, City Librarian
James Carlson, Senior Management Analyst
Clare Lin, Director of Planning and Community Preservation

PLEDGE OF ALLEGIANCE AND INSPIRATION

Council Member Goss led the audience in the Pledge of Allegiance, then read a poem written by Edgar Albert Guest.

APPROVAL OF MEETING AGENDA

Vote of the City Council to proceed with City business.

Mayor Parkhurst asked to have Consent C: LETTER OF SUPPORT FOR THE RESTORATION OF FUNDING AND STAFFING FOR THE INSTITUTE OF MUSEUM AND LIBRARY SERVICES pulled for discussion and to be presented immediately after the Consent calendar, before Public Hearings.

Council Member Kriebs made a motion to approve the agenda as amended.

Mayor Pro Tem Lowe seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion to move to approve the agenda as amended was approved by a unanimous voice vote by all Members present.

COUNCIL REPORT OUT FROM CLOSED SESSION

City Attorney Giragosian reported out on the Closed Session held on April 22, 2025 to discuss:

PUBLIC EMPLOYEE APPOINTMENT
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Title: City Manager

City Attorney Giragosian advised that the Council met and no reportable action was taken.

APPROVAL FOR READING RESOLUTIONS AND ORDINANCES

Vote of the City Council to read all ordinances and resolutions by title only and waive the reading in full.

Mayor Parkhurst asked for a motion.

Council Member Goss made a motion to read all ordinances and resolutions by title only and waive the reading in full.

Council Member Kriebs seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

APPROVAL OF MEETING MINUTES

Approval of April 8, 2025, Regular City Council meeting minutes.

Mayor Parkhurst asked for suggestions to amend the minutes and asked City Clerk Aguilar if any edits had been submitted by the City Council.

City Clerk Aguilar advised the Council that she had received an e-mail from Mayor Parkhurst correcting the spelling to *Paralymics* from *Para-Olympics*.

Mayor Pro Tem Lowe made a motion to approve the April 8, 2025 City Council meeting minutes as amended.

Council Member Goss seconded the motion.

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Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion to approve the April 8, 2025 City Council meeting minutes, as amended, was approved by a unanimous voice vote by all Members present.

MAYOR AND CITY COUNCIL REPORTS

Reporting of Council Members' activities related to City business.

Council Member Garcia: reported that he attended the Wistaria Festival on April 12 and the April 17 meeting of the San Gabriel Valley Council of Governments.

Council Member Goss: Attended the Planning Commission meeting and attended the Wistaria Festival.

Council Member Kriebs: reported that she attended the Wistaria Festival and was impressed by the display for Earth Day. She also reported having participated in the new City Manager recruitment with Council Member Goss.

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PRESENTATIONS

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Presented to Susan Lesniak, Ambassador for One Legacy
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Presented by YMCA Executive Director Kurt Knop
3. **PROCLAMATION IN RECOGNITION OF YMCA FOR EATON FIRE DISASTER RELIEF**
Presented to YMCA Executive Director Kurt Knop and his staff
4. **PRESENTATION BY PUBLIC WORKS ON THE LIBRARY MEANINGFUL IMPROVEMENT PROJECT**
Presented by Senior Management Analyst Carlson, and representatives from Vertex, TSK, and AMG Contractors

ACTION ITEMS

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CONSENT

Presented by City Clerk Aguilar

- a) **CONSIDERATION OF RESOLUTION 25-24 APPROVING CERTAIN DEMANDS**
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Consent C was pulled for Discussion by Council action.

- d) **CONSIDERATION OF RESOLUTIONS 25-26 AND 25-27 PROCLAIMING THE CONTINUATION OF LOCAL EMERGENCIES CAUSED BY THE EATON FIRE AND CAUSED BY THE 2025 MID-FEBRUARY WINTER STORM**
It is recommended that the City Council adopt Resolutions 25-26 proclaiming the continuation of a local emergency caused by the Eaton Fire; and adopt Resolution 25-

27 proclaiming the continuation of a local emergency caused by the 2025 mid-February winter storm.

e) CONSIDERATION OF UPDATED PUBLIC HEALTH SERVICES CONTRACT WITH THE COUNTY OF LOS ANGELES

It is recommended that the City Council approve the Public Health Services Contract with the County of Los Angeles

Mayor Parkhurst asked the Council if they had any questions on any of the Consent items then opened public comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Council Member Goss made a motion to approve Consent items A, B, D, and E.
Council Member Garcia seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

Formerly Consent Item C was pulled for Discussion by Council action.

LETTER OF SUPPORT FOR THE RESTORATION OF FUNDING AND STAFFING FOR THE INSTITUTE OF MUSEUM AND LIBRARY SERVICES (IMLS)

It is recommended that the City Council approve and sign the proposed letter of support for the restoration of funding and staffing for the Institute of Museum and Library Services (IMLS). It is also recommended that the City Council review and approve the Library Board of Trustee letter, which has already been read, modified, and approved

This report was presented by City Librarian Regan.

Mayor Parkhurst asked the Council if they had any questions then opened public comment.

Diane Sands – asked the Council to approve sending letters of support restoring funding to the Libraby.

Seeing no one else come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Council Member Goss made a motion to approve sending letters to legislators.

Mayor Pro Tem Lowe seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

PUBLIC HEARING

1. CONSIDERATION OF AN ORDINANCE NO. 1482 AMENDING SECTION 5.04.110 (PAYMENT OF FEES) OF CHAPTER 5.04 (BUSINESS LICENSES GENERALLY) OF TITLE 5 (BUSINESS LICENSES AND REGULATIONS)

It is recommended that the City Council conduct a Public Hearing, receive testimony, and consider adopting Ordinance No. 1482 to amend the business license requirements.

This report was presented by Director Lin.

Mayor Parkhurst asked the Council if they had any questions then opened the public hearing for comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Mayor Pro Tem Lowe made a motion to approve the first reading of Ordinance 1482. Council Member Goss seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

2. TENTATIVE PARCEL MAP 24-01, INCLUDING MAP NO. 84653, FOR THE SUBDIVISION OF AN EXISTING PARCEL TO CREATE A NEW RESTRICTED OPEN SPACE PARCEL IN PERPETUITY AT 700 NORTH SUNNYSIDE AVENUE

It is recommended that the City Council hold a public hearing, consider all pertinent testimony, and adopt City Council Resolution 25-23, approving Tentative Parcel Map application 24-01, Map No. 84653. The subdivision is categorically exempt from CEQA pursuant to sections 15301(h) Class 1, Existing Facilities, and 15317 Class 17, Open Space Contracts or Easements, and 15061(b)(3) of the CEQA Guidelines.

This report was presented by Director Lin then asked for Ex Parte disclosures. Seeing none, Mayor Parkhurst asked the Council if they had any questions then opened the public hearing for comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Council Member Goss made a motion to adopt City Council Resolution 25-23, approving Tentative Parcel Map application 24-01, Map No. 84653.

Mayor Pro Tem Lowe seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

DISCUSSION

1. CONSIDERATION OF RESOLUTION 25-25 AUTHORIZING AN AMENDMENT TO THE CLASSIFICATION PLAN AND SALARY MATRIX

It is recommended that the City Council adopt Resolution 25-25, which would establish position authority for a new sworn position of Deputy Fire Chief – Community Risk Reduction Officer within the Fire Department.

This report was presented by Assistant City Manager Hernandez and Fire Chief Bartlett.

Mayor Parkhurst asked the Council if they had any questions then opened public comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for further discussion.

Mayor Parkhurst asked the Council if they had any questions then opened public comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for a discussion or a motion.

Council Member Garcia made a motion to approve Resolution 25-25, establishing a new sworn position of Deputy Fire Chief – Community Risk Reduction Officer within the Sierra Madr Fire Department.

Council Member Goss seconded the motion.

Mayor Parkhurst called for a vote of the Council:

Ayes: Mayor Parkhurst, Mayor Pro Tem Lowe, Council Members Garcia, Goss, and Kriebs
Noes: None.
Absent: None.
Abstain: None.

The motion was approved by a unanimous voice vote by all Members present.

8:16 Mayor Parkhurst asked for a brief break.

8:22 The City Council reconvened their meeting.

2. YOUTH MEMBERS ON BOARDS AND COMMISSIONS

It is recommended that the City Council receive and file this informative report.

This report was presented by Deputy City Manager Aguilar

Mayor Parkhurst asked the Council if they had any questions then opened public comment. Seeing no one come forward, the Mayor closed public comment and brought the matter back to Council for further discussion.

Direction was provided to staff. No action was taken.

FUTURE ITEMS

Mayor Parkhurst asked if the Council had any suggestions for future agenda items.

Lowe – asked for a report on the impacts of closing the Men’s Central Jail.

Lowe – letters of support for Supervisor Barger regarding Prop 36

Hearing no other requests from Council, Mayor Parkhurst adjourned the meeting at 8:40 pm to the next Regular meeting on May 13, 2025 at this same location.

Minutes taken and typed by:

Approved by Council Action:

Laura M. Aguilar
City Clerk

Robert Parkhurst
Mayor

AVAILABILITY OF AGENDA MATERIALS

Materials related to items on this agenda are available for public inspection on the City's website at www.cityofsierramadre.com.

LIVE BROADCASTS

Regular City Council meetings are broadcast live on Cable Channel 3 and rebroadcast on Wednesday and Saturday at 5:30 p.m.

MEETING ASSISTANCE

If you require special assistance to participate in this meeting, please call the City Clerk's office at (626) 355-7135 at least 48 hours prior to the meeting.

ADJOURNMENT

The City Council will adjourn to a meeting to take place on May 13, 2025.



City of Sierra Madre Agenda Report

*Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member*

Sue Spears, City Treasurer

TO: Mayor and City Council
FROM: Anthony Rainey, Finance Director
REVIEWED BY: Jose Reynoso, City Manager
DATE: May 13, 2025
SUBJECT: **APPROVAL OF WARRANTS FOR PAYMENT**

STAFF RECOMMENDATION

It is recommended that the City Council approve payment of the following:

- **Outstanding Obligated City Warrants:** \$320,962.25
- **Outstanding Obligated Sierra Madre Library Warrants:** \$3,547.37
- **Payroll Transfer:** \$540,305.48

ALTERNATIVES

1. Approve the requested ratifications.
2. Direct staff to return with additional information.

SUMMARY

To ratify means to formally approve or confirm a decision or action, making it officially valid. In this context, it ensures that the City Council affirms the payment of public funds after a thorough review process. The City Council is requested to ratify warrants and approve checks issued for payment, as certified by the Director of Finance. These payments have been reviewed for compliance with the City's approved budget, financial policies, and authorized spending limits. Ratification by the City Council formally authorizes the disbursement of public funds, ensuring transparency, accountability, and adherence to sound fiscal management practices.

Attachment 1A – Warrant Register Post Date 5/13/25 - provides an aggregated breakdown of the warrants, including descriptions (e.g. categories of payments), amounts, and corresponding fiscal year allocations. Note that the last page It serves as a reference document to support the warrant approvals requested in this report, ensuring transparency and accountability in financial transactions. The attachment includes details on general warrants, utility bills, library warrants, and payroll transfers.

Following Attachment 1A, the *Check Approval Register* provides a comprehensive record of financial disbursements by the City of Sierra Madre, detailing payment transactions, vendor information, and check dates to ensure transparency and accountability. Additionally, the *Payroll Summary Register* outlines payroll disbursements, including total earnings, employer expenses, and overall payroll costs for each pay period. The total payroll expenditure for the most recent pay period (PR #9) for *Date 4/24/25*:

Total Earnings (Salaries) @ \$386,704.07 plus Employer Benefits¹ @\$153,601.41 = Total @ \$540,305.48,

This aligns with the payroll transfer amount listed in Attachment 1A. These records collectively support the accuracy and legitimacy of the financial transactions presented for approval.

ANALYSIS

State and City Requirements: The approval of warrants for payment by the City Council is a procedural requirement established under the California Government Code (§ 37208) and the Sierra Madre Municipal Code (§ 3.04.010). The City utilizes resolutions to approve warrants in accordance with Chapter 3.04 - Administration of Fiscal Matters under Title 3 - Finance of the Sierra Madre Municipal Code. These provisions outline the procedures and regulations governing the issuance and management of payment warrants, ensuring transparency, accountability, and compliance in financial transactions involving public funds.

Warrant: A "warrant" is a written authorization directing the payment of money to vendors, contractors, or service providers for goods or services rendered to City departments. These measures ensure that public funds are used appropriately and in alignment with City policies and legal requirements.

Purpose of the Process: The primary purpose of this process is to confirm that all payments align with the City's budgetary allocations, procurement policies, and service agreements. Approval by the City Council serves as a critical management control, ensuring that expenditures are lawful, necessary, and consistent with City priorities. Department Heads review and verify invoices, while City staff maintain robust internal controls through proper documentation, authorization workflows, and reconciliation procedures.

Warrant for Payment Report: This attached report, commonly referred to as the *Check Approval Register*, provides a detailed account of payees, payment amounts, and purposes. This tool allows the City Council and staff to actively monitor expenditures, ensuring financial oversight, fostering public trust, and reinforcing fiscal responsibility. Failure to adhere to these practices could expose the City to financial risks, compliance issues, and diminished public confidence.

Check Approval Register Overview: The *Check Approval Register* is generated using the City's Enterprise Resource Planning (ERP) system, Tyler Technologies Pro 10. This report offers a comprehensive overview of financial disbursements, including payee names, payment amounts, dates, and purposes. By providing a clear and detailed record of financial transactions, the register promotes transparency and ensures public funds are utilized effectively. This level of detail allows City Council members and residents to track municipal expenditures and reinforces accountability in financial management. The following are key fields from the Check Approval Register and their definitions:

1. **Packet:** Refers to a batch of payment transactions processed together, often linked to a specific date or approval cycle.
2. **Vendor Set:** Identifies the category or group of vendors (e.g., utilities, general, or project-specific).
3. **Vendor Number:** A unique identifier assigned to each vendor for tracking and referencing purposes.
4. **Vendor Name:** The name of the individual or organization receiving the payment.
5. **Bank Code:** A code representing the bank account from which the payment is drawn.
6. **Payment Type:** Specifies the method of payment, such as check, electronic funds transfer (EFT), or wire transfer.
7. **Invoice #:** The unique number associated with the vendor's invoice, serving as a reference for the payment.
8. **Invoice Description:** A brief summary of the goods or services rendered, as described on the invoice.
9. **Account Number:** The City's general ledger account charged for the payment, structured as follows:
 - a. **Fund Code:** (e.g., **10000**) Identifies the fund, such as the General Fund.
 - b. **Department Code:** (e.g., **81200**) Indicates the responsible department, such as Public Works.
 - c. **Object Code:** (e.g., **52200**) Specifies the type of expenditure, such as contractual services.
10. **Distribution Amount:** The amount allocated to a specific account, showing how the payment is distributed across budget line items.

These fields ensure accuracy, transparency, and accountability in financial reporting and expenditure tracking, aligning with the City's commitment to sound fiscal management practices. This process not only fulfills legal and procedural requirements but also underscores the City's dedication to effective governance and responsible stewardship of public funds.

CONSISTENCY WITH GENERAL PLAN

Not applicable.

FINANCIAL REVIEW/SOURCE OF FUNDING

The payments presented for ratification have been made in accordance with the City's approved budget for the fiscal year. All expenditures are charged to their respective funds and accounts as outlined in the City's financial plan. The warrants, library payments, and payroll transfers were funded from the General Fund, Special Revenue Funds, and other designated

funding sources, ensuring compliance with budgetary allocations and authorized spending limits. No unbudgeted or unauthorized expenses are included in this report.

ENVIRONMENTAL (CEQA)

Not applicable.

PUBLIC NOTICE PROCESS

This item has been noticed through the regular agenda notification process. Copies of this report can be accessed on the City's website at www.cityofsierramadre.com.

Attachments

Resolution 25-28

¹ These typically include: **Payroll Taxes** – Employer-paid portions of Social Security, Medicare (FICA), and state/federal unemployment taxes (FUTA/SUTA). **Retirement Contributions** – Employer contributions to pension plans or retirement accounts, such as CalPERS (California Public Employees' Retirement System). **Health and Benefits Costs** – Employer-provided health insurance, dental, vision, life insurance, or other employee benefits. **Workers' Compensation Insurance** – Employer-paid premiums for workers' compensation coverage. **Other Employer Liabilities** – Any additional costs required by employment agreements, union contracts, or city policies.

RESOLUTION NUMBER 25-28

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIERRA MADRE
APPROVING CERTAIN DEMANDS**

WHEREAS, Government Code sections 37208-37209 authorize the City Council to ratify and approve warrants or checks drawn in payment of demands certified or approved by the Director of Finance as conforming to the budget; and,

WHEREAS, the following demands have been reviewed and approved by the Finance Director; and,

WHEREAS, the Finance Director has verified that appropriated funds are available for payment thereof; and,

WHEREAS, the register of audited demands has been submitted to the City Council for approval; and

WHEREAS, City Warrants are the payment of bills, invoices and contractual obligations incurred by the City of Sierra Madre during the period enumerated therein, based on the approved fiscal year budget and existing budgetary authority, Municipal Code authority, or prior policy direction by the City Council; and

WHEREAS, Payroll Transfer is the transfer of funds to cover the payroll costs for all City employees for the period enumerated therein.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Sierra Madre does hereby approve payment of City Warrants in the aggregate amount of \$320,962.25; Sierra Madre Library Warrants in the aggregate amount of \$3,547.37; and Payroll Transfer in the aggregate amount of \$540,305.48 for the fiscal year ending June 30, 2025

APPROVED AND ADOPTED this 13th day of May 2025.

Mayor, City of Sierra Madre, California

I hereby certify that the foregoing Resolution Number 25-28 was adopted by the City Council of the City of Sierra Madre at a regular meeting held on the 13th day of May 2025.

AYES:

NOES:

ABSTAIN:

ABSENT:

City Clerk, City of Sierra Madre, California

**City of Sierra Madre
Department of Finance
Warrant Register Recap
City Council Meeting of May 13, 2025**

CITY OF SIERRA MADRE AND SIERRA MADRE LIBRARY

City of Sierra Madre Warrants	\$320,962.25
Sierra Madre Library Warrants.....	\$3,547.37
Payroll Transfer.....	\$540,305.48

Warrant Register Post Date 5/13/25

Attachment 1A

Fiscal Year	Description	Amount	Page #
FY24/25	General Warrants	\$235,479.21	1-3
FY24/25	General Manual Warrant	\$2,135.66	4-7
FY24/25	General Utility Bills	\$4,764.36	8
FY24/25	General Manual Utility Bills	\$78,583.02	9
	Total	\$320,962.25	

FY24/25	Library Warrant	\$3,547.37	10
	Total	\$3,547.37	

Pay Date:			
4/24/2025	Payroll #9	\$540,305.48	
	From: City of Sierra Madre-General Acct. To: City of Sierra Madre-Payroll Acct.		
	Total	\$540,305.48	



Packet: APPKT08022 - GEN 5/13/25
Vendor Set: 01 - Vendor Set 01

Check Date: 05/05/2025

Table with columns: Vendor Number, Bank Code, Vendor Name, Payment Type, Invoice #, Invoice Description, Account Number, Distribution Amount, Vendor Total. Lists various vendors and their invoice details.

Vendor Number	Vendor Name				Vendor Total
Bank Code	Payment Type	Invoice #	Invoice Description	Account Number	Distribution Amount
APBWEST	Check	<u>167114</u>	FY 24/25 JANITORIAL SUPPLIES	60001.83200.53200	3,410.31
<u>0713</u>	DEPT OF JUSTICE				288.00
APBWEST	Check	<u>808568</u>	MARCH 2025 Payment for DOJ processing fees	10000.50000.52200	288.00
<u>VEN04105</u>	DR. ANGELICA LOZA-GOMEZ M.D., PC.				992.00
APBWEST	Check	<u>34</u>	Medical Director Services APRIL 2025	10000.64000.52200	992.00
<u>VEN01708</u>	EXSTREEM PEST CONTROL				735.00
APBWEST	Check	<u>31293</u>	MONTHLY SERVICE FOR PEST CONTROL FEB 2025	60000.83100.52200	735.00
<u>0209</u>	FEDERAL EXPRESS CORPORATION				81.53
APBWEST	Check	<u>8-798-87659</u>	DELIVERY SERVICE	10000.00000.23600	81.53
<u>VEN02778</u>	FORMLA LANDSCAPING INC				1,165.00
APBWEST	Check	<u>43680</u>	3/11/25 - 4/10/25 CITY HALL LANDSCAPE MAIN	10000.83300.52200	1,165.00
<u>VEN01613</u>	GANAHL LUMBER COMPANY				353.67
APBWEST	Check	<u>142122764</u>	MISC. MAINT. SUPPLIES	60001.83200.53200	353.67
<u>1639</u>	GMS ELEVATOR SERVICES INC				115.00
APBWEST	Check	<u>124581</u>	MONTHLY SERVICE	60001.83200.52200	115.00
<u>VEN04189</u>	GUSTAVO BARRIENTOS				4,074.00
APBWEST	Check	<u>INV040684</u>	TUITION REIMBURSEMENT	60007.70100.53401	4,074.00
<u>0236</u>	HACH COMPANY				1,214.40
APBWEST	Check	<u>14452832</u>	REAGENT SET, CHLORINE GREE CL17	71000.81100.53209	1,214.40
<u>0512</u>	HUNTINGTON HOSPITAL				75.00
APBWEST	Check	<u>69843251</u>	PRE/POST BOOK - PROCESSING MEDICAL FEE	10000.50000.52200	75.00
<u>VEN03474</u>	ICMA				1,190.45
APBWEST	Check	<u>979897 2025</u>	ANNUALMEMBERSHIP RENEWAL FY 25/26	60007.70100.53402	1,190.45
<u>VEN01969</u>	INLAND EMPIRE STAGES				1,561.80
APBWEST	Check	<u>63766</u>	SENIOR EXCURSION - MARCH 2025	37006.72000.52200	1,561.80
<u>VEN04475</u>	INLAND FLEET SOLUTIONS INC				4,864.60
APBWEST	Check	<u>9120</u>	FD Fleet Annual Inspection_Engine 41	60000.83100.52100	4,864.60
<u>VEN04380</u>	JESSICA JOHNSON				262.00
APBWEST	Check	<u>INV040687</u>	REIMB: LIFE SCAN/EMS LICENSE FEES	10000.64000.52205	262.00
<u>VEN04486</u>	JOHN PAUL MCMANUS JR				100.62
APBWEST	Check	<u>INV040689</u>	EMS REFUND RE: 24097082	10000.64000.47029	100.62
<u>VEN03424</u>	JOHNSON INVESTIGATIONS				1,200.00
APBWEST	Check	<u>2025-11</u>	Background Investigation	60007.70101.52100	500.00
		<u>2025-13</u>	Background Investigation	60007.70101.52100	500.00
		<u>2025-16</u>	Background Investigation	60007.70101.52100	200.00
<u>VEN04471</u>	JOSEPH NOSRAT				5,730.00
APBWEST	Check	<u>INV040685</u>	TUITION REIMBURSEMENT	60007.70100.53401	5,730.00
<u>0515</u>	LANDSCAPE WAREHOUSE				33.96
APBWEST	Check	<u>2798825</u>	FY 24/25 MAINTENANCE SUPPLIES	60001.83200.53200	33.96
<u>0640</u>	LIFE-ASSIST INC.				651.59
APBWEST	Check	<u>1593388</u>	FY 24/25 EMS MEDICAL SUPPLIES	10000.64000.53300	267.56
		<u>1593770</u>	FY 24/25 EMS MEDICAL SUPPLIES	10000.64000.53300	384.03
<u>1446</u>	LOS ANGELES COUNTY REGISTRAR-RECORDER				28,457.77
APBWEST	Check	<u>25-2099</u>	NOV 5, 2024 PRESIDENTIAL GENERAL ELECTION	10000.12000.52207	28,457.77
<u>VEN02976</u>	MEDICO PROFESSIONAL LINEN SERVICE				70.33
APBWEST	Check	<u>21218247</u>	MEDICO WASTE SERVICES	10000.64000.53300	70.33
<u>0296</u>	MERRIMAC ENERGY GROUP				18,119.11
APBWEST	Check	<u>2237348</u>	FY 24/25 FUEL PURCHASE	60000.83100.55001	18,119.11
<u>1278</u>	MICHAEL E POWERS & ASSOC INC.				55.26
APBWEST	Check	<u>10060</u>	OFFICE FURNITURE - PUBLIC WORKS	60001.83200.53200	55.26
<u>1608</u>	MUNICIPAL MAINTENANCE EQUIP IN				11,151.11
APBWEST	Check	<u>030899</u>	REPAIR OF VACUUM BREAKER ASSEMBLY	72000.81200.52200	11,151.11
<u>VEN04007</u>	OCCUPATIONAL HEALTH CENTERS OF CA				96.00
APBWEST	Check	<u>86303493</u>	PRE-EMPLOYMENT EXAM	60007.70101.52106	96.00
<u>0786</u>	OFFICE DEPOT, INC				310.25
APBWEST	Check	<u>416854000001</u>	OFFICE SUPPLIES	60002.31100.53100	55.34
		<u>420583013001</u>	OFFICE SUPPLIES	10000.40000.53100	18.92
				60002.30000.53100	21.12
				60002.31100.53100	214.87
<u>VEN04481</u>	PATRICIA MUNOZ/THOMAS MCNAMARA				77.00
APBWEST	Check	<u>INV040681</u>	REFUND: CITATION #144124117	10000.00000.44003	77.00

Vendor Number	Vendor Name				Vendor Total
Bank Code	Payment Type	Invoice #	Invoice Description	Account Number	Distribution Amount
<u>0332</u>	PETTY CASH FUND-ADMIN				208.88
APBWEST	Check	<u>INV040664</u>	SENIOR EXCURSION DRIVERS TIP	10000.79003.52999	80.00
		<u>INV040665</u>	POSTAGE	60002.31100.53101	10.00
		<u>INV040666</u>	STAMPS	60002.31100.53101	29.20
		<u>INV040667</u>	POSTAGE/LETTER TO LIUNA	60002.31100.53101	9.68
		<u>INV040668</u>	SENIOR EXCURSION DRIVER TIP	10000.79003.52999	80.00
<u>1384</u>	PROFORCE LAW ENFORCEMENT				18,776.95
APBWEST	Check	<u>715171</u>	PD replacing patrol rifles and equipment	35005.50000.52200	18,776.95
<u>0338</u>	PRUDENTIAL OVERALL SUPPLY				256.20
APBWEST	Check	<u>52879383</u>	FY 24/25 UNIFORM SUPPLY	60001.83200.53303	128.10
		<u>52881134</u>	FY 24/25 UNIFORM SUPPLY	60001.83200.53303	128.10
<u>0447</u>	RAYMOND BASIN MANAGEMENT BOARD				63,400.56
APBWEST	Check	<u>03-25-0007</u>	TITLE 22 MONITORING 11/24 - 2/25	71000.81100.52001	1,469.56
		<u>SMDR-FY2526</u>	FY 25/26 WATERMASTER SERVICE	71000.81100.52001	61,931.00
<u>1485</u>	RED SUPPLY INC				219.58
APBWEST	Check	<u>17959</u>	MAINT SUPPLIES	71000.81100.53200	219.58
<u>0267</u>	REGIONAL TAP SERVICE CENTER				76.80
APBWEST	Check	<u>6024777</u>	MARCH 2025 REGIONAL TAP SERVICES CENTER-4	37004.80000.52001	76.80
<u>VEN03177</u>	RELIABLE BUILDING MAINTENANCE LLC				7,386.83
APBWEST	Check	<u>1151</u>	APRIL 2025 FACILITIES JANITORIAL SERVICES	60001.83200.52200	4,561.83
		<u>1152</u>	CARPET INSTALLATION/PAINTING - HART PARK H	60001.83200.56010	2,825.00
<u>VEN04464</u>	RYANN LOPEZ				176.34
APBWEST	Check	<u>INV040678</u>	TRAVEL REIMB: CPRS CONFERENCE	10000.70000.53402	176.34
<u>VEN02182</u>	SA-SO				430.61
APBWEST	Check	<u>25-01765</u>	CHARGE CONTROLLER (GV-5)	10000.83500.53205	290.74
		<u>25-02316</u>	UNIV. 1A SMART CHARGER	10000.83500.53206	139.87
<u>VEN04485</u>	SIMON WOO				81.80
APBWEST	Check	<u>INV040690</u>	EMS REFUND RE: 24084844	10000.64000.47029	81.80
<u>0821</u>	SOUTHWEST HYDROTECH				2,853.84
APBWEST	Check	<u>31635</u>	EMERGENCY REPAIR WOODLAND PRV BYPASS	71000.81100.53212	2,853.84
<u>VEN01910</u>	STANLEY ACCESS INC				568.00
APBWEST	Check	<u>0907325222</u>	FACILITY MAINTENANCE - CITY HALL FRNT SLID	60001.83200.52200	284.00
		<u>0907327021</u>	FACILITY MAINTENANCE - CITY HALL	60001.83200.52200	284.00
<u>VEN04459</u>	THEODORE TEGART				179.20
APBWEST	Check	<u>INV040693</u>	TRAVEL REIMB: CPRS CONFERENCE	10000.70000.53402	179.20
<u>0410</u>	UNDERGROUND SERVICE ALERT				58.10
APBWEST	Check	<u>1220240697</u>	FY 24/25 UNDERGROUND ALERTS	71000.81100.52200	58.10
<u>VEN04227</u>	UNITED RENTALS				940.74
APBWEST	Check	<u>221217663-024</u>	EQUIP. RENTAL	71000.81100.53206	940.74
<u>1243</u>	USA BLUEBOOK				212.26
APBWEST	Check	<u>INV00678840</u>	MAINT. SUPPLIES	60001.83200.53303	212.26
<u>VEN03241</u>	WALTERS WHOLESALE ELECTRIC CO				190.86
APBWEST	Check	<u>S127622755.001</u>	LEV ODCOSIW WHT 120 V CEILING SENSOR	10000.83300.53001	190.86
<u>0335</u>	WATERLINE TECHNOLOGIES				657.67
APBWEST	Check	<u>5716540</u>	CYLINDER RETURN 11/12/24	71000.81100.53209	-600.00
		<u>5733045</u>	CYLINDER RETURN 3/26/25	71000.81100.53209	-300.00
		<u>5733952</u>	FY 24/25 CHLORINE GAS SUPPLIES	71000.81100.53209	1,557.67
<u>VEN03472</u>	WEST & ASSOCIATES ENGINEERING INC				3,700.00
APBWEST	Check	<u>1024.05.009</u>	DOWNTOWN EXTENSION PROJECT	32012.83000.56010	3,700.00
<u>0426</u>	WESTERN WATER WORKS				3,834.13
APBWEST	Check	<u>1268067-00</u>	FY 24/25 WATER DISTRIBUTION SUPPLIES	71000.81100.53200	3,834.13
<u>0425</u>	WILLDAN ASSOCIATES				27,526.30
APBWEST	Check	<u>002-33792</u>	FEB 2025 PLAN CHECK AND INSPECTION SERVICE	10000.40000.52100	5,995.30
		<u>006-27401</u>	FEB 2024 VTTM 83996 MEADOWS PROJECT	10000.00000.23600	11,795.10
				10000.00000.23601	275.90
		<u>006-28659</u>	AUG 2024 CHECK VTTM 83996 MEADOWS PROJ	10000.00000.23600	9,460.00
<u>1053</u>	WITTMAN ENTERPRISES, LLC				4,774.12
APBWEST	Check	<u>2503056</u>	MARCH 2025 EMS Billing Services	10000.64000.52200	4,774.12
<u>1387</u>	ZOLL MEDICAL CORP				740.68
APBWEST	Check	<u>4178619</u>	SERVICE CALL - LABEL, I/O PANEL RIGHT SIDE	10000.64000.53300	740.68
Report Total:					235,479.21



Packet: APPKT07993 - GEN MAN 5/13/25
Vendor Set: 01 - Vendor Set 01

Check Date: 04/22/2025

Vendor Number	Vendor Name				Vendor Total
Bank Code	Payment Type	Invoice #	Invoice Description	Account Number	Distribution Amount
<u>Q158</u>	VULCAN MATERIALS COMPANY				790.66
APBWEST	Check	<u>2665090</u>	COLD MIX	71000.81100.53206	745.30
		<u>495204</u>	COLD MIX - LATE FEES	71000.81100.53206	45.36
				Report Total:	790.66



Packet: APPKT08014 - GEN MAN 5/13/25

Check Date: 05/01/2025

Vendor Set: 01 - Vendor Set 01

Vendor Number	Vendor Name				Vendor Total
Bank Code	Payment Type	Invoice #	Invoice Description	Account Number	Distribution Amount
<u>0439</u>	LOS ANGELES COUNTY CLERK				75.00
APBWEST	Check	<u>INV040683</u>	CATEGORICAL EXEMPTION: MATER DOLOROSA F 10000.40000.53999		75.00
				Report Total:	75.00



Packet: APPKT08003 - GEN MAN 5/13/25
Vendor Set: 01 - Vendor Set 01

Check Date: 04/25/2025

Vendor Number	Vendor Name				Vendor Total
Bank Code	Payment Type	Invoice #	Invoice Description	Account Number	Distribution Amount
0439	LOS ANGELES COUNTY CLERK				20.00
APBWEST	Check	<u>15249777</u>	RELEASE OF GOVERNMENT LIEN FEE	10000.40000.53999	20.00
Report Total:					20.00



Packet: APPKT07995 - GEN MAN 5/13/25
Vendor Set: 01 - Vendor Set 01

Check Date: 04/22/2025

Vendor Number	Vendor Name				Vendor Total
Bank Code	Payment Type	Invoice #	Invoice Description	Account Number	Distribution Amount
<u>VEN03492</u>	GREGG FREEDMAN AND ASSOCIATES				1,250.00
APBWEST	Check	<u>2021-011LA567</u>	Real Estate property appraisal for 487 Woodland	10000.30000.53000	1,250.00
Report Total:					1,250.00



Packet: APPKT08021 - UB 5/13/25
Vendor Set: 01 - Vendor Set 01

Check Date: 05/05/2025

Vendor Number	Vendor Name	Invoice #	Invoice Description	Account Number	Vendor Total
Bank Code	Payment Type				Distribution Amount
<u>VEN02829</u>	RINGCENTRAL INC				4,764.36
APBWEST	Check	<u>CD 001093775</u>	4/23/25 - 5/22/25 VOIP PHONE SERVICE	60003.30000.55005	4,764.36
Report Total:					4,764.36



Packet: APPKT07996 - UB MAN 5/13/25
Vendor Set: 01 - Vendor Set 01

Check Date: 04/22/2025

Vendor Number	Vendor Name				Vendor Total
Bank Code	Payment Type	Invoice #	Invoice Description	Account Number	Distribution Amount
<u>0129</u>	AT&T				4,542.28
APBWEST	Check	<u>INV040586</u>	818 291-0241 661 1 4/4/25 - 5/3/25	60003.30000.55005	2,011.53
		<u>INV040587</u>	818 246-3783 591 4 3/23/25 - 4/22/25	60003.30000.55005	2,530.75
<u>VEN04074</u>	CHARTER COMMUNICATIONS				1,754.66
APBWEST	Check	<u>106917301040125</u>	106917301 4/1/25 - 4/30/25	60003.30000.55005	1,280.00
		<u>188596901040125</u>	188596901 4/1/25 - 4/30/25	60003.30000.52200	204.68
		<u>188597101040125</u>	188597101 4/6/25 - 5/5/25	60003.30000.52200	269.98
<u>VEN02792</u>	FRONTIER CALIFORNIA INC				7,571.53
APBWEST	Check	<u>INV040599</u>	626-197-0261-032521-5 4/1/25 - 4/30/25	60003.30000.55005	997.50
		<u>INV040600</u>	626-351-3285-091319-5 2/14/25 - 3/13/25	60003.30000.55005	61.65
		<u>INV040601</u>	626-351-3285-091319-5 3/14/25 - 4/13/25	60003.30000.55005	102.52
		<u>INV040602</u>	626-351-3285-091319-5 4/14/25 - 5/13/25	60003.30000.55005	102.57
		<u>INV040603</u>	626-355-0264-012498-5 3/4/25 - 4/3/25	60003.30000.55005	485.69
		<u>INV040604</u>	626-355-0264-012498-5 4/4/25 - 5/3/25	60003.30000.55005	486.09
		<u>INV040605</u>	209-188-3757-030707-5 4/4/25 - 5/3/25	60003.30000.55005	2,889.75
		<u>INV040607</u>	626-197-1492-030922-5 4/1/25 - 4/30/25	60003.30000.55005	775.00
		<u>INV040609</u>	626-355-1414-092017-5 4/1/25 - 4/30/25	60003.30000.55005	1,312.59
		<u>INV040610</u>	310-001-5763-051199-5 3/28/25 - 4/27/25	60003.30000.55005	131.31
		<u>INV040611</u>	209-151-5743-051199-5 3/28/25 - 4/27/25	60003.30000.55005	226.86
<u>VEN03195</u>	GREATAMERICA FINANCIAL SERVICES				801.18
APBWEST	Check	<u>38945651</u>	003-1443256-000	60003.30000.53210	801.18
<u>0384</u>	SOUTHERN CALIF. EDISON CO.				61,300.42
APBWEST	Check	<u>INV040588</u>	700835579161 3/7/25 - 4/6/25	71000.81100.55003	37,741.00
		<u>INV040589</u>	700661951989 3/5/25 - 4/2/25	60001.83200.55003	93.92
		<u>INV040590</u>	700738880568 3/4/25 - 4/1/25	60001.83200.55003	1,287.85
		<u>INV040612</u>	700102141347 1/1/25 - 3/31/25	32012.83000.55003	422.49
				38005.83500.55003	15.11
				60001.83200.55003	9,101.84
				71000.81100.55003	12,638.21
<u>0216</u>	THE GAS COMPANY				2,612.95
APBWEST	Check	<u>INV040591</u>	118-261-4788 3 3/1/25 - 4/1/25	60000.83100.55001	415.90
		<u>INV040592</u>	053 118 7109 8 3/7/25 - 4/7/25	60001.83200.55004	136.55
		<u>INV040593</u>	055 218 7110 2 3/7/25 - 4/7/25	60001.83200.55004	80.36
		<u>INV040594</u>	051 018 7151 4 3/7/25 - 4/7/25	60001.83200.55004	239.20
		<u>INV040595</u>	166 518 7700 9 3/7/25 - 4/7/25	60001.83200.55004	277.83
		<u>INV040596</u>	168 618 7700 5 3/7/25 - 4/7/25	60001.83200.55004	621.52
		<u>INV040597</u>	135 119 3500 2 3/10/25 - 4/8/25	60001.83200.55004	395.51
		<u>INV040598</u>	135 119 3500 2 2/6/25 - 3/10/25	60001.83200.55004	446.08
Report Total:					78,583.02



Packet: APPKT08023 - LIB 5/13/25
Vendor Set: 01 - Vendor Set 01

Check Date: 05/05/2025

Vendor Number	Vendor Name				Vendor Total
Bank Code	Payment Type	Invoice #	Invoice Description	Account Number	Distribution Amount
<u>VEN03454</u>	AMAZON CAPITAL SERVICES				14.95
APBWEST	Check	<u>1JCK-WPKH-6NF4.1</u>	MISC SUPPLIES 10/28/24 - 11/10/24 SHORT	39006.90000.53999	0.18
		<u>1JWP-NTDJ-X3X7</u>	MISC SUPPLIES 3/31/25 - 4/13/25	39006.90000.53406	-13.85
		<u>1TLP-MRF4-TQM7</u>	MISC SUPPLIES 3/31/25 - 4/13/25	39006.90000.53999	28.62
<u>VEN01190</u>	ARNOLD'S FRONTIER HARDWARE - Library				43.98
APBWEST	Check	<u>115506</u>	MISC. SUPPLIES	39006.90000.53999	43.98
<u>O132</u>	BAKER & TAYLOR, INC.				2,256.83
APBWEST	Check	<u>5019439193</u>	BOOKS AND REFERENCE & MEDIA (FY 2024-25)	10000.90000.53406	641.81
		<u>5019439194</u>	LIBRARY SUPPLIES	10000.90000.52200	65.05
		<u>5019441628</u>	LIBRARY SUPPLIES	39006.90000.53406	60.69
		<u>5019441629</u>	LIBRARY SUPPLIES	10000.90000.52200	0.45
		<u>5019447154</u>	BOOKS AND REFERENCE & MEDIA (FY 2024-25)	10000.90000.53406	405.13
		<u>5019447155</u>	LIBRARY SUPPLIES	10000.90000.52200	32.86
		<u>5019461642</u>	BOOKS AND REFERENCE & MEDIA (FY 2024-25)	10000.90000.53406	588.96
		<u>5019461643</u>	LIBRARY SUPPLIES	10000.90000.52200	42.12
		<u>5019464754</u>	BOOKS AND REFERENCE & MEDIA (FY 2024-25)	10000.90000.53406	390.92
		<u>5019464755</u>	LIBRARY SUPPLIES	10000.90000.52200	28.84
<u>VEN04206</u>	CHELSEA LEE				7.42
APBWEST	Check	<u>INV040691</u>	TRAVEL REIMB: BOOK PURCHASE FOR PROG	10000.90000.53404	7.42
<u>VEN03902</u>	INVENGO AMERICAN CORP				920.59
APBWEST	Check	<u>1014305</u>	CREDIT CARD SIZED TAGS	10000.90000.53100	920.59
<u>VEN04152</u>	KANOPY INC				179.00
APBWEST	Check	<u>451502 - PPU</u>	LIBRARY VIDEOS	10000.90000.52200	179.00
<u>VEN03926</u>	T-MOBILE				124.60
APBWEST	Check	<u>INV040692</u>	984433408 3/21/25 - 4/20/25	10000.90000.52200	124.60
Report Total:					3,547.37



City of Sierra Madre Agenda Report

*Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member*

Sue Spears, City Treasurer

TO: Honorable Mayor and Members of the City Council

FROM: Sue Spears, City Treasurer
Selena Yang, Senior Accountant

REVIEWED BY: Jose Reynoso, City Manager

DATE: May 13, 2025

SUBJECT: CONSIDERATION OF TREASURER'S REPORT – QUARTER ENDED March 31, 2025

STAFF RECOMMENDATION

It is recommended that the City Council receive and file the Treasurer's Report for the cash and investment portfolio for quarter ended March 31, 2025.

SUMMARY

Attached is the 3rd quarter of the Treasurer's Report for the 2024-25 fiscal year.

ANALYSIS

The fiscal officer is presenting to the City Council a quarterly treasurer's report along with a statement that the City has sufficient investment liquidity and revenues to be able to meet the City's expenditure requirements for the next three months. In addition, the statement verifies that the investments are in compliance with the City's Statement of Investment Policy.

Cash held in demand deposit accounts are kept at a level to ensure that all city outstanding warrants are covered, to maximize interest income and to minimize bank fees. Idle cash is invested in LAIF and other investments in compliance with the City's Investment Policy.

FINANCIAL REVIEW/SOURCE OF FUNDING

No fiscal impact from this action.

PUBLIC NOTICE PROCESS

This item has been noticed through the regular agenda notification process. Copies of this report can be accessed on the City's website at www.cityofsierramadre.com.

ATTACHMENTS

Treasurer's Report for January – March 2025

**CITY OF SIERRA MADRE
TREASURER'S REPORT
CASH AND INVESTMENT PORTFOLIO
Jan-Mar 2025**

CITY CASH

ACCOUNT	INSTITUTION	BALANCE	RATE
ALL	BMO	\$ 3,470,981.05	0.000%
	TOTAL	\$ <u>3,470,981.05</u>	

ACCOUNT NAME	INSTITUTION	BEGINNING BALANCE	+ DEPOSITS	(-) WITHDRAWALS	ENDING BALANCE	CHANGES RATE
General Account	BMO	1,989,739.09	11,577,534.87	(10,096,292.91)	3,470,981.05	74.44%
	TOTAL	\$ 1,989,739.09	\$ 11,577,534.87	\$ (10,096,292.91)	\$ 3,470,981.05	

CITY INVESTMENT

ISSUER	BOOK VALUE	FACE VALUE	MARKET VALUE	PERCENT OF PORTFOLIO	STATED RATE
LOCAL AGENCY INVESTMENT FUND	\$ 38,911,305.21	\$ 38,911,305.21	\$ 38,944,348.34	86.79%	4.313%
BMO Capital Markets	\$ 5,844,509.43	\$ 6,015,000.00	\$ 5,926,653.30	13.21%	See Attached
TOTAL	\$ <u>44,755,814.64</u>	\$ <u>44,926,305.21</u>	\$ <u>44,871,001.64</u>	<u>100.00%</u>	

ISSUER	BEGINNING BALANCE	+ DEPOSITS	(-) WITHDRAWALS	ENDING BALANCE	CHANGES RATE
LOCAL AGENCY INVESTMENT FUND	\$ 40,185,370.00	\$ 1,925,935.21	(3,200,000.00)	\$ 38,911,305.21	-3.17%
BMO Capital Markets	\$ 6,652,418.28	\$ 0.00	(807,908.85)	\$ 5,844,509.43	-12.14%
TOTAL	\$ <u>46,837,788.28</u>	\$ <u>1,925,935.21</u>	\$ <u>(4,007,908.85)</u>	\$ <u>44,755,814.64</u>	

CITY - TOTAL CASH AND INVESTMENT \$ 48,226,795.69

In compliance with the California Code Section 53646, as the City Treasurer of the City of Sierra Madre, I hereby certify that sufficient investment liquidity and anticipated revenues are available to meet the City's expenditure requirements for the next six months and that all investments are in compliance to the City's Statement of Investment Policy.
I also certify that this report reflects all Government Agency pooled investments and all City's bank balances.

Sue Spears
Sue Spears, City Treasurer

5-5-2025
Date

City of Sierra Madre
Treasurer's Report
Cash Balances by Fund
For the Quarter Ended March 31, 2025

Fund No.	Fund	Balance			Balance 3/31/2025
		1/1/2025	Receipts	Disbursements	
10000	General	13,394,979.39	5,133,781.14	4,477,790.34	14,050,970.19
26002	Misc Grants	305,442.77	3,070.60	1,177.48	307,335.89
28009	2025 Eaton Fire	-	318,153.15	531,732.65	(213,579.50)
29007	Targeted State Grants-Library	8,479,015.11	1,289,676.05	3,337,447.41	6,431,243.75
32XXX	Assessment Districts	1,299,551.59	40,497.28	28,001.50	1,312,047.37
34002	Development Impact Fees	1,074,287.27	10,207.34	-	1,084,494.61
34003	Art In Public Places	27,459.78	260.91	-	27,720.69
35001	DUI Enforcement Grant	1,269.15	12.06	-	1,281.21
35003	Police Donations	52,125.28	972.46	2,941.76	50,155.98
35004	PSAF	160,500.63	45,533.67	31,682.24	174,352.06
35005	State COPS Grant	127,047.93	18,864.86	17,657.54	128,255.25
35008	Officer Wellness and Mental Health	15,976.84	151.80	-	16,128.64
36002	Fire Department Donations	21,892.74	9,883.83	-	31,776.57
37001	Community Arts Commission	6,257.26	59.45	-	6,316.71
37003	Recreation Donations	11,595.10	110.17	-	11,705.27
37004	Prop A	944,978.72	80,809.03	123.84	1,025,663.91
37005	Open Space Fund	225,396.46	10,440.85	-	235,837.31
37006	Senior Center	218,757.94	15,660.48	3,175.03	231,243.39
37007	SM Community Foundation	56,130.60	533.32	-	56,663.92
37008	Youth Activity Center	67,799.21	644.19	-	68,443.40
37009	Prop C	136,115.87	60,598.72	-	196,714.59
38001	CA Beverage Container	13,309.87	115.38	5,000.00	8,425.25
38002	CDBG	(7,016.50)	-	1,980.50	(8,997.00)
38003	AQMD	34,043.50	3,784.79	-	37,828.29
38004	Environmental Fund	276,331.56	45,294.76	5,760.00	315,866.32
38005	Gas Tax	269,757.04	77,671.24	56,957.73	290,470.55
38007	Measure R	105,518.86	45,456.39	-	150,975.25
38012	Measure M	383,030.65	53,987.95	-	437,018.60
38013	RMRA	329,964.68	79,330.81	-	409,295.49
38015	Measure W	60,805.13	577.74	-	61,382.87
38018	Cal Energy commission Grant	16,795.00	-	16,795.00	-
39002	Library Gift & Memorial	216,116.08	2,496.17	-	218,612.25
39006	Friends of the Library	(7,311.22)	7,469.99	3,846.62	(3,687.85)
39009	Robert Day Trust	754,713.85	7,170.91	-	761,884.76
39010	American Rescue Plan Act	492,855.84	4,855.67	894.49	496,817.02
40000	Capital Projects Fund	439,449.20	4,014.23	24,385.61	419,077.82
47000	Low & Mod Housing	354,886.12	3,371.95	-	358,258.07
50001	Debt Service	13,337.63	-	-	13,337.63
60000	Internal Svcs - Fleet	830,416.51	20,484.49	77,494.63	773,406.37
60001	Internal Svcs - Facilities	1,025,586.71	9,793.01	137,576.71	897,803.01
60002	Internal Svcs - Admin	964,867.83	8,213.82	260,180.59	712,901.06
60003	Internal Svcs - Technology	839,074.25	12,988.67	306,311.10	545,751.82
60007	IS-Personnel & Risk Mgmt	730,730.59	1,942,611.57	1,653,948.78	1,019,393.38
60008	General Plan Update	148,197.94	1,408.10	-	149,606.04
71000	Water	11,244,060.69	1,640,499.90	754,609.64	12,129,950.95
72000	Sewer	2,589,551.62	295,775.84	170,555.23	2,714,772.23
76000	Special Services Strike team	81,874.30	-	-	81,874.30
	TOTALS	48,827,527.37	11,307,294.74	11,908,026.42	48,226,795.69

**City of Sierra Madre
Bank Reconciliation
General Account- BMO
Period Ending 3/31/25**

General Ledger Beginning Balance	\$ 1,648,196.30
+Deposits	4,257,596.86
-Withdrawals/Debits/Checks	<u>(2,434,812.11)</u>
General Ledger Ending Balance:	<u>\$ 3,470,981.05</u>
Bank Statement Ending Balance:	\$ 4,394,164.20
+Deposits in Transit	67,581.40
-Outstanding Checks/Withdrawals	(990,764.55)
General Ledger Ending Balance:	<u>\$ 3,470,981.05</u>

-

As of March 31, 2025

Investment	Purchase	Maturity	Amount	Annual Interest Rate	Annual Interest Income
LAIF (Estimate)	Various	Any time	\$ 38,911,305	4.313%	\$ 1,678,245
US Treasury	5/26/2021	5/31/2025	1,000,000	0.35%	3,500
US Treasury	6/13/2024	6/12/2025	500,000	4.80%	23,988
US Treasury	12/10/2024	6/12/2025	600,000	4.23%	25,380
US Treasury	9/11/2024	9/4/2025	500,000	4.02%	20,100
US Treasury	10/24/2024	10/2/2025	500,000	4.15%	20,750
US Treasury	12/10/2024	11/28/2025	365,000	4.13%	15,075
US Treasury	12/18/2023	11/30/2025	450,000	4.30%	19,350
US Treasury	5/4/2022	6/30/2026	1,100,000	0.88%	9,625
US Treasury	9/11/2024	8/31/2026	500,000	3.55%	17,750
US Treasury	10/24/2024	9/30/2026	500,000	3.95%	19,755
Total			\$ 44,926,305		\$ 1,853,517

Investment Maturity Illustration

	Annual Maturities
2025	4,065,000
2026	1,950,000
Total	<u>\$ 6,015,000</u>

**State of California
Pooled Money Investment Account
Market Valuation as of 03/31/2025**

Fiscal Year	24-25
Cost	38,911,305.21
FMV Factor	<u>1.000849191</u>
FMV	<u>38,944,348.34</u>
FMV Appr	<u>33,043.13</u>
99999-00000-12001-LAIF	38,911,305.21
10000-00000-12006-Allow for FMV LAIF	<u>33,043.13</u>
TOTAL	<u>38,944,348.34</u>
CHECK	-

California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

April 24, 2025

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[PMIA Average](#)
[Monthly Yields](#)

CITY OF SIERRA MADRE

FINANCE DIRECTOR
232 W. SIERRA MADRE BLVD
SIERRA MADRE, CA 91024

[Tran Type Definitions](#)

Account Number: 98-19-870

January 2025 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Web Confirm Number	Authorized Caller	Amount
1/13/2025	1/9/2025	RW	1765239	1725785	SELENA YANG	-1,200,000.00
1/15/2025	1/14/2025	QRD	1767289	N/A	SYSTEM	425,935.21
1/22/2025	1/21/2025	RD	1767897	1728439	SELENA YANG	1,500,000.00

Account Summary

Total Deposit:	1,925,935.21	Beginning Balance:	40,185,370.00
Total Withdrawal:	-1,200,000.00	Ending Balance:	40,911,305.21

California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

April 24, 2025

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CITY OF SIERRA MADRE

FINANCE DIRECTOR
232 W. SIERRA MADRE BLVD
SIERRA MADRE, CA 91024

[Tran Type Definitions](#)



Account Number: 98-19-870

February 2025 Statement

Account
Summary

Total Deposit:	0.00	Beginning Balance:	40,911,305.21
Total Withdrawal:	0.00	Ending Balance:	40,911,305.21

California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

April 24, 2025

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CITY OF SIERRA MADRE

FINANCE DIRECTOR
232 W. SIERRA MADRE BLVD
SIERRA MADRE, CA 91024

[Tran Type Definitions](#)



Account Number: 98-19-870

March 2025 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Web Confirm Number	Authorized Caller	Amount
3/11/2025	3/11/2025	RW	1769441	1730001	SELENA YANG	-2,000,000.00

Account Summary

Total Deposit:	0.00	Beginning Balance:	40,911,305.21
Total Withdrawal:	-2,000,000.00	Ending Balance:	38,911,305.21



Statement of Securities Held

Securities Safekeeping

As of close of business March 31, 2025

Account	1053048172	CITY OF SIERRA MADRE
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Account	1053048172	CITY OF SIERRA MADRE
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Holdings - Available Positions

Asset Type	US Treasury Bills								
CUSIP / ISIN	Security Description	Holding Location	Current Face Value	Market Value (\$)	Par Value (\$/unit)				
912797LN5	UNITED STATES OF AMERICA TREASURY BILLS M 06/12/25 D 06/13/24	FRB		1,090,804.00	1,100,000.00				
912797MH7	UNITED STATES OF AMERICA TREASURY BILLS M 09/04/25 D 09/05/24	FRB		491,160.00	500,000.00				
912797MS3	UNITED STATES OF AMERICA TREASURY BILLS M 10/02/25 D 10/03/24	FRB		489,620.00	500,000.00				
912797NL7	UNITED STATES OF AMERICA TREASURY BILLS M 11/28/25 D 11/29/24	FRB		355,517.30	365,000.00				
				2,427,101.30	2,465,000.00				

US Treasury Bills Totals

Asset Type	US Treasury Bonds								
CUSIP / ISIN	Security Description	Holding Location	Current Face Value	Market Value (\$)	Par Value (\$/unit)				
912828ZT0	UNITED STATES OF AMERICA US TREASURY BONDS M 05/31/25 0.250% D 05/31/20	FRB		993,380.00	1,000,000.00				
91282CCJ8	UNITED STATES OF AMERICA US TREASURY BONDS M 06/30/26 0.875% D 06/30/21	FRB		1,058,706.00	1,100,000.00				
91282CJL6	UNITED STATES OF AMERICA US TREASURY BONDS M 11/30/25 4.875% D 11/30/23	FRB		452,061.00	450,000.00				
91282CLH2	UNITED STATES OF AMERICA US TREASURY BONDS M 08/31/26 4.000% D 08/31/24	FRB		498,590.00	500,000.00				
91282CLP4	UNITED STATES OF AMERICA US TREASURY BONDS M 09/30/26 3.500% D 09/30/24	FRB		496,815.00	500,000.00				

* BMO Bank is not responsible for validating market value. Market value for MBS/ABS/CMOs reflects previous factor if current factor is unavailable.



Statement of Securities Held

Securities Safekeeping

As of close of business March 31, 2025

Account	1053048172	CITY OF SIERRA MADRE
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Account	1053048172	CITY OF SIERRA MADRE ...continued		
		US Treasury Bonds Totals	3,499,552.00	3,550,000.00
		Holdings - Available Positions Totals	5,926,653.30	6,015,000.00

End of account details

END OF ADVICE

* BMO Bank is not responsible for validating market value. Market value for MBS/ABS/CMOs reflects previous factor if current factor is unavailable.



City of Sierra Madre AGENDA REPORT

Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member

Sue Spears, City Treasurer

TO: Honorable Mayor and Members of the City Council

FROM: Arnulfo Yanez, Director of Public Works

REVIEWED BY: Jose Reynoso, City Manager

DATE: May 13, 2025

SUBJECT: CONSIDERATION TO DECLARE CITY-OWNED VEHICLES AND EQUIPMENT AS SURPLUS

STAFF RECOMMENDATION

It is recommended that the City Council declare the vehicles and equipment in Attachment A as surplus.

ALTERNATIVES

1. The City Council may declare the City-owned vehicles and equipment listed in Attachment A to be surplus.
2. The City Council may choose not to declare the City-owned vehicles and equipment to be surplus.

The City Council can provide further direction to staff on this item.

EXECUTIVE SUMMARY

City policy requires the City Council to declare unused property surplus before it is disposed of. Staff recommends the City Council declare the vehicles and equipment listed in this report to be surplus and approve the disposal of the items as described herein.

ANALYSIS

The City has accumulated several vehicles and equipment which are no longer being used. City staff has prepared a list of out-of-service vehicles and equipment to designate as surplus. There are nine vehicles, including three Police vehicles and four Public Works vehicles, and two transit buses that have been identified as surplus (Attachment A), and staff is requesting authorization to dispose of these identified assets.

The vehicles to be designated as surplus has reached the end of their useful life due to high mileage, hours, age, and frequent repairs and maintenance costs. The estimated cost to repair the vehicles listed in Attachment A exceeds the value of the vehicles. The vehicles will be sold for the best value per the requirements of SMMC §3.08.100(C).

ENVIRONMENTAL(CEQA)

There is no environmental impact to this action.

STRATEGIC PLAN CORRELATION

The surplus of out-of-service vehicles aligns with Goal 1 of Organizational Sustainability, and Objective OS 5 to Ensure Financial Stability and Sustainability of the City's Strategic Plan.

PUBLIC NOTICE PROCESS

This item has been noticed through the regular agenda notification process. Copies of this report can be accessed on the City's website at www.cityofsierramadre.com.

FISCAL IMPACT

The proceeds from the sale of City vehicles and equipment are recorded as revenue in the Fleet Internal Services Fund. Due to the age, condition, and lack of use of the vehicles being recommended for surplus, it is not possible to estimate the amount of revenue that will be realized.

PUBLIC NOTICE

This item has been noticed through the regular agenda notification process. Copies of this report can be accessed on the City's website at www.cityofsierramadre.com.

ATTACHMENTS:

Attachment A: 2025 Surplus Vehicle List

ATTACHMENT A – 2025 VEHICLE SURPLUS LIST

Police Department Vehicles:

1. Unit 2055, 2008 Dodge Charger, 90,000 miles
2. Unit 2092, 2015 Ford Explorer, 150,000 miles
3. Unit 2095, 2017 Ford Explorer, 145,000 miles

Public Works Vehicles:

1. Unit 5108, 1997 GMC Sonoma 128,000 miles
2. Unit 5112, 1990 GMC boom truck, 30,000 miles (Diesel)
3. Unit 5105, 2017 Ford Transit van, 120,000 miles
4. Unit 5110, 2009 Ford F-250, 80,000 miles

Transit Buses:

1. Unit 3388, 2008 Ford E-450 van, 115,000 miles
2. Unit 3389, 2008 Ford E-450 van, 120,000 miles



City of Sierra Madre **AGENDA REPORT**

Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member

Susan Spears, City Treasurer

TO: Honorable Mayor Parkhurst and Members of the City Council

FROM: Aleks Giragosian, City Attorney

REVIEWED BY: Jose Reynoso, City Manager

DATE: May 13, 2025

SUBJECT: CONSIDERATION OF RESOLUTIONS 25-26 AND 25-27 PROCLAIMING TERMINATION OF LOCAL EMERGENCIES CAUSED BY THE EATON FIRE AND CAUSED BY THE 2025 MID-FEBRUARY WINTER STORM

STAFF RECOMMENDATION

It is recommended that the City Council consider the adoption of Resolution No. 25-26 proclaiming the termination of a local emergency caused by the Eaton Fire and the adoption of Resolution No. 25-27 proclaiming the termination of a local emergency caused by the 2025 Mid-February Winter Storm.

ALTERNATIVES

- 1) Adopt the Resolutions as amended by the City Council;
- 2) Do not adopt the Resolutions;
- 3) Continue the item and provide further direction to staff.

SUMMARY

The City of Sierra Madre has been in a state of local emergency since January 9, 2025, due to the Eaton Fire and subsequent 2025 Mid-February Winter Storm. Staff has determined that the conditions necessitating a local emergency no longer exist, and formal City Council action is requested to terminate the state of local emergency.

ANALYSIS

The Eaton Fire began on January 7, 2025, in Eaton Canyon and soon spread to Sierra Madre, Pasadena, and Altadena. The fire burned 14,000 acres, destroyed more than

9,000 structures, and killed 17 people. In Sierra Madre, approximately 750 acres burned, 35 structures were destroyed or damaged, but no people were killed. On January 9, 2025, the City Council proclaimed a local emergency caused by the Eaton Fire. On February 25, 2025, the City Council continued the local emergency caused by the Eaton fire, extending it through April 26, 2025.

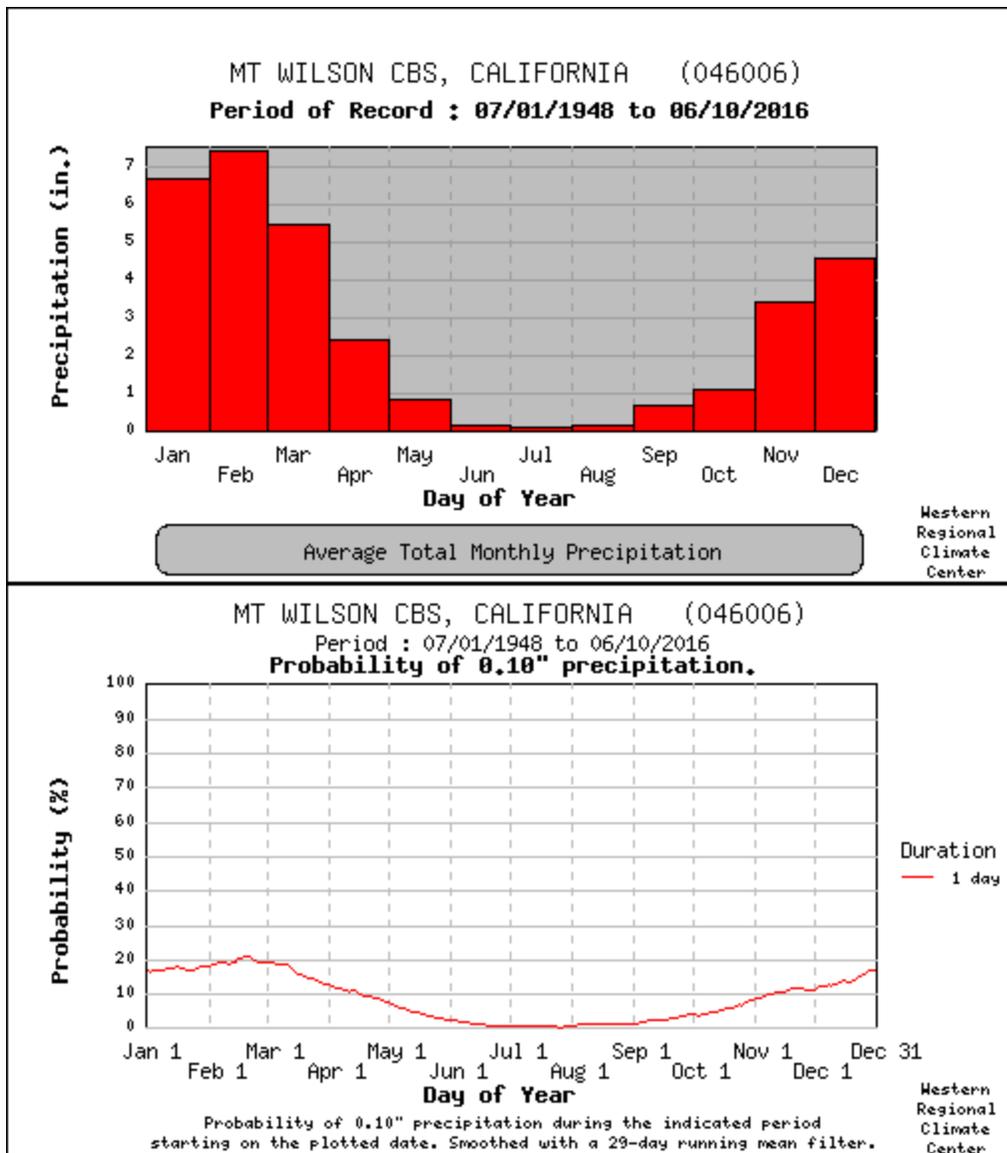
The Eaton Fire consumed much of the vegetation within the unimproved open space abutting the City. The denuding of the hillside during the rainy season exposed the City to the potential for significant debris flow in the form of mud, rocks, and other debris flowing downhill toward residential neighborhoods. On February 13, 2025, Sierra Madre experienced a significant debris flow caused by a winter storm, enveloping City streets and damaging vehicles and structures. The California Governor's Office of Emergency Services directed the City to adopt a separate local emergency proclamation for the 2025 mid-February Winter Storm and to separately track those costs associated with mitigating its impact. On February 25, 2025, the City Council proclaimed a new local emergency caused by the 2025 Mid-February Winter Storm.

Government Code section 8630, subdivision (c), states, "The governing body shall review the need for continuing the local emergency at least once every 60 days until the governing body terminates the local emergency."

On April 22, 2025, the City Council adopted Resolution No. 25-26 and Resolution No. 25-27, proclaiming continuations of both the local emergency caused by the Eaton fire and of the local emergency caused by the 2025 mid-February winter storm, through June 25, 2025.

Government Code section 8630, subdivision (d), states, "The governing body shall proclaim the termination of the local emergency at the earliest possible date that conditions warrant."

The rainy season in Sierra Madre, based on average total monthly precipitation and probability of precipitation, typically occurs between December to April with averages dropping in May and the following months. Therefore, the potential for significant debris flow in the form of mud, rocks, and other debris flowing downhill toward residential neighborhoods is significantly reduced and today's conditions no longer warrant and necessitate a state of local emergency.



The City Council may adopt Resolution No. 25-26 to proclaim a termination of the local emergency caused by the Eaton fire, effective immediately.

The City Council may adopt Resolution No. 25-27 to proclaim a termination of the local emergency caused by the 2025 mid-February winter storm, effective immediately.

ENVIRONMENTAL (CEQA)

This Resolution is not a “Project” for purposes of the California Environmental Quality Act because under under 14 CCR 15378(b)(4), a “Project does not include ...Organizational or administrative activities of governments that will not result in direct or indirect physical changes to the environment.”

STRATEGIC PLAN CORRELATION

These resolutions do not correlate with a strategy or goal of the strategic plan

FISCAL IMPACT

There is no financial impact associated with adopting these resolutions. Assistant City Manager Hernandez confirmed with our Area D Coordinator that these termination resolutions will not impact the City's ability to recover federal funds.

PUBLIC NOTICE

This item has been noticed through the regular agenda notification process. Copies of this report can be accessed on the City's website at www.cityofsierramadre.com.

ATTACHMENTS:

Attachment A: Resolution No. 25-26

Attachment B: Resolution No. 25-27

RESOLUTION NO. 25-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIERRA MADRE, CALIFORNIA, PROCLAIMING THE TERMINATION OF A LOCAL EMERGENCY CAUSED BY THE EATON FIRE

RECITALS

WHEREAS, the Eaton Fire began on January 7, 2025, in Altadena, California, and spread to Sierra Madre and Pasadena;

WHEREAS, the Eaton Fire burned 14,000 acres, destroyed more than 9,000 structures, and killed 17 people;

WHEREAS, on January 9, 2025, the City Council proclaimed a local emergency caused by the Eaton Fire;

WHEREAS, on February 25, 2025, the City Council continued the local emergency caused by the Eaton Fire;

WHEREAS, on April 22, 2025, the City Council continued the local emergency caused by the Eaton Fire;

WHEREAS, Government Code section 8630, subdivision (c), states, "The governing body shall review the need for continuing the local emergency at least once every 60 days until the governing body terminates the local emergency";

WHEREAS, Government Code section 8630, subdivision (d), states, "The governing body shall proclaim the termination of the local emergency at the earliest possible date that conditions warrant"; and

WHEREAS, the City Council finds that conditions no longer warrant or necessitate the local emergency declared in response to the Eaton Fire.

THEREFORE, THE CITY COUNCIL OF THE CITY OF SIERRA MADRE, CALIFORNIA, DOES RESOLVE AS FOLLOWS:

SECTION 1. Termination of Emergency Declaration. Pursuant to Government Code section 8630, subdivision (d), the City Council proclaims the termination of the local emergency declared in response to the Eaton Fire, which was first proclaimed on January 9, 2025, and continued on February 25, 2025, and April 22, 2025.

SECTION 2. CEQA. This Resolution is not a "Project" for purposes of the California Environmental Quality Act because under 14 CCR 15378(b)(4), a "Project does not

include ...Organizational or administrative activities of governments that will not result in direct or indirect physical changes to the environment.”

SECTION 3. Certification. Pursuant to Government Code Section 36932, the City Clerk shall certify the passage, approval, and adoption of this Resolution by the City Council.

SECTION 4. Effective Date. This Resolution shall take effect immediately upon adoption.

PASSED, APPROVED, AND ADOPTED this 13th day of May, 2025.

Robert Parkhurst, Mayor

I HEREBY CERTIFY the foregoing Resolution was duly passed, approved, and adopted by the City Council of the City of Sierra Madre, California, at a meeting held on the 13th of May, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Laura Aguilar, City Clerk

RESOLUTION NO. 25-27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIERRA MADRE, CALIFORNIA, PROCLAIMING THE TERMINATION OF A LOCAL EMERGENCY CAUSED BY THE MID-FEBRUARY WINTER STORM

WHEREAS, Southern California experienced a winter storm on February 12–14, 2025;

WHEREAS, the storm resulted in significant debris flow, enveloping City streets and damaging vehicles and structures;

WHEREAS, the debris flow was caused, in part, by the denuding of the hillside as a result of the 2025 Eaton Fire;

WHEREAS, on February 25, 2025, the City Council proclaimed a local emergency caused by the debris flow resulting from the 2025 mid-February winter storm;

WHEREAS, on April 22, 2025, the City Council continued the local emergency caused by the 2025 mid-February winter storm;

WHEREAS, Government Code section 8630, subdivision (c), states, “The governing body shall review the need for continuing the local emergency at least once every 60 days until the governing body terminates the local emergency”;

WHEREAS, Government Code section 8630, subdivision (d), states, “The governing body shall proclaim the termination of the local emergency at the earliest possible date that conditions warrant”; and

WHEREAS, the City Council finds that conditions no longer warrant or necessitate the local emergency declared in response to the mid-February winter storm.

THEREFORE, THE CITY COUNCIL OF THE CITY OF SIERRA MADRE, CALIFORNIA DOES RESOLVE AS FOLLOWS:

SECTION 1. Termination of Emergency Declaration. Pursuant to Government Code section 8630, subdivision (d), the City Council proclaims the termination of the local emergency declared in response to the 2025 mid-February winter storm, which was first proclaimed on February 25, 2025, and continued on April 22, 2025.

SECTION 2. CEQA. This Resolution is not a “Project” for purposes of the California Environmental Quality Act because under 14 CCR 15378(b)(4), a “Project does not include ...Organizational or administrative activities of governments that will not result in direct or indirect physical changes to the environment.”

SECTION 3. Certification. Pursuant to Government Code Section 36932, the City Clerk shall certify the passage, approval, and adoption of this Resolution by the City Council.

SECTION 4. Effective Date. This Resolution shall take effect immediately upon adoption.

PASSED, APPROVED, AND ADOPTED this 13th day of May, 2025.

Robert Parkhurst, Mayor

I HEREBY CERTIFY the foregoing Resolution was duly passed, approved, and adopted by the City Council of the City of Sierra Madre, California, at a meeting held on the 13th day of May, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Laura Aguilar, City Clerk



City of Sierra Madre Agenda Report

Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Kelly Kriebs, Council Member
Gene Goss, Council Member
Edward Garcia, Council Member

Sue Spears, City Treasurer

TO: Honorable Mayor and Members of the City Council

FROM: Roberta Malfitano, Executive Assistant to the City Manager

REVIEWED BY: Jose Reynoso, City Manager

DATE: May 13, 2025

SUBJECT: CONSIDERATION OF LETTER OF SUPPORT FOR SAN GABRIEL VALLEY MOSQUITO AND VECTOR CONTROL DISTRICT FOR THE EATON FIRE-IMPACTED COMMUNITIES

STAFF RECOMMENDATION

It is recommended that the City Council approve letters of support to Senator Schiff, Senator Padilla, and Congresswoman Chu, in support of the San Gabriel Valley Legislative Caucus, request for state funding for the San Gabriel Valley Mosquito and Vector Control District to support its ongoing response to public health threats stemming from the 2025 Eaton Fire.

ALTERNATIVES

1. Approve the letters of support as recommended.
2. Direct staff to modify the letter before approval.
3. Decline to take action on this item.

SUMMARY

The San Gabriel Valley Mosquito and Vector Control District is an independent agency tasked with protecting public health from mosquito-borne threats across 26 cities and parts of Los Angeles County. Governed by a locally appointed Board of Trustees, the District serves over 1.5 million residents and is funded by a parcel-based benefit assessment that is intended for routine operations, not emergency events, highlighting the need for state and federal aid in cases like the Eaton Fire.

Staff has prepared draft letters for the City Council's signature expressing the City's support for the San Gabriel Valley Municipal and Vector Control District funding proposals.

ANALYSIS

The San Gabriel Valley Legislative Caucus is requesting federal support for the San Gabriel Valley Mosquito and Vector Control District. The vector control operations described below are not part of the SGVMVCD's routine work. They are reactive, immediate, and necessitated by the direct effects of the Eaton Fire.

Emergency Conditions Created by the Eaton Fire

Following the Eaton Fire, the number of unmaintained swimming pools in the affected area surged from 343 to 2,811, with 1,408 rendered non-functional due to damage or inaccessibility. This sharp rise in mosquito breeding sources near homes exceeds the District's routine capacity and requires a new, emergency-specific response outside normal operations.

Ongoing, Active Public Health Threat

Over 80% of the fire-damaged basins are actively breeding mosquitoes, posing an immediate and growing public health risk, especially as temperatures rise. Each untreated site can produce thousands of Mosquitoes weekly, significantly increasing disease transmission threats. With recent surges in West Nile and dengue cases in LA County, including the first locally acquired dengue case in Pasadena, urgent intervention is critical to prevent further outbreaks.

Debris Cleanup Gaps

Federal cleanup efforts, including those by the U.S. Army Corps of Engineers, remove debris but leave pools structurally intact, untreated, and filled with stagnant water, creating a persistent public health hazard. No state or federal agency is responsible for mosquito control in these situations, leaving SGVMVCD to manage the crisis alone, incurring significant unplanned costs without additional support.

STRATEGIC GOALS IMPACT:

There is no correlation to the strategic plan

FINANCIAL REVIEW / SOURCE OF FUNDING

There is no direct financial impact on the City. However, supporting this request may increase access to future federal funding.

PUBLIC NOTICE PROCESS

This item has been noticed through the regular agenda notification process. Copies of this report are available at the City Hall public counter and the Sierra Madre Public Library and can be accessed on the City's website at www.cityofsierramadre.com.

ATTACHMENTS

A – SGVMVCD Letter of Support for Senator Adam Schiff

B - SGVMVCD Letter of Support for Senator Alex Padilla

C - SGVMVCD Letter of Support for Congresswoman Judy Chu



City of Sierra Madre

OFFICE OF THE CITY COUNCIL

April 13, 2025

The Honorable Adam Schiff
Hart Senate Office Building, #112
Washington, DC 20510

Re: State Funding for Mosquito Control in Eaton Fire Impacted Communities

Dear Senator Schiff,

On behalf of the City of Sierra Madre, we are writing to express our strong support for the San Gabriel Valley Mosquito and Vector Control District (SGVMVCD) and its continued efforts to address the public health threats emerging from the 2025 Eaton Fire.

The fire has left over 2,800 swimming pools in a fire-damaged and non-functional state. These water-holding structures are now active mosquito breeding sites, more than 80% of which are producing larvae. As temperatures rise, these sites pose an escalating threat—not only to the immediate fire zone but to surrounding communities throughout the San Gabriel Valley, where locally acquired cases of dengue have already occurred in recent years.

SGVMVCD has responded swiftly, leveraging its public health authority to mitigate mosquito breeding in these hazardous conditions. However, the District's work has also revealed a gap in disaster recovery infrastructure: while other hazards are being addressed through formal debris removal programs, stagnant water in damaged pools remains unaddressed. SGVMVCD is the only agency with the mandate and expertise to manage this risk, yet it is excluded from the emergency funding structures typically available to local governments.

As the City Council of the City of Sierra Madre with a vested interest in protecting public health and supporting regional recovery, we recognize SGVMVCD's role as both critical and urgent. Their work is essential to reducing disease transmission risk, supporting safe rebuilding, and safeguarding public health across the San Gabriel Valley.

On behalf of the City Council of the City of Sierra Madre, We encourage your support or allocation of state funding to ensure that SGVMVCD can continue these essential mosquito

232 West Sierra Madre Boulevard, Sierra Madre, CA 91024
Telephone (626) 355-7135

abatement and disease prevention operations. Regional coordination and sustained investment in this work are necessary to prevent a secondary public health emergency as recovery continues.

Sincerely,

Robert Parkhurst
Mayor
City of Sierra Madre

Kristine Lowe
Mayor Pro Tem
City of Sierra Madre

Edward Garcia
Council Member
City of Sierra Madre

Gene Goss
Council Member
City of Sierra Madre

Kelly Kriebs
Council Member
City of Sierra Madre

*232 West Sierra Madre Boulevard, Sierra Madre, CA 91024
Telephone (626) 355-7135*



City of Sierra Madre

OFFICE OF THE CITY COUNCIL

April 13, 2025

The Honorable Alex Padilla
331 Hart Senate Office Building
Washington, DC 20510

Re: State Funding for Mosquito Control in Eaton Fire Impacted Communities

Dear Senator Padilla,

On behalf of the City of Sierra Madre, we are writing to express our strong support for the San Gabriel Valley Mosquito and Vector Control District (SGVMVCD) and its continued efforts to address the public health threats emerging from the 2025 Eaton Fire.

The fire has left over 2,800 swimming pools in a fire-damaged and non-functional state. These water-holding structures are now active mosquito breeding sites, more than 80% of which are producing larvae. As temperatures rise, these sites pose an escalating threat—not only to the immediate fire zone but to surrounding communities throughout the San Gabriel Valley, where locally acquired cases of dengue have already occurred in recent years.

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On behalf of the City Council of the City of Sierra Madre, We encourage your support or allocation of state funding to ensure that SGVMVCD can continue these essential mosquito abatement and disease prevention operations. Regional coordination and sustained investment in this work are necessary to prevent a secondary public health emergency as recovery continues.

Sincerely,

Robert Parkhurst
Mayor
City of Sierra Madre

Kristine Lowe
Mayor Pro Tem
City of Sierra Madre

Edward Garcia
Council Member
City of Sierra Madre

Gene Goss
Council Member
City of Sierra Madre

Kelly Kriebs
Council Member
City of Sierra Madre

*232 West Sierra Madre Boulevard, Sierra Madre, CA 91024
Telephone (626) 355-7135*



City of Sierra Madre

OFFICE OF THE CITY COUNCIL

April 13, 2025

The Honorable Judy Chu
2423 Rayburn House Office Building
Washington, DC 20515

Re: State Funding for Mosquito Control in Eaton Fire Impacted Communities

Dear Congresswoman Chu,

On behalf of the City of Sierra Madre, we are writing to express our strong support for the San Gabriel Valley Mosquito and Vector Control District (SGVMVCD) and its continued efforts to address the public health threats emerging from the 2025 Eaton Fire.

The fire has left over 2,800 swimming pools in a fire-damaged and non-functional state. These water-holding structures are now active mosquito breeding sites, more than 80% of which are producing larvae. As temperatures rise, these sites pose an escalating threat—not only to the immediate fire zone but to surrounding communities throughout the San Gabriel Valley, where locally acquired cases of dengue have already occurred in recent years.

SGVMVCD has responded swiftly, leveraging its public health authority to mitigate mosquito breeding in these hazardous conditions. However, the District's work has also revealed a gap in disaster recovery infrastructure: while other hazards are being addressed through formal debris removal programs, stagnant water in damaged pools remains unaddressed. SGVMVCD is the only agency with the mandate and expertise to manage this risk, yet it is excluded from the emergency funding structures typically available to local governments.

As the City Council of the City of Sierra Madre with a vested interest in protecting public health and supporting regional recovery, we recognize SGVMVCD's role as both critical and urgent. Their work is essential to reducing disease transmission risk, supporting safe rebuilding, and safeguarding public health across the San Gabriel Valley.

On behalf of the City Council of the City of Sierra Madre, We encourage your support or allocation of state funding to ensure that SGVMVCD can continue these essential mosquito

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abatement and disease prevention operations. Regional coordination and sustained investment in this work are necessary to prevent a secondary public health emergency as recovery continues.

Sincerely,

Robert Parkhurst
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City of Sierra Madre

*232 West Sierra Madre Boulevard, Sierra Madre, CA 91024
Telephone (626) 355-7135*



City of Sierra Madre Agenda Report

*Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Kelly Kriebs, Council Member
Gene Goss, Council Member
Edward Garcia, Council Member*

Sue Spears, City Treasurer

TO: Honorable Mayor and Members of the City Council

FROM: Arnulfo Yanez, Director of Public Works

REVIEWED BY: Jose Reynoso, City Manager

DATE: May 13, 2025

SUBJECT: CONSIDERATION OF RESOLUTION No. 25-29 DESIGNATING STREETS TO BE INCLUDED IN THE FISCAL YEAR 2025-2026 STREET REHABILITATION PROGRAM

STAFF RECOMMENDATION

It is recommended that the City Council approve Resolution No. 25-29 designating certain streets for the Fiscal Year 2025-2026 street rehabilitation program.

ALTERNATIVES

1. The City Council may approve Resolution 25-29 designating certain streets for the FY 2025-26 street rehabilitation program.
2. The City Council may defer approval of the resolution and direct staff to bring the matter back to the Council later. In doing so, we risk losing the current year's Senate Bill 1 (Road Repair & Accountability Act of 2017) funds. The project list may be altered before the project goes out to bid.

SUMMARY

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statute 2017), which is known as the Road Repair and Accountability Act of 2017 to address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system. SB1 increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future year. The State Senate Bill 1 regulations require a project list approved by the City Council-and an approved resolution for each fiscal year's street projects. For fiscal year 25-26, we estimate we will receive a total of \$293,222.

ANALYSIS

The Road Repair and Accountability Act of 2017 (SB1 Beall) is a significant new investment in California's transportation systems of about \$5.2 billion per year. The Act increases per gallon fuel excise taxes, diesel fuel sales taxes and vehicle registration taxes, stabilizes the problematic price-based fuel tax rates and provides for inflationary adjustments to rates in future years. The Act will more than double local streets and road funds allocated through the Highway Users Tax Account, allocating funds from new taxes through a new "Road Maintenance and Rehabilitation Account (RMRA). Pursuant to Streets and Highways Code Section 2030, RMRA local streets and roads allocations must be used for projects "that include, but are not limited to," the following; "Road maintenance and rehabilitation; Safety projects; Railroad grade separations; Traffic control devices; and Complete Street components, "including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and storm-water capture projects in conjunction with any other allowable project."

The Road Repair and Accountability Act stipulates that, prior to receiving RMRA funds in a fiscal year, a city or county must submit to the California Transportation Commission (CTC) a project list pursuant to an adopted City's resolution. The list must include for each project: description, location, schedule, useful life. [Streets and Highways Code Sec 2034(a)] The Road Repair and Accountability Act also requires that a city or county submit to the CTC an annual report of project completion in order to receive RMRA funds. The report must include descriptions of all projects for which RMRA funds were expended including description; location; funds expended, completion date and estimated useful life of the project.

The City's allocation for FY 2025-26 is estimated to be \$293,222 per Local Streets and Roads - Projected Revenues for FY 2025-26 Road Maintenance and Rehabilitation Account (RMRA), based on State Department of Finance statewide estimate dated January 12, 2024

The staff has identified the following streets for the FY 2025-26 street improvement project:

Street	Limits	Treatment	Year Construction	Estimated Life
Fairview Ave.	Michillinda Ave. to Sierra Keys Dr.	2" grind & overlay	2025-26	20 years
Fairview Terrace	Cul de Sac	2" grind & overlay	2025-26	20 years
Alegria Ave.	Michillinda Ave to end	2" grind & overlay	2025-26	20 years
Edgeview Dr.	Cul de Sac	2" grind & overlay	2025-26	20 years
Gatewood Lane / Terrace	Michillinda Ave to Cul de Sac	2" grind & overlay	2025-26	20 years

FINANCIAL REVIEW / SOURCE OF FUNDING

Funding for this project will be provided through several City accounts: Fund 38013 - Road Maintenance and Rehabilitation Account (RMRA) [account 38013.83500.56010], Fund 38007 - Measure R, Fund 38012 - Measure M [account 38012.83500.56010], and Fund 37009 - Local Transit Program/Proposition C [account 37009.85000.56015]. These funds are allocated as part of the City's Fiscal Year Capital Improvement Projects (CIP) for Street Resurfacing. The project scope may be adjusted during the design phase.

Funding estimates are based on allocations from the previous fiscal year and projections provided by the Los Angeles County Metropolitan Transportation Authority (LACMTA), also known as Metro.

STRATEGIC PLAN CORRELATION

The project falls within our Strategic Plan under Infrastructure and Growth Management, which involves improving and maintaining city streets.

CEQA REVIEW

This improvement project is categorically exempt from CEQA California Code of Regulations Title 14, Chapter 3; Section 15301 describes Class 1 exemptions that include the repair, maintenance, or minor alteration of existing facilities. Specifically, Section 15301(c) exempts the repair and maintenance of existing streets, highways, sidewalks, gutters, etc.

PUBLIC NOTICE PROCESS

This item has been noticed through the regular agenda notification process. Copies of this report are available at the City Hall public counter and at the Sierra Madre Public Library and can be accessed on the City's website at www.cityofsierramadre.com.

ATTACHMENTS

- Resolution No. 25-29

RESOLUTION NO. 25-29

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SIERRA MADRE ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2025-2026 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City will receive an estimated \$293,222 in RMRA funding in Fiscal Year 2025-26 from SB 1; and

WHEREAS, this is the seventh year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, the City has undergone a robust public process to ensure public input into our community's transportation priorities/the project list; and

WHEREAS, the City used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community priorities for transportation investment and

WHEREAS the funding from SB 1 will help the City maintain and rehabilitate seven streets throughout the City this year and numerous similar projects in the future and

WHEREAS, the 2018 California Statewide Local Streets and Roads Needs Assessment found that the City streets and roads are in a “good” condition, and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into an “excellent” condition; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure, focusing on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials, and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED, AND FOUND by the City Council of the City of Sierra Madre, State of California, as follows:

1. The foregoing recitals are true and correct.
2. The following list of newly proposed projects will be funded in part or solely with Fiscal Year 2025-26 Road Maintenance and Rehabilitation Account revenues:

Project Location	Project Area	Project Description	Start / Completion	Useful Life/Span
Fairview Ave.	Michillinda Ave. to Sierra Keys Dr.	2” grind & overlay	2024-25	20 years
Fairview Terrace Ave.	Cul de Sac	2” grind & overlay	2025-26	20 years
Alegria Ave.	Michillinda Ave to end	2” grind & overlay	2025-26	20 years
Edgeview Dr.	Cul de Sac	2” grind & overlay	2026-27	20 years
Gatewood Lane / Terrace	Michillinda Ave. to Cul de Sac	2” grind & overlay	2026-27	20 years

PASSED AND ADOPTED by the City Council of the City of Sierra Madre, State of California, this 13th day of May 2025 by the following vote:

Robert Parkhurst, Mayor

I, the undersigned, hereby certify that the Sierra Madre City Council following a roll call vote duly adopted the foregoing Resolution Number No. 25-29 at a regular meeting of the City of Sierra Madre City Council on the 13th day of May 2025:

AYES:

NOES:

ABSENT:

ATTEST:

Laura Aguilar, City Clerk



City of Sierra Madre AGENDA REPORT

Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member

Susan Spears, City Treasurer

TO: Honorable Mayor Parkhurst and Members of the City Council

FROM: Aleks Giragosian, City Attorney
Clare Lin, Director of Planning and Community Preservation

REVIEWED BY: Jose Reynoso, City Manager

DATE: May 13, 2025

SUBJECT: **CONSIDERATION OF AN ORDINANCE NO. 1482
AMENDING SECTION 5.04.110 (PAYMENT OF
FEES) OF CHAPTER 5.04 (BUSINESS LICENSES
GENERALLY) OF TITLE 5 (BUSINESS LICENSES
AND REGULATIONS)**

STAFF RECOMMENDATION

It is recommended that the City Council consider adopting by second reading Ordinance No. 1482 to amend the business license requirements

ANALYSIS

The City's business license fee is adjusted for inflation at the start of each fiscal year. However, businesses are required to pay the business license fee at the start of each calendar year. The proposed amendment aligns the business license fee payment requirement with the annual fee adjustment.

The City's business license fee was reduced from a maximum of \$342 to \$82 following the latest fee study. The cost to the City for processing business licenses is \$82, regardless of the time of year the business license is processed. Therefore, staff recommends the City rescind the provision prorating the business license fee for business licenses obtained mid-year and after.

The City Council introduced this item without amendment by first reading at its April 22nd regular meeting.

ENVIRONMENTAL (CEQA)

The Ordinance is not a “project” under the California Environmental Quality Act because under 14 CCR 15378(b)(5) a “project” does not include “Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.”

STRATEGIC PLAN CORRELATION

The Ordinance is consistent with Strategy OS 2.4 (Conduct Fee Schedule Study) of Goal 2 (Build on Fiscal Stability) of Strategic Objective (Build an organization that is innovation, financially stable, and consistently delivers a high level of service) of Organizational Sustainability because the action is taken in response to the adoption of the latest fee schedule informed by the latest fee study.

FISCAL IMPACT

The Ordinance is expected to result in a modest increase in revenues due to the collection of adjusted fees and full fee recovery.

PUBLIC NOTICE

This item has been noticed through the regular agenda notification process. Copies of this report can be accessed on the City’s website at www.cityofsierramadre.com.

ATTACHMENT:

Attachment A: Ordinance No. 1482

ORDINANCE NO. 1482

AN ORDINANCE OF THE CITY OF SIERRA MADRE, CALIFORNIA, AMENDING SECTION 5.04.110 (PAYMENT OF FEES) OF CHAPTER 5.04 (BUSINESS LICENSES GENERALLY) OF TITLE 5 (BUSINESS LICENSES AND REGULATIONS)

RECITALS

WHEREAS, the City Council desires to conserve City resources and align the business license billing procedure with the City's fiscal year.

THEREFORE, THE CITY COUNCIL OF THE CITY OF SIERRA MADRE, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. Recitals. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. Amendment. Section 5.04.110 (Payment of Fees) of Chapter 5.04 (Business Licenses Generally) of Title 5 (Business Licenses and Regulations) of the Sierra Madre Municipal Code is amended to read as follows, with additions denoted by underlined text and deletions denoted by struck-through text:

- A. All one-day business licenses shall be due and payable in advance prior to engaging in the business;
- B. All thirty-day business licenses shall be due and payable in advance prior to engaging in the business. ~~There shall be no proration of a thirty-day business license.~~
- C. All annual business licenses shall be due and payable in advance on the first day of July ~~January~~ of each calendar year. ~~Business license fees for new businesses shall be prorated as follows:~~
 1. ~~If the business is commenced after January 1st and prior to June 30th, of any calendar year, the amount of business license fee shall be the full annual rate therefor;~~
 2. ~~If the business is commenced after July 1st, and prior to December 31st, of any calendar year, the amount of business license fee shall be one-half the annual rate therefor.~~

SECTION 3. CEQA. The Ordinance is not a "project" under the California Environmental Quality Act because under 14 CCR 15378(b)(5) a "project" does not include "Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment."

SECTION 4. Severability. If any sections, subsections, subdivisions, paragraph, sentence, clause or phrase of this Ordinance or any part hereof or exhibit hereto is for

any reason held to be invalid, such invalidity shall not affect the validity of the remaining portions of this Ordinance or any part thereof or exhibit thereto. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that anyone or more sections, subsections, subdivisions, paragraph, sentences, clauses or phrases be declared invalid.

SECTION 5. Certification. Pursuant to Government Code Section 36932, the City Clerk shall certify the passage, approval, and adoption of this Ordinance by the City Council.

SECTION 6. Publication. Pursuant to Government Code Section 36933, the City Clerk shall cause this Ordinance to be published or posted.

SECTION 7. Records. Pursuant to Government Code Section 40801, proof of certification and publication shall be entered in the book of Ordinances of the City Council.

SECTION 8. Effective Date. Pursuant to Government Code Section 36937, this Ordinance shall take effect thirty days after its adoption.

PASSED, APPROVED, AND ADOPTED this 8th day of April, 2025.

Robert Parkhurst, Mayor

I HEREBY CERTIFY that the foregoing Ordinance was introduced by first reading on the 8th day of April 2025, and duly adopted at a regular meeting held on the 22nd day of April 2024, by the City Council of the City of Sierra Madre, California, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Laura Aguilar, City Clerk



City of Sierra Madre AGENDA REPORT

Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member

Sue Spears, City Treasurer

TO: Mayor Parkhurst and Members of the City Council

FROM: Laura M. Aguilar, Deputy City Manager

REVIEWED BY: Jose Reynoso, City Manager

DATE: May 13, 2025

SUBJECT: CONSIDERATION OF A MODIFIED SUMMER MEETING SCHEDULE

STAFF RECOMMENDATION

It is recommended that the City Council discuss a modified summer meeting schedule, and direct staff to pay all necessary expenses if any regular meetings are cancelled.

ALTERNATIVES

1. The City Council may choose to cancel one or both of the meetings scheduled for July and August, and direct staff to pay all necessary expenses during that time;
2. The City Council may choose to hold both of the City Council meetings in July and August; or
3. The City Council may choose to modify the meeting schedule for July and August.

EXECUTIVE SUMMARY

Sierra Madre Municipal Code section 2.04.010 requires that meetings of the City Council shall be held at 5:30 pm on the second and fourth Tuesdays of each calendar month, unless, and until the City Council establishes another regular meeting time by resolution.

Although it is not formally addressed in the Municipal Code, traditionally the City Council has canceled one or two meetings during the summer months to allow City Council Members, residents, and staff, many of whom have school-age children, to spend some quality time with their families. Considering that most school districts begin their academic year in mid-August, it often conflicts with the permissible periods during which many families are able to take time off.

For the upcoming school year, Bethany Christian School and Pasadena Unified School District are scheduled to begin the academic school year on August 18, 2025. While the other local schools in Sierra Madre are slated to begin their academic school year in mid to late August.

May 13, 2025

Consideration of a modified City Council summer meeting schedule

FISCAL IMPACT

There is no fiscal impact related to this agenda item. However, staff time was incurred in the preparation of this report.

ENVIRONMENTAL (CEQA)

CEQA review is not applicable to the discussion of a modified summer meeting schedule.

STRATEGIC PLAN CORRELATION

A modified summer meeting schedule allows for the enhancement of workplace culture, as described in Initiative OS 1.3 of the Strategic Plan.

PUBLIC NOTICE PROCESS

This item has been noticed through the regular agenda notification process. Copies of this report can be accessed on the City's website at www.cityofsierramadre.com.



City of Sierra Madre **AGENDA REPORT**

Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member

Sue Spears, City Treasurer

TO: Mayor and City Council Members

FROM: Brent Bartlett, Fire Chief

REVIEWED BY: Jose Reynoso, City Manager

DATE: May 13, 2025

**SUBJECT: CONSIDERATION FOR THE CITY COUNCIL TO RECEIVE
AND FILE THIS INFORMATIONAL REPORT ON THE 2025
FIRE HAZARD SEVERITY ZONES (FHSZ) UPDATE**

STAFF RECOMMENDATION

It is recommended that the City Council receive and file this report on the updated 2025 Fire Hazard Severity Zones (FHSZ) issued by CAL FIRE. Staff further recommends that the Council direct staff to assess local implications related to zoning, building codes, defensible space requirements, and public education. Consideration should be given to initiating public outreach regarding updated hazard classifications within the Local Responsibility Area (LRA) in preparation for future map adoption.

ALTERNATIVES

1. Receive and file this report on the updated 2025 Fire Hazard Severity Zones (FHSZ) issued by CAL FIRE.
2. Decline to receive and file the report at this time.

EXECUTIVE SUMMARY

CAL FIRE has released the final update of the Fire Hazard Severity Zone (FHSZ) maps for Local Responsibility Areas (LRAs), incorporating new climate science and wildfire modeling. The City is required to adopt the updated maps pursuant to state law. This report outlines the implications of the update and staff's proposed next steps in response to the evolving wildfire hazard landscape.

ANALYSIS

Under Public Resources Code §4202 and Government Code §51178, CAL FIRE is mandated to classify lands within LRAs into three fire hazard zones: Moderate, High, and Very High. The 2025 update integrates advanced fire behavior modeling that accounts for wind patterns, ember transport, and recent climate data (2003–2018).

Key considerations include:

- **Model Enhancements:** Incorporation of 50-year wildfire behavior projections using local wind and ember data.
- **Zoning Impacts:** Properties within High and Very High zones will be subject to Chapter 7A of the California Building Code (Wildland Urban Interface standards) and natural hazard disclosure requirements during real estate transactions.
- **Public Tools:** Residents can access zone-specific data using CAL FIRE's online FHSZ Map Viewer.
- **Urban Edge Dynamics:** Proximity to wildland areas may rapidly alter zone boundaries, even between visually similar neighborhoods.
- **Collaboration and Support:** CAL FIRE will provide technical assistance to local agencies and is committed to hazard alignment without stifling development.
- **Insurance Caveats:** The hazard-based mapping system differs from the risk models used by insurers, although similar data inputs may overlap.

Local implications may include updates to safety elements in the General Plan, revisions to development review processes, and expanded public outreach on defensible space and home hardening strategies.

Subsequent Council meeting are scheduled to consider formal adoption of the maps. Dates are as follows:

- **May 27, 2025** – Public Hearing: Fire Hazard Severity Zone Map Adoption (1st Reading)
- **June 10, 2025** – Consent: Fire Hazard Severity Zone Map Adoption (2nd Reading)

ENVIRONMENTAL(CEQA)

This action is exempt from the California Environmental Quality Act (CEQA) as it constitutes information gathering and planning without a commitment to specific projects (CEQA Guidelines §15262).

STRATEGIC PLAN CORRELATION

Objective 2.3: Implementing Sierra Madre's Environmental Management Program, Initiative

PS 2.3.1: Preserve and Maintain Hillside Areas, PS 2.3.1: Project: Annual Brush-Clearing Events

Description: The Fire Department, in collaboration with the Public Works Department, will organize and conduct annual brush-clearing events to reduce wildfire risk and enhance community safety. The 2025 event has been successfully completed, and this initiative is expected to continue annually.

Objective 2.3: Implementing Sierra Madre’s Environmental Management Program, Initiative PS 2.3.1: Preserve and Maintain Hillside Areas, PS 2.3.2: Project: Annual Fire “Home Hardening” Presentation

Description: The Fire Department will host an annual "Home Hardening" presentation to educate residents on strategies to protect their homes from wildfire damage. The 2025 presentation has been successfully completed, and this initiative will continue on an annual basis.

FISCAL IMPACT

There is no direct fiscal impact at this time. However, future costs may include:

- Staff time for interdepartmental coordination and regulatory updates.
- Public engagement and education materials.
- Inspection and compliance activities.
- Potential pursuit of CAL FIRE or FEMA grant funding for mitigation initiatives.

PUBLIC NOTICE

This item has been noticed through the regular agenda notification process. Copies of this report can be accessed on the City’s website at www.cityofsierramadre.com.

ATTACHMENTS:

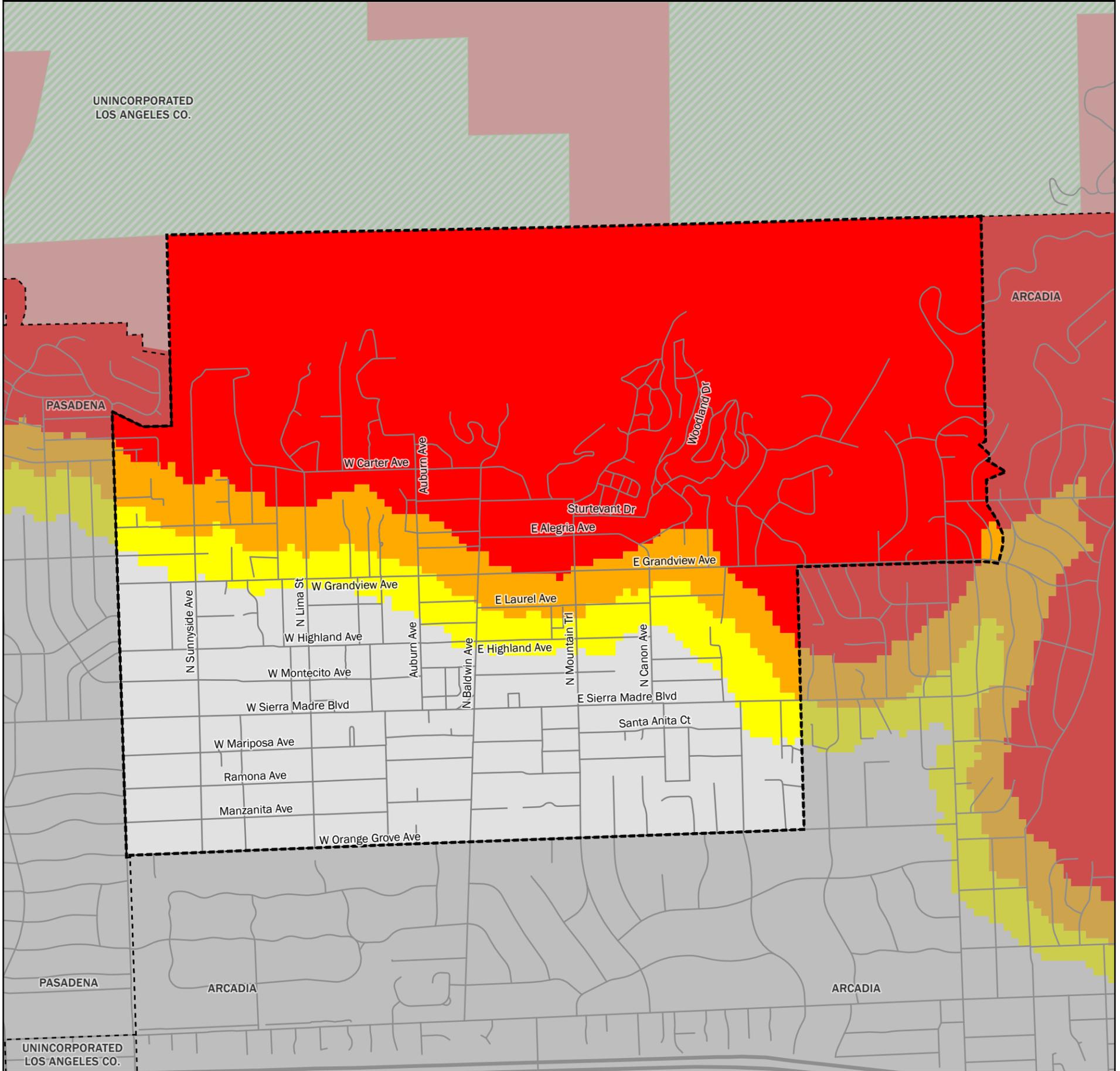
1. 2025 FHSZ Map



Local Responsibility Area Fire Hazard Severity Zones

As Identified by the
State Fire Marshal

March 24, 2025

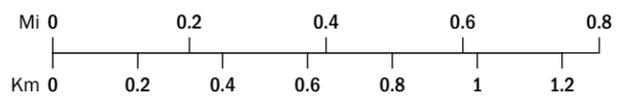


Fire Hazard Severity Zones (FHSZ) in Local Responsibility Area (LRA), as Identified by the State Fire Marshal

■ Very High ■ High ■ Moderate

Fire Hazard Severity Zones in State Responsibility Area (SRA), Effective April 1, 2024

■ Very High



Projection: NAD 83 California Teale Albers
Scale: 1:17,000 at 11" x 17"

Incorporated City Federal Responsibility Area (FRA)
 Unzoned LRA

Government Code section 51178 requires the State Fire Marshal to identify areas in the state as moderate, high, and very high fire hazard severity zones based on consistent

statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Moderate, high, and very high fire hazard severity zones shall be based on fuel loading, slope, fire weather,

and other relevant factors including areas where winds have been identified by the Office of the State Fire Marshal as a major cause of wildfire spread.

The State of California and the Department of Forestry and Fire Protection make no representations or warranties regarding the accuracy of data or maps. Neither the State nor the Department shall be liable under any circumstances for any direct, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of data or maps.

Gavin Newsom, Governor, State of California
Wade Crowfoot, Secretary for Natural Resources, CA Natural Resources Agency
Joe Tyler, Director/Fire Chief, CA Department of Forestry and Fire Protection
Daniel Berlant, State Fire Marshal, CA Department of Forestry and Fire Protection

Data Sources:
CAL FIRE Fire Hazard Severity Zones (FHSZSRA23_3, FHSZLRA_25_1)
CAL FIRE State Responsibility Areas (SRA25_1)
City and County boundaries as of 10/22/24 (CA Board of Equalization)



Robert Parkhurst, Mayor
Kristine Lowe, Mayor Pro Tem
Edward Garcia, Council Member
Gene Goss, Council Member
Kelly Kriebs, Council Member

Susan Spears, City Treasurer

City of Sierra Madre

AGENDA REPORT

TO: Honorable Mayor Parkhurst and Members of the City Council

FROM: Eric Lozick, Management Analyst

REVIEWED BY: Jose Reynoso, City Manager

DATE: May 13, 2025

SUBJECT: CONSIDERATION OF MUNICIPAL FLEET ELECTRIFICATION - REGULATORY REQUIREMENTS, INFRASTRUCTURE NEEDS, AND FUNDING OPPORTUNITIES

STAFF RECOMMENDATION

It is recommended that the City Council direct staff to develop and implement a Municipal Fleet Electrification Plan to ensure compliance with state mandates and position the City to capitalize on available funding. This includes: (1) prioritizing the purchase of zero-emission vehicles for all new City fleet acquisitions (except where exempt by law), (2) initiating the installation of necessary electric vehicle charging infrastructure at City facilities, and (3) pursuing grants, rebates, and partnerships to offset vehicle and infrastructure costs. Council is also asked to affirm the City's commitment to meeting California's regulatory deadlines for fleet electrification and authorize staff to take all necessary steps to achieve cost-effective compliance. By taking these actions, the City will meet legal requirements and embrace long-term benefits of fleet electrification, reducing fuel and maintenance costs, improving resiliency (through technologies like vehicle-to-grid backup power), and demonstrating Sierra Madre's leadership in sustainability and innovation.

ALTERNATIVES

1. Approve the recommended action (Staff recommended): Proceed with developing a comprehensive Fleet Electrification Plan and begin transitioning City vehicles to electric as outlined. This proactive approach will keep the City in compliance with emerging regulations and leverage outside funding for fiscal benefit, while positioning Sierra Madre as a forward-thinking leader in clean transportation.
2. Adopt a phased or delayed approach: Continue with a limited vehicle replacement strategy (replacing vehicles at end-of-life only) and defer major EV purchases or infrastructure investments. This slower approach reduces immediate costs but may risk non-compliance with state deadlines and forfeiture of available funding opportunities. It forgoes near-term benefits

like fuel savings. This option is not recommended given regulatory timeframes and the rapid progress in EV technology.

3. Take no action now: Make no changes to the City's fleet replacement practices and do not pursue electrification until absolutely required. This option is not recommended as it will likely result in the City falling behind mandated compliance schedules, potentially incurring regulatory penalties and facing higher costs later without the benefit of currently available incentives. It also misses the opportunity to innovate and capitalize on funding and technology trends.

ANALYSIS

The State of California has enacted aggressive mandates to transition public agency vehicle fleets to zero-emission technology to improve air quality and reduce greenhouse gas emissions. In 2023, the California Air Resources Board (CARB) adopted the Advanced Clean Fleets (ACF) regulation, directly affecting municipal fleets. Under ACF, the City must meet several key requirements and milestones for adding zero-emission vehicles to its fleet:

50% ZEV purchases starting in 2024, 100% by 2027

Beginning January 1, 2024, at least 50% of the City's new fleet vehicle purchases yearly must be zero-emission vehicles (ZEVs). Starting January 1, 2027, 100% of new fleet purchases must be ZEVs. In practice, this means that after 2026, virtually every new on-road vehicle the City acquires will need to be electric or another zero-emission model. CARB also allows an alternative "ZEV Milestones" compliance path, phasing in ZEVs as a percentage of the overall fleet (with complete transition of new purchases by 2030). Still, we anticipate complying with the standard annual purchase requirements for planning purposes.

Alternate compliance path

CARB allows an alternative "ZEV Milestones" compliance option that phases in ZEVs as a percentage of the overall fleet over time. However, this option still requires a complete transition of new purchases to 100% ZEV by 2030. This alternate path is intended to give agencies flexibility in how different vehicle types are phased. Sierra Madre would end up at the same end goal on a slightly adjusted timeline. We anticipate complying with the standard annual purchase requirements (50% then 100% rule) for our planning purposes.

Notably, while these mandates are challenging, they coincide with rapid advancements in electric vehicle technology and unprecedented funding support. Sierra Madre can view the ACF requirements as a compliance obligation and an opportunity to modernize our fleet. By transitioning early, the City can take advantage of new vehicle offerings, accumulate "early action" credits (ZEV purchases beyond the required minimum can count toward future years), and realize long-term savings from lower fuel and maintenance costs. Embracing electrification proactively will position Sierra Madre to innovate (for example, piloting new technologies) and lead by example in sustainability.

Applicability to Sierra Madre's fleet

The ACF rule applies to any California local government agency that owns at least one vehicle with a Gross Vehicle Weight Rating (GVWR) over 8,500 pounds. Sierra Madre meets this criterion because some heavy-duty trucks in our Public Works fleet exceed 8,500 pounds GVWR. In short, our City is subject to ACF due to the presence of these larger vehicles.

Exempt vehicles

CARB defines certain vehicles as exempt from the ACF zero-emission purchase requirements. "Emergency vehicles"-as defined in California Vehicle Code §165-are exempt, and so are specific specialized vehicles like school buses, military tactical vehicles, dedicated snow removal equipment, and transit buses already covered under separate regulations. This exemption means

that fire engines and other Fire Department apparatus, police patrol vehicles, and ambulances are not subject to the ACF zero-emission purchase mandate at this time due to their emergency status. These exempt units can continue to be replaced with conventional (gasoline or diesel) vehicles until suitable zero-emission options are available. All other City fleet vehicles (non-emergency units) must comply with the ACF rules for new purchases.

Small fleet provision (delayed start)

CARB made a provision for smaller government fleets in ACF. Agencies with 10 or fewer total vehicles (and those in designated low-population counties) are allowed to delay the start of the ZEV purchase mandate to 2027. However, Sierra Madre's fleet exceeds 10 vehicles, so we do not qualify for that delay. We are required to comply with the standard schedule beginning in 2024.

Annual reporting

In addition to the vehicle purchase requirements, the City must adhere to annual reporting and recordkeeping under the ACF regulation. The first compliance report-detailing our fleet inventory and progress-was due to CARB by April 1, 2024, and reports will be due each year thereafter through 2045. Staff is compiling the necessary data to ensure we meet all reporting obligations.

Existing fleet can remain in service.

It is important to note that ACF currently focuses only on new acquisitions. The regulation does not force the immediate retirement of existing internal combustion vehicles in local government fleets. Sierra Madre can continue operating its current gasoline and diesel vehicles beyond 2024. However, whenever those vehicles are due for replacement (whether due to age, condition, or service needs), their replacements must follow the 50% (2024–2026) and then 100% (2027 onward) zero-emission purchase rule. Over time, this will naturally result in the phasing out of combustion vehicles. By around the mid-2030s, assuming standard vehicle lifecycles, the City's on-road fleet (except the exempt emergency units) would become fully zero-emission as older vehicles are retired.

Current Municipal Fleet Inventory (2025)

The City operates a large and diverse fleet of vehicles and equipment that serves all major departments, including: Police, Fire, Public Works (streets, parks, water, sewer), and general administrative use. The attached official fleet inventory (see "*Official City Vehicle Asset List 2025*" PDF) provides a detailed list of all City vehicles as of 2025. The fleet comprises approximately 30 on-road vehicles plus several specialized off-road units. These range from police patrol cars and SUVs, fire engines and ambulances, to public works pickup trucks, utility vans, and heavy-duty trucks (such as a dump truck and a water tanker). The fleet even includes a few pieces of construction equipment (e.g., a backhoe and portable compressor) essential for field operations.

Many of the City's vehicles are aging and due for replacement in the coming years. Several frontline units date back to the 2010s (or earlier), well beyond the typical service life for municipal vehicles. For instance, one Fire Department's pump engine is a 2011 model, and several Public Works trucks are over a decade old. Older vehicles incur higher maintenance costs and lack modern emissions controls, underscoring the need for a proactive replacement strategy.

Fuel types across the fleet are varied. Most City vehicles run on gasoline or diesel fuel, but the fleet also includes a handful of alternative-fuel vehicles. Notably, the City has two Chevrolet Bolt all-electric cars acquired in recent years for staff use and a Chevrolet Volt plug-in hybrid sedan (which uses both gas and electric drive). These early forays into electrification provide valuable experience, though they represent a small fraction of the fleet. The rest of the fleet is predominantly gas/diesel, and there has been at least one compressed natural gas (CNG) vehicle in the past (for example, some cities have used CNG for large trucks). Moving forward, virtually all of these combustion-engine vehicles (aside from certain exceptions noted below) will need to be

transitioned to zero-emission replacements (battery-electric or hydrogen fuel cell) to comply with state mandates and City sustainability goals.

It is important to highlight that not all vehicles are subject to the state's zero-emission requirements. Under the CARB ACF regulation, "emergency vehicles"-defined by California Vehicle Code §165-are exempt from the zero-emission purchase mandate. In our fleet, this exemption covers approximately 15 vehicles, including all frontline Police patrol units, Fire engines, and ambulances. In practical terms, these essential emergency response vehicles can continue to be replaced with conventional gasoline/diesel models for the time being without violating ACF, since suitable zero-emission alternatives (like electric fire trucks or police cruisers) are still emerging. All other City vehicles (the non-emergency units)-which comprise roughly half of the fleet-must comply with ACF's requirements, meaning their replacements must be zero-emission starting in the next few years (detailed in Attachment 2). Over time, as technology improves, even emergency units may have electric options, but for now, they are not mandated to transition.

Overall, the current fleet profile underscores both the challenge and opportunity ahead. Most of the City's heavy trucks and general-purpose cars will reach end-of-life soon and need replacement, creating an opportunity to "leapfrog" from aging gas vehicles straight to clean electric models. The attached inventory document references each unit's age, department, and fuel type, which will inform our planning. Moving forward, staff will prepare a detailed Fleet Transition Plan mapping out each City vehicle, its expected replacement year, and the plan for a zero-emission replacement or applicable exemption strategy. It should be noted that the City has not yet submitted an ACF compliance report to CARB - the first annual report (covering our fleet as of January 1, 2024). Staff is compiling the necessary fleet data and developing the required reporting materials to ensure we meet this obligation. Planning is underway to prepare for full ACF compliance: scheduling vehicle purchases to meet the 50% zero-emission procurement requirement in 2024–26 and 100% in 2027 and beyond, budgeting for new electric models, and coordinating infrastructure installation (charging stations) in parallel. In summary, the City's 2025 fleet inventory reflects a typical small city fleet - diverse in function and aging in composition - now poised for a significant shift toward electrification in the coming decade. With careful planning, we will replace most gasoline and diesel vehicles (except true emergency rigs) with zero-emission vehicles over time, modernizing the fleet and meeting state mandates while delivering reliable services.

Statewide market trends

Separate from ACF, California has also mandated that all new passenger cars, SUVs, and light pickup trucks sold in the state be zero-emission by 2035. This broader policy means automakers steadily shift toward electric options for all vehicle classes. In effect, well before 2035, we expect that most new models available (including those for police, public works, and administrative use) will be electric, easing our transition. In short, state regulations and market trends are moving decisively toward an all-electric future for municipal fleets, with key compliance milestones for Sierra Madre in 2024 and 2027 under ACF. This market momentum also brings economies of scale and technological improvements that benefit the City-for instance, each year brings longer-range batteries and new vehicle types (from electric pickup trucks to heavy-duty work trucks) onto the market.

Regional and City Requirements

In addition to state mandates, regional air quality rules, and local policies support fleet electrification. The South Coast Air Quality Management District (SCAQMD) - which covers Los Angeles County, including Sierra Madre-has existing fleet rules (e.g., Rule 1196) aimed at reducing emissions from public agency vehicles. Rule 1196 requires that public agencies with fleets of 15 or more heavy-duty vehicles (over 14,000 pounds) acquire only alternative-fuel or low-

pollution trucks when replacing or adding heavy-duty vehicles. (Diesel purchases are only allowed if an agency obtains a technical infeasibility waiver; even then, the diesel vehicle must have the best emission controls.) Emergency vehicles are exempt under this rule as well. In Sierra Madre's case, we do not operate a fleet of 15 heavy-duty vehicles (we only have a few heavy vehicles, such as our fire engine), so historically, the SCAQMD rule has not been a binding constraint. However, the spirit of Rule 1196-to prefer cleaner alternatives for public fleets - aligns with the newer CARB mandates. SCAQMD is moving to harmonize its fleet rules with CARB's Advanced Clean Fleets regulation for consistency across the region. While there are no additional Los Angeles County ordinances specifically forcing city fleet electrification beyond the state and air district requirements, the County and regional planning organizations (like SCAG) strongly encourage municipalities to lead by example in adopting zero-emission vehicles as part of broader climate action plans. Sierra Madre's policy framework (such as our General Plan and past City Council strategic goals) emphasizes environmental sustainability and compliance with state climate initiatives. Converting the City's fleet to electric vehicles is consistent with these local values and will help Sierra Madre do its part in improving regional air quality. By moving proactively, the City has the chance to demonstrate regional leadership in clean transportation, showcasing how a small city can innovatively meet climate goals.

Impacted Fleet and Compliance Pathway

Given the above mandates, staff has reviewed the City's fleet composition to identify which vehicles are affected and to develop a compliance game plan. The City's fleet (across Public Works, Water Department, Police, Fire, and general administration) includes a mix of light-duty vehicles (patrol cars, SUVs, pickup trucks), medium-duty service trucks, and heavy-duty equipment (such as utility trucks and fire engines). This distribution of vehicle types is consistent with the City's 2025 fleet inventory, which confirmed that our fleet is composed mainly of light- and medium-duty units with only a small number of heavy-duty vehicles. Under the ACF rule, emergency response vehicles-including all frontline police cruisers and Fire Department vehicles-are exempt. These can continue to be replaced with gasoline vehicles soon without violating ACF, due to the exemption that acknowledges the limited availability of proven zero-emission options in those categories. That said, it is worth noting that electric vehicle technology is advancing rapidly even for emergency services (for example, some cities are piloting electric police SUVs and the first electric fire engines are entering the market). Sierra Madre may voluntarily electrify some emergency-class vehicles for environmental or operational benefits (for instance, electric police vehicles could reduce fuel and maintenance costs), but this would be a policy choice rather than a mandate.

The ACF requirements apply squarely to the City's non-emergency fleet, primarily in public works and general administrative use. This includes vehicles such as Public Works pickup trucks (e.g., maintenance trucks, park maintenance trucks), any Public Works heavy-duty trucks, code enforcement or pool cars used by City staff, and other city-owned on-road vehicles not used for emergencies. When replacing these units, the City must ensure that at least half of the new purchases in 2024–2026 are zero-emission; from 2027 onward, all such replacements are zero-emission. In practical terms, since our vehicle replacement rate is relatively low (we purchase only a small number of vehicles in any given year), staff anticipates that essentially every new Public Works or other non-emergency vehicle acquisition will need to be an electric vehicle starting now in order to meet the 50% quota. (If only one or two vehicles are bought annually, at least one must be electric to satisfy the requirement.) By 2027, any new Public Works truck or city pool car will have to be electric by law. The City can proactively comply with these requirements by proactively planning fleet replacements: identifying which vehicles are due or overdue for replacement and selecting appropriate zero-emission models for those needs. Fortunately, the market offers an increasing selection of electric trucks and vans suitable for municipal operations. For example, Ford now produces the F-150 Lightning, an electric pickup truck that can serve many public works functions; electric cargo vans and medium-duty work trucks are available from various

manufacturers. If a needed vehicle type does not yet have a viable electric model (for instance, particular specialty work trucks), the City can utilize exemptions or request timeline extensions from CARB. ACF includes some flexibility mechanisms-such as case-by-case "daily usage" exemptions if no ZEV can meet a particular operational need, and "infrastructure delay" extensions if charging infrastructure is not ready in time. Staff will monitor our fleet needs each year and pursue any necessary exemption if, for example, a critical vehicle breaks down and no compliant ZEV replacement is available immediately. However, the expectation is that these cases will be rare as technology catches up.

Another important compliance feature in ACF is the early action credit for ZEV purchases: any zero-emission vehicle the City adds beyond the required minimum can be counted toward future compliance years. This means if we go above and beyond-for instance, if in 2025 all of our vehicle purchases are electric (exceeding the 50% requirement)-the surplus ZEV purchase can be credited toward compliance in 2026. This credit-banking provides an incentive to transition sooner than required. The City has already begun in a small way: our Public Works Department acquired one plug-in electric utility cart last year, and the Police Department operates a hybrid SUV for administrative duties. These early steps, while modest, signal our commitment and will count positively in compliance accounting. Moving forward, staff will prepare a detailed Fleet Transition Plan mapping out each City vehicle, its expected replacement year, and the plan for a zero-emission replacement or applicable exemption strategy. We will coordinate this plan with budget development to ensure funding is identified for each replacement.

In summary, Sierra Madre's path to compliance will involve systematically replacing aging gas/diesel Public Works vehicles with EVs, while leveraging exemptions for emergency vehicles until zero-emission options for those become feasible. We will also remain flexible and informed regarding CARB's rules (for example, if CARB adjusts timelines or if our small size allows any leeway). We will report annually to CARB as required on our progress.

Infrastructure Requirements and Operational Considerations

Converting the City's fleet to electric will necessitate upgrades to our facilities and some changes to our operations. Unlike gasoline vehicles, which can refuel quickly at the city yards or gas stations, electric fleet vehicles rely on City-controlled charging infrastructure. The primary charging locations will be the City Yard (Public Works facility), the Police Department parking area, and possibly City Hall or other sites if administrative vehicles are kept there. EV charging stations must be installed to support overnight and occasional mid-shift charging for high-use vehicles. At a minimum, Level 2 chargers (240V) will be required for overnight charging of trucks and cars-these can typically fully recharge a vehicle in 6–8 hours. For vehicles that have very high daily mileage or critical rapid-turnaround needs (for example, if in the future an electric police patrol vehicle is deployed for regular duty), DC fast charging capability might be needed to allow quick recharging (fast chargers can restore a substantial charge in under an hour).

City staff will work with our electric utility, Southern California Edison (SCE), and technical consultants to assess power capacity at our facilities. Upgrades such as new electrical panels, transformers, or dedicated circuits may be required to handle the increased load from multiple EV chargers operating simultaneously. It will be important to phase in charging infrastructure in parallel with vehicle acquisitions so that each new EV has an adequate place to charge.

Southern California Edison offers assistance through its Charge Ready program to support the installation of fleet charging infrastructure. SCE's program can cover much of the "make-ready" electrical infrastructure at little or no cost to the customer and provides guidance on optimal charging solutions. Staff has initiated contact with SCE to enroll in their Charge Ready Transport initiative for medium- and heavy-duty vehicles; through this program, if the City commits to acquiring a certain number of electric trucks, SCE will install the necessary electrical lines and

transformers and potentially even contribute rebates toward charging station hardware. Leveraging such utility programs will significantly reduce the City's out-of-pocket cost for charging equipment.

In terms of facility planning, charger placement will be designed not to interfere with daily operations. For example, at the City Yard, we will designate specific parking spots for EVs near the electrical supply and ensure Public Works staff can easily plug in vehicles at the end of the workday. At the Police station, if and when we add EVs for Police use, chargers would be installed in secure parking areas with quick access so patrol vehicles can charge during shift changes or downtime.

Resiliency is another factor; critical vehicles must remain operable during power outages or emergencies. As we add EVs, mainly if any are used in public safety roles, the City may need to invest in backup power solutions (such as battery storage systems or generators) to power chargers when the electrical grid is down. Notably, CARB's rules allow exemptions for emergency usage and even exclude "emergency response miles" from counting toward EV requirements, recognizing that conventional vehicles might still be needed in disaster scenarios. Nonetheless, part of our implementation plan will be to ensure adequate backup or redundancy for fleet charging, for instance, keeping a small number of gasoline-powered vehicles available as a contingency and/or acquiring a portable fast-charge generator for the City Yard that could charge an EV truck if electricity is out. We will also coordinate with regional partners (other San Gabriel Valley cities and Los Angeles County) on mutual aid plans, so that if one City has mobile charging units or other resources, they can be shared in large-scale emergencies.

In the future, emerging vehicle-to-grid (V2G) technology could further enhance resiliency and turn our fleet into a source of emergency power. V2G-capable electric vehicles allow energy to flow both ways—drawing power to charge the battery and feeding power back into facilities or the grid when needed. Leveraging the battery capacity of EVs in this way can supplement grid capacity and keep critical facilities running during outages. As this technology matures, the City's electric fleet could serve as a network of mobile generators supporting key operations or community shelters in a disaster. Staff will stay informed on V2G developments and look for pilot opportunities (through state or regional programs) to utilize our EVs for resiliency benefits once feasible. While a few years out, this innovative approach could allow Sierra Madre to maximize the value of its EV investment by providing backup power and grid support when the vehicles are not otherwise in use.

Zoning and code considerations for adding charging infrastructure appear to be manageable. Installing EV chargers on City property will require electrical permits. It must meet building code (California Electrical Code and CALGreen standards) for safety, but it does not trigger any special zoning approvals since these installations are improvements at existing facilities. Any exterior equipment will be sited with aesthetics and accessibility in mind (for example, we will ensure installations are ADA-compliant, providing accessible access to chargers as needed). Environmental review for adding charging stations is expected to be minimal—such installations are generally categorically exempt under CEQA as minor alterations of existing facilities (discussed in the Environmental section below). Overall, while building the infrastructure for an electric fleet is a significant undertaking, it is a solvable challenge. With careful planning, the City can build out charging capacity in stages over the next few years. When we are required to have all new purchases be electric in 2027, our goal is to have a robust charging network in place. SCE's support and potential grant funding for infrastructure will be instrumental. City staff from Public Works and Information Technology (for networking the smart chargers) will collaborate on this effort. It is also worth mentioning that as we add EV charging, there may be ancillary benefits—for example, the City could choose to make some charging stations available for public use during off-hours or could incorporate solar panels and battery storage at the City Yard to help offset

charging costs-thus advancing broader sustainability goals. These ideas will be explored in the implementation phase.

Another key operational consideration is the effect on ongoing fuel and maintenance costs. While the City will incur upfront expenses for new vehicles and charging equipment, electric fleet vehicles promise significantly lower day-to-day operating costs. Electricity as a fuel is considerably cheaper per mile than gasoline or diesel, and its price tends to be far more stable, which helps with long-term budgeting. In practice, charging an EV often costs less than half of what fueling a comparable gasoline vehicle would for the same driving distance. Some municipalities that have begun integrating EVs into their fleets are already reporting substantial fuel savings, in some cases on the order of a 60–70% reduction in fuel expenditures after replacing older internal combustion units with electric models. Such savings can be especially pronounced when EVs replace vehicles that had poor fuel efficiency, as the difference in energy cost per mile is even greater.

Maintenance requirements for EVs are also dramatically lower. Electric vehicles have far fewer moving parts (no engines with hundreds of components, no multi-speed transmissions, etc.) and do not require many of the routine services that conventional vehicles do. There are no oil changes, spark plug replacements, or exhaust systems to maintain on a battery-electric vehicle. Brake wear is also reduced thanks to regenerative braking, which uses the electric motor to slow the vehicle and recapture energy. As a result, scheduled maintenance for EVs is relatively minimal-typically involving tire rotations and the occasional battery system check-and unexpected breakdowns are less frequent due to the simpler drivetrain. Other cities' fleet trials have observed roughly an 80% decrease in maintenance and repair costs for EVs compared to similar gasoline-powered vehicles. This translates to vehicles spending more time in service and less time in the shop. In one documented case, electric fleet vehicles were available for duty a significantly higher percentage of the time than their gas counterparts, because they required fewer repairs and less frequent servicing. Over the long run, these operational savings in fuel and maintenance will help offset the initial capital investments. By spending less on fuel and upkeep, the City can redirect budget dollars to other needs, and the total cost of ownership for electric fleet vehicles becomes very favorable when viewed over their service life. In summary, while infrastructure upgrades and planning are necessary, the move to an electric fleet carries substantial operational benefits that will improve our fleet's efficiency and reduce ongoing costs.

Funding Sources and Financial Assistance

One of the most encouraging aspects of fleet electrification at this time is the unprecedented array of funding opportunities available to help offset the costs. Staff has researched and identified numerous grants, rebates, and incentive programs for which the City of Sierra Madre may qualify. Federal programs established under recent legislation substantially support electric vehicles and infrastructure. Notably, the federal *Inflation Reduction Act (IRA) 2022* created a new Commercial Clean Vehicle tax credit (Internal Revenue Code §45W) available to businesses and tax-exempt entities like cities. This credit provides up to \$7,500 per light- or medium-duty EV (under 14,000 pounds GVWR) and up to \$40,000 for heavier trucks. Through a mechanism called "direct pay," the City can receive these credits as a refund even though we do not pay federal taxes. In effect, when Sierra Madre buys an eligible electric truck or van, we can get a reimbursement from the IRS for a significant portion of the cost. For example, if the City purchases a Ford F-150 Lightning (an electric pickup, GVWR roughly 6,500–8,500 pounds depending on configuration), it would qualify for up to a \$7,500 federal credit-the City can file for this and have those funds returned to our accounts, reducing the net purchase price. If, in the future, we acquire a larger vehicle, such as an electric heavy-duty truck or shuttle bus with a GVWR of over 14,000 pounds, the federal credit could be as high as \$40,000 for that vehicle. These federal incentives are available through at least 2032 and can be combined with other state and local grants. In addition to vehicle purchase credits, the federal government (through the Department of Transportation and

Department of Energy) is offering grants for EV charging infrastructure-for instance, the DOT's Charging and Fueling Infrastructure (CFI) grants and DOE's various energy grants. We will monitor and apply for any applicable competitive federal grants. (Some federal grants are aimed at highway corridor and community charging projects, but others can support municipal facility charging hubs in communities like ours.) The recently revived Energy Efficiency and Conservation Block Grant (EECBG) program is one example: Sierra Madre receives a small direct EECBG allocation and can potentially use those funds for EV infrastructure or planning as an eligible project.

At the state level, California has multiple incentive programs for fleet electrification. The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) is a key program for public agencies looking to buy medium- and heavy-duty vehicles. HVIP provides point-of-sale vouchers that directly reduce the purchase price of eligible zero-emission trucks and buses, with incentives typically ranging from around \$7,500 up to \$120,000+ per vehicle, depending on the vehicle class. Municipal fleets are explicitly eligible for HVIP, and the process is designed to be user-friendly-the dealership applies the voucher at the time of purchase, so the City only pays the reduced price. For example, if the City were to purchase an electric Class 4 work truck for Public Works that usually costs \$200,000, we might receive an HVIP voucher of perhaps \$60,000 (hypothetically) to bring that cost down to around \$140,000. (The exact voucher amount depends on the vehicle's weight and battery capacity; heavier vehicles or those with larger batteries receive higher incentives, and there are additional bonuses if we retire an old diesel or the vehicle operates in a disadvantaged community.) We will work with approved HVIP dealers to maximize these vouchers when pursuing a qualifying vehicle.

Another state funding source is the Carl Moyer Program, administered regionally by SCAQMD, which has historically provided grants to replace older diesel engines with cleaner technology. Carl Moyer funds (from state air quality resources) could potentially help fund an electric replacement for any older high-polluting trucks in our fleet (for instance, if we have a pre-2010 diesel vehicle, we might get a grant to retire it and replace it with an EV). Similarly, the Mobile Source Air Pollution Reduction Review Committee (MSRC)-an adjunct of SCAQMD funded by AB 2766 vehicle registration fees-often runs a Local Government Partnership Program that offers grants to cities for zero-emission vehicles and infrastructure. In recent years, the MSRC program has funded cities to purchase electric refuse trucks, install charging stations at city yards, and even pilot electric police vehicles. Sierra Madre will be attentive to the MSRC's following funding announcement (expected later this year) and be ready to submit proposals-our needs for fleet EVs and charging equipment could align well with their program criteria.

The California Energy Commission (CEC) also funds charging infrastructure through programs like CALeVIP (California Electric Vehicle Infrastructure Project), which has provided rebates for public charging stations in various regions. Los Angeles County had a CALeVIP incentive project that local governments could use to get reimbursed for some charger costs. If new rounds of such funding open, the City can apply for rebates on each charger installed (these can range from a few thousand dollars for Level 2 units up to tens of thousands for DC fast chargers). The CEC and CARB jointly offer targeted grants for zero-emission emergency vehicles and related technology demonstrations. For instance, pilot programs have been created to fund the deployment of electric fire engines or to subsidize electric police motorcycles. While these specialized programs are still in early stages, we will keep track of any pilot funding opportunities that could benefit Sierra Madre's Fire or Police Departments when they decide to test EVs in their operations.

In addition to state and federal programs, Sierra Madre can leverage initiatives offered by our community choice energy provider, Clean Power Alliance (CPA). CPA (which supplies electricity to Sierra Madre) has launched an *Energized Communities* program to help member cities decarbonize their fleets and facilities. Through CPA's Pathways to Electrification technical

assistance program, cities may receive consulting support and funding for fleet electrification projects. CPA's Electric Fleet Transition pathway provides expert guidance on planning fleet replacements and infrastructure and offers up to \$250,000 in direct funding to implement recommended measures. Sierra Madre is eligible to partner with CPA on this program, which would bring in specialized consultants (funded by CPA) to develop a detailed electrification roadmap for our fleet and help design our charging infrastructure upgrades. This technical assistance would complement our internal efforts and ensure we take full advantage of available grants and best practices. Additionally, CPA has a Community Electric Vehicle Charging pathway that can help fund publicly accessible charging installations in our community, which could dovetail with municipal charging needs if, for example, we make specific City chargers available to the public after hours.

Furthermore, CPA administers a Community Benefits Grant Program that funds local nonprofit organizations for projects advancing clean energy, electrification, and community resilience. While these grants are awarded to community-based organizations (not directly to cities), they can indirectly support Sierra Madre's goals, for example, by funding EV awareness programs, educational outreach, or workforce training related to EV maintenance and charging infrastructure. In 2024, CPA awarded grants to several nonprofits for initiatives such as electric vehicle charger technician training in the region. This helps build local expertise the City may draw upon as we expand our EV infrastructure. Staff will stay engaged with CPA to connect our fleet efforts with any community programs that can amplify our success (e.g., partnering with a nonprofit on an EV educational workshop or leveraging a workforce training program to support our charger maintenance).

CPA also coordinates with state and regional rebate programs to ensure its member agencies benefit. For instance, CPA has promoted participation in the CEC's CALeVIP incentives for installing EV chargers, and it provides guidance to cities on how to apply and stack such rebates. CPA's assistance navigating these funding opportunities will be valuable as we plan new charging stations. Shortly, CPA is expected to launch an *Innovation Grant* as part of its Energized Communities initiative—a competitive grant for creative decarbonization projects. The City could consider pursuing this for a pilot project related to fleet electrification (for example, testing a vehicle-to-grid system at a City facility or demonstrating an electric emergency vehicle with V2G capability). In summary, our partnership with Clean Power Alliance offers additional financial resources and expertise that will help accelerate fleet electrification at minimal cost to the City.

Utility programs and regional partnerships will further support our electrification efforts. As mentioned, Southern California Edison's Charge Ready initiative will be pivotal for infrastructure. SCE can invest in the electrical upgrades on our behalf and even provide rebates toward the charging stations, significantly reducing installation costs. SCE offers technical advice and will help optimize our charging schedules to minimize electricity rates. In addition, SCE is helping fleet customers monetize Low Carbon Fuel Standard (LCFS) credits—credits generated by using electricity as a vehicle fuel—which the City can capture as revenue. Staff has learned that by reporting our charger electricity usage, Sierra Madre could earn LCFS credit revenue from the state program (fuel producers purchase these credits to offset their carbon emissions). This could provide a modest ongoing revenue stream to help pay for charger maintenance or future battery replacements.

On the regional level, we will collaborate with organizations like the San Gabriel Valley Council of Governments (SGVCOG) and the regional Clean Cities Coalition (coordinated by SCAG) for technical assistance and group purchasing opportunities. For example, SGVCOG might explore a group purchase of specific EV models for cities to secure volume pricing, or they might hire a consultant to develop fleet electrification plans for multiple small cities, reducing our burden. We will take advantage of such partnerships whenever possible.

In summary, external funding can significantly mitigate the financial burden of electrifying the City's fleet. By "stacking" incentives—a practice often allowed (for instance, using an HVIP voucher, plus the federal tax credit, plus an MSRC grant all on the exact vehicle if applicable)—the City could end up paying far less than the sticker price for new EVs. The landscape of funding programs is complex, but the staff's strategy will be to seek every dollar available proactively. To ensure success, we will need to time our vehicle purchases with the opening of incentive funding cycles (some programs are first-come, first-served and can exhaust funds quickly each year). Staff will return to the Council to request budget appropriations or to accept grant funds as these opportunities materialize. We are optimistic that, with a well-coordinated effort leveraging federal, state, utility, CPA, and regional sources, Sierra Madre can modernize its fleet in a financially prudent manner, heavily supported by funding designed for precisely this purpose.

Comparative Efforts in Other Cities

In evaluating how to proceed, staff reviewed the initiatives of several neighboring and regional cities that have begun transitioning to electric fleets. Notably, several Southern California cities have established ambitious programs for municipal fleet electrification, and their experiences provide valuable insights for Sierra Madre:

- **South Pasadena:** South Pasadena has emerged as a leader by becoming the first City in the nation to electrify its police vehicle fleet fully. In 2022, the South Pasadena City Council approved the replacement of the entire police department's patrol and detective fleet with battery-electric vehicles. As a result, twenty Tesla vehicles (ten Model Y SUVs for patrol use and ten Model 3 sedans for administrative and detective use) were acquired through a leasing program. To support this conversion, South Pasadena installed a bank of EV charging stations at the police facility and City Hall parking lot, ensuring the new electric patrol cars can charge during downtime. This transition culminated several years of research and pilot testing; the Police Department closely studied EV adoption by other law enforcement agencies and addressed challenges such as emergency equipment upfitting, vehicle range requirements, and officer training. South Pasadena's all-electric police fleet is reported to save on fuel and maintenance costs (for example, reducing annual fuel expenses by thousands of dollars), and it advances the City's sustainability goals. Key lessons from South Pasadena's experience include investing in sufficient charging infrastructure and the value of phasing in vehicles through leases or trials to ensure operational needs are met without compromising public safety services.
- **Pasadena:** The City of Pasadena has been incorporating electric vehicles into its municipal fleet as part of a broader sustainability and transportation electrification strategy. Pasadena's approach has been more gradual, focusing on integrating EVs where feasible and supported by infrastructure. For example, Pasadena Water and Power (PWP)—the City's utility department—recently obtained City Council approval to purchase several electric trucks and vans to replace aging gas-powered utility vehicles. This includes electric pickup trucks for field crews and several electric cargo vans for service operations. Pasadena is pairing these vehicle upgrades with the installation of new charging stations at city yards to accommodate the growing fleet of EVs. In practice, Pasadena has opted for a mixed fleet in the short term: some new utility vehicles are electric.

In contrast, others remain gasoline-powered to ensure reliability for heavy-duty or specialized tasks where commercial EV options are still limited. In the transit sector, Pasadena's Transportation Department has been planning for compliance with California's Innovative Clean Transit rule, which requires all public transit buses to be zero-emission by 2040. Pasadena already operates a fleet of compressed natural gas (CNG) transit buses. It is now developing a Zero-Emission Bus Rollout Plan to add electric buses to its Arroyo Verdugo

transit service in the coming years. Pasadena has pursued external grants and rebate programs to fund its electrification efforts. Notably, the City has leveraged state programs such as HVIP (mentioned above) and federal funding opportunities to help offset the higher upfront costs of electric vehicles and charging equipment. Pasadena's experience underscores the need for a staged transition, balancing sustainability objectives with practical operational requirements, and highlights the effectiveness of using incentive funding to support fleet upgrades.

- **Santa Monica:** The City of Santa Monica has long been a regional pioneer in adopting cleaner vehicles and technologies for its city fleet. Santa Monica established a Reduced-Emissions Fleet Policy as early as the 1990s and updated it to prioritize purchasing alternative-fuel vehicles. In 2015, Santa Monica adopted an internal policy effectively prohibiting the purchase of new gasoline or diesel vehicles for the city fleet whenever a viable alternative-fuel (including electric) option exists. As a result of these policies, a majority of Santa Monica's municipal vehicles now run on alternative fuels or electricity. The fleet includes numerous battery-electric and plug-in hybrid cars used by staff, compressed natural gas trucks, and other low-emission equipment. As of recent tracking, approximately 59% of Santa Monica's entire fleet is composed of alternative-fuel vehicles, and this percentage continues to grow as older units are retired. Santa Monica has also invested extensively in charging infrastructure for its fleet and public use. The City has hundreds of public EV chargers installed, and it ensures city facilities are equipped to charge municipal EVs overnight. In terms of large-scale transit, Santa Monica's Big Blue Bus system is on track to become fully electric by or before 2030 (ahead of state requirements). The City has secured significant external funding, including federal and state grants, to purchase battery-electric buses and to upgrade the bus maintenance yard with charging capabilities for these buses. Through these initiatives, Santa Monica has gained practical experience in budgeting for the higher initial costs of EVs, training mechanics for new technology, and scheduling operations around charging times. One challenge noted has been the need to continuously upgrade infrastructure and electrical capacity to support the growing number of electric buses and vehicles. Nonetheless, Santa Monica's comprehensive approach and early-adopter policies demonstrate that a steady transition across all departments is achievable, yielding long-term fuel use and reductions in greenhouse gas emissions.
- **Culver City:** Culver City has recently adopted an aggressive timeline for electrifying its municipal fleet, particularly in public transit. In 2021, Culver City approved a long-term Fleet Electrification Plan to convert its entire Culver City Bus transit fleet to 100% zero-emission electric buses by 2028. This target year aligns with regional initiatives (such as the Los Angeles County Transportation Electrification Partnership). It anticipates the 2028 Olympic Games, when many Southern California transit agencies aim to showcase clean transportation. Culver City has a history of utilizing alternative fuels; it was one of the first cities in the region to power its transit buses with compressed natural gas (CNG) starting in the early 2000s. Building on that foundation, the City has begun procuring battery-electric buses and installing the necessary charging infrastructure at its transportation facility. In September 2021, Culver City unveiled its first four battery-electric transit buses as a pilot, and those buses have since been integrated into service on city routes. The complete transition to electric buses will require significant infrastructure upgrades, including major electrical supply improvements and charging stations capable of simultaneously serving an entire fleet. Culver City's staff has prepared a detailed implementation blueprint outlining the phasing of bus replacements and the construction of charging facilities. Funding for this initiative is being assembled from multiple sources: local transportation funds, state grants (for example, via the CEC and CARB programs), and federal transit grants are all being pursued to cover the substantial costs of new electric buses and charging systems. Beyond transit, Culver City is also exploring the electrification of other city vehicles as part of its sustainability efforts, using

lessons learned from the bus program to inform the transition of service trucks, pool cars, and public safety vehicles when feasible. Challenges faced by Culver City include the high upfront capital investment (the plan estimates a considerable cost to replace dozens of buses and build the charging infrastructure) and ensuring operational reliability during the transition, but the City's commitment has positioned it as a regional example of fleet decarbonization tied to broader climate and event-driven goals.

(These examples illustrate that while transitioning to an electric fleet requires careful planning and investment, many cities successfully make the change by leveraging outside funding and aligning the shift with policy goals. Sierra Madre can draw on these lessons, particularly in pursuing grants, starting with pilot projects, and investing in charging infrastructure early to avoid pitfalls and maximize the benefits of electrification.)

FISCAL IMPACT

Upfront and Lifecycle Costs

Electric vehicles (EVs) generally have higher upfront purchase costs—often 20–40% more than similar gasoline vehicles—but these are offset by lower operating costs over the vehicle's service life. Federal tax credits (\$7,500 for light-duty and up to \$40,000 for heavy-duty EVs) and state incentives can significantly reduce the net capital cost of each vehicle, provided these programs remain available and are not phased out. If these credits expire, then the City's net acquisition costs would increase, potentially requiring greater reliance on City funds.

Charging Infrastructure and Unknowns

The fiscal impact of installing charging infrastructure is still being determined. Costs vary by location and charger type (approximately \$5,000 per Level 2 charger, \$50,000 or more per DC fast charger, plus site-specific electrical upgrades). The City is exploring utility programs and grants to offset these costs, but the final funding mix and installation schedule are not yet set. Additionally, the City's fleet includes a range of vehicles—Public Works trucks, Police patrol vehicles, and Fire apparatus—with varying electrification readiness and charging needs. The suitability and timing for EV adoption in each department will be assessed as technology and funding options evolve.

Fleet Replacement Strategy and Funding Sources

Staff will need to develop a Fleet Replacement Strategy that aligns with the fiscal capacity of the General Fund, Special Funds (such as Gas Tax or Measure M), and Enterprise Funds (such as the Water Fund and Sewer Fund). The strategy should prioritize vehicle replacements based on total cost of ownership (TC) analysis, operational needs, and available external funding. This approach would ensure that electrification efforts do not overburden any single fund and that replacements could be scheduled in a fiscally sustainable manner.

Impact of Federal Tax Credits

The availability of federal tax credits is a critical factor. If these credits remain in place, then they will directly reduce the City's capital outlay for EV acquisitions. If phased out, then the City would need to reassess the pace of fleet electrification and may need to increase budget allocations or seek alternative funding sources.

STRATEGIC PLAN CORRELATION

This initiative aligns closely with the City Council's adopted Strategic Plan 2025:

Goal 1 – Organizational Sustainability (OS)

- **Objective 1.3: Driving Innovation**
 - **Initiative OS 1.3.1: Conduct an Asset Inventory and Management Plan**
This initiative includes comprehensive inventory and useful life planning for all City

assets, specifically referencing the modernization of fleet assets and long-term replacement planning with zero-emission vehicles.
(See: *City of Sierra Madre Strategic Plan, Goal 1 – Organizational Sustainability, Objective 1.3, Initiative OS 1.3.1*)

Goal 5 – Environmental Responsibility (ER)

- **Objective 5.1: Reduce Greenhouse Gas Emissions**

This objective supports actions that reduce the City's carbon footprint, including the transition to electric vehicles.

(See: *City of Sierra Madre Strategic Plan, Goal 5 – Environmental Responsibility, Objective 5.1*)

ENVIRONMENTAL (CEQA)

The actions contemplated in this report constitute a project categorically exempt from review under the California Environmental Quality Act (CEQA). Planning and policy efforts to comply with state vehicle regulations do not directly impact the environment. To the extent that physical changes will occur, such as installing electric vehicle charging stations at City facilities, those activities qualify for Class 1 and Class 3 categorical exemptions under CEQA. Class 1 (*Existing Facilities*, State CEQA Guidelines §15301) covers the minor alteration of existing public facilities involving negligible or no use expansion. Installing charging equipment and making electrical upgrades at city-owned sites falls within the regular operation of existing facilities with no expansion of use (similar to other routine utility additions) and is thus exempt. Class 3 (*New Construction or Conversion of Small Structures*, §15303) may also apply to the installation of limited numbers of new small equipment (such as electric vehicle chargers and related infrastructure), since these installations are accessory structures. Vehicle replacements themselves (retiring a gas vehicle and putting an EV into service in its place) do not constitute a "physical project" under CEQA, as this is a continuation of existing operations (using vehicles for City services) with no expansion of use—and in fact, fleet electrification results in a net reduction in emissions. Moreover, converting vehicles from combustion to electric will have a positive environmental effect by reducing tailpipe emissions of pollutants and greenhouse gases. There is no foreseeable significant adverse environmental impact associated with the fleet electrification program; on the contrary, the program will improve local air quality by cutting smog-forming emissions from City vehicles and should contribute to reduced noise levels (EVs are quieter).

To comply with CEQA, staff will document the applicable categorical exemptions as specific infrastructure projects, such as charger installations, are implemented. A Notice of Exemption will be prepared and filed for the overall fleet electrification initiative and the related infrastructure upgrades. This will cite the appropriate exemption classes to ensure transparency and proper recordkeeping of the City's CEQA review. None of the components of this program will trigger any exception to the use of categorical exemptions—for instance, the project will not impact any sensitive habitats or historic resources. In summary, the City's fleet electrification efforts are not only exempt from CEQA but also represent an environmentally beneficial action that aligns with CEQA's objectives of preventing environmental damage.

PUBLIC NOTICE

This item has been included in the regular agenda posting and distribution process. The agenda report and all related attachments are available for public review on the City's website

If the Council directs staff to move forward with a formal Fleet Electrification Plan, additional public outreach may be conducted as part of the plan's development. This could include informational updates on the City's website or presentations at community meetings regarding our efforts to "green" the City fleet.

Any significant grants or major vehicle purchases related to this program will be presented to the Council for approval during a public meeting. Residents interested in this topic can provide their input during the public comment period of the Council meeting.

ATTACHMENTS

1. **Official City Vehicle Asset List (2018)**
Full inventory of City-owned vehicles by department, make, model, and fuel type. Used to assess replacement needs and determine compliance status under CARB fleet regulations.
2. **CARB Advanced Clean Fleets (ACF) Regulation Fact Sheet**
Summary of ACF regulatory requirements applicable to municipal fleets, including compliance timelines, exemptions, and reporting obligations.
3. **Zero-Emission Vehicle Funding Matrix**
Overview of funding opportunities available from state, federal, and regional agencies for electric vehicle acquisition and charging infrastructure.
4. **Southern California Edison Charge Ready Program Overview**
Describes SCE's infrastructure incentives for commercial and municipal fleet charging, including support for make-ready upgrades and smart charger installations.
5. **Clean Power Alliance Fleet Electrification Program Overview**
Details available grant funding, planning assistance, and implementation support offered to CPA member agencies to help electrify their fleets.
6. **Fleet Electrification Case Studies – Operational Cost Savings**
Illustrative examples from other jurisdictions demonstrating reduced fuel and maintenance costs associated with EV adoption. Summarizes outcomes from initial deployments, as referenced in the Idaho Power commercial case studies.
7. **Low Carbon Fuel Standard (LCFS) Credit Revenue Summary**
Brief explanation of how LCFS credits are generated, tracked, and monetized by municipalities through EV charger usage, and options for using third-party brokers to optimize credit sales.

YEAR	MAKE	MODEL	CITY ID #	NUMBER	TYPE	VIN #	ACQUIRED	COST	GATE KEY ID
2024	Dodge	Durango	#92	1328869	4 Door	1C4SDJFT7RC198074	07/31/24	\$ 45,500.00	
2024	Ford	PK - Ranger		1711860	Duty Man Vehicle	1FTER4BH9RLE48819	12/00/25	\$ 36,600.00	
					Administration				
2025	Ford	PK - Ranger	5,105	1711861	Truck	1FTER4BH8RLE48925	12/00/25	\$ 36,600.00	
2020	Ford	VA - Boom Truck	5,112	1328871	Boom Truck	1FDUF5GT8LEC32541	12/00/25	\$ 110,000.00	
2019	Ford	F-250 Super Duty	Replacing 5115	1677907	Utility Bed Truck	1FTBF2A65KEF13062	12/00/25	\$ 40,000.00	
2024	Dodge	Durango	#91	1328870	4 Door	1C4SDJFT1RC197955	07/31/24	\$ 45,500.00	
2024	Dodge	Durango	#90	1328868	4 Door	1C4SDJFT5RC198073	07/31/24	\$ 45,500.00	
2023	AM	185 CFM (Air Compressor)			Utility	7H6BY11A7NA009328	03/15/23	\$ 23,810.39	
2022	Dodge	Charger	#2000	1630409	4 Door	2C3CDXATXMH678604	02/25/22	\$ 37,281.50	
2017	Chevy	Silverado		1649249		1GB0CUEG3HZ167114	05/30/23	\$ 38,000.00	
2022	Chevrolet	Silverado			PU	1GCPWBEK5NZ154659	02/25/22	\$ 36,840.20	
2021	Ford	Explorer	#2099	8RCB624	Chief				
2021	RAM	4500	#4042	1280137	AMB	3C7WRKBL0MG538737	08/13/21	\$ 201,369.06	
2021	Pierce	Fire Engine	#4100	1508697	Engine	4P1BAAGF0MA023632	01/19/22	\$ 752,087.49	
2020	Chevy	Bolt EV		8REK996	Electric	1G1FY6S05L4116027	05/08/23	\$ 29,860.45	
2020	Chevy	Bolt EV		8PAK979	Electric	1G1FY6S05L4109465	05/23/23	\$ 29,194.95	
2018	Ford	Explorer	#2096	1541592	UT	1FM5K8AR4JGA32515	03/05/18	\$ 43,000.00	
2017	Chevrolet	Volt	#1132	1445144	4 Door	1G1RC6S56HU189812	05/01/19	\$ 19,833.08	
2017	Ford	F250	#5123	1550601	UT	1FDBF2A65HEC03675	07/26/18	\$ 52,449.96	5111
2017	Ford	F250	#5101	1547045	UT	1FTBF2A68HECO3674	05/15/18	\$ 42,677.09	5101
2017	Ford	Explorer	#2095	1517992	UT	1FM5K8AR8HGC57210	09/20/17	\$ 32,227.48	
2017	Ford	Explorer	#2097	1517956	UT	1FM5K8AR1HGC57209	09/20/17	\$ 32,227.48	
2017	Ford	f-250	#5118	1514706	PK	1FDBF2A65HEC22517	05/17/17	\$ 39,640.00	
2017	Ford	f-250	#5111	1514704	PK	1FDBF2A65HEC22516	05/17/17	\$ 39,640.00	
2017	Catipillar	Backhoe 420F2	#5203		TRK	CAT0420FEHW0C02007	03/01/17	\$ 110,000.00	
2017	Ford	Transit Van	#5105	1514528	Van	NMOLE6E79H1312702	03/18/17	\$ 24,535.00	
2016	Chevrolet	Volt	#5121	1445143	4 Door	1g1rd6s54gu137249	04/25/19	\$ 20,319.66	
2016	Ford	F-650	#5124	1541284	Dump Truck	1FDNF6AY6GDA06041	03/16/2016	\$ 86,103.13	5124
2015	Dodge	Ram	#4041	1328986	31A-AMB	3C7WRKBJXFG508582	02/10/16	\$ 185,000.00	13725
2015	Ford	Explorer	#2092		UT	1FM5K8AR6FGB98705	10/09/15	\$ 31,488.00	13715
2014	Pipe Hunter	Sidekick	#5234		MECH	374,104,132,832.00	7/14	\$ 29,000.00	
2014	Pipeh	Trailer	#5216	1443664	UTIL	1T9PU1419D9391832	7/14	\$ 5,000.00	
2012	Chevrolet	Tahoe	#2100	1405267	UT	1GNLC2E02CR244071	03/24/22	N/A	
2011	Ford	Crown Victoria	#2093	1374076	4 Door	2FABP7BV7BX115727	9/11	\$ 32,968.32	13717
2011	KME	Pumper Engine	#4200	1265492	FT	1K9AF4285BNO58048	10/10	\$ 450,848.58	13726
2011	Ford	E350 Van	#3331	1357177	Van	1FMNE1BW1BDA09408	10/10	\$ 23,255.68	13733
2011	Ford	E350 Van	#3332	1357173	Van	1FMNE1BWXBDA09407	10/10	\$ 23,255.68	13734
2011	International	Water Tanker	#4600	1317087	TM	1HTWYSTJOB324881	6/10	\$ 270,107.92	13727
2010	Freightliner	Vac-Con	#5134	1359161	RIG	1FVAC7DX6BHAX1923	11/10	\$ 401,418.31	
2010	Chevy	Tahoe	#2094	1304922	SUV	1GNLC2EBR157383	01/01/00	\$ 32,592.43	13718
2010	Ford	Focus	#5120	1357883	4 Door	1FAHP3EN6BW122128	08/11/10	\$ 15,367.31	13738
2010	Ford	Focus	#6121	1357884	4 Door	1FAHP3EN6BW122129	08/11/10	\$ 15,230.31	13735
2010	Ford	Focus	#1122	1357882	4 Door	1FAHP3EN6BW122130	08/11/10	\$ 14,567.31	13719
2010	Caterpillar	924H	#5202	NA	CAT	CAT0924HCHXC01259	2/10	\$ 139,923.28	
2010	Pacific Tek	Trailer	#5215	1309070	Utility	1J9BU1014XL319376	4/10	\$ 34,691.00	
2009	Ford	Ford	#5	1330479	BOX	1FDWE35P09DA67752	2/10	\$ 141,253.76	13728
2009	Ford	F250	#5116	1265468	Flatbed	1FDNF20519EB05136	01/01/00	\$ 50,336.63	
2009	Ford	F350 4X2	#5102	1265472	Dump	1FDWF36559EB05142	12/09	\$ 56,462.20	
2009	Ford	F350 4X2	#5103	1265473	Dump	1FDWF36559EB05143	12/09	\$ 56,462.20	

YEAR	MAKE	MODEL	CITY ID #	NUMBER	TYPE	VIN #	ACQUIRED	COST	GATE KEY ID
2009	Ford	F450 Dump	#5107	1271618	31D	1FDAF46Y29EB05139	08/09/18	\$ 39,588.92	
2009	Ford	F250	#5110	1265447	4 Door	1FTSW20549EB05137	9/09	\$ 45,695.48	
2009	Chevrolet	Tahoe	#4000	1335795	SUV	1GNEC03009R264702	9/09	\$ 37,485.63	13729
2009	Ford	Crown Victoria	#2098	6GXR730	4D	2FAHP71V9X132625	8/09	\$ 23,961.69	13720
2009	Westward Industries	Interceptor III	#5129	1321634	SCT	2w9mph6179s044118	4/09	\$ 26,000.00	
2009	Westward Industries	Interceptor III	#5126	1321635	SCT	2w9mph6179s044120	4/09	\$ 26,000.00	
2008	Dodge	Charger	#2055	1405268	4D	2B3LA43G28H220100	03/24/22	N/A	
2008	Ford	E450	#3389	1325341	BU	IFD4E45S98DB29486	2/09		13736
2008	Ford	E450	#3388	1325342	BU	IFD4E45S98DB29487	2/09		13737
2008	New Holland	Skid Steer	#5210			LMU01734	2008	\$ 18,000.00	
2008	Kustom Signals	GP-232	#5213		trl	1K9BM11108G118084			
2007	Chevrolet	Suburban	#4044	1235550	SW	3GNGC26KX7G237330	7/07		13730
2006	Chevy	c3500	#5119	1251255	PU	1gbhc39u86e202117	10/06	\$ 29,600.00	
2005	American Signal	Message board	#2201		trl	1A9AS232652228083			
2005	Multi Quip	Wisper-Watt	#2200		trl	ser 3783701			2200
2005	Universal Trailer	Cargo trailer	#2000	1237280	trl	1U9EV25245S078237			
2003	Crysler	Electric Car	#2106	1069118	VA	5ASAG47442F027777	03/21/03		NA
2003	Chevy	1500 HD Crew cab	#2101	1069139	PU	1GCGC13U53F131548	11/02		13722
2002	Chev	2500 HD	#5115	1148006	UT	1GBHC24U92E280336	10/02	\$ 30,000.00	
2002	GEM	Electric Truck	#3101	1159953	UT	5ASAK27412F022734			3101
2002	Chevy	Tahoe	#5100	1069142	4D	1GNEC13Z72J326671	01/06/00		
2002	Ford	Crown Victoria	#2090	4XPR424	4D	2FAFP71W72X155320	11/02	\$ 22,234.00	13723
2000	Ford	1 Ton Pick Up	#5109	1056050	UT	1FDWX36S5YEB50888	01/07/2000	\$ 46,146.47	13731
2000	Ford	Taurus	#2103	2QEY875	4D	1FAFP5223YA243301	07/06/2000		13724
1999	CAT	924G - LOADER	#5200			9SW00607			
1999	Ford	F350 Dump Truck	#5117	1017593	PK	1FDWF36S2XEC89121	03/25/1999	\$ 30,063.63	
1998	Aztec	Cargo trailer	#4215	E 914264	TRL	4ZBUE0127W001321		\$ 10,000.00	4215
1999	Emergency One (E-41)	CYCLONE II	#4100	1031861		4ENGAAA8XX1009766	03/17/1999	\$ 373,616.30	13732
1997	Ford	C700	#5106	047334	PK	1FDYF80C0VV A23861	08/20/1996	\$ 92,000.00	
1997	GMC	Sonoma	#5105	047355	PK	1GTCS14X5VK515091	05/16/1997	\$ 13,838.68	
1997	Zieman	Trailer	#5216			1ZCT18E19VP19265	03/14/1997	\$ 4,128.66	
1996	Ingersol Rand	Roller	#5208			146,630.00			5208
1996	Ingersol Rand	Air Compressor	#5211			259911VJG282			5211
1996	Ingersol Rand	Air Compressor	#5212			263363UBG282			5212
1994	Ford	Water Tender	#5114	1155405	CC	1FDXR82E1RVA35234	09/23/03	\$ 32,475.00	5114
1990	GMC	C50 Boom Truck	#5112	E272936		1GDM7D162LV509932			5112
1988	Honda	Generator	#5217						5217
1976	Lincoln	Welder mechine	#5205						5205
1965	Ford	F250 Welder	#5104	E170925	PK	F25BR661233			5104
1958	Allis-Chamber	Grader	#5204	SE96113		DD3974			5204
	Hyundai Hanjin	Blue container	#5300			HJCU709728			
	Jindo	Orange container	#5301			187-0315			
	Western-Waste	Orange container	#5302						
	Western-Waste	Green container	#5303						
	Mini-Moble	Tan container	#4301			W8517374			
	Mini-Moble	Tan container	#4302						

ASSIGNED DEPARTMENT	REQUIRED	Notes	Column1
Police Department			
Public Works			
Police Department			
Police Department			
Public Works		Air Compressor	
PD Traffic			
Public Works			
Fire Department		Non-Emergency	
Chief			
Fire Department	Diesel		
Fire Department			
Administrative	Electric		
Administrative	Electric		
Police Department	Gas		
Police Department	Gas/Electric		
Utilities Department	Gas		
Public Works	Gas		
Police Department	Gas		
Police Department	Gas		
Public Works (Fac-Parks)	Gas		
Water Dept	Gas		
Public Works	Diesel		
Public Works	Gas		
Asministrative	Gas/Electric		
Public Works	Utilities/Gas		
Fire Department	Gas		
Police Department	Gas		
Sewer	Gas		
Sewer			
N/A		Cal Poly	
Police Department	Gas		
Fire Department	Diesel		
Recreation	Gas		
Recreation	Gas		
Fire Department	Diesel		
Sewer	CNG		
Police Department (Sergeant)	Gas		
Public Works Director	Gas		
Building Inspector	Gas		
PD	Gas		
Water/Sewer	Diesel		
Water/Sewer			
Sewer Dept	Diesel	Repurposed	
Water	CNG	Auctioned 08/24/2022	
Sewer	CNG		
Water	CNG		

ASSIGNED DEPARTMENT	REQUIRED	Notes	Column1
Public Works (Water/Sewer/Gas)	Unleaded		
Utilities Director	CNG		
Fire Chief	Gas		
Police Department (Patrol)	Gas		VERIFY LI
Water	Gas		
Water	Gas		
N/A		Cal Poly	
Laid Law	CNG		
Laid Law	CNG		
Street/Water	Diesel		
Public Works (Message)			
Fire Department (BC)			
Public Works (Water)			
Police Department (Message)			
Police Department (Light Tower)	Diesel		
Police Department (DUI Trailer)			
Police Department			
Police Department (Truck)			
Public Works (Water)			
Recreation			
Public Works			
Police Department (Police Chief)			
Utility			
Police Department (Lieutenant)			
Public Works (Water/Sewer/Gas)	Diesel		
Public Works (Water/Gas)			
Fire Department (S&R Trailer)			
Fire Department (Engine 41)			
Public Works (Sewer Jetter)	Diesel		
Public Works (Water)			
Public Works (Compactor Trailer)			
Public Works (Gas)			
Public Works (Gas)			
Public Works (Water)			
Public Works (Water)	Diesel		
Public Works (Urban Forest)	Diesel		
PW Water Gen set			
Public Works (Water)			
Public Works (Water/Sewer/Gas)			
Public Works (Water)			
Sea Container (Storage)			
Sea Container (Storage)			
Public Works (Storage/Streets)			
Public Works (Storage/Streets)			
Fire Department (Storage)			
Fire Department (Storage)			

Advanced Clean Fleets Regulation

Accelerating Zero-Emission Truck Markets

Last Updated: June 2022

The following information summarizes the draft Advanced Clean Fleets (ACF) regulation, which is one part of a broader strategy to deploy medium- and heavy-duty zero-emission vehicles (ZEV) everywhere feasible. The regulation is still being developed and is subject to change.

Why do we need the ACF regulation?

The ACF regulation is part of a comprehensive statewide strategy to reduce emissions from transportation to protect public health and meet climate goals including *economy-wide carbon neutrality by 2045* (<https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>). The primary goal of the ACF regulation is to accelerate the market for zero-emission trucks and buses by requiring fleets that are well suited for electrification to transition to zero-emission vehicles where feasible. The regulation would contribute to the goal of achieving the *Governor's Executive Order N-79-20* (<https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>) to reach:

- 100 percent zero-emission drayage trucks by 2035
- 100 percent zero-emission off-road vehicles and equipment by 2035, where feasible
- 100 percent zero-emission medium- and heavy-duty vehicles by 2045, where feasible

Which fleets would the ACF regulation affect?

The regulation would apply to fleets performing drayage operations, state and local agencies, federal government agencies, and high priority fleets with at least 1 vehicle with a gross vehicle weight rating (GVWR) greater than 8,500 lbs. operating in California. High priority fleets are defined as an entity with \$50 million or more in gross annual revenue or a fleet who owns, operates, or controls a total of 50 or more vehicles themselves or under common ownership and control. Only vehicles with a GVWR greater than 8,500 lbs. included in this total. The regulation affects medium- and heavy-duty trucks, off-road yard trucks and light-duty mail and package delivery vehicles.

What regulatory concepts are being explored?

Staff are exploring several concepts for manufacturers and certain fleets to begin making a full transition to zero-emission vehicles. The following is a summary of the proposed requirements:

- Manufacturers may only sell zero-emission medium- and heavy-duty vehicles starting 2040.
- State and local government fleets, including county, special district, and state agency fleets, would be required to ensure 50 percent of vehicle purchases are zero-emission beginning in 2024 and 100 percent of vehicle purchases are zero-emission by 2027.
- For drayage fleets, starting 2024, only zero-emission trucks may be added to drayage service and legacy vehicles must be removed from drayage service at the end of their useful life. By 2035, all drayage trucks must be zero-emission.
- High priority and federal fleets must comply with the Model Year Schedule or elect to use the optional ZEV Milestone Schedule to phase in zero-emission vehicles to their fleet:
 - Model Year Schedule: Fleets must only purchase zero-emission vehicles beginning 2024 and must remove internal combustion engine vehicles at the end of their useful life.
 - ZEV Milestone Schedule (Optional): Instead of the Model Year Schedule, fleets may elect to meet zero-emission vehicle targets as a percentage of the total fleet starting with vehicle types that are most suitable for electrification. The proposed schedule is laid out in Table A:

Table A: ZEV Milestone Schedule by Milestone Group and Year

Percentage of vehicles that must be zero-emission	10%	25%	50%	75%	100%
Milestone Group 1: Box trucks, vans, buses with two axles, yard tractors, light-duty package delivery vehicles	2025	2028	2031	2033	2035 and Beyond
Milestone Group 2: Work trucks, day cab tractors, buses with three axles	2027	2030	2033	2036	2039 and beyond
Milestone Group 3: Sleeper cab tractors and specialty vehicles	2030	2033	2036	2039	2042 and beyond

How will disadvantaged communities benefit from the proposed ACF regulation?

This regulation will accelerate the deployment of zero-emission vehicles and the benefits they offer to communities most impacted by harmful truck emissions. Neighborhoods located near seaports, railyards, warehouses, and distribution centers are disproportionately affected by high truck traffic from medium- and heavy-duty trucks. One aspect of the proposed regulation proposed that by 2035, trucks entering the ports and railyards would need to be zero-emission, which will greatly benefit air quality in neighborhoods surrounding these locations. Nearly half of all the semi-trucks that travel on our freeways will need to be zero-emission by 2035 as well. This regulation will also affect the vehicles that operate directly in our neighborhoods such as delivery trucks, garbage trucks, and utility trucks. This will greatly reduce the harmful impacts of tailpipe emissions and disruptive noise on our streets. And as the demand for zero-emission vehicles increases and new fueling infrastructure is needed, various businesses throughout the zero-emission vehicle supply chain will create new job opportunities.

Can zero-emission trucks save vehicle owners money?

Yes, zero-emission trucks have lower operating costs than conventional trucks which can help offset the higher initial purchase price. These vehicles will also result in lower costs for scheduled maintenance. Today, the total cost of ownership in California may be comparable to conventional trucks for certain duty cycles and applications, without considering available grants or rebates. As components and battery prices fall and technology continues to improve, the total cost of ownership is expected to become more favorable.

The electricity cost to charge battery electric trucks varies based on how fast they charge, the utility rate, and the time of day. A calculator for estimating electricity cost is available at [Battery-Electric Truck and Bus Charging Cost Calculator](https://ww2.arb.ca.gov/resources/documents/battery-electric-truck-and-bus-charging-cost-calculator) (<https://ww2.arb.ca.gov/resources/documents/battery-electric-truck-and-bus-charging-cost-calculator>). In many cases, a fleet owner may have little to zero net electricity cost after.

[Low-Carbon Fuel Standard](https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard) (<https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard>) credits are included. Additionally, the operational costs for hydrogen fuel cell electric trucks is expected to decrease as the demand for the fuel increases over time.

Is there funding for purchasing zero-emission trucks?

Yes, several funding programs are available to support the use of advanced technologies. These programs are administered by state agencies, federal agencies, and local air districts. For example, the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale rebates to help offset the upfront cost of advanced technologies like fuel cell electric and battery electric vehicles. A list of all vehicles that are currently eligible for funding is available at [California HVIP](https://www.californiahvip.org/) (<https://www.californiahvip.org/>). For more information

about additional funding opportunities, visit [CARB Incentive Programs](https://ww2.arb.ca.gov/our-work/topics/incentives) (<https://ww2.arb.ca.gov/our-work/topics/incentives>) and the [US Department of Energy's Alternative Fuels Data Center](https://afdc.energy.gov/laws/state) (<https://afdc.energy.gov/laws/state>).

Technical and financial assistance for infrastructure is also available through several programs. The California Public Utilities Commission has approved plans for California utilities to support heavy-duty charging infrastructure installation pursuant to [Senate Bill 350](https://www.energy.ca.gov/rules-and-regulations/energy-suppliers-reporting/clean-energy-and-pollution-reduction-act-sb-350) (<https://www.energy.ca.gov/rules-and-regulations/energy-suppliers-reporting/clean-energy-and-pollution-reduction-act-sb-350>). The California Energy Commission is also working to accelerate medium and heavy-duty vehicle infrastructure for both charging and hydrogen refueling. The recently launched [EnergiIZE](http://energiize.org) (energiize.org) program provides energy infrastructure incentives for commercial vehicle fleets.

Where can more information be found?

Information about the draft ACF Regulation and upcoming meetings, workshops, and events is available at the [ACF Website](https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets) (<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>). Information about all medium- and heavy-duty zero-emission regulations, funding, and background can be found at [ZEV TruckStop](https://ww2.arb.ca.gov/sites/default/files/truckstop/zev/zevinfo.html) (<https://ww2.arb.ca.gov/sites/default/files/truckstop/zev/zevinfo.html>).

If you have questions or wish to obtain this document in an alternative format or language, call (916) 323-2927. For TTY/TDD/Speech-to-Speech users, dial 711 for the California Relay Service.

ZERO EMISSION FUNDING MATRIX

The purpose of this matrix is to show state and federal programs supporting zero emissions vehicles (ZEVs) and infrastructure.

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECT TYPES	WEBSITE
AB 617 COMMUNITY AIR PROTECTION INCENTIVES	California Air Resources Board	Provides funding for projects with emissions reduction benefits to communities identified through AB 617 or AB 1550. Program aims to prioritize zero-emissions infrastructure and technology as a means to reduce toxics, criteria pollutants, and GHGs, in projects in these communities. This program is subject to annual appropriation. The state has appropriated an average of \$234 million annually for the program since 2017.	<ul style="list-style-type: none"> • Site hosts of electric vehicle charging equipment at a business or workplace. • Provides up to 70% of costs for publicly accessible project; an additional 10 percent may be added to those maximum values for projects that serve ports, railyards, and other freight facilities. 	arb.ca.gov/our-work/programs/community-air-protection-incentives
ADVANCED TECHNOLOGY DEMONSTRATION PROJECTS	California Air Resources Board	Funds projects to help accelerate the next generation of advanced technology vehicles, equipment, or emission controls which are not yet commercialized, demonstrating promising technologies to reduce GHG and criteria pollutant emissions. A sub-program under the Low Carbon Transportation Program. Funding available varies between \$2 million and \$30 million annually.	<ul style="list-style-type: none"> • Deployment of eligible commercially available vehicles and equipment • Production, installation, and supporting infrastructure operations, maintenance • Zero-Emission Freight and port drayage trucks, including regional hauling • Construction, deployment of pre-commercial vehicles, equipment with high potential to be commercialized • Demonstration of the deployed vehicle technology and infrastructure • Renewable power generation and energy storage that support vehicle, equipment, facility operations and assist in managing energy demand • System efficiency upgrades including process improvements 	arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low Advanced Technology Demonstration Projects California Air Resources Board

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECT TYPES	WEBSITE
CARL MOYER MEMORIAL AIR QUALITY STANDARDS ATTAINMENT PROGRAM	California Air Resources Board	Funds up to 75 percent of the eligible costs of cleaner-than-required engines, equipment, and other measures that reduce air pollution. Provides over \$60 million annually to air districts.	<ul style="list-style-type: none"> • Medium- and heavy-duty trucks and buses • Infrastructure charging, including battery charging stations, alternative fueling stations, and shore power. <p>Up to 50% of all project costs are eligible for the program and 60% of costs if the project is publicly accessible. Also provides funding for electric, hydrogen, and Natural Gas vehicles.</p>	arb.ca.gov/msprog/moyer/moyer.htm
CLEAN CARS FOR ALL PROGRAM	California Air Resources Board, associated Air Quality Districts	Provides up to \$9,500 to retire a car and purchase or lease a new or used plug-in hybrid electric vehicle, battery electric vehicle, or a fuel cell electric vehicle. Funding subject to appropriation and budgeted in the Low Carbon Transportation Investments and Air Quality Improvement Plan. Funding varies by district. The administering air districts are South Coast, San Joaquin, Bay Area, and Sacramento.	<ul style="list-style-type: none"> • Eligible vehicles are determined by the administering air district • Highest rebates are for low-income consumers living in a disadvantaged community and who choose the cleanest vehicle technology 	arb.ca.gov/msprog/lct/vehiclescrap.htm
CLEAN VEHICLE REBATE PROGRAM (CVRP)	California Air Resources Board	Provides rebates up to \$7,000 to purchase or lease a new plug-in hybrid electric vehicle, battery electric vehicle, or a fuel cell electric vehicle. Funding subject to appropriation and budgeted in the Low Carbon Transportation Investments and Air Quality Improvement Plan. Funding offered on a first-come basis. Approximately \$50 million left in funding as of February 2021, of which \$25 million is reserved for increased rebates for low- and moderate-income individuals.	<ul style="list-style-type: none"> • Available for individuals, businesses, or fleets • Eligible light-duty vehicle technology types include plug-in hybrid electric vehicles, battery electric vehicles, and fuel cell electric vehicles as well as zero-emission motorcycles • Applicant and vehicle eligibility are determined by program 	cleanvehiclerebate.org/eng/ev

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECT TYPES	WEBSITE
<p>CLEAN OFF-ROAD EQUIPMENT VOUCHER INCENTIVE PROJECT (CORE)</p>	<p>California Air Resources Board</p>	<p>Aims to accelerate deployment of cleaner freight technologies by offsetting the higher cost of zero-emissions technologies in the early stages of commercial deployment. The program is intended for on and off-road vehicles at ports, freight facilities, and airports, as well as supporting infrastructure. This program is subject to appropriation; and the initial solicitation of \$44 million in funds launched in February 2020 (now closed). Vouchers have a cap of \$500,000.</p>	<p>The program funds are applicable to freight equipment powered exclusively by zero-emission technology, including:</p> <ul style="list-style-type: none"> • On and off-road terminal tractors • Transportation Refrigeration Units <p>Also provides funding for:</p> <ul style="list-style-type: none"> • Forklifts • Container handling equipment • Airport cargo loaders and tugs • Railcar movers • Mobile power units 	<p>californiacore.org</p>
<p>HYBRID AND ZERO-EMISSION TRUCK AND BUS VOUCHER INCENTIVE PROJECT (HVIP)</p>	<p>California Air Resources Board</p>	<p>Encourages and accelerates the long-term transition to ZEVs in the heavy-duty market, as well as supporting investments in other emerging technology to achieve substantial greenhouse gas reductions and help meet health-based ambient air quality standards. HVIP supports on-road heavy-duty advanced technologies with high adoption barriers, including zero-emission, plug-in hybrid, electric power take-off, and engines certified to the new 0.01 g/bhp-hr optional NOx standard. in California. Vouchers are processed by approved dealerships, allowing the discount to be passed on to California fleets and operators at the point-of-sale. The program is subject to annual appropriation. HVIP is expected to re-open in spring 2021 with at least \$140 million.</p>	<ul style="list-style-type: none"> • New and converted zero-emission vehicles, battery electric or fuel cell • Plug-in hybrids achieving 35 miles all-electric range • Trucks fitted with electric power take-off (ePTO) • Engines certified to 0.01 g/bhp-hr NOx • Voucher enhancements for transit and school districts and vehicles based in a disadvantaged community. • Elevated voucher amounts for early adopters of zero-emission drayage trucks through 2021. <p>Note: The sum of HVIP and all other public incentives can cover up to 90% of vehicle costs for private fleet vehicles and 100% for public fleets.</p>	<p>californiahvip.org</p>

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECT TYPES	WEBSITE
LOW CARBON FUEL STANDARD (LCFS) PROGRAM ZEV INFRASTRUCTURE CREDITING	California Air Resources Board	Program includes “infrastructure crediting” which gives credits directly to hosts of direct current electric vehicle charging equipment, beyond credits for dispensed fuel. Crediting for ZEV infrastructure is based directly on the capacity of the hydrogen station or EV fast charging site minus the actual fuel dispensed. Funds come from the LCFS credit market.	<ul style="list-style-type: none"> • Hosts of electric vehicle charging equipment at a business or workplace. Qualified hosts are defined as those responsible for transportation fuel. Applies to EV fleet operators for fleets of electric vehicles (including electric forklifts). Chargers must be publicly accessible. 	arb.ca.gov/our-work/programs/low-carbon-fuel-standard
VOLKSWAGEN MITIGATION TRUST	California Air Resources Board	Funds cost-effective zero-emission transit, freight, marine, and light-duty infrastructure projects to ensure NOx reductions while supporting the deployment of early commercial zero emission technologies. State funds are about \$423 million total. The California Air Resources Board website says that additional information about the funding will be added to the site when available.	<ul style="list-style-type: none"> • Zero-Emission School Buses • Zero-Emission Class 8 Freight and Port Drayage Trucks 	https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california
VOLKSWAGEN ZERO EMISSIONS VEHICLE INVESTMENT COMMITMENT	California Air Resources Board	Addresses the adverse impacts to California’s ZEV program resulting from the sale of Volks Wagon diesel vehicles equipped with emissions defeat devices. Provides four 30-month cycles of investment totaling \$800 million for zero emissions vehicles and infrastructure. Cycle 1 (2017) committed \$120 million for zero emissions infrastructure.	<ul style="list-style-type: none"> • Zero-emission charging infrastructure 	arb.ca.gov/our-work/programs/volkswagen-zero-emission-vehicle-zev-investment-commitment
AIR QUALITY AND AIR POLLUTION MANAGEMENT DISTRICT CLEAN VEHICLE INCENTIVES	California Air Resources Board, Various	Various Air Quality Management Districts and associated authorities offer clean vehicle rebates in addition to the state Clean Vehicle Rebate Program.	<ul style="list-style-type: none"> • Eligible vehicles determined by air district. 	cleanvehiclerebate.org/eng/ev/incentives/local-rebates

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECT TYPES	WEBSITE
BLOCK GRANT FOR MEDIUM- AND HEAVY-DUTY ZEV REFUELING INFRASTRUCTURE INCENTIVE PROJECTS	California Energy Commission	The Medium Duty / Heavy Duty (MD/HD) Block Grant Project will provide incentives for various Medium Duty / Heavy Duty ZEV infrastructure projects throughout California. Project funding is forthcoming in mid to late 2021.	<ul style="list-style-type: none"> • Medium Duty / Heavy Duty charging infrastructure • Medium Duty / Heavy Duty hydrogen refueling infrastructure • Eligible projects and incentive amounts TBD. 	energy.ca.gov/solicitations/2020-07/gfo-20-603-block-grant-medium-duty-and-heavy-duty-zero-emission-vehicle
CLEAN TRANSPORTATION PROGRAM	California Energy Commission	The program invests in a broad array of projects which support adoption of cleaner transportation powered by alternative and renewable fuels. Over \$384.2 million is budgeted over FY 2020-23 for light, medium, and heavy-duty vehicles and charging infrastructure. Note: this total includes allocations for biofuels (\$25M), workforce training (\$7.5M), manufacturing (\$9M), recovery & reinvestment (\$10M).	<ul style="list-style-type: none"> • Electric vehicles & charging infrastructure <p>Also provides funding for:</p> <ul style="list-style-type: none"> • Medium & heavy-duty vehicles (construction equipment, buses, trucks) • Biofuels • Hydrogen Fuel Infrastructure • Workforce Development 	https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program
ZERO EMISSION VEHICLE INCENTIVES	California Public Utilities Commission	Various utilities and associated authorities offer clean vehicle rebate and electric vehicle incentives.	<ul style="list-style-type: none"> • Eligible vehicles determined by public utility. 	https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/infrastructure/zero-emission-vehicles

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECT TYPES	WEBSITE
TRADE CORRIDOR ENHANCEMENT PROGRAM	California Transportation Commission	Provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors which have a high volume of freight movement. Funds public freight infrastructure improvements, including eligible projects with zero-emission charging infrastructure. Provides approximately \$300 million per year in state funding and approximately \$515 million over 3 years in National Highway Freight Program funds.	<ul style="list-style-type: none"> Public zero-emission freight infrastructure projects 	catc.ca.gov/programs/sb1/trade-corridor-enhancement-program
ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT	Federal Highway Administration	The FAST Act (federal transportation funding legislation) established the Advanced Transportation and Congestion Management Technologies Deployment Program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance and infrastructure return on investment. Federal Funds: \$60 million/year.	<ul style="list-style-type: none"> Advanced traveler information systems; Advanced transportation management technologies; Advanced public transportation systems; 	https://cms7.fhwa.dot.gov/research/technology-innovation-deployment/grant-programs

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECT TYPES	WEBSITE
ALTERNATIVE FUELS CORRIDORS	Federal Highway Administration	Section 1413 of the FAST Act (federal transportation funding legislation) designates alternative fuel corridors to establish a national network of publicly accessible alternative fueling and charging infrastructure along national highway system corridors. This program does not provide direct funding, but corridor designation adds priority for projects seeking funding through the Congestion Mitigation and Air Quality Improvement (CMAQ) funding program.	<ul style="list-style-type: none"> • EV Charging • Other alternative fuels • While this program does not provide direct funding, corridor designation is a tool for ZEV planning and may help leverage funding for actual fueling station development. 	fhwa.dot.gov/environment/alternative_fuel_corridors
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)	Federal Highway Administration	The FAST Act (federal transportation funding legislation) provides from \$2.3 - \$2.5 billion in CMAQ funding each year. (2016 - 2020). Funds are apportioned to state DOTs and then distributed to MPOs and RTPAs in air quality non-attainment and maintenance areas to implement transportation programs and projects that help meet Clean Air Act requirements. Federal Funds: \$2.499 billion.	<ul style="list-style-type: none"> • Diesel Engine Retrofits and Emissions Control Technologies (including port equipment) • Electric and CNG Vehicles and infrastructure (including port equipment) • Congestion Reduction and Traffic Flow Improvements 	https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm
TECHNOLOGY ADVANCEMENT PROGRAM	San Pedro Bay Ports	The Ports' Technology Advancement Program (TAP) is focused on clean technologies and associated infrastructure for port-related mobile sources that operate in and around ports. The program requires a 50% non-port funding match for all projects. Based on the ports' 2020 TAP Annual Report, over \$403 million has been spent on the program since 2007, and approximately \$47.7 million in TAP funds were invested in 2020 program projects. There is no annual funding limit listed.	<ul style="list-style-type: none"> • Zero- or near-zero emissions cargo-handling equipment • Near-zero and zero-emissions heavy-duty on-road trucks. • Hybrid, alternative fuel, or low emissions harbor craft technologies • Alternative fuel or low emissions ship technologies • Hybrid, near-zero, or zero emissions locomotive technologies 	https://cleanairactionplan.org/technology-advancement-program/#:~:text=The%20Ports'%20Technology%20Advancement%20Program,market%20as%20quickly%20as%20possible.

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECT TYPES	WEBSITE
DIESEL EMISSIONS REDUCTION ACT (DERA)	U.S. Environmental Protection Agency	The Diesel Emissions Reduction Act, created under the Energy Policy Act of 2005, awards up to \$100 million annually in national grants to projects which achieve significant reductions in diesel emissions and exposure. Seventy percent of funding is for projects using EPA or California Air Resources Board (CARB) verified or certified diesel emission reduction technologies. The program also includes rebates funding vehicle replacements and retrofits. 2020 funding for projects totaled \$46 million; the program was reauthorized to continue into 2024.	<ul style="list-style-type: none"> The grants fund zero emission vehicles, including on-road vehicles such as drayage trucks, locomotives, and marine vessels. 	https://www.epa.gov/dera
HYDROGEN FUEL CELL TECHNOLOGIES OFFICE	U.S. Department of Energy	U.S. Department of Energy (DOE) announced approximately \$64 million in Fiscal Year 2020 funding for 18 projects that will support the H2@Scale vision (H2@Scale is a U.S. Department of Energy clean energy program) for affordable hydrogen production, storage, distribution, and use. These projects will fuel the next round of research, development, and demonstration (RD&D) activities under H2@Scale’s multi-year initiative to fully realize hydrogen’s benefits across the economy. Federal Funds: \$64 million.	<ul style="list-style-type: none"> Modeling and analysis Materials compatibility Research and Development Integration of hydrogen in the grid Safety and component Research and Development Co-generation of hydrogen and added-value products Technology performance verification. 	energy.gov/eere/fuelcells/hydrogen-and-fuel-cell-technologies-office



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CHARGE READY TRANSPORT PROGRAM HANDBOOK



Clean Energy to Fuel Southern California's
Medium-and Heavy-Duty Fleets

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Disclaimer: This Handbook is intended for the convenience of the Program Participant. If there are any conflicts between this Handbook and any of the Program documents, including the CRTP Tariff, the Agreement or Quick Reference Guide, the terms of the relevant Program Document will govern.



PROGRAM OVERVIEW

SCE's Medium- and Heavy-Duty Vehicle Charging Infrastructure Program was approved by the California Public Utilities Commission (CPUC) on May 31, 2018.¹ The Program, also referred to as the Charge Ready Transport (or CR Transport) Program provides no-cost Electric Vehicle (EV) charging infrastructure and installation services to eligible SCE Customers acquiring medium- and heavy-duty vehicles, or non-road EVs for fleet applications.

The Charge Ready Transport Program supports both California's greenhouse gas (GHG)-reduction goal and local air-quality requirements. The Program assists customers with transitioning to cleaner fuels by reducing their cost for the purchase and installation of required charging infrastructure, as well as providing rebates to offset the cost of charging stations for certain eligible participants. SCE has an important role to play in all market segments within its service territory. Because the medium- and heavy-duty, and non-road transportation segments are in various stages of technological development and market maturity, the Program is designed to help address some of the existing barriers to increased adoption in these segments.

Level of Funding and Program Duration

The five-year Program has authorized funding of \$342.6 million, which does not include an additional funding amount allocated for Program evaluation.

The budget will be allocated in accordance with the CPUC's direction as follows:

- A minimum 15 percent to serve transit agencies;
- A minimum 25 percent to serve ports and warehouses;
- A maximum 10 percent to serve forklifts;
- A maximum 10 percent allocated for program management; and
- A minimum 40 percent to serve sites in disadvantaged communities (DACs) or transit agency sites not in DACs.

Program Goals

The primary goals of the Program include accelerating transportation electrification within the medium- and heavy-duty, and non-road vehicle segments. The Program will strive to achieve 870 site-specific EV charging infrastructure projects by 2024, supporting a population growth of 8,490 EVs. This translates to an average of about 10 EVs per project site.



¹Decision 18-05-040

How the Program Works

The CR Transport Program provides the infrastructure to support the installation of EV charging equipment at no cost to the Program Participant (also referred to as the “Participant”).² This presents a unique opportunity for those fleet operators that choose to acquire EVs because the infrastructure required to support the installation of EV charging equipment typically represents a sizable investment.

Through this Program, SCE will design, construct and install the necessary infrastructure on both the utility-side and customer-side of the electric meter. Participants are, however, responsible for the selection, purchase and installation of the EV charging equipment.

In addition to receiving the necessary infrastructure to support EV charging equipment, this Program also provides two additional rebate options. The Charging Equipment Rebate is offered to eligible Participants in order to offset a portion of the costs associated with the purchase of the charging equipment.

The **Charging Equipment Rebate** is only available to Participants that will be acquiring and operating School Buses or Transit Buses anywhere in SCE’s service territory, and to Participants who install charging equipment at a project site that is located in a

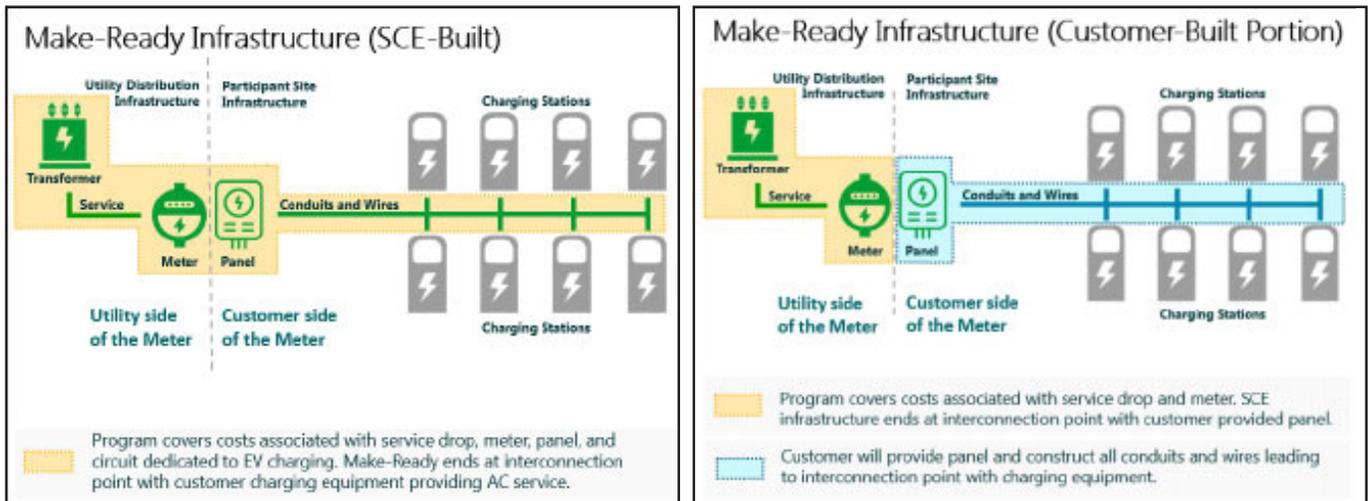
designated Disadvantaged Community (DAC) where the Participant is NOT listed as a Fortune 1000 company.³ In all cases, to be eligible for the Charging Equipment Rebate, charging equipment must be selected from SCE’s Approved Product List.

The second rebate option offered through this program is referred to as the **Make-Ready Rebate**. This rebate option is available to any Participant who chooses to design, procure and install the customer side of the meter infrastructure work. The Make-Ready Rebate is intended to offset up to 80 percent of the costs that SCE would otherwise incur for performing the work. Every Participant will have the choice to perform this work themselves and receive the rebate, or to have SCE perform the work at no cost to the Participant.

Figure 1 describes the three segments of infrastructure work associated with the CR Transport Program.

As illustrated in *Figure 1*, the utility side of the meter infrastructure work includes all infrastructure from SCE’s distribution system to a new circuit panel that will be installed to support EV charging. This segment of work is also referred to as the utility-side make-ready. SCE will always be responsible for designing, procuring, installing and maintaining the necessary infrastructure located on the utility side of the meter.

Figure 1 – CR Transport Program - Infrastructure Delineation



²All work and facilities necessary for participation in this Program, as determined by SCE, in SCE’s sole discretion and in accordance with its applicable tariffs and design standards, including utility distribution Infrastructure (e.g., any new transformers, services, and meters) and Infrastructure installed by SCE on the Participant’s side of the meter (e.g., any new panels, stepdown transformers, conduits, wires, connectors, and any other hardware installed as part of this Program), excluding the purchase and installation of the actual EV charging equipment.

³The fortune 1000 list is produced annually and includes the 1000 largest companies measured by revenue, compiled and published by Fortune Magazine.

Included with the utility side infrastructure work, SCE will set an interval data recording (IDR) meter to capture EV charging equipment consumption data. The meter will track usage in 15 minute increments, and may also be used for billing purposes.

The next segment of work involves the infrastructure to be located on the customer side of the meter. This work includes all infrastructure from the new panel that will be set as part of the utility-side infrastructure work, up to the first point of interconnection with the Participant's EV charging equipment. All Participants will have the option to have SCE perform the customer-side infrastructure work (also referred to as the customer-side make-ready) at no cost to the Participant, or alternatively, may choose to design, procure, install and maintain the customer-side make-ready infrastructure

themselves. If Participants choose to perform this work, they will be eligible for the Make-Ready Rebate.

The last segment of work includes the actual installation of EV charging equipment. Participants will always be responsible for selecting, procuring and installing the EV charging equipment. If the equipment selected is listed on SCE's Approved Product List (APL) and the Participant meets the Charging Equipment Rebate eligibility requirements set forth above, the Participant will receive the Charging Equipment Rebate.

SCE will work closely with Participants to help inform their decision-making and provide guidance throughout the complex infrastructure selection and deployment process while attempting to meet their operational needs balanced with managing potential grid impacts.



PROGRAM OBJECTIVES

SCE developed the CR Transport Program to help California achieve its climate goals by reducing greenhouse gas (GHG) emissions while providing clean air and other benefits to the communities it serves.

Additional Program objectives include:

- Accelerating widespread EV adoption in segments beyond light-duty vehicle classes;
- Helping to address key cost and complexity barriers associated with the acquisition and installation of charging infrastructure to support the growth of commercial (non-light-duty) EVs including medium- and heavy-duty, and non-road vehicles used in goods and people movement;
- Facilitating the ability to collaborate with stakeholders from the private, non-profit, and public sectors that will provide expertise and funding for vehicles and equipment;
- Seeking to enhance third-party business models so that other market participants can successfully play a long-term role;
- Prioritizing deployment of infrastructure in low-income and disadvantaged communities;
- Helping Participants evaluate their charging equipment options and needs when expanding their fleets and/or site infrastructure to include Plug-in EVs and Transport Refrigeration Units (TRUs);
- Achieving the site and vehicle acquisition goals set forth by the CPUC.⁴



⁴D.18-05-040, Appendix C.



PROGRAM ELIGIBILITY

To be eligible for participation in the CR Transport Program, non-residential SCE Customers are required to own, lease, manage, or be the customer of record for the charging site where the equipment is to be installed. Applicants, if not the owner of the site at which the charging equipment is to be installed, are required to obtain consent from the property owner to install the equipment and agreement that the property owner will grant any required easements. All project sites must be located within SCE's service territory.

In order to participate in the Program, Applicants are required to complete an on-line enrollment Application. Applicants that have previously participated in another Transportation Electrification Program offered by SCE are still eligible to participate in this Program.

Participants will be required to procure or convert at least two (2) electric on-road or non-road vehicles to participate in the Program.⁵ Conversion of existing vehicles may include, for example, converting or retrofitting from gasoline- or diesel-powered vehicles to plug-in battery electric.

Participants will also be required to procure and install all vehicle charging equipment. Participants will be required to purchase equipment that complies with certain industry standards, as established by SCE, in SCE's sole discretion, as reflected on SCE's APL, or otherwise approved by SCE for installation under this Program. Use of non-standard charging equipment that is not listed on the APL will only be allowed with SCE's approval, but will NOT be eligible to receive the Charging Equipment Rebate.

SCE will review each Application received, and will determine participation eligibility based on a number of factors, including but not limited to:

- The number and timing of EVs to be acquired or converted;
- The size of the Applicant's existing fleet;

- The number of projects approved for a similar fleet sector;
- Applicant's existing or planned on-site load management technologies (such as solar, battery storage, and vehicle-to-grid technologies, etc.);
- The overall complexity and cost of the project;
- Financial viability of the Applicant; and
- The level of remaining Program funds.⁶

If the project is accepted for participation in the Program, SCE will present the Applicant with a Program Participation Agreement. This Agreement must be fully executed before SCE will reserve any Program funds.



⁵Although a participant must acquire or convert a minimum of two (2) EVs to participate in the Program, the CPUC has set a goal and corresponding budget that reflects an average of 10 vehicles per site. Thus, Applicants that propose to acquire or convert a larger number of EVs may receive priority over those that propose to acquire or convert fewer EVs.

⁶As established by available Program budget and vehicle sector allocations determined by SCE.



QUALIFYING ELECTRIC VEHICLES

SCE's CR Transport Program provides EV charging infrastructure to support various plug-in EVs and transport equipment across multiple end-use sectors for sites located throughout SCE's service territory.

Eligible vehicle and transport equipment types are classified into nine (9) sectors supporting both on-road and non-road applications.

These include:

- Medium-duty vehicles;
- Heavy-duty vehicles;
- Transit buses;
- School buses;
- Forklifts;
- Airport ground support equipment;
- Port cargo trucks;

- Transport Refrigeration Units (TRUs); and
- Truck stop electrification.

Program eligible vehicles:

- Any commercial plug-in EV approved by SCE for use in any of the sectors outlined above
- On-road vehicles with a gross vehicle weight exceeding 6,000 pounds (class 2 - 8)
- Non-road vehicles (no specific weight class applies)

Participants will be required to lease, purchase or convert at least two vehicles to electric in order to be considered for participation in the Program.⁷



QUALIFYING EV CHARGING EQUIPMENT

EV Charging Equipment interconnects the electricity grid at a charging site to an EV, whether using alternating current (AC) or direct current (DC). Only Level 2 and DC Fast Charging (DCFC) equipment are eligible for installation under this Program. Level 1 charging equipment (typically delivered at 120 volts) is not supported under this Program. SCE will provide assistance to all Participants to help them evaluate their charging equipment needs and available options.

All EV charging equipment for on-road EVs procured by the Participant must have charging-port-level networked common communication capabilities through Wi-Fi or cellular and be capable of responding to price

signals, and the recording of interval usage energy consumption data. Participants installing EV charging equipment that will be used to fuel on-road vehicles are required to contract with an EV charging network

⁷Conversion of existing vehicles may include, for example, converting or retrofitting from fossil-fueled vehicles to plug-in battery electric.

provider to establish network communications with each charging port and maintain those communications for five (5) years from the in-service date of the charging equipment. Participants are required to pay any related costs or fees resulting from such services, for the full duration the contracted services.

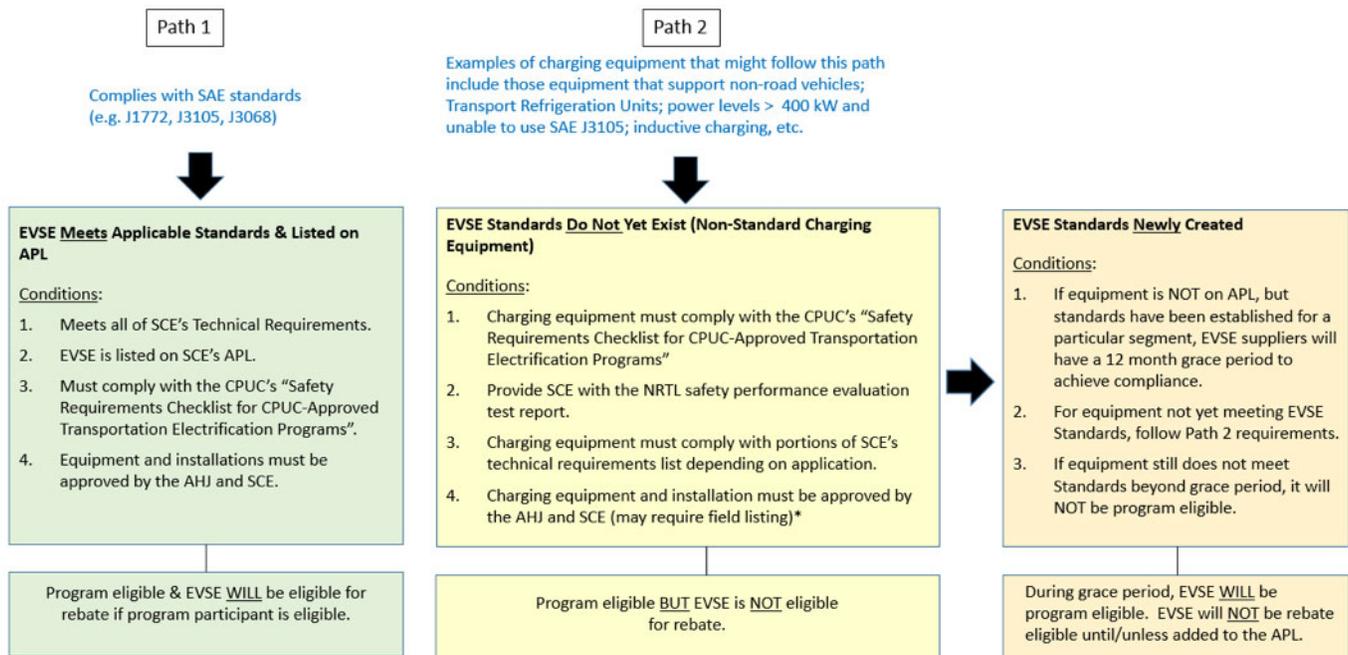
Participants, or their Network Services Provider, at the Participants' direction, are also required to provide SCE with usage and other related data associated with the charging equipment. The required information must be electronically transmitted to SCE on a monthly basis in the prescribed format.⁸ Aggregated data (not attributable to any specific Participant) will be made publicly available as part of SCE's reporting to the CPUC and various industry stakeholders and will be used to identify load management opportunities and enhance potential vehicle-to-grid integration opportunities for future utility initiatives.

All Program-eligible EV charging equipment must comply with certain standards and safety requirements,

and comply with SCE's Charging Equipment Technical Requirements.⁹ SCE has developed and will have available an APL to help Participants select Program eligible equipment.¹⁰ If the equipment selected by a Participant is not listed on the APL, SCE will work with the Participant to determine if the equipment can otherwise be approved for use under this Program.

The Charging equipment selected by a Participant will follow one of two paths. The first path (**Path 1**) denotes equipment selection from SCE's APL. The second path (**Path 2**) denotes the selection of charging equipment that is not listed on SCE's APL. Path 2 is only available where there is no existing standard because industry standards have not yet been established. An example of charging equipment that might follow Path 2 includes many that support the fueling of non-road vehicles. These two different Paths are delineated in *Figure 2*, which further describes the requirements for each. *Figure 3* relates to *Figure 2*, and attempts to help further define Program and rebate eligibility.

Figure 2: EV Charging Equipment Program Participation Eligibility Requirements



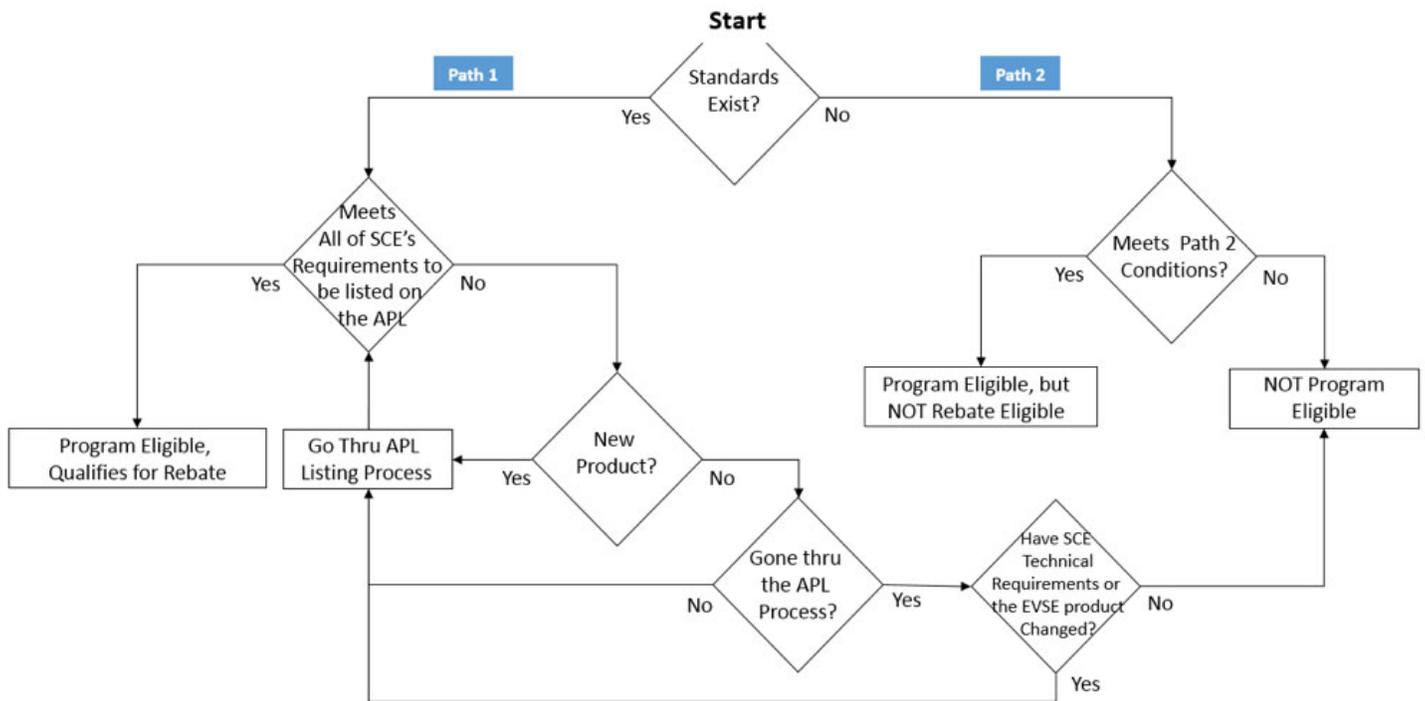
*Any proposed installations with liquid cooled cables or very high power (>150 kW) should be flagged for inspection. SCE may also need to ensure: (a) the listing is valid, (b) the connector assemblies installed are the corrected versions.

⁸For reporting requirements refer to the "Charging Equipment Usage Data Monthly Report" instructions located in the Appendix of this Handbook. A sample report template is also provided.

⁹Technical requirements for both "standard" and "non-standard" equipment are included in the Appendix of this Handbook.

¹⁰SCE does not provide any expressed, implied or prospective warranty, including any warranty of merchantability or fitness for any particular use or application, of any EV charging equipment. The APL can be found in the Appendix of this Handbook. SCE reserves the right to modify the list at any time.

Figure 3: Decision Tree for EV Charging Equipment



RATE PLAN OPTIONS

Participants will be required to select a Time-of-Use (TOU) rate plan for the meter serving the EV charging equipment. All EV charging is required to be served on an applicable General Service (GS) TOU rate plan, or a EV TOU rate plan for the full ten (10)-year term of service. Several TOU rate plan options are available, and selecting the right plan for your fleet operations can best be accomplished by working with an SCE account representative.

The TOU rate plans available to a Participant vary, and will depend on several factors, all of which your assigned account representative can help to evaluate.

The suite of currently available EV TOU rate plans can be found online.¹¹ Participation in a Demand Response program is NOT a condition of participating in the CR Transport Program.

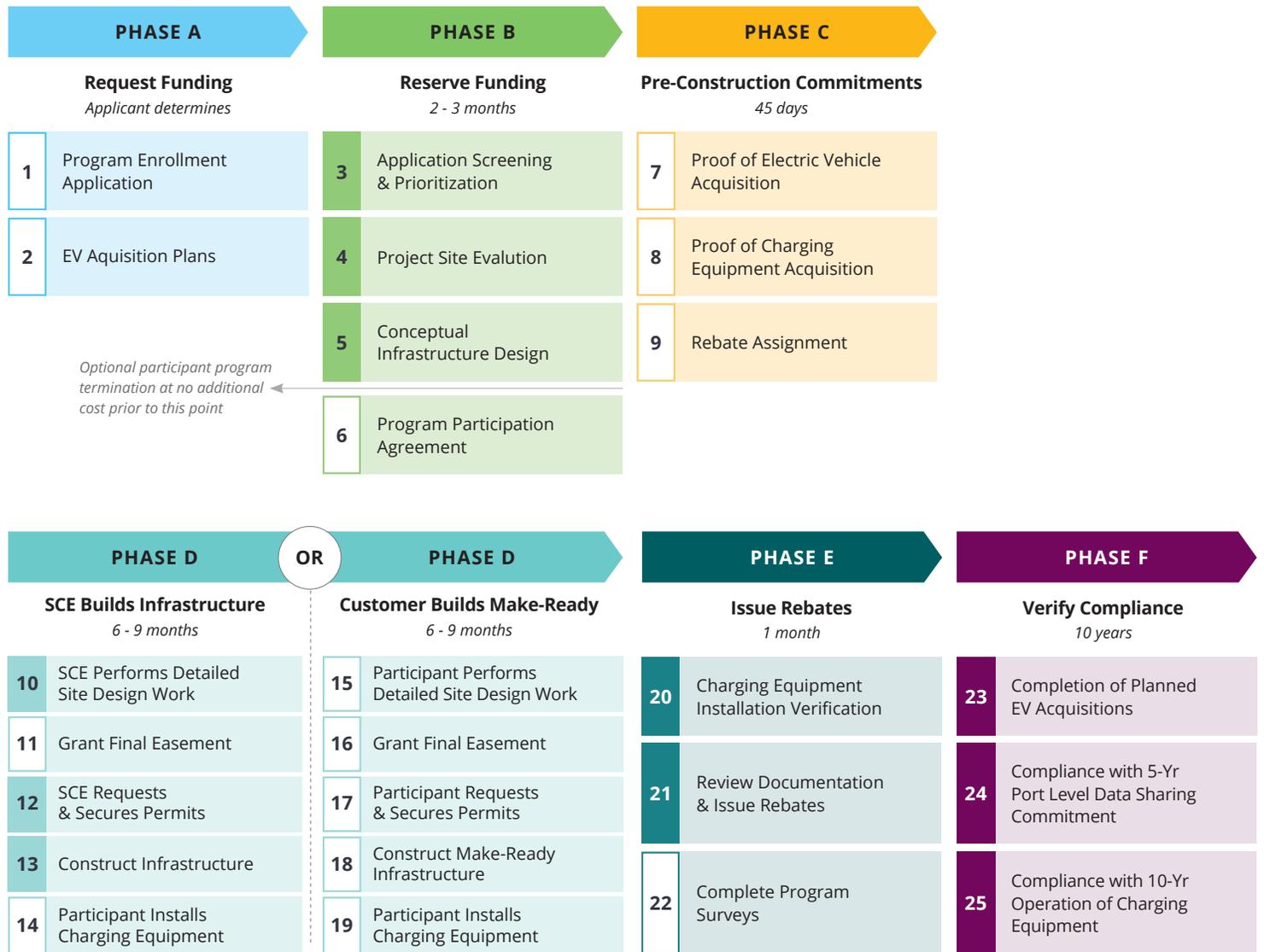


¹¹Rate plan options can be found at: www.SCE.com > Regulatory > SCE Tariff Books > Rates and Pricing Choices > General Service/Industrial Rates >.

PROGRAM ACTIVITIES

A detailed activity flow chart is provided in *Figure 4*, which outlines the 25 process steps from the initial starting point of submitting a Program application through the routine operation and maintenance of the EV charging equipment. Each step in the process is more fully described in this section of the Handbook.

Figure 4: Program Design – Activity Flow Chart



LEGEND	
1	Program Participant
1	SCE

PHASE A



Funding Request

A. FUNDING REQUEST



Eligible customers can apply to participate in the CR Transport Program by submitting a Program Enrollment Application which includes a vehicle acquisition plan. These documents are further described below:

1. Program Enrollment Application

Eligible customers that wish to participate in the Program are required to submit a completed on-line Program Enrollment Application, which is located on the Charge Ready Transport Enrollment Portal.¹²

In order for a customer to be eligible to participate in this Program, they must agree to procure or convert at least two (2) fleet vehicles to EVs; however, Applicants that propose to convert or acquire a greater number of EVs will receive preference. Applicants will also be required to select charging equipment that meets certain industry standards and safety requirements.

The application process will include gathering information about the Applicant's EV acquisition forecast and related charging equipment plans.

The Applicant will be required to provide a site plan with the Application. The site plan should include the proposed location of the EV charging equipment. General guidelines for selecting the location for the charging equipment include:

- Select a location in close proximity to the electric facilities currently serving the site (this can help to lower infrastructure installation costs);
- Determine a convenient location for vehicle parking while they will be charging (for both short and long dwell times);
- Consider how vehicles move through the site, and how to prevent the charging location from impeding through-traffic;

- Consider locations where adequate parking exists to serve the number of vehicles that will be routinely charged;
- Consider any labor restrictions that may prevent drivers from backing up vehicles, will a drive-through type configuration be required;
- Consider vehicle charging needs beyond the initial deployment, what future growth and expansion might be taken into account;
- Consider the type of charging equipment that will be used, the charging port to vehicle ratios, and desired parking configurations surrounding the charging stations. Will they be laid out in a radial fashion, be laid-out in rows, or other configurations;
- Consider the configuration of charging stations themselves. Will they be overhead systems, conventional pedestal mounted; wall mounted; in-ground; etc.;
- For DCFC installations, consider proximity of charging ports to the Power Conversion Units (PCU).

Following completion of the Enrollment Application, Applicants will be required to upload additional documents at the Charge Ready Transport Enrollment Portal, including:

1. A site plan annotated with the desired location of the charging equipment and vehicle parking configuration(s);
2. A copy of the civil plan (requested, but not required).

SCE will evaluate all applications received and determine initial eligibility for Program participation. Applications will be accepted until SCE closes the Program due to funds being fully subscribed or exhausted, or for any other reason, in SCE's sole discretion.

¹²The Charge Ready Transport Enrollment Portal is located at www.sce.com/chargereadytransport

2. EV Acquisition Plans

The Applicant's EV acquisition plans will be captured in the Application and are intended to reflect the Applicant's actual procurement plans (timing and volume) for EVs over a ten (10)-year period. The EV acquisition plan should be completed to the best of the Applicant's ability at time of application. Applicants should ensure their EV acquisition plans include a minimum of two EVs to be on-site within 18 months. SCE will leverage the information provided in the plan and work directly with the Applicant in determining what infrastructure may be needed, balanced by the level of infrastructure that can be supported through the Program given the quantity and timing of vehicles to be procured. SCE's goal is to design and install an appropriate amount of infrastructure (neither under nor overbuilt) that will be both used and useful during

its installed life. In order to accomplish this goal, the EV acquisition plan needs to accurately reflect the number of EVs the Applicant plans to acquire.

The more EVs the Applicant proposes to acquire or convert, in both the near and medium term, the greater priority the application will be given.

Projects encompassing Truck Stop Electrification (TSE) or providing infrastructure for Transport Refrigeration Units (TRU's) do NOT need to submit a vehicle acquisition plan, but are required to:

1. Along with a completing the program application, complete and upload the "TRU and TSE Worksheet" to the Charge Ready Transport Enrollment Portal.¹³

¹³The TRU and TSE Worksheet is included in the Appendix of this Handbook.

PHASE B



Funding Reservation

B. FUNDING RESERVATION



Program funds will be reserved for each approved project following the completion of the following activities (Steps 3-6).

3. Application Screening and Prioritization

After receiving a completed Enrollment Application, SCE will screen and prioritize each application.

SCE will review each received application, and based on a number of factors, including but not limited to, the number and timing of vehicles to be acquired, the financial viability of the Program Applicant, the size of the existing vehicle fleet, overall complexity and cost of the project, existing or planned on-site load management technologies (such as solar, battery storage, or vehicle-to-grid, etc.), and the remaining Program funds.¹⁴ These factors and others will all be used to prioritize and determine if the project will be accepted for further consideration.

If SCE determines the project will move forward to the next step, based on the information provided in the application, SCE will schedule a site visit in order to evaluate the site, discuss the project with the Applicant and develop a conceptual infrastructure design (conceptual design).

4. Project Site Evaluation

Applicants may be requested to participate in the site evaluation activity. SCE will request that someone familiar with the site, the vehicles, and the proposed project, typically the Facility Manager or Yard Manager, participate during the site visit.

If the Applicant has already decided which charging equipment it plans to purchase, the Applicant should email a copy of the charging equipment product

specification sheet(s) to SCE at TEPMChargeReadyTransport@sce.com¹⁵, in advance of the scheduled meeting. SCE also recommends that the Applicant's charging equipment supplier attend the site assessment if possible.

SCE's team will leverage the site plans, sketches, and drawings provided by the Applicant to perform additional planning and design activities. The SCE team is typically comprised of a T&D infrastructure Project Manager, an engineer from one of SCE's design firms that performs the customer-side make-ready design work, and a SCE field inspector that is able to assess and evaluate the existing distribution facilities that are at or near the site.

During the visit, the SCE team will lay the groundwork for developing a conceptual infrastructure design. This includes identifying where SCE will bring in power; where the charging equipment will be located; visually laying out the foot print of the planned location for equipment; looking at and evaluating the area where the vehicles are going to charge; and developing a physical infrastructure layout. SCE will also evaluate the existing distribution infrastructure and the site's existing service connection; assess the possible integration opportunities with on-site or planned distributed energy resources (i.e., solar, battery storage, etc.). If feasible, SCE will use the site's existing service connection to reduce costs. Regardless of whether SCE can use the existing service connection or the site requires a new service connection, SCE will install a separate meter for the new EV load at each participating site.

During the site visit, SCE representatives may determine that the Applicant's proposed location for the installation of infrastructure would be more costly than other alternatives identified by SCE. The Applicant and SCE will discuss in good faith appropriate alternate locations for a more cost-effective installation.

¹⁴As established by available budget and vehicle sector allocations authorized by the CPUC and further delineated by SCE.

¹⁵Please include your application number in the subject line, e.g. CRT-2019-xxxx, followed by "STEP 4".

5. Conceptual Infrastructure Design

The conceptual design will be completed after SCE performs the initial site assessment and determines that the project may move forward for final consideration.

SCE will utilize the information collected during the site visit (photographs, sketches, measurements, notes, and any additional information that may have been provided by the Applicant or its representative), combined with additional off-site due diligence activities (i.e., engaging the local AHJ regarding permitting requirements, ensuring there are no environmental issues associated with the construction area, etc.) in order to draft the initial Design for the project.

SCE will also prepare high-level cost estimates for the utility-side and customer-side infrastructure, engineering, design and permitting. This cost estimate will then be reviewed to ensure it meets Program cost thresholds.

If the proposed project meets Program criteria and cost thresholds, SCE will provide the Design exhibit to the Applicant for approval. The Applicant will be requested to accept and approve the Design within ten (10) calendar days of receipt. If the Applicant does not approve the design, the Applicant must work with SCE to reach agreement on alternate potential lay-out or withdraw its application.

Applicants are also responsible for notifying SCE of any other infrastructure projects that are planned or underway at the site. Any infrastructure projects could potentially impact the designs provided by SCE. If the Applicant is not the site owner, the Applicant will need to communicate with the site owner to verify and share the information with SCE.

At this stage, the Applicant must decide if it will elect to design, build, and install the customer-side make-ready Infrastructure or have SCE perform the work. Applicants should also review the sample "Grant Easement" document to better understand how the project easement document(s) will be structured. If the Applicant is not the site owner, the Applicant should share the sample Grant Easement¹⁶ with the owner.

¹⁶A sample Grant Easement is included in the Appendix of this Handbook.

¹⁷With the exception of projects related to Truck Stop Electrification and infrastructure to support Transport Refrigeration Units, where proof of vehicle procurement is not required. Further details about the required documentation are included in Step 7.

6. Program Participation Agreement

Following the Applicant's approval of the conceptual designs provided by SCE, and SCE's decision to approve the project, the Applicant will be presented with a Program Participation Agreement (Agreement).

Before executing the Agreement, the Applicant must affirmatively commit to and communicate the specific charging equipment that will be purchased and installed, as well as to a final proposed vehicle acquisition plan. SCE will include these elements in the Agreement for the Applicant's final review and signature. Applicant must also notify SCE of any change in the volume or timing of planned EV acquisitions.

The Applicant may choose to withdraw its application, or cancel any further participation in this Program upon providing notice to SCE at any time prior to submission of a signed Agreement. Once an Agreement is signed by the Applicant, and executed by SCE, Program funds will be reserved and the Program Applicant's status moves to Participant.

Within forty-five (45) calendar days of the date funds are reserved for the project, Participants are required to provide the following:

1. Documented proof of procurement of at least two new EVs that will be onsite within 18 months, or proof that the Participant has converted at least two fossil-fueled vehicles to EVs.¹⁷ Vehicle procured or converted after January 20, 2017 (the date SCE filed its request to implement the MDHD Program), but prior to May 2019, will be evaluated on a case-by-case basis, and depending on the specific circumstances surrounding those EV acquisitions, a determination will be made by SCE regarding Program applicability.
2. Proof of procurement of ALL vehicle charging equipment designated for the project.
3. A completed "Rebate Assignment Form," where applicable. This form is used to capture the information necessary for SCE to process and remit applicable rebate payments.

Participants may be granted an extension beyond the forty-five (45) day window at SCE's sole discretion.

Participants will be bound to the contractual obligations specified in the Agreement once executed. Deviation from these obligations may lead to cancellation of participation and trigger activities leading up to, and including, SCE's pursuit of direct reimbursement of certain Program related expenditures. If the Participant fails to comply with the terms and conditions set forth in the Agreement, SCE may terminate participation in the Program by sending the Participant a notice of default. If the issues specified in the notice remain uncured for five (5) business days from the Participant's receipt (except for safety or security violations, in which case, SCE may terminate the agreement immediately and take all actions, including, but not limited to, disconnecting the vehicle charging equipment), SCE may terminate the Agreement and Participant's continued participation in the Program. Such cancellation may result in the Participant owing SCE reimbursement for Program-related expenditures, as set forth in the Agreement.

SCE may seek reimbursement of certain costs if the Agreement terminates, due to Participant's actions

or inactions, prior to the end of the 10-year Term of Service. For example, Participant is liable for SCE's costs if the Participant, after executing the Agreement (1) elects to terminate its participation in this Program, or (2) SCE terminates the Agreement because of Participant's noncompliance with the Program requirements (as described above) or other material breach of the Agreement. Under these conditions, the Participant will be responsible for reimbursing costs incurred by SCE in connection with deploying the Infrastructure at the participating charging site on a prorated basis (over the 10-year Term of Service), including any Rebate Payment(s) (if already paid), within 60 days from the termination date.

Participants may not assign the Agreement without prior written consent from SCE. If SCE grants consent, the Participant's successor in interest will be required to assume all rights and obligations of the Agreement for the remaining duration of participation commitment. Any assignment and assumption relating to transfer of interests shall be in a form acceptable to SCE.

PHASE C



Pre-Construction Commitments

C. PRE-CONSTRUCTION COMMITMENTS



The following outlines key activities to be completed by a Participant following the execution of the Agreement (steps 7-9).

7. Proof of Electric Vehicle Acquisition

Within forty-five (45) calendar days of the date funds are reserved for the project, the Participant will be required to provide proof of lease, purchase or conversion of a minimum of two EVs.¹⁸ All documents should be scanned and uploaded to the Charge Ready Transport Enrollment Portal.¹⁹ Proof of acquisition can be satisfied by providing a scanned copy of the itemized purchase or lease agreements. The purchase or lease agreement(s) must include:

- Execution Date;
- Lease term (if leased);
- EV dealer(s) name and address;
- Model numbers and quantity of EVs purchased, leased or converted;
- Payment status (paid or payment terms);
- Expected vehicle delivery date (two of which must be within 18 months);
- Payment status (paid or payment terms).

8. Proof of Charging Equipment Acquisition

Within forty-five (45) calendar days of the date funds are reserved for the project, Participants will be required to provide proof of purchase for ALL vehicle charging equipment designated for the Project. The Participant may request a limited extension of this procurement period by submitting an extension request in writing prior to the expiration of the initial 45 day period. SCE

may, at its discretion, extend a Funding Reservation beyond the initial 45 days, if, in SCE's sole judgment, the Participant is actively seeking to complete procurement of the charging equipment.

Participant's required activities to complete this step include submission of all required documents scanned and uploaded to the Charge Ready Transport Enrollment Portal. Required documentation includes:

1. Submission of a copy of the purchase order, paid invoice, or sales receipt for charging equipment (separately listed purchase price for the charging equipment from any installation costs). The receipt should include the purchase date, the make, model and serial #'s of the charging equipment, expected delivery date and individual unit pricing;
2. Submission of a copy of the Network Service Agreement, which is required if any of the to-be-installed charging stations will be used to fuel **on-road** electric vehicles;
3. For non-standard charging equipment, submission of a copy of a Nationally Recognized Testing Labs (NRTL) Safety Performance Evaluation Test Report; and
4. For non-standard equipment, submission of a signed copy of the "Technical Standards for Nonstandard Charging Equipment".

9. Rebate Assignment

Within forty-five (45) calendar days of the date funds are reserved for the project, rebate-eligible Participants are required to complete the on-line Rebate Assignment Form and upload copies of the IRS form W9, and

¹⁸Projects involving TRU or TSE will not require a vehicle acquisition plan, but instead are required to submit a completed "TRU and TSE Worksheet". The worksheet can be accessed from the Charge Ready Transport Enrollment Portal.

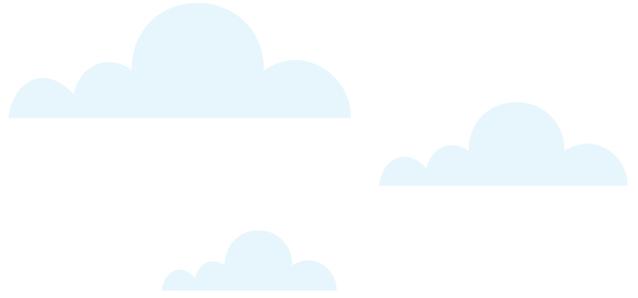
¹⁹Related documentation can be uploaded to the Charge Ready Transport Enrollment Portal at www.sce.com/chargereadytransport

if applicable, the CA 590 to the Charge Ready Transport Enrollment Portal. The Rebate Assignment form and tax forms are used to collect the necessary information in order for SCE to process and remit the rebate payments.

Once rebates are processed, a single rebate check will be issued. If the Participant qualifies for the Charging Equipment Rebate and the Make-Ready Rebate, a single check will be made out and issued to the Participant without the ability for the Participant to designate an alternate recipient. If the Participant is to only receive the Charging Equipment Rebate, the Participant will have the option to assign an alternate (eligible) payee.²⁰

Rebate-eligible Participants are required to:

1. Complete the on-line Rebate Assignment Form;
2. Upload a copy of a completed and signed copy of IRS Form W-9; and
3. If applicable, upload a completed CA Form 590.



²⁰Alternate payee must be registered with a valid SCE SAP Vendor ID.

PHASE D

Design & Build Phase

D. DESIGN & BUILD PHASE



The design and build phase will commence following completion of the pre-construction commitments outlined above. For any infrastructure installed by SCE, the amount and extent of equipment to be installed for future EV fleet expansion will depend on various factors including costs and the time-frame for expected vehicle deliveries.

Steps 10-14 outline the activities included when SCE performs the customer-side make-ready infrastructure work, and steps 15-19 outline the activities if and when the Participant elects to perform the customer-side make-ready infrastructure work. **Participants will either follow steps 10-14 or steps 15-19, but not both.**

10. SCE Performs Detailed Site Design Work

Following the execution of an Agreement, and upon receipt of all required Pre-Construction requirements, SCE will commence drafting detailed design plans and developing final cost estimates.

To build on the established conceptual design, SCE will send a survey crew to the project site to gather more detailed information needed to develop a technical site design (preliminary design). The survey crew will take more detailed measurements and perform activities, such as identifying any existing underground utilities or infrastructure that may impact the planned build location. The team will then create a base map that will include the specific location of the charging equipment infrastructure.

SCE team members will leverage site drawings, maps and files and incorporate any other required design elements such as ADA requirements and potential guidelines set forth by the AHJ to create a digital civil plan map for the site.

These activities will result in the development of a preliminary design, which will typically match the conceptual design originally presented to the Applicant. In some cases, modifications to the design might be necessary. If, for example, during the site visit SCE's survey crew finds underground obstructions by using ground penetrating radar, relocation of some infrastructure indicated on the design would be required. Another example might include proposed changes that arise in discussions with reviewing the designs with the AHJ, which could lead to either small or significant changes from the original planned layout. Any of these types of changes will be reflected in the revised designs. Any significant changes deviating from the design originally presented to the Applicant will be discussed when SCE presents the preliminary design. Any additional agreed-upon final changes proposed by the Participant or SCE will be made during this discussion.

The Participant will complete their review and approval of the preliminary design no later than ten (10) calendar days following receipt. Approval can be provided during the meeting or via email within the requested timeframe.²¹ SCE cannot move forward with any further construction-related activities until this sign-off is complete.

After receiving approval of the preliminary design, SCE will finalize the plans and submit them to the AHJ for plan check and permitting. SCE may be required to make minor changes to the Participant-approved preliminary designs based on any potential feedback and/or required changes received by the AHJ. If the changes required are significant they will be discussed with and agreed to by the Participant. If the changes are not significant, SCE will incorporate them into the drawings. Once changes to the design are finalized, it will become

²¹Email a copy of the preliminary design signed for approval to TEPMChargeReadyTransport@sce.com. Please include your application number in the subject line, e.g. CRT-2019-xxxx, followed by "STEP 10".

the final design. SCE will prepare the legal description for the easement based on the final design. Easement documents will then be provided to the Participant and/or the Property Owner, if different, for execution.

11. Grant Final Easement

The Participant is required to execute and notarize the easement, or, if Participant is not the property owner, ensure that the property owner executes and notarizes the easement. Participant shall return the original signed easement to SCE within thirty (30) calendar days from the date of receipt.

Participants are required to:

1. Email a copy of the notarized agreement to TEPMChargeReadyTransport@sce.com,²² and
2. Return the original signed and notarized agreement to SCE following the directions provided. The original signed and notarized agreement is needed so that it may be recorded with the appropriate county. Counties will not record copies or PDF documents. The documents are typically returned to SCE via US Mail or courier (FedEx, UPS etc.) to SCE's Real Properties department or to its Contract firm (i.e., Spectrum Land Services). Specific mailing instructions will be included with the easement documents when provided to the Participant.

Once received, SCE will have the executed easement recorded and filed. SCE cannot move forward with any further construction-related activities until the necessary easements have been granted. Once final easements have been granted, SCE will initiate the plan check and permitting process.

12. SCE to Request & Secure Permits

SCE will submit its construction plans to the relevant AJH to secure all necessary reviews, approvals and permits for the work it performs.

The Participant may be required to sign permit application documents as may be required by the AHJ. If this is required, SCE will work with the Participant to submit the applications.

SCE must obtain all necessary easements and permits before SCE can initiate any construction work.

After permits are obtained, SCE will provide the Participant with the information necessary to establish a new SCE Service Account. Participant should discuss rate options with their SCE account representative.

13. Construct Infrastructure

SCE will design, procure, construct and maintain the necessary equipment on both the utility-side and the customer-side of the meter up to the first point of interconnection with the planned location of the Participant's charging equipment.

The utility-side and customer-side infrastructure typically includes transformer upgrade (when necessary), service drop, meter panel/socket, circuit panel, conduit, and wires up to the point of first interconnection with Participant-procured charging equipment.²³

There are generally four phases of construction, which include:

- **Phase 1:** Construction of the infrastructure on the customer-side of the meter. This is the infrastructure from the new meter panel to the first point of interconnection with the Participants EV charging equipment.
- **Phase 2:** Utility-side civil construction, including underground ducts and structures.
- **Phase 3:** Energizing the site. This will not occur until all hard construction from Phase 1 & 2 is complete. All circuits will be checked for proper voltage up to each make-ready stub. At this step a charging equipment commissioning report is generated to verify this final check and that proper voltage is present.
- **Phase 4:** Charging Equipment Installation. Procuring, installing and maintaining the vehicle charging equipment will always be the responsibility of the Participant.

Once SCE completes the installation of infrastructure on the utility-side of the meter and, when applicable, the

²²Please include your application number in the subject line of the email, e.g. CRT-2019-xxxx, followed by "STEP 11".

²³A visual representation of this segment of work is included in Figure 1.

customer-side make-ready, the Participant is required to provide approval of the work.

Within fifteen (15) calendar days after SCE provides notification of the completion of the infrastructure work, Participants are required to provide SCE with approval of the work performed by emailing a signed copy of the "Infrastructure Acceptance and Approval Certificate"²⁴ to TEPMChargeReadyTransport@sce.com.²⁵

The Participant is responsible for contacting the SCE call center and requesting a service "turn-on" for the newly metered Service Account.

14. Participant Installs Charging Equipment

Participants will be required to install the vehicle charging equipment within 20 calendar days from the completion of the utility-side and customer-side of the meter infrastructure work.

Participants are also required to comply with the relevant items in the CPUC's Transportation Electrification Safety Requirements Checklist.²⁶

Following the completed installation of the charging equipment, the applicable inspection process will take place. If the AHJ does not provide a formal inspection process, the Participant must hire a licensed third-party inspection firm to inspect and approve the installation. The third-party inspection must perform any and all of the inspections that would typically be handled by a building & safety inspector.

Once the inspection is complete, Participant shall notify SCE in order to trigger the scheduling of a verification site visit.

Within ten (10) calendar days of completion of the installation, Participants are required to provide copies of the following documents (1-6) for upload to the Charge Ready Transport Enrollment Portal:

1. A copy of the installation permit and evidence of final inspection;
2. A copy of the final invoice for the purchase of the charging equipment;
3. A copy of the final equipment installation invoice (in all cases the equipment purchase price MUST be separately listed from the equipment installation costs);
4. A copy of the "Charging Equipment Registration Form"²⁷;
5. A copy of the "EVSE Commissioning Report";
6. If the charging equipment procured was NOT listed on SCE's APL, the Participant is also required to provide a copy of the Field Listing Inspection Report.

Additionally, any charging equipment that is publicly-accessible must be reported by the Participant to the US Department of Energy's EV Charging Station Locations mapping tool.²⁸

If the charging equipment procured by the Participant was not listed on the APL, SCE may choose to perform an equipment commissioning test. If this test is to be performed, SCE will work with the Participant to schedule and coordinate such testing.

²⁴Form copy located in the Appendix of the Handbook.

²⁵The Infrastructure Acceptance Form can be found in the Appendix of this Handbook. Please include your application number in the email subject line, e.g. CRT-2019-xxxx, followed by "STEP 13").

²⁶The Safety Requirements Checklist applies to CPUC-Approved Transportation Electrification Programs and can be downloaded from: www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442458882.

²⁷A sample of Charging Equipment Registration form can be found in the Appendix of this Handbook.

²⁸Accessible at: https://www.afdc.energy.gov/fuels/electricity_locations.html#/find/nearest?fuel=ELEC

D. DESIGN AND BUILD PHASE CUSTOMER BUILDS



Although the CR Transport Program provides utility-side and customer-side of the meter make-ready infrastructure at no charge, Participants may elect to instead design, procure, build and maintain the customer-side make-ready infrastructure themselves. Participants choosing this option will be responsible for managing and coordinating all related work. If Participants elect this option, they will receive the Make-Ready Rebate, which is intended to cover up to 80 percent of the cost SCE would otherwise incur.²⁹ The actual rebate amount will be determined by SCE on a site-by-site basis.

If the Participant chooses this option, SCE will still design and install the utility-side infrastructure up to the new meter panel and will work with the Participant to coordinate the infrastructure interconnection. Construction activities must also comply with the Transportation Electrification Safety Requirements Checklist.³⁰

15. Participant Performs Detailed Site Design Work

Participants selecting to install the customer-side make-ready infrastructure will be required to design, purchase, construct and maintain the Infrastructure and are required to follow applicable ADA requirements and guidelines set forth by the AHJ.

Participants will need to create a base map and civil plan (map), for both the location of the customer-side make-ready and the location of the charging equipment, and provide copies to SCE as soon as possible so that the utility-side infrastructure design work can commence.³¹

SCE will then draft and share its preliminary utility-side infrastructure design with the Participant via email.³² The Participant will be required to submit approval within ten (10) calendar days before SCE will move forward with construction.

The Participant is required to submit the following documents aggregated into a single email and submitted to TEPMChargeReadyTransport@sce.com.³³

1. A copy of the base map detailing the make-ready infrastructure design (include E-sheet and load calculations and following SCE's "CAD File Requirements"³⁴)
2. A copy of the civil plan in .pdf file format;
3. A copy of the estimated construction costs broken out into three different categories. These include 1) design and engineering costs, 2) permitting costs, and 3) construction costs;³⁵
4. A copy of the approval of SCE's utility-side infrastructure design (sign design and attach .pdf copy in the email).

²⁹Participants choosing this option will be eligible for a rebate which will be the lesser of: (a) 80 percent of the Participant's actual installation cost or (b) 80 percent of the average utility direct cost for installing the customer-side make-ready infrastructure for the relevant sector.

³⁰The Safety Requirements Checklist applies to CPUC-Approved Transportation Electrification Programs and can be downloaded from: www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442458882.

³¹The Base Map might be the same conceptual design that SCE provided the Participant, or their own full preliminary working drawings for the construction work. See also the Site Plan Job Aid and Civil Plan Sample included in the Appendix of this Handbook.

³²Typically takes 3 to 4 weeks for SCE to create a preliminary design, and another two weeks after Participant's approval of the preliminary design to create the final.

³³Please include your application number in the subject line of the email, e.g. CRT-20xx-xxxx, followed by "STEP 15").

³⁴The CAD file requirements can be found in the Appendix of this Handbook.

³⁵These costs should not include any EV charging equipment costs or related EV charging equipment installation costs. A worksheet template is provided in the Appendix of this Handbook.

The SCE team will leverage the Participant's design work to draft the legal description to be used for the utility-side infrastructure easements.

16. Grant Final Easement

The SCE team will leverage the Participant's design work to draft the legal description to be used for the utility-side infrastructure easement. The Participant will be required to provide an easement for the utility-side infrastructure that occurs on private property.

The Participant is required to execute and notarize the easement, or, if Participant is not the property owner, ensure that the property owner executes and notarizes the easement. Participant shall return the original signed easement to SCE within thirty (30) calendar days from the date of receipt.

Participants are required to:

1. Email a copy of the notarized agreement to TEPMChargeReadyTransport@sce.com,³⁶ and
2. Return the originally signed and notarized agreement to SCE. The original signed and notarized agreement is needed so that it may be recorded with the appropriate county. Counties will not record copies or PDF documents. The documents are typically returned to SCE via US Mail or courier (FedEx, UPS etc.) to SCE's Real Properties department or to one of their Contract firm (i.e., Spectrum Land Services). Specific mailing instructions will be included with the easement documents when provided to the Participant.

Once received, SCE will have the executed easement recorded and filed. SCE cannot move forward with any further construction-related activities until the necessary easements have been granted. Once final easements have been granted, SCE will initiate the plan check and permitting process.

17. Participant Requests and Secures Permits

If Participants choose to design and install the make-ready, they will be required to submit their construction plans to the relevant AHJ (e.g., City, County, Fire, Division

of State Architect, etc.) to secure all necessary reviews, approvals and permits. SCE will not be responsible for obtaining any permits for the make-ready work that the Participant elects to perform.

SCE will secure any necessary permits for the utility-side infrastructure.

SCE will provide the Participant with the information necessary to establish a new SCE Service Account.

18. Construct Make-Ready Infrastructure

Participants will be responsible for managing and coordinating all related customer-side make-ready infrastructure design and installation work. Once the construction plans have been finalized, Participants are required to email a copy of the detailed construction schedule to SCE at TEPMChargeReadyTransport@sce.com.³⁷

All construction of such make-ready Infrastructure must be performed by state licensed and insured contractors' holding a valid C-10 contractor's license. All contractors performing this work are to use International Brotherhood of Electrical Workers (IBEW)-signatory labor, use electricians with "Electric Vehicle Infrastructure Training Program" (EVITP)³⁸ certification, and provide proof of EVITP Certification prior to construction. Participants will be responsible to ensure compliance with these requirements.

The Participant activities in this step of the process include:

- Scheduling a preconstruction meeting with SCE and providing a detailed construction schedule;
- Procuring equipment;
- Managing and coordinating all customer-side make-ready infrastructure work;
- Ensuring installation contractor is state licensed, insured and that the work is performed by IBEW-signatory labor;
- Ensuring compliance with electrician training certification (EVITP) and obtaining copies of the training certificates in advance of the work being performed;

³⁶Please include your application number in the subject line, e.g. CRT-20xx-xxxx, followed by "STEP 16".

³⁷Please include your application number in the subject line, e.g. CRT-20xx-xxxx, followed by "STEP 18".

³⁸More information about this Program can be found at <https://evitp.org/training/>.

- Ensuring compliance with the CPUC's Transportation Electrification Safety Requirements Checklist;³⁹
- Post installation, ensuring final inspection process is complete;
- Working with SCE Account Representative to select TOU rate plan and request service turn-on (new account activation).

If the AHJ does not provide a formal inspection process, the Participant must hire a licensed third-party inspection firm to inspect and approve the installation. The third-party inspection must perform any and all of the inspections that would typically be handled by a building & safety inspector.

Following the completed installation of the make-ready infrastructure, Participants are required to email the following documents in .pdf format to SCE at TEPMChargeReadyTransport@sce.com.⁴⁰

1. Evidence of final inspection;
2. A copy of the final as-built map; and
3. A signed copy of the Testament of Compliance with the Safety Requirements Checklist.⁴¹

The Participant is responsible for contacting the SCE call center and requesting a service "turn-on" for the newly metered Service Account.

Following or concurrent with installation of the make-ready infrastructure, but no later than 20 days beyond the completion of the make-ready work, the Participant is required to complete the installation of the charging equipment.

19. Participant Installs Charging Equipment

The Participant must install the EV charging equipment within 20 calendar days of the completion of the make-ready infrastructure work.

Following the completion of installation, the AHJ's routine final inspection process should be implemented. When there isn't a formal inspection process provided by the AHJ, the Participant will need to hire a licensed third-party inspection firm to validate the installation of

the make-ready infrastructure and charging equipment. The third-party inspection would include any of the inspections that would typically be handled by a building & safety inspector. This will include inspection of items such as, but not limited to: ensuring proper trench depth; ensuring adequate cover and compaction of trenches; proper conduit spacing; correct installation of electrical equipment including connection, torque settings etc.; panel release to SCE for energizing; and a final safety inspection.

Within ten (10) calendar days of completion of the installation, Participants are required to provide copies of the following documents (1-6) for upload to the Charge Ready Transport Enrollment Portal as they relate to the installation of the customer-side make-ready infrastructure and charging equipment installation:⁴²

1. A copy of the installation permit and evidence of final inspection;
2. A copy of the final invoice for the purchase of the charging equipment;
3. A copy of the final equipment installation invoice (in all cases the equipment purchase price MUST be separately listed from the equipment installation costs);
4. A copy of the "Charging Equipment Registration Form";
5. A copy of the "EVSE Commissioning Report";
6. If the charging equipment procured was NOT listed on SCE's APL, the Participant is also required to provide a copy of the Field Listing Inspection Report.

Additionally, any charging equipment that is publicly-accessible must be reported by the Participant to the US Department of Energy's EV Charging Station Location Mapping Tool.⁴³

If the charging equipment procured by the Participant was not listed on SCE's APL, SCE may choose to perform an equipment commissioning test. If this test is to be performed, SCE will work with the Participant to schedule and coordinate such testing.

³⁹The Safety Requirements Checklist applies to CPUC-Approved Transportation Electrification Programs and can be downloaded from: www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442458882.

⁴⁰Please include your application number in the subject line, e.g. CRT-20xx-xxxx, followed by "STEP 18".

⁴¹A copy of this document can be found in the Appendix of this handbook.

⁴²Document samples are available for many of these documents in the Appendix of this Handbook

⁴³Accessible at: https://www.afdc.energy.gov/fuels/electricity_locations.html#/find/nearest?fuel=ELEC

PHASE E



Issue Rebates

E. ISSUE REBATES



At this step in the process, SCE will initiate the activities involved with issuing the [Charging Equipment Rebate](#) and the [Make-Ready Rebate](#), if applicable.

Following the completed installation of the vehicle charging equipment and submission of the required documentation, SCE will verify and initiate the rebate remittance process (steps 20-21).

20. Charging Equipment Installation Verification

After the Participant notifies SCE of the completed installation of the vehicle charging equipment and has submitted the required documentation, SCE will perform a final site inspection. The inspection will primarily involve verifying the charging equipment has been successfully installed and is operational. This will also include ensuring the installed equipment matches the make, models, and counts specified on the invoice, and that the units are energized.

If the Participant had also chosen to install the customer-side make-ready infrastructure, SCE will also verify the information included in the “as-built” map prior to issuing the Make-Ready Rebate.

21. Review Documentation & Issue Rebates

The rebate payment will be processed by SCE after receiving any required documentation and verifying the operational status of the charging equipment.

A. Charging Equipment Rebate

The only charging equipment eligible for rebate will be listed on SCE’s APL. The rebate value shown on the APL is the maximum rebate that will be paid. The actual rebate amount paid to the rebate-eligible Participant may be reduced to ensure that when combined with any other third-party rebates or incentives, the total rebate does not exceed the total equipment purchase costs.

Once the charging equipment has been verified as operational, no additional documentation is required from the Participant for SCE to process and remit payment for the Charging Equipment Rebate.

B. Customer-Installed Make-Ready Rebate

Participants choosing to install the customer-side make-ready Infrastructure will receive a rebate which will be the lesser of: (a) 80 percent of the Participant’s actual installation cost or (b) 80 percent of the average utility direct cost for installing the customer-side make-ready infrastructure for the relevant sector.

In order to receive a rebate for the completion of the infrastructure build, and within ten (10) calendar days after completed installation of the charging equipment, the following documents should be scanned and uploaded to the Charge Ready Transport Enrollment Portal:

1. Submit a copy (following the instructions on the Charge Ready Transport Enrollment Portal) of the [“Participant Installed Make-Ready Cost Breakdown Worksheet”](#); ⁴⁴
2. A copy of the [final “as-built”](#) map for the make-ready infrastructure;
3. A copy of the [final inspection](#) for the make-ready Infrastructure.

22. Complete Program Participation Survey(s)

Participants may be provided with Program-related information request(s) and surveys at various times throughout the Program. As a provision of participation in the CR Transport Program, SCE requires that Participants provide timely responses to surveys and other data requests in order to assist with Program evaluation and improvement initiatives.

⁴⁴A copy of this worksheet can be found in the Appendix of this Handbook.

PHASE F



Compliance Verification

F. COMPLIANCE VERIFICATION



Participants are required to adhere to all Program requirements. SCE will verify three (3) specific commitments in an on-going manner, to ensure compliance with such commitments. These include 1) compliance with planned EV acquisitions, 2) compliance with ten-year commitment to operate charging equipment, and 3) compliance with commitment to share five-year port-level data. These are further described in Steps 23-25.

23. Completion of Planned EV Acquisitions

SCE will monitor Participant's EV acquisitions and conversions to ensure that the Participant follows the acquisition plan reflected in the Agreement. This is an important component of the Project because of the significant infrastructure investments SCE will be making based upon the contractual commitments made by the Participants. SCE will work with Participants to track and monitor EV fleet growth over the commitment period.

Participant activities included in this Step:

- Purchase, lease, or convert EVs as outlined in the Agreement (adhere to volume and timing of vehicle delivery). If for any reason, the volume or timing of delivery deviates from the Agreement, notify SCE in writing of the deviation and the reason for same.

Documents Required:

1. On-going response to SCE's annual vehicle acquisition survey. Participants will be asked to provide the make and model of vehicles acquired during that calendar year, and for information relating to the retirement of any EV during that calendar year.

24. Compliance with 10-Year Operation of Charging Equipment Commitment

The Participant is required, at its own expense, to operate and maintain charging equipment in good working order at the originally installed location for at least ten (10) years. Within this timeframe, Participants may upgrade or replace their equipment at any time with a qualified replacement provided that the Participant is responsible for all associated costs, and the new equipment is operated and maintained for the remainder of the ten (10)-year duration.

25. Compliance with 5-Year Port-Level Data Sharing Commitment

All Participants must contract with a third party that provides EV charging network services to manage the charging equipment and access related usage data for Charging Equipment fueling **on-road** vehicles. Participants will be responsible for payment of all costs and charges associated with such services, which must be maintained for at least five (5) years following the date the equipment is placed in service.

For the same five (5)-year period, Participants and their network services provider must agree to provide SCE with access to usage data for each charging episode.

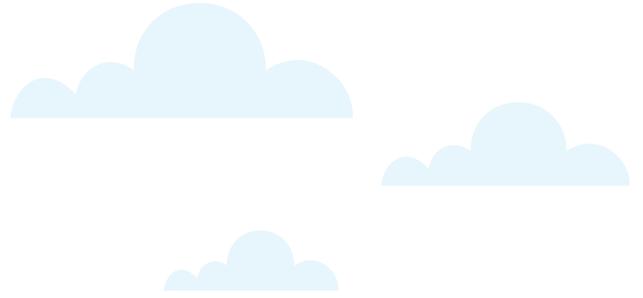
Contractors must electronically transmit to SCE on a monthly basis the required data for all charging equipment deployed under the Program **supporting on-road charging** in the defined format. Aggregated data (not attributable to any specific Participant) will be made publicly available as part of SCE's reporting to the CPUC and various industry stakeholders and will be used to identify load management opportunities and enhance vehicle-grid integration for future utility initiatives.

Participant activities included in this step:

- Maintain 5-year contract with Network Service Provider to capture and share port-level usage data for charging stations **fueling on-road vehicles** with SCE.

Documents Required:

1. Must provide monthly electronic usage data files (conforming to SCE's "Charging Equipment Usage Data Monthly Report") instructions.⁴⁵



⁴⁵The specific content and format for the routine report are included in the "Charging Equipment Usage Data Monthly Report" instructions located in the Appendix of this Handbook.

APPENDIX

Glossary of Terms
Program Documents

GLOSSARY OF TERMS

Account Representative: An SCE employee in the BCD organization serving as the SCE liaison for business customers. Each Account Representative is typically assigned as an account representative for a particular industry segment (i.e., government, hospitals, schools, etc.)

AHJ – (Authority Having Jurisdiction): the responsible government entity having geographically based jurisdiction that typically approves, inspects and permits construction projects (e.g., City, County, Fire, Division of State Architect, etc.)

APL: see “Approved Product List”

Approved Product List: The list of charging stations approved by SCE and meeting SCE’s technical requirements. Eligible Participants must select charging stations from the Approved Product List in order to receive a Charging Equipment Rebate. SCE does not provide any expressed, implied or prospective warranty, including any warranty of merchantability or fitness for any particular use or application, of any EV charging equipment. The APL can be found in the Appendix of this Handbook. SCE reserves the right to modify the list at any time.

As-Built Map: Construction drawings created by the contractor and submitted by the Participant at the completion of construction detailing any field approved revisions to the self-installed customer-side make-ready infrastructure. The final as-built map (in .pdf file format) is required for submission if the customer chooses to perform the customer side of the meter make-ready work.

Base Map: The Base Map is to be prepared in CAD format from a detailed site survey. It is an overhead view of the project site that includes property lines, streets, curb and sidewalk, above ground structures and building footprints, existing underground utilities and obstructions, and the desired location of planned EV charging equipment. Submission of a Base Map is required if the Participant chooses to perform the customer side of the meter make-ready work. A sample

base map can be found in the Appendix of the Program Handbook.

BCD (Business Customer Division): The Business Customer Division (BCD) of Customer Service is the primary contact for SCE’s business customers and serves as their Trusted Energy Advisor by meeting the energy-related needs of the various business, government and agricultural customers.

CAD File Requirements: The Base Map is to be created in AutoCAD 2009 or earlier format without cross-reference drawings (XREFs). SCE’s CAD file requirements are included in the Appendix of this Handbook.

Charging Equipment Approved Product List: See Approved Product List.

Charging Equipment Rebate: Financial reimbursement paid to eligible Participant, or its designee, pursuant to this Agreement to offset a portion of the purchase of approved Charging Equipment.

Charge Ready Transport Enrollment Portal: The website where Applicants can apply for the Program, check application status, and upload most required documents for the Program. Participants can visit the Charge Ready Transport Enrollment Portal at www.sce.com/chargereadytransport.

Charging Equipment Registration Form: A form the Charging Equipment Installer can provide showing the subject Charging equipment serial numbers and other pertinent station data.

Charge Ready Transport Program (CRTP): The Charge Ready Transport Program is administered by SCE under the auspices of the CPUC that, among other incentives, provides no-cost charging infrastructure for eligible Participants that is needed to electrify their on-road and non-road fleets.

Charging Station – (EV Charging Station): An individual charging station unit that may contain one or more charging ports for the purpose of connecting the electric vehicle to a grid connected power source capable of

recharging the vehicles battery pack. The individual connectors of the Charging Station are referred to as ports. Each charging station can charge one or more vehicles depending on the number of ports of which each unit is equipped.

Civil Plan: Engineered site drawings detailing existing site structures, roads, curb face, utilities etc. Typically the civil plan is produced using the base map as the underlying “base” with the new improvements drawn in and labeled as either ‘future’ or ‘proposed’. The civil plan should be saved in a .pdf file format and is required for submission if the Participant chooses to perform the customer side of the meter make-ready work. A sample civil plan can be found in the Appendix of the Program Handbook.

Conceptual Design: Map and related documents, as applicable, that show the proposed layout of the infrastructure and charging stations, including but not limited to, conduit routing and equipment placement. The conceptual design is high level and will be completed prior to execution of the Agreement and will be further refined after funds are reserved.

CPUC – (California Public Utilities Commission): The California state regulatory agency that is responsible for regulating privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies.

CPUC’s Transportation Electrification Safety Requirements Checklist: The Safety Requirements Checklist applies to CPUC-Approved Transportation Electrification Programs and can be downloaded from: www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442458882

Customer-Side Infrastructure: Also referred to as the “make-ready” Infrastructure; see Make-Ready Infrastructure.

DCFC – (Direct Current Fast Charging): Stations that provide a high-power DC current, generally at least 25 kW, to the electric vehicle’s battery without passing through any onboard AC/DC converter, which means the current is connected directly to the battery.

Disadvantaged Communities - (DACs): Census tracts in SCE’s service territory with a top quartile score according to California Environmental Protection Agency’s CalEnviroScreen 3.0 tool. The California Communities Environmental Health Screening Tool (CalEnviroScreen) was released by the Office of Environmental Health

Hazard Assessment (OEHHA), on behalf of the California Environmental Protection Agency (CalEPA). CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. These communities are also referred to as “Disadvantaged”. For more information, please visit <https://oehha.ca.gov/calenviroscreen>

DR – (Demand Response): Demand response provides an opportunity for consumers to play a role in the operation of the electric grid by reducing or shifting their electricity usage during peak periods (usage or cost based) in response to curtailment requests.

E-sheet and load calculations: Chart or graphical representation of all connected load to an existing or proposed switchgear or panel, shown in kW, kVA, kVAR etc. Should be accompanied by a single line exhibit of the switchgear.

Equipment Commissioning Test: SCE’s Field testing of energized EV charging equipment at completion of installation.

EV – (Electric Vehicle): A plug-in electric vehicle that is propelled by one or more electric motors and powered by an onboard battery pack.

EVITP – (Electric Vehicle Infrastructure Training Program) Certification: The document certifying an electrician or contractor that has gone through the Electric Vehicle Infrastructure Training Program process. The EVITP Training Program has rigorous training standards and is taught by instructors who have well documented qualifications and considerable experience in their areas of expertise. For more information, please visit <https://www.evitp.org>.

EVSE Commissioning Report: This report is created after the make-ready infrastructure work is complete and the site is energized. At this step a charging equipment commissioning report is generated to verify all circuits have proper voltage at each make-ready stub. A sample report can be found in the Appendix of the Program Handbook.

Field Listing Inspection Report: Where required, a qualified NRTL representative shall conduct a field inspection of installed equipment prior to energization. A passing field inspection record, signed by a qualified person, shall be delivered to SCE prior to SCE’s approval of the equipment for operation.

Final Design: Map and related documents, as applicable, that show the proposed layout of the Infrastructure and Charging Stations, including but not limited to, conduit routing and equipment placement. The Final Design is the engineered construction drawing submitted for permitting and will be completed prior to start of construction.

Final Invoice: Statement of the total amount paid by Participant to Charging Station Supplier(s) for the purchase of Charging Stations.

Fortune 1000 list: An annual list of the 1000 largest companies measured by revenue, compiled and published by Fortune Magazine.

IBEW Signatory Labor: General contractor and subcontractor staff who are signatory to an IBEW union contract.

IDR – (interval data recording [meter]): SCE will install a new meter for all EV charging equipment installed under this Program. Each meter will be capable of recording, storing and transmitting usage data. Usage data for non-residential customers is captured in 15-minute intervals.

Infrastructure: All work and facilities, as determined by SCE, in SCE's sole discretion and subject to change in SCE's sole discretion, to be located, designed and installed by SCE, necessary to allow the Participant to install and operate the Charging Stations. Infrastructure may include, but is not limited to new transformers, services, and meters, new panels, stepdown transformers, conduits, wires, connectors, and any other hardware installed by SCE on the Site. If the Participant elects SCE to build the customer-side make ready infrastructure, it will become a part of the Infrastructure.

Infrastructure Acceptance and Approval Certificate: Form establishing the Participants certification that the Infrastructure installed by SCE has been fully performed and complies with design. This form is to be signed by the participant after SCE completes installation of Infrastructure, and prior to installation of Charging Stations.

Level 1 – (Charging): Low power charging, typically at or below 120 volts.

Level 2 – (Charging): Medium power charging, typically delivered between 220 and 240 volts.

Make-Ready Infrastructure: The infrastructure that includes all infrastructure on the customer-side of the

meter, from the new panel included in the completed "utility-side" infrastructure work, up to the first point of interconnection with the customer's EV charging equipment.

Make Ready Rebate: If Participant elects to perform the customer-side make-ready Infrastructure work, following the completed installation and submission of required documentation, SCE will process a rebate payment that is intended to offset a portion of the Participants associated costs.

Network Service Agreement: A contractual Agreement between a Network Service Provider and a Participant for the purpose of providing Networking Services for the installed Charging Equipment.

Network Services Provider: The 3rd party entity that will provide Network Services for the EV Charging Equipment installed at the Participants site. The Network Service Provider will be required to transmit port level data and other information to SCE complying with Program requirements.

Non-Standard Equipment – (EV charging equipment): Charging equipment that complies with SCE's non-standard technical requirements which must be approved by SCE for use.

Participant: see Program Participant.

Preliminary Design – (Preliminary infrastructure design): Engineered infrastructure drawings at a minimum of 50% completion. Must include conduit and structure sizes and locations, load calculations and single line exhibit with switchgear specifications.

Program: Also referred to as the Charge Ready Transport Program (CRTP). The Charge Ready Transport Program is designed to help Program Participants install the charging infrastructure needed to electrify their medium- and heavy-duty fleets and non-road vehicles.

Program Participant: The SCE non-residential customer that applies for the Program and executes the Agreement. Also referred to as the "Participant".

Program Participation Agreement: An agreement between SCE and the Participant that includes the terms and conditions for participating in the Program and is provided to an Applicant following SCE determination that a project has been approved for the infrastructure work required for the installation of EV charging equipment.

Rebate: Financial reimbursement paid to eligible Participant, or its designee, pursuant to this Agreement to encourage the purchase and installation of approved Charging Stations. The Charge Ready Transport Program offers two different rebates to eligible Participants, the Charging Equipment Rebate and, if applicable, the Make Ready Rebate.

Rebate Assignment Form: An on-line web form the Participant is required to complete if it wishes to have SCE process and remit any applicable Rebate payments.

Rebate Payment: The payment made by SCE to Participant, or its designated assignee, for all applicable Rebates, if any, pursuant to the Program.

Safety Compliance Checklist: see also "CPUC TE Safety Checklist".

Service Account: An account associated with a particular on-site meter established by SCE upon customer request. To establish a new Service Account, the Participant is responsible for contacting SCE's Customer Service Department (listed on the customer's monthly billing statement) and requesting a new service Turn-on.

Site: The premises, owned, leased or operated by the Participant, where the Charging Stations will be installed.

Site Plan: The site plan is a birds-eye exhibit of a site with building footprints, roads, parking areas and other above ground structures notated. May be an engineered drawing or may just be a satellite image with notes. A site plan (in .pdf file format) is required to be submitted with a Program Application. A site plan job aid can be found in the Appendix of this Program Handbook.

Standard Equipment – (EV charging equipment): Charging equipment that complies with SCE's technical requirements and is included on SCE's Approved Product List.

TEPFS – (Transportation Electrification Project Feasibility Sheet): Field checklist prepared by a SCE Business Customer Division (BCD) representative. This checklist gathers high-level information such as the customer's electrification plans, site topography and existing utility equipment at the site.

Technical Requirements for Non-Standard Charging Equipment: A list of charging equipment technical requirements for non-standard charging equipment. These requirements must be met in selecting charging stations to be installed under this Program. The Requirements can be found in the Appendix of the Program Handbook.

Technical Requirements for Standard Charging Equipment: A list of charging equipment technical requirements for standard charging equipment. These requirements must be met in order for charging stations to be added to SCE's Approved Product List, and can be found in the Appendix of the Program Handbook.

TOU – (Time-of-Use) Rate Plans: All TOU plans feature energy charges that vary based on the time of day, the day of the week, and the season. Some plans also include demand charges that are based on the maximum amount of electricity your business uses at once. For more information about TOU rate plan options, please visit <https://www.sce.com/business/rates/time-of-use>, or <https://www.sce.com/business/rates/electric-car-business-rates> on TOU-EV rates.

TRU – (Transport Refrigeration Units): Climate control devices that provide the ability to heat or cool the trailer when the engine is shut off.

TSE – (Truck Stop Electrification): EV Charging Stations installed at a designated Truck Stop location for the purpose of providing EV battery charging (L2 or above) for vehicles in transit.

Turn-on: see *Service Account*

Utility-Side Infrastructure: all infrastructure from SCE's distribution system to a new circuit panel that will be designed and installed by SCE to support EV charging.

Vehicle acquisition plan: This plan is provided by the Program Applicant and is included in the Charge Ready Transport Program Application. The plan outlines the Applicant's planned acquisition of EVs over a ten-year period. This plan will be utilized to determine Program eligibility and for determining the site's electrical infrastructure needs.

PROGRAM DOCUMENTS

Charge Ready Transport Enrollment Portal: www.sce.com/ChargeReadyTransport

Please refer to the portal to access these documents unless a different URL is provided.

- Charging Equipment Approved Product List (on.sce.com/crapl)
- Charging Equipment Registration Form - instructions
- Charging Equipment Registration Worksheet - template
- Charging Equipment Usage Data Monthly Report - Instructions
- Charging Equipment Usage Data Monthly Report – Template
- Civil Plan – Sample
- Digital CAD file requirements – instructions
- EVSE Commissioning Report – Sample
- Grant of Easement - Sample
- Infrastructure and EVSE for Transport Refrigeration Units- Informational
- Infrastructure Approval and Acceptance Certificate
- Participant Installed Make-Ready Cost Breakdown worksheet
- Program Enrollment Application – Sample
- Program FAQ
- Program Participation Agreement – Sample
- Addendum Agreement - Customer-Side Make-Ready Infrastructure Installation – Sample
- Program Participation Guide
- Program Participation Quick Reference Guide
- Rebate Assignment Form – Sample
- Safety Requirements Checklist for CPUC-Approved Transportation Electrification Programs (www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442458882)
- Site Plan Job Aid
- Technical Requirements for Non-Standard Charging Equipment
- Technical Requirements for Standard Charging Equipment
- Testament of Compliance with SCE’s Technical Requirements for Non-Standard Charging Equipment
- Testament of Compliance with the Safety Requirements Checklist for CPUC-Approved Transportation Electrification Programs
- TRU and TSE Worksheet



INTERESTED? GIVE US A CALL!

**Have questions or want to discuss your
transportation electrification plans?**

**Please call your SCE Account Representative
or 1 (800) 990-7788 to discuss next steps.**

**Or for more information, visit
www.sce.com/ChargeReadyTransport.**

What are the Pathways to Electrification?

Clean Power Alliance is committed to assisting our partner communities in achieving their sustainability and decarbonization objectives through the projects in the Energized Communities Program: Pathways to Electrification and the Innovation Grant. Pathways to Electrification includes three areas of participation, with three years of financial incentives and technical support to enhance energy resilience, grid management, and electrification in our partner communities.

Partner communities will select one focus area to pursue with technical support and funding from CPA:

- Building Electrification Assistance
- Community EV Charging
- Electric Fleet Transition

Additionally, CPA assists our partner communities to leverage maximum benefits in sourcing and applying for additional funding opportunities to support decarbonization efforts.



Each partner community has the option to select a single pathway, facilitated and overseen by CPA for easy and swift deployment, with up to \$250,000 of funding per project.

Building Electrification Assistance

The Building Electrification Assistance pathway aims to assist in removing obstacles to deploying electric equipment in municipal facilities by providing technical assistance and funding that support cleaner and healthier buildings in our communities. CPA will work alongside partner communities to identify energy improvement opportunities and select essential facilities for electrification retrofits that reduce methane emissions from buildings. This pathway offers feasibility assessments, infrastructure plans for building electrification retrofits, support during permitting and installation, and incentives to help cover installation costs. CPA support will be provided for both existing facilities and new construction projects in our partner communities.

How does the Building Electrification Assistance pathway work?

Select a pathway and commit to receiving technical assistance and services. CPA will work with partner communities to understand priorities and establish the project's scope. CPA expects projects to be completed within a three-year timeframe.



For more information about the program or for help with enrollment, please email:

EnergizedCommunities@cleanpoweralliance.org



Pathways to Electrification

Community Electric Vehicle Charging

What are the Pathways to Electrification?

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Each partner community has the option to select a single pathway, facilitated and overseen by CPA for easy and swift deployment, with up to \$250,000 of funding per project.

Community Electric Vehicle Charging

As adoption of electric vehicles increases in our service territory, CPA is interested in helping our communities prepare for this transition and have the infrastructure for community EV charging available. This pathway considers turnkey services to provide EV charging options to our partner communities, including identifying suitable sites within agency-owned properties. This project may also consider managed charging solutions to bolster grid reliability and reduce agency expenses. Partner communities interested in this pathway should [contact our team](#) to provide information on site locations that may be a good fit for this project.

How does the Community Electric Vehicle Charging pathway work?

Select a pathway and commit to receiving technical assistance and services. CPA will work with partner communities to understand priorities and establish the project's scope. CPA expects projects to be completed within a three-year timeframe.



For more information about the program or for help with enrollment, please email:

EnergizedCommunities@cleanpoweralliance.org



What are the Pathways to Electrification?

Clean Power Alliance is committed to assisting our partner communities in achieving their sustainability and decarbonization objectives through the projects in the Energized Communities Program: Pathways to Electrification and the Innovation Grant. Pathways to Electrification includes three areas of participation, with three years of financial incentives and technical support to enhance energy resilience, grid management, and electrification in our partner communities.

Partner communities will select one focus area to pursue with technical support and funding from CPA:

- Building Electrification Assistance
- Community EV Charging
- Electric Fleet Transition

Additionally, CPA assists our partner communities to leverage maximum benefits in sourcing and applying for additional funding opportunities to support decarbonization efforts.



Each partner community has the option to select a single pathway, facilitated and overseen by CPA for easy and swift deployment, with up to \$250,000 of funding per project.

Electric Fleet Transition

To facilitate the journey to zero-emission vehicle adoption, CPA is working with our partner communities to streamline fleet planning, vehicle replacement, and installation of charging infrastructure through the Electric Fleet Transition pathway. Partner communities that participate in this effort will receive EV charging support, site designs, and engineering plans (if needed), and CPA funding and other grant opportunities.

This pathway establishes an explicit schedule for fleet replacement to meet regulatory requirements, explores zero-emission vehicle alternatives for hard-to-electrify vehicles, and provides plans for the installation of EV charging stations, including considerations for community access to the selected sites. Furthermore, our partner communities may receive tailored options for electric vehicle charging and networked service management to maximize savings and bolster grid reliability.

How does the Electric Fleet Transition pathway work?

Select a pathway and commit to receiving technical assistance and services. CPA will work with partner communities to understand priorities and establish the project's scope. CPA expects projects to be completed within a three-year timeframe.



For more information about the program or for help with enrollment, please email:
EnergizedCommunities@cleanpoweralliance.org



Clean Power Alliance Energized Communities Program

Frequently Asked Questions

1. What is the Energized Communities program?

Energized Communities offers sustainability and decarbonization planning and project implementation assistance to CPA's partner communities at no additional cost. This program is designed to empower CPA communities and lead the way towards a more sustainable future. The program comprises two parts, the Pathways to Electrification offering pre-selected measures to support electrification, and the Innovation Grant. Funding for technical support and incentives will be available over three years to advance resiliency and grid management, electrification, and/or local procurement in our partner communities.

2. Why is CPA offering the Energized Communities program?

As a not-for-profit, we reinvest back into the communities we serve through customer programs. CPA is offering this program to help our partner communities electrify, meet climate and decarbonization goals, and better manage energy resources. Energized Communities is an opportunity to streamline the implementation of decarbonization projects for our partner communities that may not otherwise have the staffing or budget resources in place to move forward on these important measures.

3. How much funding is available?

The program plans to issue \$10 million over three years through the projects outlined in the Pathways to Electrification and Innovation Grant. Each partner community can select one project area from the Pathways to Electrification, which will be funded up to \$250,000 for technical services and project implementation. Partner Communities can also apply for up to two Innovation Grants over the three-year program period. Innovation Grant projects are competitive and may be awarded up to \$250,000. CPA can expect to award eight Innovation Grants at the \$250,000 grant amount.

4. What does the Pathways to Electrification program include?

Pathways to Electrification is made up of three project areas that CPA will administer: (a) Building Electrification Assistance, (b) Community EV Charging, and (c) Electric Fleet Transition. Each partner community can select one area and will receive technical assistance and implementation funding for all the services in that area (if needed). Each project is funded for services and incentives up to \$250,000. As part of the Pathways to Electrification, CPA will provide technical assistance and will issue the remaining funding to partner communities once projects are implemented.

5. What does the Building Electrification Assistance pathway include?

Building Electrification Assistance includes technical assistance and funding to implement electrification measures at facilities selected by each participating partner community. The project will identify electric alternatives and prepare plans to implement these efficiency measures. CPA's technical support includes completing load analyses and determining if upgrades to electrical panels and electricity distribution infrastructure are needed. The project will also recommend funding incentives to offset some of the electric panel and infrastructure work, and the equipment costs.

6. What does the Community EV Charging pathway include?

Community EV Charging includes technical assistance with the planning and implementation of publicly accessible EV charging infrastructure, including funding to install these EV chargers. This pathway will include project design and management services to remove barriers to providing additional EV charging infrastructure to the community.

7. What does the Electric Fleet Transition pathway include?

Electric Fleet Transition includes technical assistance with planning and implementation for municipal fleets, including funding that can be used to offset the cost of the vehicles and charging infrastructure. Services will include a fleet inventory assessment to develop zero-emission vehicle transition plans for each participating partner community, providing a fleet replacement schedule and options for hard-to-electrify vehicles. This pathway also includes an energy needs and site assessment for the proposed electric fleet, and site design plans for charging infrastructure at key facilities.

8. What do CPA's partner communities have to do to participate in the Energized Communities program?

To participate, each partner community will select a project area from the Pathways to Electrification, or submit a project application for the Innovation Grant, and sign a participation agreement. CPA will work with each partner community to align program priorities with the proposed scope of work. Partner communities may need to work with their city council or board of supervisors to seek approval to apply for this program, and to receive funds from CPA.

9. Is there a deadline to submit applications?

Each partner community can choose one project from the Pathways to Electrification during the three-year course of the program, and there is no deadline to apply once the Energized Communities program launches in Spring 2024. Funding will be reserved for each partner community to account for different implementation timetables in each agency.

10. What is the Energized Communities Innovation Grant?

The Innovation Grant is designed to offer additional funding to address a range of sustainability projects from grid management and resiliency, to electrification and local procurement – or a combination of these – based on the community's needs. Each partner community is eligible to submit a project in these areas to implement solutions in their community. Potential projects include electrification for affordable housing, such as heat pump installations, rebate programs to encourage the switch to electric equipment or permit streamlining to support electrification projects.

There will be two application periods for the Innovation Grant, and criteria and timeline information will be announced. Each partner community is eligible to apply for two grants over the three-year program period for funding up to \$250,000 for each project.



Commercial Case Studies

[Chula Vista, California Municipal Fleet Electrification](#)
[King County Metro Electric Bus Pilot](#)
[Vermont Municipal Case Studies](#)
[Winter Park, Florida Municipal Fleet Electrification](#)
[Bolthouse Farms Orange EV Terminal Truck Deployment](#)
[City of Austin Municipal Fleet Electrification](#)
[Cincinnati, Ohio Municipal Fleet Electrification](#)
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[Public Transit Trolley Pilot in San Francisco Bay Area](#)
[Anderson-DuBose Terminal Truck Deployment](#)

Chula Vista, California Municipal Fleet Electrification

Achieving plans to transition 40% of the City's fleet to alternative fuel vehicles (AFV) by 2020

- The City has transitioned 36% of its fleet to AFVs
- EVs saved 75% on fuel costs and were in operation 84% more of the time
- EVs were 80% more cost effective in comparison to maintenance and repairs
- Fuels costs are 61% lower than internal combustion replacement vehicles
- Replacing older models in the City's fleet allowed for immediate cost savings to be realized
- Utility incentives reduced charging infrastructure costs
- The City's mantra "Fleet follows facilities" prioritizes charging infrastructure first to align procurement and account for longer installation lead times
- Activity conducted since 2012

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CASE STUDY INFORMATION

Highlighting the City of Chula Vista's efforts to transition 40% of its fleet to AFVs by 2020

[VIEW DETAILS](#)

OVERVIEW

Company: City of Chula Vista

Type: Municipal fleet, charging infrastructure

Location: Chula Vista, California

Case Study Publishing Date: June 2019

Fleet Size: N/A

Program Goals: Municipal fleet electrification aligned with the City's sustainability goals

Replacement Vehicle Class: Light-duty vehicles

Vehicle Use Case: Short-distance travel by the City employees in the Senior Vehicle Patrol (SVP), building code enforcement, and city pool
Replacement Vehicle Fuel Consumption: N/A

CASE STUDY

Objective: In 2000 the City of Chula Vista became the first city in San Diego County to adopt a Climate Action Plan (CAP); updates were made to the CAP in 2017 to replace all new vehicles with AFVs wherever possible and in 2018 the City Council voted to acquire 34 new fleet vehicles, including 14 battery-electric vehicles and 28 plug-in hybrid models. The City transitioned vehicles based on age, mileage and expense to maintain.

VEHICLE OVERVIEW

Number of Vehicles: 41

Types of EVs: Various; procurement via the Climate Mayors Electric Vehicle Purchasing Collaborative

EV Deployment Timeline: Beginning in 2018

CHARGING OVERVIEW

Charging Infrastructure: 123 Level 2 charging stations

Charging Infrastructure Costs: \$456 was the average cost for L2 installation and equipment; 30-35 stations were installed free of charge due to utility incentives in disadvantaged communities through a pilot project

OPERATIONS & MAINTENANCE

Capital Costs: \$28,000 per vehicles procured through a municipal lease program

Operations & Maintenance: EV maintenance & repair costs of \$.03, compared to \$.15 with older vehicles

TRAINING & CHANGE MANAGEMENT

Training: Individual trainings are conducted as departments are assigned EVs; larger fleet pools would require more broad-based training and outreach

Change Management: N/A

SUMMARY

Program Results:

- EVs saved 75% on fuel costs, were in operation 84% more time, and were 80% more cost effective in comparison to maintenance and repairs
- In addition to lower operating costs and reduced GHGs, the City forecasts additional savings from staff time dedicated to maintenance, resources, and hazardous waste

Lessons Learned:

- The City was able to realize operational cost savings immediately by prioritizing replacements of older models first
- Municipal leasing allowed for Federal Tax Credits to be realized, offsetting total capital costs
- The City is working to increase fleet utilization including fleet reviews to identify vehicles that travel <4,000/year that are designated for elimination without replacement
- Electric fleet vehicles allow the City to take a leading role in environmental stewardship and advance EV adoption locally

Next Steps:

- The City has established an EV-first policy for all eligible vehicle replacements
- The City plans to purchase an additional 34 EVs including 13 Ford Fusion PHEVs for the Investigation Unit of the Chula Vista Police Department, 9 Chevy Bolt BEVs and 4 Chevy Bolt Cargo vehicles
- The City also plans for five electric transit buses by end of 2020

REFERENCES

Case Study Source

The Climate Mayors Electric Vehicle Purchasing Collaborative (the Collaborative). *Municipal Fleet Electrification: A case Study of Chula Vista, CA* June 2019. <https://driveevfleets.org/wp-content/uploads/2019/06/Chula-Vista-Case-Study.pdf>

About the Climate Mayors Electric Vehicle Purchasing Collaborative

The Climate Mayors Electric Vehicle Purchasing Collaborative (the Collaborative) is a joint effort by Climate Mayors, the Electrification Coalition, and Sourcewell working toward accelerating the transition of city fleets to electric vehicles (EVs). By creating a new and innovative cooperative purchasing mechanism, the Collaborative is reducing major barriers to fleet electrification for cities and other public agencies. In addition to an innovative cooperative purchasing option, the Collaborative offers a host of technical resources, analyses, and staff support, which reduces major obstacles to fleet electrification.

About Climate Mayors

Representing over 74 million Americans from 48 states, Climate Mayors is a diverse network of 466 U.S. city mayors who have committed to fighting climate change. Originally founded in 2014, the network's ranks swelled to almost 400 mayors in response to the Trump administration's withdrawal from the Paris Agreement. Climate Mayors commit to taking ambitious action to meet each of their cities' current climate goals, while working together towards achieving our national Paris targets. Climate Mayors is founded and Chaired by Los Angeles Mayor Eric Garcetti, and Co-Chaired by Mayors Sylvester Turner (Houston) and Martin J. Walsh (Boston).

About the Electrification Coalition

The Electrification Coalition (EC) is a non-partisan, not-for-profit group committed to promoting policies and actions that facilitate the deployment of plug-in electric vehicles on a mass scale in order to combat the economic, public health, and national security dangers caused by America's dependence on oil. The EC works with a variety of stakeholders that represent the entire electrified transportation value chain, positioning the organization as a dedicated rallying point for an array of electrification allies.

Image Source

San Diego Gas & Electric. <http://www.sdgenews.com/article/transitioning-electric-vehicles-helps-city-chula-vista-save-money>

King County Metro Electric Bus Pilot

Evaluating cost effectiveness and environmental savings of fleet electrification battery electric vehicles within Seattle, Washington

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- Electric buses present a viable vehicle technology for public transit operations
- Battery Electric Buses (BEBs) produce fewer greenhouse gases versus diesel buses
- BEBs maintenance costs were 44% less than that of diesel equivalent buses and 17.8% less than hybrid buses
- BEBs fuel economy was lower than diesel equivalent buses due to fuel prices and excessive energy demand charges
- BEBs fuel economy was 2.84 kWh/mile or 13.3 miles per diesel gallon equivalent
- Comparable diesel buses realized 5.1 miles per diesel gallon equivalent
- Maintenance costs were \$.26 per mile total for battery electric buses with an 80.6% average availability
- Diesel equivalent buses realized \$.46 per mile with an 86.4% average availability
- Hybrid equivalent buses realized \$.32 per mile with a 90.5% average availability
- Charging is critical to effective operations including on-route and in-depot
- Maintenance teams experienced parts issues in effectively maintaining the BEB fleet
- Activity conducted from April 2016 - March 2017



CASE STUDY INFORMATION

Piloting three battery electric buses to reduce energy consumption and greenhouse gas emissions

[VIEW DETAILS](#)

Vermont Municipal Case Studies

Evaluating cost-effectiveness of municipal fleet electrification utilizing municipal leasing programs

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- EVs represent an opportunity for municipalities to advance energy and climate goals
- EVs improve the quality of life for residents due to reduced noise and no tailpipe emissions
- The business case for electrification benefits from higher mileage and vehicle utilization
- EV applications need to be tailored to vehicle model and range for optimal utilization
- EVs are less expensive than internal combustion engine vehicles
- Fleets will benefit from expanded models of EVs to right-size applications with vehicles as the market matures
- Activity conducted from October 2013 through October 2016



CASE STUDY INFORMATION

Electric vehicles are a key strategy within the State of Vermont's Comprehensive Energy Plan (CEP) in order to meet renewable energy goals, reduce greenhouse gas emissions, improve air quality and save consumers money

[VIEW DETAILS](#)

Winter Park, Florida Municipal Fleet Electrification

The City of Winter Park, Florida discovers cost-effective procurement strategy to begin transitioning EVs into their municipal fleet

- EVs provide more cost savings with increased usage and mileage
- By evolving procurement to include municipal leasing options, EV business cases can become more cost justified, reducing initial upfront capital costs and realizing operational savings immediately
- Speculation existed for EV performance, but exposure to vehicles proved effective at changing initial perceptions
- Activity conducted since 2017

CASE STUDY INFORMATION

Demonstrating environmental stewardship at a municipal level in Winter Park, Florida

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[VIEW DETAILS](#)

Bolthouse Farms Orange EV Terminal Truck Deployment

Bolthouse Farms realizes environmental impact, cost savings, and performance gains from terminal truck electrification

- EV terminal trucks had 75% less downtime and cost 80% less in repairs and maintenance
- Fuel savings were 90% less comparing \$15,750 in diesel fuel costs annually versus \$1,575 annually for EVs
- State incentives were critical to developing a cost-effective business case for EVs
- Driver and management satisfaction has been high
- Initial skepticism for vehicle performance was overcome by actual results
- OEM collaboration was critical to seamlessly overcoming operational issues
- EVs have helped enhance the brand image of Bolthouse Farms
- Activity conducted from April 2018

CASE STUDY INFORMATION

Evaluating cost savings and environmental benefits from switching to zero-emissions vehicles

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City of Austin Municipal Fleet Electrification

Highlighting light-duty success from an early adopter in municipal fleet electrification

- The City of Austin has been mobilizing on a carbon neutral fleet since 2007
- The City has electrified 5.36% of its fleet
- Telematics is utilized to evaluate vehicle eligibility and model cost savings
- Bulk purchasing and non-traditional procurement has been critical to success
- Model availability for EVs continues to be a barrier for fleet electrification
- Integrated mobility is a cornerstone to the City's carbon neutral strategy
- Activity as of September 2020

CASE STUDY INFORMATION

Demonstrating leadership at a municipal-level for clean, equitable transportation while working to achieve Austin's city-wide carbon neutral fleet goal

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[VIEW DETAILS](#)

Cincinnati, Ohio Municipal Fleet Electrification

The City of Cincinnati, Ohio discovers cost-effective procurement strategy to begin transitioning EVs into their municipal fleet

- Cincinnati, Ohio was able to procure 3 EVs using a municipal lease program
- By evolving procurement to include municipal leasing options, EV business cases can become more cost justified, reducing initial upfront capital costs and realizing operational savings immediately
- EVs proved to be a cost-effective business case for light-duty vehicles
- Medium- and heavy-duty vehicles will be considered as the market matures
- The City remains focused on deploying EVs in the fleet
- Activity conducted since 2018

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CASE STUDY INFORMATION

Demonstrating environmental stewardship at a municipal level in Cincinnati, Ohio

[VIEW DETAILS](#)

Binghamton, New York Municipal Fleet Electrification

The first municipal fleet procurement with the Climate Mayors Electric Vehicle Purchasing Collaborative in the City of Binghamton, New York

- The City of Binghamton successfully integrated two EVs into their fleet
- The City was able to bypass traditional public bid to procure EVs
- Municipal fleet use helps drive adoption through endorsement and credibility
- Binghamton was the first city to leverage The Climate Mayors Electric Vehicle Purchasing Collaborative
- Activity conducted in April 2019

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CASE STUDY INFORMATION

Demonstrating environmental leadership at a municipal-level in the city of Binghamton

[VIEW DETAILS](#)

Ride-sharing Electrification Feasibility with Maven Gig

Evaluating the EV use case for ride-sharing services nationally with GM's Maven Gig

- Maven Gig deployed ~1,000 Bolt EVs on their ride-sharing platform starting in April 2017
- EVs were available for a 15% premium weekly rental rate
- EVs drove a total of 21 million electric miles averaging 125 miles per day, per car
- EVs were preferred by drivers and were one of the most popular vehicles
- 223,000 DCFC charging events were completed resulting in 6.59 Million kWh
- Drivers primarily charged Bolt EVs at public EVgo stations
- Most cities at the time did not have enough fast charging infrastructure to support rapid electrification of ride-share vehicles
- Ride-sharing provides a key channel for OEMs to advance consumer awareness and adoption
- As an early adopter in mobility services, Maven Gig planned to continue to build a sustainable business model that included EV fleets; however, as of April 2020, GM closed the ride-sharing program
- Activity conducted from April 2017 - April 2020

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CASE STUDY INFORMATION

In early 2017 Maven Gig introduced Bolt EVs on their ride-sharing platform to evaluate fleet electrification with real-world driving condition; EVs were deployed in three California cities with the most available charging infrastructure: Los Angeles, San Diego, and San Francisco

[VIEW DETAILS](#)

Multi-Family Condominium Charging in California

Implementing multi-family charging for an 18-unit condominium property in Rolling Hills Estates, California

- Utility Charge Ready program was critical to program success
- Resident cooperation is critical for successful on-site implementation
- Multiple-head charging allowed residents to reduce charging equipment costs
- Charging equipment installation was fast and easy with minimal disruption to residents
- On-site charging has increased the property value
- On-site charging has incentivized more residents to choose electric vehicles
- Activity conducted in 2019

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CASE STUDY INFORMATION

Residents collaborate to bring EV charging infrastructure to their property

[VIEW DETAILS](#)

Charlotte, North Carolina Municipal Fleet Electrification

Mobilizing plans for all City fleet and facilities to be fueled by 100% zero-carbon sources by 2030 in Charlotte, North Carolina

- The City's Sustainable and Resilient Fleet Policy was critical to guide electrification plans
- The policy requires EV prioritization in fleet replacements wherever practical
- The policy also includes fleet right-sizing and route optimization
- EV business cases require a total cost of ownership evaluation
- Heavy-duty EV applications remain limited due to lack of supply
- A policy-first approach to EV electrification allows for large-scale transitions
- Telematics data has been critical to modeling business cases and identifying candidate vehicles
- Activity conducted since 2012

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CASE STUDY INFORMATION

Highlighting the City of Charlotte's plans for zero-carbon fleet and facilities by 2030

[VIEW DETAILS](#)

Massachusetts Pilot for Electric School Bus Deployments

Massachusetts Department of Energy Resources partners with three school districts to test battery electric buses in cold weather environments

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- Electric school buses present a viable vehicle technology for school bus operations
- Electric school buses produce fewer greenhouse gases versus diesel school buses
- Key learning for importance of facilitating vehicle and charging infrastructure procurement in tandem
- Fueling costs were not lower for the electric school buses than traditional diesel buses
- Bus efficiency ranged from 1.3-1.4 kWh per mile with a 70-80 mile range
- Unmanaged charging and high vampire loads resulted in excess demand
- Managed charging identified as critical to total cost of ownership

- Bus operating efficiency tended to be lower in lower temperatures
- Electric buses encountered a number of mechanical and logistical challenges
- OEM engagement was critical for pilot success and future product development
- Level 2 charging was deemed cost effective charging for the pilot
- V2G or V2B (Vehicle to Grid/Building) electric school bus systems determined not yet cost-effective
- Pilot underscores value of training and change management planning for EV deployments
- Activity conducted from Fall 2015 through February 2018



CASE STUDY INFORMATION

Piloting battery electric buses for lowered emissions and improved air quality for students in Massachusetts

[VIEW DETAILS](#)

Foothill Transit Battery Electric Bus Demonstration Results

Taking the first step toward transitioning Foothill Transit's fleet to 100% electric by 2030

- Foothill Transit's first deployment of Battery electric buses (BEB)
- BEBs can achieve 8 times higher fuel economy in comparison to CNG buses
- Total maintenance costs were \$0.14/mi for BEBs and \$0.20/mi for CNG buses
- Fleet management software mitigated demand charges to effectively manage energy costs
- Foothill Transit earned approximately \$126,000 of Low Carbon Fuel Standard (LCFS) credits
- On-route fast chargers operated reliably with minimal issues and vehicle downtime
- Foothill Transit reports there's still a lot of learning as the agency ramps up to a larger BEB fleet
- Activity conducted from March 2014 through December 2016

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CASE STUDY INFORMATION

Foothill Transit's project goal was to fully electrify one route in its service area—Line 291—and to investigate the feasibility of the technology for other routes

[VIEW DETAILS](#)

Avista Corp. Electric Vehicle Supply Equipment Pilot

Piloting Electric Vehicle Supply Equipment (EVSE) in Avista Corp's service territory to evaluate regional electrification requirements in eastern Washington, northern Idaho and part of southern and eastern Oregon

- EV adoption increased from 23% in 2016 to 41% in 2019
- Pilot participants were highly satisfied with their experience
- Over 53,000 charging sessions were completed and analyzed
- Networked EVSEs proved more expensive to maintain with higher failure rates
- Light-duty EV loads will be manageable
- Utility programs are effective at catalyzing market adoption
- Workplace charging was proven to spur market adoption
- Activity conducted from 2016 - June 2019

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CASE STUDY INFORMATION

Avista Corp. explored load profiles, grid impacts, and utility requirements for EV market adoption via a three-year EVSE infrastructure pilot from 2016-2019. A total of 439 EVSE charging ports were installed in a variety of locations, including 226 residential, 123 workplace, 24 fleet, 20 multiple-unit dwelling, and 7 DC fast charging sites.

[VIEW DETAILS](#)

Amazon.com Global Test Pilot for Light-Duty Urban Logistics

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Testing cost-effectiveness of delivery fleet electrification to achieve long-term energy and sustainability goals

- 100% of all tailpipe emissions have been eliminated
- Fuel savings were more than 50% in Europe
- Real-world range was 19% lower than standardized testing
- Fuel economy ranged from 44 - 145 miles per diesel gallon equivalent (MPDGE)
- Charge management software is critical to managing demand charges
- Driver feedback has been mixed
- Global EV fleets will be critical to cost-effective operations in low emission zones
- Last miles delivery is a suitable application for fleet electrification
- Amazon.com recommends fleets pursue electrification for urban delivery trucks
- Activity conducted from June through December 2018



CASE STUDY INFORMATION

Amazon.com completed a six month pilot in France, Italy, and Spain for Class 1 passenger vehicles and Class 2 urban delivery vans

[VIEW DETAILS](#)

Des Moines, Iowa Municipal Fleet Leasing

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The City of Des Moines, Iowa discovers cost-effective procurement strategy to begin transitioning EVs into their municipal fleet

- The City of Des Moines was able to procure 4 Nissan Leaf EVs using a municipal lease program
- By evolving procurement to include municipal leasing options, EV business cases can become more cost justified, reducing initial upfront capital costs and realizing operational savings immediately
- Activity conducted since 2019



CASE STUDY INFORMATION

Demonstrating environmental stewardship at a municipal level in Des Moines, Iowa

[VIEW DETAILS](#)

City of Ann Arbor Municipal Fleet Electrification

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Demonstrating municipal leadership with fleet electrification following the city's Green Fleets Policy

- The City of Ann Arbor was able to procure 3 Chevrolet Bolt EVs using a municipal lease program
- The pilot deployment was well received by City staff
- EVs are charged in visible locations to increase public awareness and adoption
- Peer-to-peer sharing and collaboration helped eliminate roadblocks
- Establishing a working partnership with The Climate Mayors Electric Vehicle Purchasing Collaborative was critical to establishing policy and finding creative financing solutions for EV fleet integration
- Activity conducted since 2019



CASE STUDY INFORMATION

Public Transit Trolley Pilot in San Francisco Bay Area

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Evaluating cost effectiveness and fleet electrification viability for battery electric vehicles within the San Francisco Bay Area

- Electric buses present a viable vehicle technology for public transit operations
- Electric buses produce fewer greenhouse gases versus diesel buses
- County Connection will reduce its emissions by over 154 tons of CO2 per year
- Maintenance costs for Battery Electric Busses (BEBs) were 13% less than that of diesel equivalent buses
- The battery fleet's fuel economy was 3.8 times higher than diesel equivalent buses
- The agency plans to save nearly \$50,000 per year in fuel savings
- BEBs fuel economy was 2.84 kWh/mile or 13.3 miles per diesel gallon equivalent
- Comparable diesel buses realized 5.1 miles per diesel gallon
- Maintenance costs were \$.39 per mile total for battery electric buses with a 76.9% average availability
- Diesel equivalent buses realized \$.44 per mile with a 85.5% average availability
- On-route charging is critical to effective operations
- Maintenance teams were unable to take-on end-to-end responsibilities to fully maintain BEBs
- OEM engagement is critical to advancing vehicle and charging requirements based on real-world driving conditions
- Activity conducted from June 2017 - May 2018



CASE STUDY INFORMATION

Piloting four battery electric buses to evaluate future fleet electrification possibilities within San Francisco

[VIEW DETAILS](#)

Anderson-DuBose Terminal Truck Deployment

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Anderson-DuBose realizes environmental impact, cost savings, and performance gains from terminal truck electrification

- 100% of all tailpipe emissions have been eliminated
- Driver satisfaction was high
- The EV terminal truck fully met performance objectives
- Net fuel savings were ~88% of what was previously spent on diesel fuel
- EV charging cost is \$1.83 per day compared to ~\$15.80 in diesel fuel
- Maintenance savings are ~\$7.61 per day
- No special training or maintenance requirements were experienced
- Anderson-DuBose recommends fleets pursue terminal truck electrification
- Activity conducted from July 2017 through June 2018



CASE STUDY INFORMATION

Deploying next generation cargo handling innovation to achieve emissions reductions and cost savings in support of corporate sustainability objectives

[VIEW DETAILS](#)

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Vehicle Models & Savings Calculators

Transportation is changing and we're working hard to help our customers identify the best transportation solutions to complement their businesses. Some vehicle classes are readily available and have many successful implementations around the country, while other classes are in earlier stages of development/adoption and are currently being vetted through pilot programs. If you don't see a vehicle that meets your needs below, it won't be long. New makes and models are arriving each year and ranges are increasing.

Passenger Class Electric Vehicles

Passenger Class electric vehicles represent the most widely used class of electric vehicle on the market today. There are many makes and models available today with an impressive history of delivering excellent performance and value. This class continues to expand with more light trucks, SUVs and vans coming soon. Click on any of the links to find out more...



[Fleet Fuel Savings & Carbon Reduction Estimator](#)



[View Passenger Class Models](#)



[Case Studies](#)



Light Duty Electric Vehicles

Light Duty electric vehicles are representative of Class 1 - 2 commercial trucks and passenger vehicles weighing less than 10,000 pounds. This is a rapidly growing electric vehicle class that is gaining market share across both the consumer and business markets. Example manufacturers with electric vehicles in this category include Arrival, Rivian, Tesla and Utilimaster.



[Fleet Fuel Savings & Carbon Reduction Estimator](#)



[View Available and Pre-Production Models](#)



[Case Studies](#)



Medium Duty Trucks

Medium Duty electric vehicles are representative of Class 3 - 6 commercial trucks weighing less than 26,000 pounds. This vehicle class represents a tremendous opportunity to reduce operating cost and carbon emissions. Example manufacturers with electric vehicles in this category include Balqon, Bollinger, BYD, Chaje, EVT Motors, Freightliner, Fuso, Green Power Motor Company, Kenworth, Lightning Systems, Lion Electric, Motiv, Peterbilt, ROUSH CleanTech, SEA Electric and Workhorse.



[Fleet Fuel Savings & Carbon Reduction Estimator](#)



[View Available and Pre-Production Models](#)



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Heavy Duty Trucks

Electric vehicles in the Heavy Trucks category are representative of Class 7 - 8 commercial trucks weighing more than 26,001 pounds. This market is building momentum with preliminary programs delivering compelling results. Example manufacturers with electric vehicles in this category include Balqon, BYD, Freightliner, Kenworth, Lion Electric, Orange EV, Peterbilt, Nikola, SEA Electric, and Tesla.



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Refuse / Recycling Trucks

The electric truck market is developing for Class 6, 7 and 8 Refuse and Recycling vehicles. This vehicle class represents a tremendous opportunity to reduce operating cost and carbon emissions. Example manufacturers with electric vehicles in this category include BYD, Lion Electric, Mack, Nikola, Peterbilt, and SEA Electric.



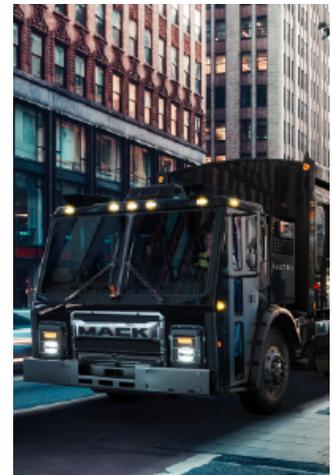
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Electric Buses - School Buses

Bus electrification programs have been implemented in countries around the world. While initial infrastructure costs can be high, the long term fuel savings can be substantial. Additionally, the pollution reduction can be amazing - both carbon dioxide emission reduction as well as the reduction in other harmful pollutants. Example manufacturers with electric vehicles in this category include Blue Bird, GreenPower Motor Company, Lion Electric, Motiv, Phoenix, and Thomas Built Buses.



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Electric Buses - Public/Private Transit

This electric bus market is quickly advancing, with models emerging across all category types. While initial infrastructure costs can be high, the long term fuel savings can be substantial. Example manufacturers with electric vehicles in this category include Arrival, BYD, Chanje, El Dorado National, Green Power Motor, Gillig, Lightning Systems, Lion Electric, Motiv, Motor Coach Industries, New Flyer, Phoenix, and Proterra.



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Low Carbon Fuel Standard



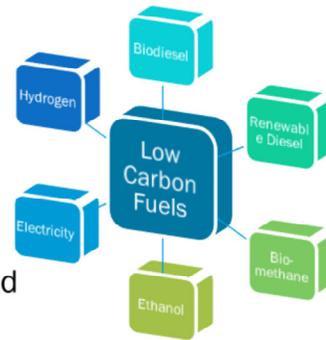
History and Background



- LCFS History
- LCFS is Part of a Portfolio of GHG Policies
- Basic LCFS Requirements
- Declining Carbon Intensity Curve

LCFS History

- Key Milestones:
 - Original adoption in 2009, amended in 2011, re-adopted in 2015, amended in 2018
- Goal: Reduce carbon intensity (CI) of transportation fuel pool by at least 20% by 2030
- Expected benefits:
 - Complement other AB 32 measures
 - Transform and diversify fuel pool
 - Reduce petroleum dependency
 - Reduce emissions of other air pollutants



In 2009 the Board approved the LCFS regulation to reduce the carbon intensity (CI) of transportation fuel used in California by at least 10 percent by 2020 from a 2010 baseline. In 2011, the Board approved amendments to clarify, streamline, and enhance certain provisions of the regulation. In 2015, the Board re-adopted the LCFS to address procedural issues, which began implementation on January 1, 2016. In 2018, the Board approved amendments to the regulation, which includes strengthening and smoothing the CI benchmarks through 2030 in-line with California's 2030 GHG target enacted through SB32.

The LCFS is one of the key AB 32 measures to reduce greenhouse gas emissions in California but also has other significant benefits. It transforms and diversifies the fuel pool in California to reduce petroleum dependency and achieves air quality benefits, which are State priorities that preceded AB 32.

LCFS is Part of a Portfolio of GHG Policies

- Transportation sector responsible for:
 - 50% GHG emissions
 - 80% NOx emissions
 - 95% PM emissions
- LCFS works with the following programs to reduce transportation GHG emissions:
 - Cap-and-Trade Program
 - Advanced Clean Cars Program
 - SB 375

The LCFS is designed to reduce GHG emissions in the transportation sector, which is responsible for about 50 percent of GHG emissions (including industrial sector emissions from refining and crude production), 80 percent of ozone-forming gas emissions, and over 95 percent of diesel particulate matter.

It is a key part of a comprehensive set of programs in California to reduce emissions from the transportation sector, including the Cap and Trade Program, Advanced Clean Cars Program, and SB 375.

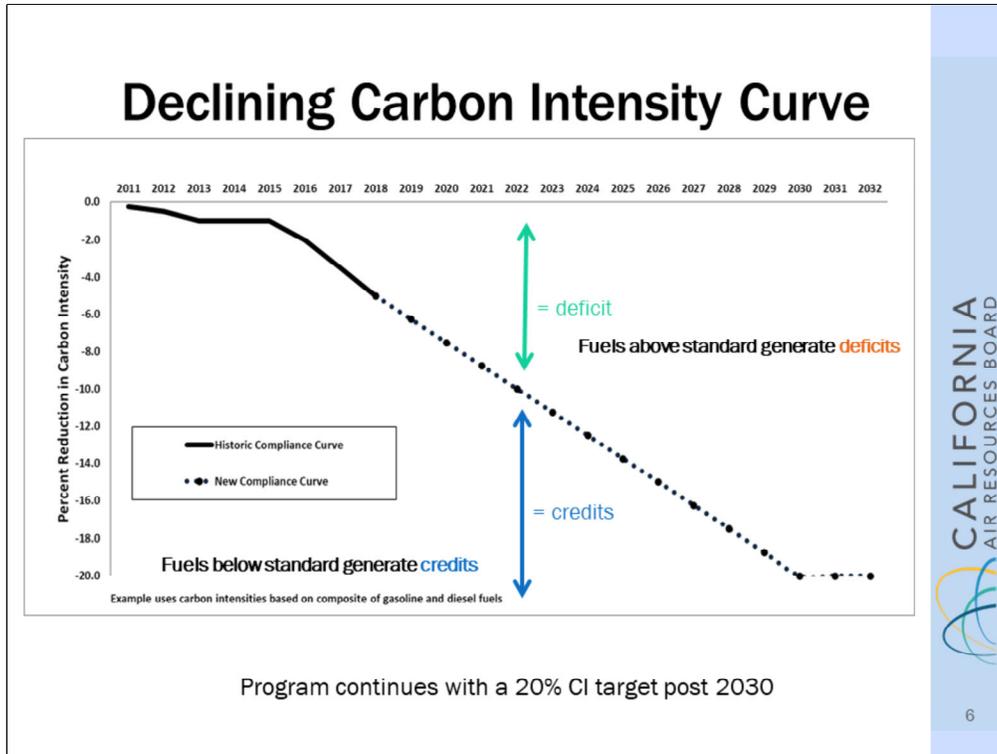
Basic LCFS Requirements

- Sets annual carbon intensity (CI) standards, or benchmarks, for gasoline, diesel, and the fuels that replace them
- CI is the measure of GHG emissions associated with producing, distributing, and consuming a fuel, which is measured in grams of carbon dioxide equivalent per megajoule (gCO₂e/MJ)
- CI based on complete life cycle analysis

The LCFS sets annual carbon intensity (CI) standards, or benchmarks, which reduce over time, for gasoline, diesel, and the fuels that replace them.

Carbon intensity is expressed in grams of carbon dioxide equivalent per megajoule of energy provided by that fuel. CI takes into account the GHG emissions associated with all of the steps of producing, transporting, and consuming a fuel—also known as a complete life cycle of that fuel.

The LCFS lets the market determine which mix of fuels will be used to reach the program targets.



Fuels and fuel blendstocks introduced into the California fuel system that have a CI higher than the benchmark generate deficits. Similarly, fuels and fuel blendstocks with CIs below the benchmark generate credits. Annual compliance is achieved when a regulated party uses credits to match its deficits.

Since the regulation was first adopted, the compliance curves have been “back-loaded” to allow time for the development of low-CI fuels and advanced vehicles (the benchmark CI reduction was frozen by court order for three years between 2013 and 2015). Due to this program design choice, there has always been the expectation that excess credits generated in the early years of the program would be available for use in more stringent future years, if needed.

Under the current LCFS regulation, the 2030 standard of a 20 percent CI decline will also be imposed for all years post-2030.

Status of the LCFS



- Status of the LCFS
- Others are joining California: Pacific Coast Collaborative

Status of the LCFS

- Low carbon fuel use is increasing, and fuel producers are taking action to decrease carbon intensity
- Established market for credit transactions with the total value exceeding \$2 billion in 2018
- The LCFS Data Dashboard contains current and historical LCFS program data
 - Volume of fuels and credits generated
 - Percent reduction in carbon intensity
 - Average credit prices and credit volumes transacted

[Click here to access the LCFS Data Dashboard web page](#)



Since the regulation went into effect, low carbon fuel use has increased. Fuel producers are also taking action to decrease the carbon intensity of their fuels.

The program has an established market for credit transactions. The total value of credit transactions exceeded \$2 billion in 2018.

The LCFS Data Dashboard web page was created to display the current and historical LCFS program data. Some of the information found in the Data Dashboard are the following:

- Volume of fuels and credits generated under the LCFS
- Compliance curve and the percent reduction in carbon intensity to date
- Credit volumes transacted and the average credit prices per month under the LCFS.

To see the Data Dashboard, please see

<http://www.arb.ca.gov/fuels/lcfs/dashboard/dashboard.htm>.

Others are Joining California: Pacific Coast Collaborative



- Pacific Coast Collaborative (PCC) is a regional agreement between California, Oregon, Washington, and British Columbia
- Strategically align policies to reduce GHGs and promote clean energy
- CA, OR, and BC: LCFS programs in place
- Regional low-carbon fuels market in the future with Washington considering a program
- Other regions including Canada and Brazil are taking notice of PCC's success and developing LCFS-like performance standards for transportation fuels

Other jurisdictions are joining California, which is evident in the Pacific Coast Collaborative, a regional agreement between California, Oregon, Washington, and British Columbia to strategically align policies to reduce greenhouse gases and promote clean energy.

One of the provisions of this Collaborative explicitly addresses Low Carbon Fuel Standard programs. California, Oregon, and British Columbia have existing LCFS programs in place and the Washington legislature is considering a program.

Staff has been routinely working with these jurisdictions, providing assistance where we can. Over time, these LCFS programs will build an integrated West Coast market for low-carbon fuels that will create greater market pull, increased confidence for investors of low carbon alternative fuels, and synergistic implementation and enforcement programs.

Other regions including Canada and Brazil are also noticing California's success and developing LCFS-like performance standards for transportation fuels.

Components of the LCFS



- Overview of Credit Generation Opportunities
- Overview of Entities
- Exemptions to the LCFS
- Benchmarks for Gasoline, Diesel, Jet Fuel and their Substitutes
- Life Cycle Analysis
- Demonstrating Compliance and Reporting
- Third Party Verification
- Price Cap Provides Consumer Protection
- Project-based Credit Opportunities
- Carbon Capture and Sequestration
- LCFS Electricity and Hydrogen Provisions

Overview of Credit Generation Opportunities

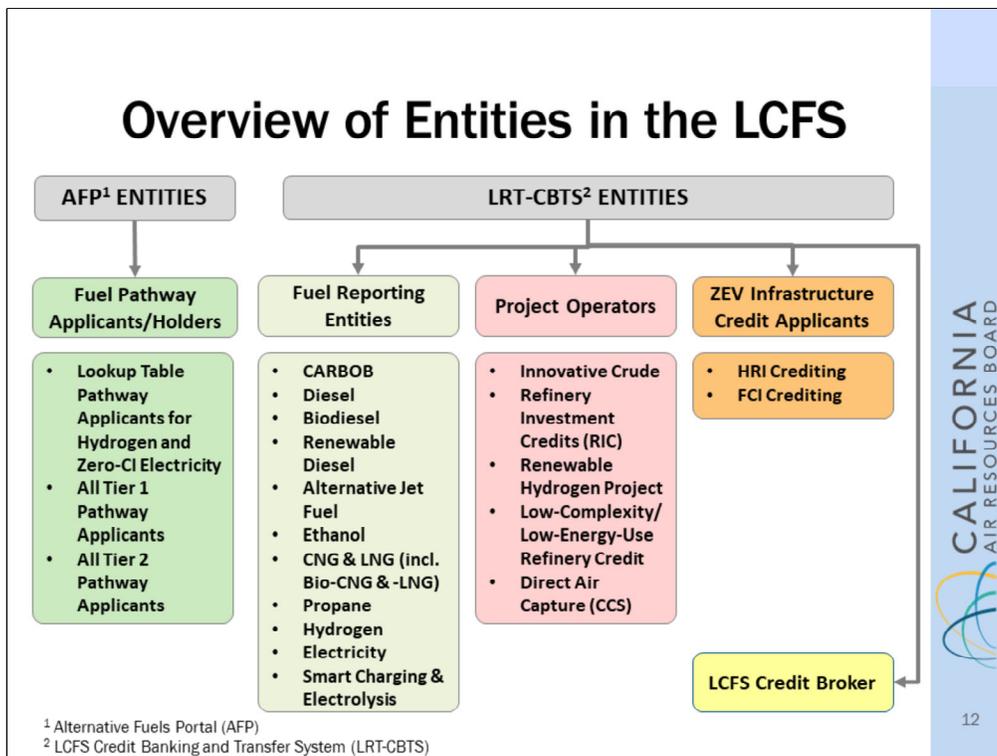
- **Fuel Pathway-based Crediting**
 - Providers of low carbon fuels used in California transportation generate credits by obtaining a certified CI and reporting transaction quantities quarterly
 - Verification occurs post-credit generation
 - Credits are calculated relative to the annual CI benchmarks
- **Project-based Crediting**
 - Projects include emission-reducing actions at refineries and crude oil production and transportation facilities, and carbon capture and sequestration using direct air capture
 - Project operators generate credits by determining the GHG emission reductions (in metric tons)
 - Verification occurs before credits are issued
 - Credits are equal to life cycle GHG reductions (in metric tons)
- **Zero Emission Vehicle Infrastructure (Capacity-based) Crediting**
 - Hydrogen refueling and direct current (DC) fast charging infrastructure
 - Credits are determined on the basis of the capacity of the station to provide fuel when fully-utilized, less the quantity of fuel that is dispensed and credited through fuel pathways

There are three ways to generate credits in the LCFS: fuel pathways, projects, and capacity-based crediting.

Under fuel pathway-based crediting, all transportation fuels need a carbon intensity score to participate in the LCFS, and the fuel type dictates which process is used to determine that CI. Providers of low carbon fuels used in California transportation generate credits by obtaining a certified CI and reporting transaction quantities on a quarterly basis. Credits are calculated relative to the annual CI benchmark and will undergo verification post credit generation.

Under project-based crediting, projects include actions to reduce GHG emissions in the petroleum supply chain, and also CCS using Direct Air Capture. Crediting for projects is based on life cycle emission reductions, and credits are issued after the reported reductions are verified.

Finally, the 2018 amendments added a new crediting mechanism to the LCFS which is designed to support the deployment of zero emission vehicle infrastructure. Crediting for ZEV infrastructure is based on the capacity of the hydrogen station or EV fast charging site minus the actual fuel dispensed.



The Alternative Fuels Portal (AFP) and the LCFS Credit Banking and Transfer System (LRT-CBTS) are two of the modules that make up the LCFS database management system. Not depicted here is the Verification module, which will provide access to participant data for LCFS-accredited Verification Bodies.

The AFP facilitates the application process to obtain a certified CI score. Applicants for Tier 1 and Tier 2 pathways, which rely on site-specific data, use this portal to submit their CI calculator and supplemental information.

All Lookup Table CI values were historically obtained through the LRT-CBTS. Beginning in 2019, all applicants for Hydrogen Lookup Table pathways will apply through the AFP, along with applicants for the Zero-CI Electricity Lookup Table pathway. Entities seeking any other Lookup Table pathway, including CARBOB, ULSD, California Average Grid Electricity, CNG, LPG, and Smart Charging or Smart Electrolysis, do not need to register in the AFP and will continue to use the LRT-CBTS.

The LRT-CBTS is designed specifically to facilitate reporting and credit banking and transfers. Beginning in 2019 it will also be able to process project-based crediting and ZEV infrastructure crediting applications.

Entity requirements and responsibilities are defined by the role each entity plays. An entity may have multiple roles in the LCFS, such as an alternative liquid fuel producer may be a Fuel Pathway applicant, but because this entity also reports and generates credits, they are a fuel reporting entity as well. A hydrogen station owner who generates infrastructure credits must also be a fuel reporting entity (to report the quantity of fuel dispensed); this entity may also be a pathway holder, or another entity could have taken the responsibilities of applying for and maintaining the pathway. All fuel pathway applicants become fuel pathway holders once their CI is certified; they must annually demonstrate that the pathway remains valid.

Note that applications for carbon capture and sequestration may be approved through the:

- AFP (fuel pathway-based crediting) if the capture occurs within the process of an alternative fuel pathway, e.g., CO₂ from ethanol fermentation
- LRT (project-based crediting) if the capture is associated with crude oil production (Innovative Crude provisions) or a petroleum refinery (Refinery Investment Credit provisions), or by direct air capture (not associated with any fuel; may be credited as a stand-alone project).

To access the LRT-CBTS and AFP, please see <https://ssl.arb.ca.gov/lcfsrt/index.html?aspxerrorpath=/lcfsrt/Login.aspx>.

Exemptions to LCFS

- Alternative fuel that
 - Is not a biomass-based fuel
 - Is supplied in California by all providers of that particular fuel for transportation use at an aggregated quantity of less than 420 million MJ/year
- Conventional jet fuel or aviation gasoline
- Deficit-generating fuel used in military tactical vehicles and tactical support equipment
- Fuel used in interstate locomotives
- Fuel used in ocean-going vessels (does not apply to shore power provided to ocean-going vessels at-berth, nor to recreational and commercial harbor craft)
- Credit-generating fossil CNG or fossil propane dispensed at a fueling station with a total throughput of < 150,000 GGE/year (exempt until 2021 or 2024, respectively)
- Deficit-generating fossil propane and CNG used in school buses that were purchased prior to January 1, 2020

The LCFS regulation does not apply to an alternative fuel that is not a biomass-based fuel or is supplied in California with an aggregated quantity of less than 420 million MJ/year. Conventional jet fuel, aviation gasoline, deficit-generating fuel used in military tactical vehicles, and credit-generating fossil CNG or fossil propane dispensed at a fueling station with total throughput of 150,000 gasoline-gallons equivalent or less per year (until 2021 or 2024, respectively) are also exempt from the LCFS. The LCFS regulation also does not apply to fuels used in interstate locomotives, ocean-going vessels, and deficit-generating fossil propane and CNG used in school buses purchased prior to January 1, 2020.

Carbon Intensity Benchmarks for Gasoline and Diesel Fuel and their Substitutes

Year	Gasoline Average CI (gCO ₂ e/MJ)	Diesel Average CI (gCO ₂ e/MJ)
2019	93.23	94.17
2020	91.98	92.92
2021	90.74	91.66
2022	89.50	90.41
2023	88.25	89.15
2024	87.01	87.89
2025	85.77	86.64
2026	84.52	85.38
2027	83.28	84.13
2028	82.04	82.87
2029	80.80	81.62
2030 onwards	79.55	80.36

Credits and deficits are calculated using the carbon intensity benchmarks for gasoline and diesel fuel in each calendar year. These benchmarks equate to a 6.25 percent reduction in carbon intensity relative to 2010 in the 2019 compliance year, increasing linearly to a 20 percent reduction in 2030.

Carbon Intensity Benchmarks for Fuels Used as a Substitute for Conventional Jet Fuel

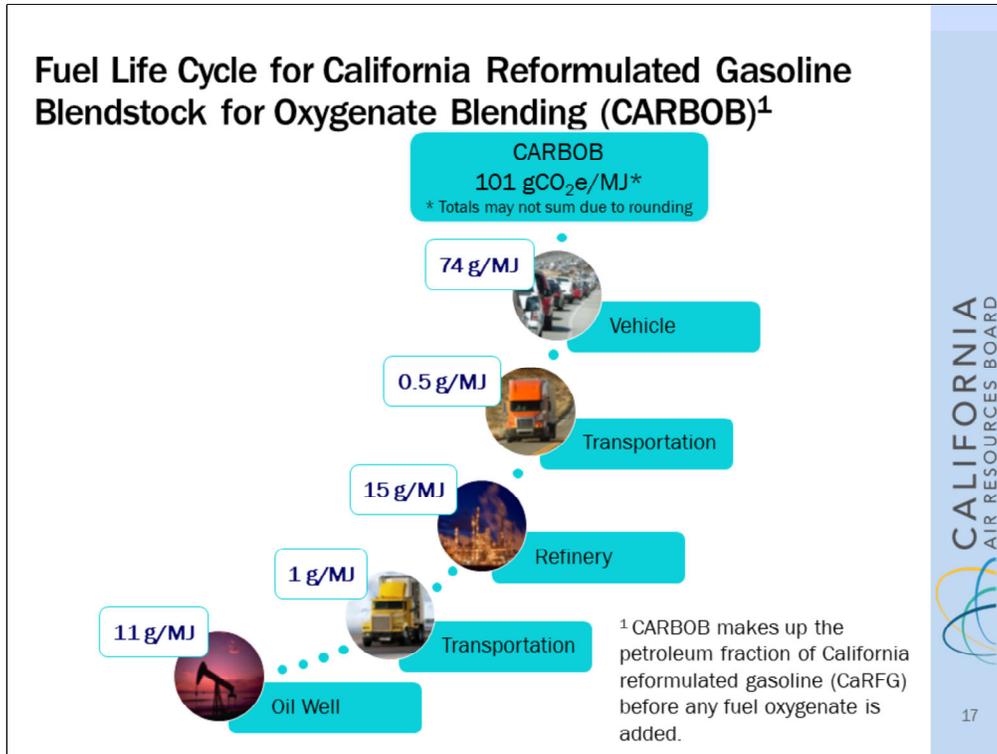
Year	Average CI (gCO ₂ e/MJ)
2019	89.37
2020	89.37
2021	89.37
2022	89.37
2023	89.15
2024	87.89
2025	86.64
2026	85.38
2027	84.13
2028	82.87
2029	81.62
2030 onwards	80.36

Since conventional jet fuel is not subject to the LCFS regulation and does not generate deficits, these carbon intensity benchmarks are used specifically to calculate credits from alternative jet fuel. The jet fuel benchmarks remain fixed at the 2010 baseline CI for conventional jet fuel, with a zero percent reduction in each year, until the benchmark for diesel substitutes declines below the CI baseline for jet fuel, in 2023. The jet fuel benchmarks then mirror the benchmarks for diesel through 2030.

Life Cycle Analysis

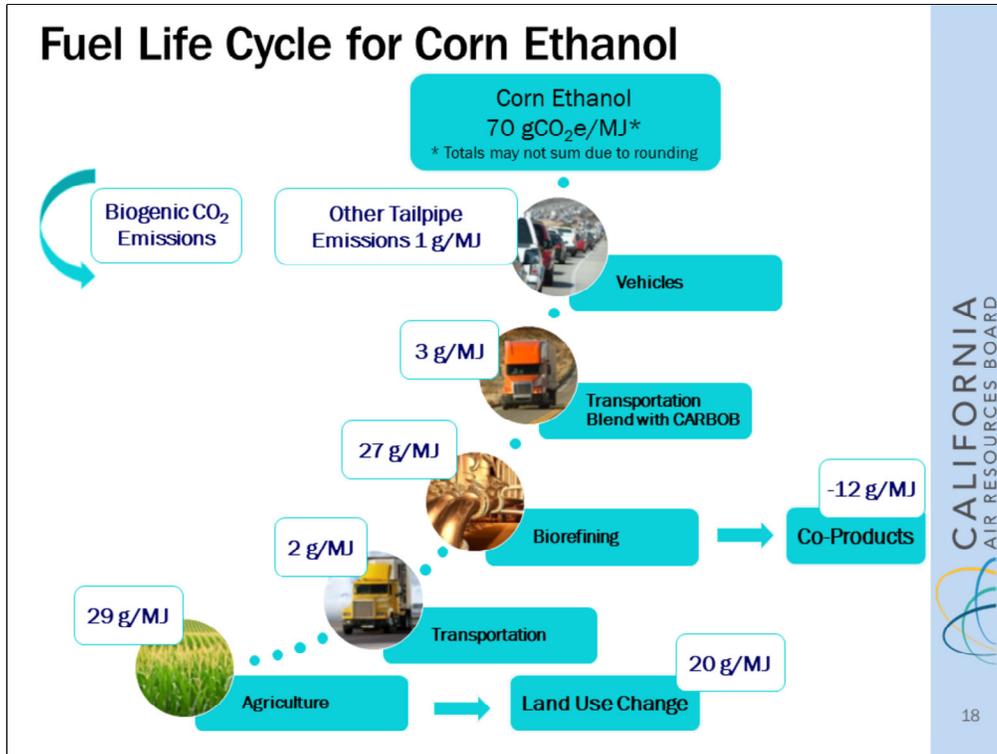
- CI includes the “direct” effects of producing and using the fuel, as well as “indirect” effects that are primarily associated with crop-based biofuels
- CI is calculated using the following tools
 - **California Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (CA-GREET):** Direct carbon intensity of fuel production and use
 - **Oil Production Greenhouse Gas Emissions Estimator (OPGEE):** Direct carbon intensity of crude production and transport to the refinery
 - **Global Trade Analysis Project (GTAP):** Indirect land use change
 - **Agro-Ecological Zone Emissions Factor (AEZ-EF):** Matches land conversions estimated by the GTAP model with corresponding carbon releases from soil and biomass

The CI includes the “direct” effects of producing and using the fuel, as well as “indirect” effects that are primarily associated with crop-based biofuels. Two models are used to calculate the direct effects, which are the California Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (CA-GREET) and Oil Production Greenhouse gas Emissions Estimator (OPGEE) models. To calculate the indirect effects, the Global Trade Analysis Project (GTAP) model was updated and the Agro-Ecological Zone Emissions Factor (AEZ-EF) model was created to supplement GTAP’s estimates of greenhouse gas emissions from various types of land conversions.



This is an illustration of the life cycle assessment of California Reformulated Gasoline Blendstock for Oxygenate Blending (CARBOB). CARBOB makes up the petroleum fraction of California reformulated gasoline (CaRFG) before any fuel oxygenate is added; CaRFG is essentially 90 percent CARBOB blended with 10 percent ethanol by volume.

CARBOB CI is based on the 2010 average crude oil supplied to California refineries and average California refinery efficiencies. Crude oil is evaluated using the OPGEE model; the crude supplied to California refineries in 2010 was found to have an average CI of 11.78 gCO₂e/MJ, with some crudes ranging from as low as 4 to as high as 30 gCO₂e/MJ. Production of CARBOB at all California refineries adds 14.8 g/MJ to the fuel cycle CI. About 75 percent of the GHG emissions from the life cycle of CARBOB occur during combustion in vehicles (tailpipe emissions).



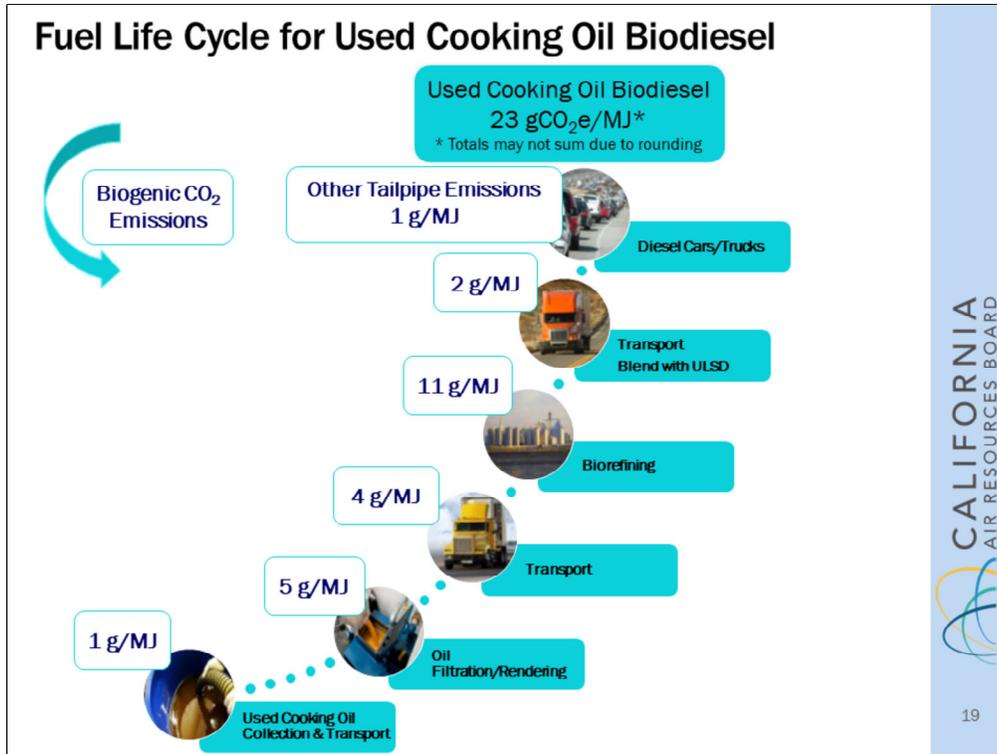
This is an illustration of the life cycle assessment of corn ethanol. Emissions associated with agriculture contribute 29 gCO₂e/MJ; of that, 11 g result from the production of fertilizer and soil amendments, and the soil emissions resulting from synthetic and organic additions contribute an additional 14 g/MJ, and on-farm emissions from energy use in tractors during activities such as planting, cultivation and harvest, make up the remainder.

Emissions from production at the ethanol facilities vary widely depending on their process fuels, their efficiencies, and any processing of co-products, such as drying distiller's grains and solubles (DGS). Please note that this slide contains numerical values for illustrative purposes only.

DGS is the remnants of the corn after fermentation and is sold and used as livestock feed. A credit of -12 g/MJ is assessed for the production of DGS at a typical rate of 5.31 dry pounds per gallon of ethanol; this credit reflects market displacement of corn and other feed ingredients from LCFS application

Contributing substantially to the impacts associated with corn (and other crops) used to produce biofuels is the phenomenon called land use change, or LUC. LUC occurs when higher ethanol demand increases the demand for corn, raising its market price. Someone, somewhere, reacting to this price signal, will convert land to corn production, either directly or through a series of daisy-chain events, which will result in carbon emissions from that land. The estimated amount of land conversion and associated GHG emissions are determined using the GTAP and AEZ-EF models and are added to the CI of corn ethanol. All crop-based feedstocks have LUC values.

Finally, the CO₂ emitted from vehicles during biofuel combustion is considered carbon neutral, in accordance with IPCC and U.S. EPA GHG inventory guidelines, as the carbon released was uptaken from the atmosphere by the corn within a short timeframe. Additionally, ethanol is required to be denatured in order to render it unfit for human consumption. A small amount of gasoline blendstock is added, typically 2.5%v/v, for this purpose, adding 1 g/MJ to the CI of denatured ethanol.

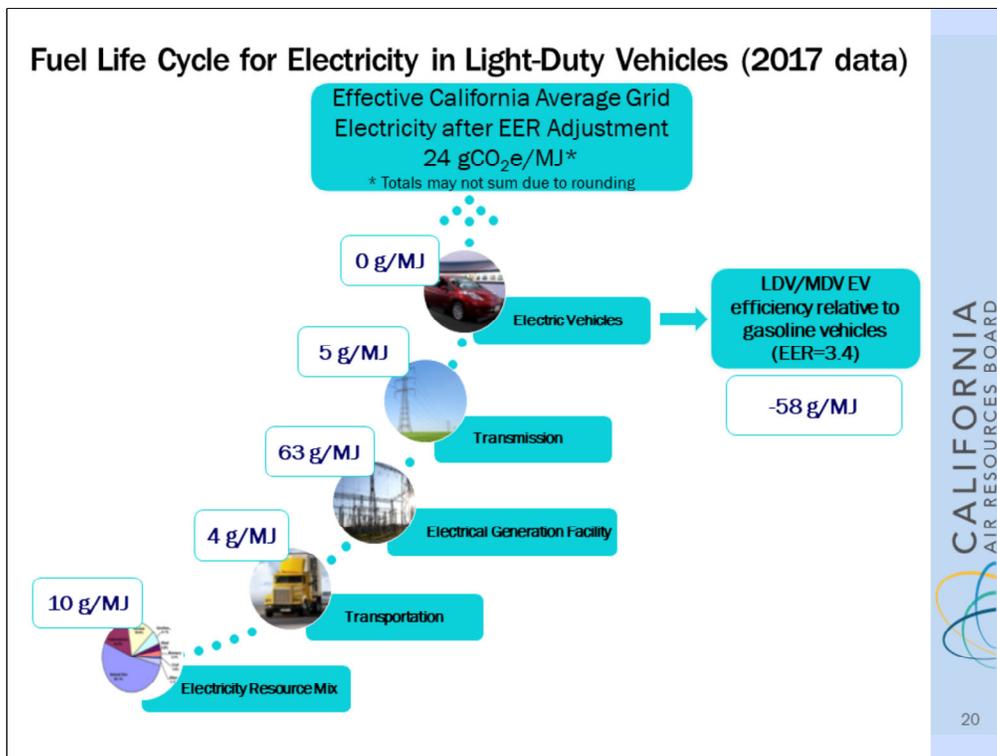


This is an illustration of the life cycle assessment of biodiesel made from used cooking oil (UCO). UCO, also known as waste grease, is collected from sites like industrial food processors and restaurants. The UCO is transported to a rendering facility where it is filtered and purified to remove any water, solids, contaminants, to reduce the level of free fatty acids (FFA) and ensure the oil has the correct properties required for fuel production.

The rendered oil is then transported to a biorefinery where it is converted to biodiesel by reacting with methanol in a chemical process called esterification. The process also yields a co-product, glycerin; an accounting method known as energy-based allocation is used to divide the total emissions from the facility between its two products. 95 percent of the production emissions are attributed to biodiesel and the remaining 5 percent to glycerin.

Please note that this slide contains numerical values for illustrative purposes only.

The CO₂ emitted from vehicles during biofuel combustion is considered carbon neutral, in accordance with IPCC and U.S. EPA GHG inventory guidelines, as the carbon released was uptaken from the atmosphere within a short timeframe by the plant that produced the oil. A small amount of emissions, less than 1 g/MJ, result from the GHGs (methane and nitrous oxide) that form during biodiesel combustion.



This is an illustration of the life cycle assessment of California’s average grid electricity when it is used to charge Electric Vehicles (EV).

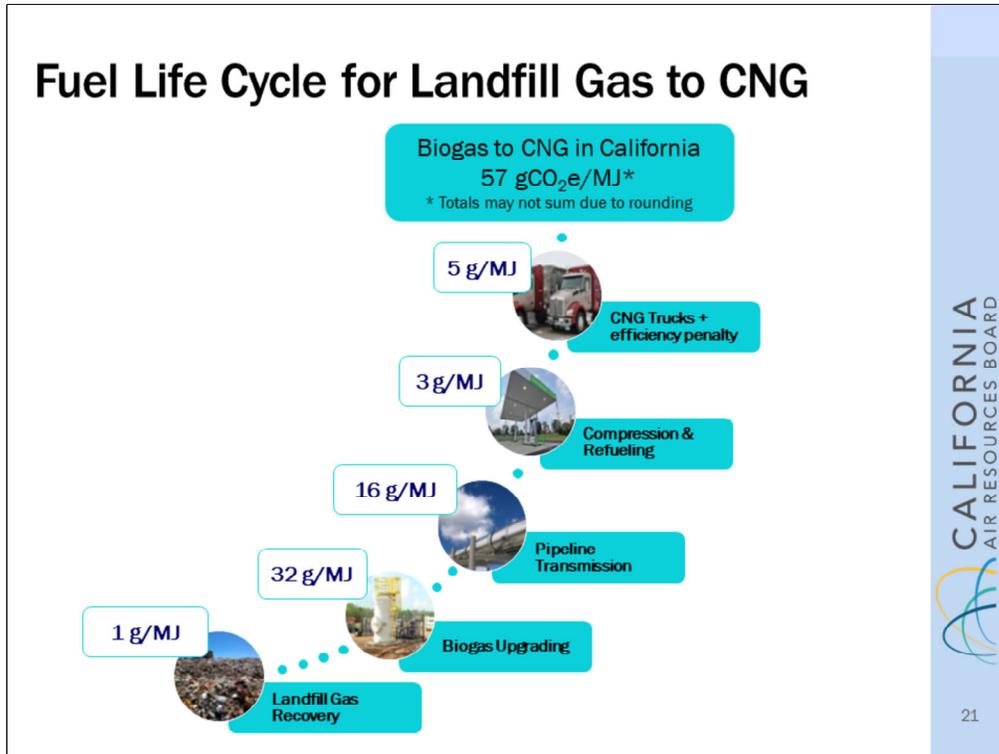
The carbon intensity of California electricity is calculated in CA-GREET 3.0 using the 2017 average California generation resource mix from the CEC database¹, slightly modified to match CA-GREET resource categories² in order to calculate the emissions associated with each resource.

The GHG emissions for this pathway consist of the upstream emissions associated with producing and transporting each fuel to the power plant, the emissions associated with generating electricity (combustion of fossil based resources like natural gas), and transmission line losses (translated to emissions from the excess electricity that must be supplied to meet demand).

Finally, EVs in the Light-duty Vehicles (LDV) and Medium-duty Vehicles (MDV) are over three times more efficient than the internal combustion engines (ICE) they replace. The life cycle emissions from electricity generation sum up to 81.49 gCO₂/MJ of electricity, but the effective CI shown here is on the basis of the amount of gasoline that is displaced by the use of EVs. The efficiency ratio is, therefore, translated to an emission savings representing the smaller amount of energy an EV needs to travel the same distance as an ICE.

¹ 2017 California Total System Electric Generation, California Energy Commission: https://www.energy.ca.gov/almanac/electricity_data/total_system_power.html

² California Air Resources Board, CA-GREET 3.0 Supplemental Document and Tables of Changes, 13-AUG-2018: https://www.arb.ca.gov/fuels/lcfs/ca-greet/cagreet_supp_doc_clean.pdf



This illustration shows the stages that are analyzed while performing life cycle assessment of compressed natural gas (CNG) from landfill gas (LFG). LFG is also known as biogas as it originates from organic materials which decompose without oxygen in landfills, resulting in generation of methane. Biogas is typically 50-60% methane and the remainder is made up of CO₂ and trace gases.

Recovery of biogas is accomplished using electrical fans to draw gas up through wells inserted throughout a landfill. Most landfills are required to capture LFG and oxidize methane to CO₂ by the use of a flare or thermal oxidizer. By capturing and using this gas as a transportation fuel rather than flaring, CO₂ emissions are avoided.

Capture mechanisms are imperfect, resulting in an estimated 25 percent of LFG that escapes the flare; this emission is considered outside of the LCA system boundary, as it occurs whether a landfill is capturing gas for use as a fuel, or for flaring. This is a principle of life cycle assessment, which seeks to determine what emissions would occur in a reference or baseline scenario, and compares the project case in order to determine the net change caused by a process or product.

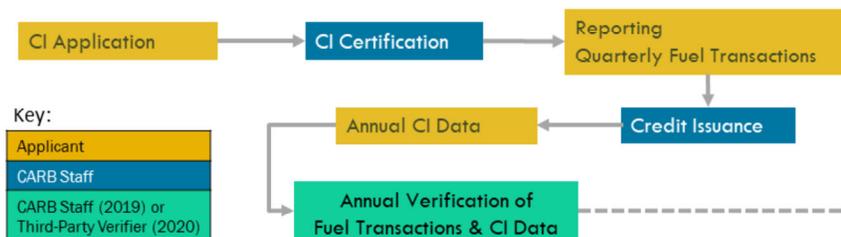
Biogas upgrading is where the majority of the emissions associated with LFG to CNG occur. The objective is to remove CO₂, water, and to scrub unwanted components such as hydrogen sulfide in order to bring the biogas to pipeline-quality and motor vehicle standards. At this stage the gas is referred to as biomethane.

Transmission via the system of natural gas pipelines that span the U.S. can also result in a significant quantity of emissions, for a conservative distance from a landfill to CA, 3,600 miles pipeline is chosen. Compressors require energy to move gas through pipelines, and methane has opportunities to escape during gas transmission; the magnitude of emissions is dependent on the distance gas travels from its source to its end use.

When pipeline gas is withdrawn at a refueling station, it is compressed to CNG before it is injected into a vehicle. The tailpipe emissions that occur during combustion of CNG in a natural gas engine for methane and nitrous oxide only; CO₂ is cancelled with the avoidance of the combustion of a flare. Please note that this slide contains numerical values for illustrative purposes only.

Fuel Pathway Based Crediting

- All transportation fuels have a certified carbon intensity (CI)
 - Lookup Table: Simplest pathways, including gasoline and diesel; CI is predetermined by CARB
 - Tier 1: For the most common low carbon fuels; use a Simplified CI Calculator to determine CI
 - Tier 2: For innovative, next generation fuel pathways, including fuel pathways with carbon capture and sequestration, use the full CA-GREET 3.0 model
- Credits are calculated based on CI of the fuel, EER of the vehicle-fuel combination, and the quantity of fuel that is transacted in each quarter



All transportation fuels need a carbon intensity score to participate in the LCFS, and the fuel type dictates which process is used to determine that CI.

Lookup Table pathways have CI scores that are predetermined by CARB using industry-wide average inputs, or conservative assumptions. Most of the fuels in the Lookup Table don't require an application, and those that do require an application have a few requirements and a very streamlined approval process.

The Tier 1 pathway application process is for the most common low carbon fuels, and applicants use a Simplified CI Calculator to determine their site-specific fuel production and transport emissions. Under Tier 1, most emissions from feedstock production are based on standard inputs, but the calculators have some flexibility to accommodate user-defined process energy inputs.

The Tier 2 application process is designed for innovative, next-generation pathways, which may use unique feedstocks or include advanced technologies like Carbon Capture and Sequestration. Tier 2 fuels include Alternative jet fuel, and any other pathway that is not eligible to use the Lookup Table or Tier 1 process. Applicants for these pathways can fully customize the California GREET model to accurately determine their site-specific CI.

The diagram shows the basic process for credit generation. Credits for fuel pathways are calculated based on the CI score that is determined in the initial pathway application, the energy economy ratio or EER for the type of vehicle the fuel is used in, and the quantity of fuel reported. Credits are issued quarterly, and pathways with site-specific CI data will typically be verified annually.

Demonstrating Compliance and Reporting

- Compliance period: January 1st through December 31st
- A Deficit Generator's annual compliance obligation is met when it has retired a number of credits from its credit account that is equal to its deficits
- Fuel transactions from each calendar quarter are reported during the next calendar quarter
 - After each deadline, no credits can be generated for an activity that took place in the prior quarter (e.g., no credits will be issued for a transaction in the 1st quarter that is reported after June 30th)
 - Transactions involving business partners must be reconciled by the "Deadline" dates shown in the following table

LCFS Reporting Schedule

Report	Period Covered	Deadline
1 st calendar quarter	January - March	June 30 th
2 nd calendar quarter	April - June	September 30 th
3 rd calendar quarter	July - September	December 31 st
4 th calendar quarter	October - December	March 31
Annual	The prior calendar year	April 30 th

For more information on the LRT-CBTS and AFP, please click here to access the Data Management System web page

A regulated entity's annual compliance obligation is met when the regulated entity demonstrates via its annual report that it possessed and has retired a number of credits from its credit account that is equal to its compliance obligation. The annual compliance period is January 1st through December 31st of each calendar year.

Fuel transactions from each calendar quarter are reported during the next calendar quarter. After each deadline, no credits can be generated for an activity that took place in the prior quarter. Transactions involving business partners must be reconciled by the "Deadline" dates shown in the LCFS Reporting Schedule table. The quarterly reporting schedule is as follows:

- June 30th: For the first calendar quarter covering January through March
- September 30th: For the second calendar quarter covering April through June
- December 31st: For the third calendar quarter covering July through September
- March 31st: For the fourth calendar quarter covering October through December

The annual compliance reports must be submitted by April 30th of each year.

For more information on the LRT-CBTS and AFP, or to submit quarterly or annual reports, please visit the Data Management System web page:

<http://www.arb.ca.gov/fuels/lcfs/reportingtool/datamanagementsystem.htm>.

LCFS Verification Program

- Ensures data reported to, and used by, CARB is accurate and conforms to the regulatory requirements
 - Consistent with the verification programs implemented under CARB's Cap-and-Trade Program
- Provides confidence and reliability in reported data for stakeholders, market participants and the public
- International best practice
 - Based on ISO 14064-3 and 14065
 - Considered a requirement for carbon pricing mechanisms internationally
- Provides a systematic, independent and documented process for evaluation of reported data against the LCFS regulatory requirements and methods for calculation

A system for third-party verification is needed to ensure accuracy of reported greenhouse gas data. The framework and principles of the LCFS verification program are consistent with the verification systems that support CARB's Cap-and-Trade program. The LCFS verification program provides confidence and reliability in reported data for stakeholders, market participants, and the public—the data have financial implications and quality assurance must meet a specified level of rigor.

Third-party verification is international best practice for credible greenhouse gas monitoring and reporting and considered a requirement for carbon pricing systems. The verification program is based on ISO 14064-3 and 14065. It also provides a systematic, independent, and documented process for evaluation of reported data against the LCFS regulatory requirements and methods for calculation.

Beginning in 2019, verifiers will apply for CARB accreditation and take required training and exam(s). CARB will publish on the LCFS website the list of verification bodies and verifiers accredited to perform LCFS verification services.

Entities Required to Contract for LCFS Verification

- Alternative liquid fuel producers and importers
- Alternative and fossil liquid fuel exporters if fuel previously reported¹
- All fuel pathway holders with site-specific CI data, including electricity pathways under Tier 2²
- All fuel pathways holders with biomethane book-and-claim accounting, including renewable hydrogen (SMR) for fueling hydrogen vehicles³
- Reporters of bio- and fossil propane and CNG/LNG
- Petroleum refineries
- Reporters of project-based credits

¹ Exemption threshold for specified transactions provided in section 95500(c)(2)(C)
² Lookup Table electricity and Tier 2 applications for EER-adjusted carbon intensity scores do not require third-party verification
³ Lookup Table hydrogen fueling (excluding book-and-claim biomethane) does not require third-party verification
*Note that verification may be deferred up to two years under sections 95500(b)(2)(B) and 95500(c)(2)(B)

The entities required to contract for verification services are summarized here.

Regulated entities specified in section 95500 are required to retain the services of independent verifiers accredited by CARB, beginning with 2020 fuel pathway applications and in 2021 for LCFS data reports, and thereafter. Deferred verification statements are due in 2023 for those who are eligible.

LCFS Data Accuracy & Verification

The LCFS Regulation includes requirements for data accuracy and meter calibration.

- Reported LCFS data have financial implications and must meet specified levels of rigor
- All entities that submit LCFS data used to calculate GHG emissions and reductions must attest to its accuracy

The requirements for LCFS measurement and meter accuracy are as follows:

- Most LCFS data are based on measurements using meters relied on for financial transactions
- CARB accepts the accuracy of meters that meet the criteria for financial transactions in MRR 95103(k)(7) (referenced in section 95491.1(c)(1)(G))
- LCFS data measured using internal meters are considered accurate if they are installed, operated, and maintained according to manufacturer-recommended calibration frequency and precision requirements (section 95488.8(j))

In addition, entities are responsible for obtaining third-party validation and/or verification

- Document measurement device information in a written Monitoring Plan according to section 95491.1(c)
- Demonstrate acceptable measurement accuracy as described above for financial transaction meters and internal meters
- If data are missing, must be able to demonstrate to the verifier that reported data are accurate within +/- 5% or must obtain CARB approval of alternate monitoring method (section 95488.8(k))

The LCFS Regulation includes requirements for data accuracy and meter calibration. Reported LCFS data have financial implications and must meet the specified level of rigor. All entities that submit LCFS data used to calculate GHG emissions and reductions must attest to its accuracy. Most LCFS data are based on financial transaction meters that meet CARB's accuracy requirements: suppliers and purchasers who do not have common owners rely on the measurements for sales, meters are sealed with a valid seal from the county sealer of weights and measures or from a county certified designee, or third parties operate the meters. Meters that do not meet the criteria above, referred to as "internal meters," must be installed, operated, and maintained according to manufacturer-recommended calibration frequency and precision requirements to meet accuracy requirements for LCFS data. In addition, entities responsible for obtaining third-party verification must document measurement device information in a written Monitoring Plan according to section 95491.1(c) and demonstrate acceptable measurement accuracy. If data are missing, the regulated entity must be able to demonstrate to the verifier that reported data are accurate within +/- 5 percent or must obtain CARB approval of an alternate monitoring method pursuant to section 95488.8(k).

Price Cap Provides Consumer Protection

- Provides a route for compliance even if a credit shortfall occurs
- Strengthens incentives to invest in low-CI fuels
- Increases certainty regarding the maximum cost of compliance
- Prevents extreme market volatility
- Ensures that willing credit generators can sell available credits

If a regulated party does not retire sufficient credits to meet its compliance obligation, then a Credit Clearance Market will be initiated. Entities with credits to sell can opt to pledge credits into the market and entities needing credits must purchase their pro-rata share of these pledged credits. A price cap in the clearance market prevents extreme market volatility, thereby providing consumer protection.

Project-based Credit Opportunities

- **Renewable Hydrogen Used at Refineries**
 - Credit for renewable hydrogen used at a refinery to make transportation fuels
- **Refinery Investment**
 - Incentives GHG-reduction projects at refineries
- **Innovative Crude Production Methods**
 - Solar steam or heat generation
 - Solar- or wind-based electricity
 - Carbon capture and sequestration
 - Renewable natural gas or biogas energy
- **Low-Complexity/Low-Energy-Use Refinery**
- **Carbon Capture and Sequestration by Direct Air Capture**

The LCFS contains two credit opportunities for refineries, an expanded credit opportunity for crude production, and Carbon Capture and Sequestration by Direct Air Capture.

The renewable hydrogen refinery credit provision allows refineries to generate credits through the use of renewable hydrogen at the refinery to produce gasoline and diesel. Renewable hydrogen can be produced using steam methane reforming of renewable natural gas or through electrolysis using renewable electricity.

The refinery investment credit provision allows refineries to generate credits for GHG reduction projects undertaken at a refinery. These projects include use of renewable energy sources, conversion of combustion power sources to electricity, use of carbon capture and sequestration, and process improvement projects.

The innovative crude credit provision supports innovative technologies for solar steam or heat generation, solar- or wind-based electricity, renewable natural gas or biogas energy, and carbon capture and sequestration.

Carbon Capture and Sequestration (CCS)

- Projects claiming CCS credits must comply with the CCS Protocol
- Credits must be prorated based on the volumes delivered to California (except for direct air capture projects)
- Amount of net CO₂ sequestered by alternative fuel producers can be used to adjust the carbon intensities of the associated fuel pathways
- Must undergo verification

Projects claiming CCS credits must comply with the CCS Protocol. Credits must be prorated based on the volumes delivered to California, except for direct air capture projects.

The amount of net CO₂ sequestered by alternative fuel producers can be used to adjust the carbon intensities of the associated fuel pathways.

All CCS projects must undergo verification.

CCS Eligibility & Crediting

- Examples of how the CCS Protocol can be used:
 - Low carbon fuel pathway (e.g., ethanol or biogas)
 - Refinery investment (e.g., steam methane reforming)
 - Innovative crude (e.g., co-gen at oilfield)
 - Direct air capture
- General requirements for Crediting
 - Credits go to the capture facility
 - Storage facility must be a co-applicant
 - Capture and storage facilities do not need to be co-located
 - All CCS projects must receive Permanence Certification before LCFS credit generation is possible
- Recognized reservoirs
 - Saline formations
 - CO₂ enhanced oil recovery
 - Depleted oil and gas reservoirs

Examples of how the CCS Protocol can be used in the LCFS include low carbon fuel pathway, refinery investment, innovative crude, or direct air capture.

To generate credits for CCS projects, credits go to the capture facility. The storage facility must also be a co-applicant, but capture and storage facilities do not need to be co-located. All CCS projects must receive a Permanence Certification before LCFS credit generation is possible.

Recognized reservoirs under the LCFS include saline formations, CO₂ enhanced oil recovery, and depleted oil and gas reservoirs.

LCFS Electricity and Hydrogen



Electricity Provisions

- Electric vehicles, trucks, electric transit systems (fixed guideway, buses), electric forklifts, electric cargo-handling equipment, transportation refrigeration units (TRUs), and shore power to ocean-going vessels at-berth are eligible to generate credits
 - Specific energy economy ratios (EER) are determined by CARB for each type of electric vehicle or equipment; New equipment types can apply for an EER through a Tier 2 application
 - Carbon intensity of California's average grid electricity is updated annually. For reporting in 2019, the CI is 81.49 gCO₂e/MJ

[To learn more about the LCFS electricity and hydrogen provisions, click here](#)

Electric vehicles, trucks, electric transit systems (fixed guideway, buses), electric forklifts, electric cargo-handling equipment, electric transportation refrigeration units, and shore power to ocean-going vessels at-berth are eligible to generate credits.

Due to the fact that consumer preferences of electric vehicle owners has not resulted in widespread installation of separate metering in residences, CARB calculates the credits for non-metered residential charging of EVs, to maintain the quality and accuracy of the credit generations. Electrical Distribution Utilities (EDU) earn “base” credits for all residential charging using the grid average CI, and the load serving entity, auto manufacturer, or another entity may also generate “incremental” credits for supplying metered, low-CI electricity or smart charging to those residences. In the event that multiple entities claim incremental credits for a given residence, the LCFS provides the following order of priority: the Load-Serving Entity (LSE), including a Community Choice Aggregator (CCA); the automobile manufacturer who provides metered charging data through on-vehicle telematics; and any other entity who can provide the metered data has the third priority, which could include a charging service provider or an aggregator. All electricity credit generators must use credit proceeds to promote transportation electrification, and provide benefits to their EV customers and educate them about the benefits of EV transportation.

The LCFS streamlines and facilitates the credit generation and reporting for public, workplace and fleet charging. Utilities will receive those credits unless electrical vehicle service providers, site hosts or fleet owners opt in.

Renewable Electricity to ZEVs

- Add flexibility for pathways using low-CI electricity in ZEV applications
- Allow for indirect accounting for matching renewable electricity production to EV charging
- Recognize charging when lower CI resources are supplying the Grid



The combination of zero-carbon electricity and zero-emission vehicles offers significant opportunity for reductions that are not well recognized by the program to date. To address this issue, the 2018 amendments allow renewable power generated off-site to be used in EV charging and hydrogen production by electrolysis. The amendments also recognize the benefits of shifting EV charging and electrolyzer loads to periods of time when excess renewable electricity might otherwise be wasted. These amendments are intended to be a first step in promoting further expansion of zero-emission vehicle infrastructure through the LCFS, as directed by the Governor's Executive Order. They would help make these vehicles fully "zero emission" on a life cycle basis.

LCFS Electricity and Hydrogen



Hydrogen Provisions

- Entity that owns the hydrogen fueling supply equipment or the hydrogen forklift fleet is eligible to generate credits for hydrogen fueling; another entity may be designated by written agreement
- Lookup Table pathways for hydrogen produced in California (SMR or electrolysis) are available to streamline participation; no site-specific CI data is needed
 - Renewable hydrogen pathways require evidence of renewable inputs
 - Unique or innovative pathways may use a Tier 2 pathway application to determine CI
 - Smart electrolysis: reporting hourly-metered electricity provided to an electrolyzer rewards operation at times of day when marginal grid CI is lower than average
- Hydrogen is an opt-in fuel until statewide use in transportation meets a threshold of 3,500 tons per year

[To learn more about the LCFS electricity and hydrogen provisions, click here.](#)

The LCFS also contains hydrogen provisions. The person who owns the hydrogen fueling supply equipment or the hydrogen forklift fleet is eligible to generate credits for hydrogen fueling. Lookup Table pathways for hydrogen produced in California are available to streamline participation. Hydrogen is an opt-in fuel until statewide use in transportation meets a threshold of 3,500 tons per year.

To learn more about the LCFS electricity and hydrogen provisions, please see <http://www.arb.ca.gov/fuels/lcfs/electricity/electricityh2.htm>.

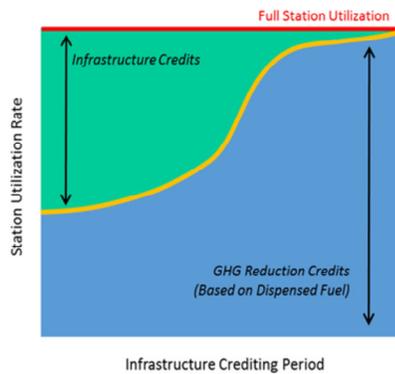
Statewide Clean Fuel Reward for Electric Vehicles



- Utilities and Automakers are developing a statewide program to provide an EV rebate at the time of sale
- Provides considerable incentive to encourage the purchase of Electric Vehicles
- Minor changes to the LCFS regulation to accommodate the rebate program:
 - Require a minimum percentage contribution from each utility
 - Specify four tiers to determine the rebate amount based on EV battery capacity

In April 2018, the Board also directed staff to explore the establishment of a statewide Clean Fuel Reward program funded by the sale of LCFS credits and given at the point of electric vehicle sale or lease. Since the April Board hearing, a coalition of Electrical Utilities and Automakers have come together to lay the groundwork for such a program. The approach required targeted changes in the LCFS to accommodate the rebate program: we have set a minimum percentage contribution from all utilities that opt in, which scales with utility size and increases over time; and we have also established battery-capacity tiers—in line with the federal rebate structure—to ensure EVs with higher battery capacity get the maximum rebate.

Zero Emission Vehicle Infrastructure



- New provision to credit hydrogen stations and direct current fast chargers based on fueling capacity minus any dispensed fuel
- Previously, credits only eligible for dispensed fuel
- Crediting unused refueling capacity encourages rapid deployment of zero emission infrastructure and eliminates “chicken-and-egg” concerns

[For more information about LCFS ZEV Infrastructure Crediting, click here.](#)

To provide additional incentives for growth of ZEVs, in the recent round of rulemaking, the program included a provision termed “infrastructure crediting” to include both hydrogen refueling stations and DC fast chargers. The concept is simple: The LCFS will credit eligible stations based on the capacity of the station to deliver fuel once the station is fully utilized. Infrastructure credits will decrease as a station/charger reaches full utilization, until it is only generating credits for its dispensed fuel. In this way, the provision is designed to be “self-sunsetting.” This provision is designed to address the “chicken & egg” problem, in which demand for zero emission vehicles is low because consumers can’t refuel them, and refueling station developers won’t build stations until more vehicles are sold.

For more information on the LCFS ZEV Infrastructure Crediting Provision, please see https://www.arb.ca.gov/fuels/lcfs/electricity/zev_infrastructure/zev_infrastructure.htm