



**FALLBROOK PUBLIC UTILITY DISTRICT  
MEETING OF THE ENGINEERING & OPERATIONS COMMITTEE**

**AGENDA**

**MONDAY, NOVEMBER 14, 2022  
11:00 A.M.**

**FALLBROOK PUBLIC UTILITY DISTRICT  
990 E. MISSION RD., FALLBROOK, CA 92028  
PHONE: (760) 728-1125**

**THIS MEETING WILL BE HELD PURSUANT TO GOVERNMENT CODE SECTION 54953(e)(1)(A), WHICH WAIVES CERTAIN BROWN ACT TELECONFERENCING REQUIREMENTS DURING A PROCLAIMED STATE OF EMERGENCY WHEN STATE OR LOCAL OFFICIALS HAVE IMPOSED OR RECOMMENDED MEASURES TO PROMOTE SOCIAL DISTANCING, AND ALLOWS SOME OR ALL OF THE MEMBERS OF THE ENGINEERING & OPERATIONS COMMITTEE TO ATTEND THIS MEETING TELEPHONICALLY OR VIA VIDEO CONFERENCE. MEMBERS OF THE PUBLIC WHO DO NOT WISH TO ATTEND IN PERSON ARE ENCOURAGED TO PARTICIPATE IN THE MEETING VIA WEB CONFERENCE USING THE BELOW CALL-IN AND WEBLINK INFORMATION. MEMBERS OF THE PUBLIC MAY ALSO PARTICIPATE IN THIS MEETING BY ATTENDING IN PERSON AT THE DISTRICT OFFICE LOCATED AT 990 E. MISSION RD., FALLBROOK, CA 92028.**

**Join Zoom Meeting**

<https://us06web.zoom.us/j/84713177844?pwd=K3prQkhGdGVjVEk2aVhLM1drNINRQT09>

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**PUBLIC COMMENTS:** Members of the public may submit public comments and comments on agenda items in one of the following ways:

**SUBMIT COMMENTS BEFORE THE MEETING:**

- By emailing to our Board Secretary at [leckert@fpud.com](mailto:leckert@fpud.com)
- By mailing to the District Offices at 990 E. Mission Rd., Fallbrook, CA 92028
- By depositing them in the District's Payment Drop Box located at 990 E. Mission Rd., Fallbrook, CA 92028

All comments submitted before the meeting by whatever means must be received at least 1 hour in advance of the meeting. All comments will be read to the Board during the appropriate portion of the meeting. Please keep any written comments to 3 minutes.

**REMOTELY MAKE COMMENTS DURING THE MEETING:** The Board President will inquire prior to Board discussion if there are any comments from the public on each item.

- Via Zoom Webinar go to the "Participants List," hover over your name and click on "raise hand." This will notify the moderator that you wish to speak during oral communication or during a specific item on the agenda.
- Via phone, you can raise your hand by pressing \*9 to notify the moderator that you wish to speak during the current item.

**MAKE IN-PERSON COMMENTS DURING THE MEETING:** The Board President will inquire prior to Board discussion if there are any comments from the public on each item, at which time members of the public attending in person may make comments.

**THESE PUBLIC COMMENT PROCEDURES SUPERSEDE THE DISTRICT'S STANDARD PUBLIC COMMENT POLICIES AND PROCEDURES TO THE CONTRARY.**

*If you have a disability and need an accommodation to participate in the meeting, please call the Board Secretary at (760) 999-2704 for assistance.*

**I. PRELIMINARY FUNCTIONS**

CALL TO ORDER / ROLL CALL

PUBLIC COMMENT

**II. ACTION / DISCUSSION -----(ITEMS A-C)**

- A. AWARD OF HAWTHORNE LIFT STATION REPLACEMENT & SEWER MAIN INSTALL PROJECT
- B. AWARD OF DAILY-ROSS PIPELINE REPLACEMENT PROJECT
- C. DISTRICT FLEET AND HEAVY EQUIPMENT REPLACEMENT PROGRAM

**III. ADJOURNMENT OF MEETING**

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**DECLARATION OF POSTING**

I, Lauren Eckert, Executive Assistant/Board Secretary of the Fallbrook Public Utility District, do hereby declare that I posted a copy of the foregoing agenda in the glass case at the entrance of the District Office located at 990 East Mission Road, Fallbrook, California, at least 72 hours prior to the meeting in accordance with Government Code § 54954.2.

I, Lauren Eckert, further declare under penalty of perjury and under the laws of the State of California that the foregoing is true and correct.

November 10, 2022  
Dated / Fallbrook, CA

/s/ Lauren Eckert  
Executive Assistant/Board Secretary

MEMO

**TO:** Engineering & Operations Committee  
**FROM:** Aaron Cook, Engineering Manager  
**DATE:** November 14, 2022  
**SUBJECT:** Award of Hawthorne Lift Station Replacement & Sewer Main Install Project

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Description

Request for Board approval to award the Hawthorne Lift Station Replacement & Sewer Main Install Project to the lowest responsive bidder.

Purpose

As part of the District’s capital improvement program, the District is improving the reliability of the sewer collections system through strategic replacement of aging infrastructure and consolidating sewer lift stations to reduce maintenance time and costs. The Hawthorne Lift Station Replacement project will eliminate a small lift station and force main by adding approximately 500 linear feet of gravity sewer main, connecting it to the Shady Lane Lift Station service area. This project will also replace 220 linear feet of aging inaccessible sewer main near Main Avenue and Elder Street. The new section of sewer will be relocated into the street enabling access for routine cleaning. District staff prepared the design package for the project and solicited for general contractor construction bids. Bid opening was November 9, 2022. Seven (7) bids were received. A summary of the bid results is below:

11/9/22 Bid Meeting Results	
COMPANY	BID AMOUNT
Palm Engineering, Inc.	\$219,000
Transtar Pipeline, Inc.	\$256,000
PK Mechanical Sys, Inc.	\$275,000
M-Rae Engineering, Inc.	\$403,000
DB Pipeline, Inc.	\$463,000
Bert W. Salas, Inc.	\$500,324

Palm Engineering, Inc. was the apparent lowest responsible bidder at \$219,000.

Palm Engineering, Inc. was previously awarded Job No. 3186, Pipeline Replacements FY23 on September 2, 2022.

Budgetary Impact

The work will be completed within the Board authorized total capital budget.

Recommended Action

That the Committee recommend to the Board award of the Hawthorne Lift Station Replacement & Sewer Main Install Project to the lowest responsible bidder, Palm Engineering, Inc., for \$219,000.

**M E M O**

**TO:** Board of Directors  
**FROM:** Aaron Cook, Engineering Manager  
**DATE:** November 14, 2022  
**SUBJECT:** Award of Daily-Ross Pipeline Replacement Project

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Description

Request for Board approval to award the Daily-Ross Pipeline Replacement Project to the lowest responsive bidder.

Purpose

This project is a part of the District's pipeline and valve replacement program, specific to the De Luz Service area. It replaces approximately 400 linear feet of 12-inch water main within an area of Ross Road that has experienced multiple leaks. District staff prepared the design package for the project and solicited for general contractor construction bids. Bid opening was November 10, 2022. Five (5) bids were received. A summary of the bid results is below:

COMPANY	BID AMOUNT
PK Mechanical	\$170,000
Transtar	\$237,500
Palm Engineering	\$242,280
DB Pipeline	\$285,000
G&A Nelos	\$360,780

PK Mechanical was the apparent lowest responsible bidder at \$170,000

PK Mechanical has successfully performed work for the District in the past.

Budgetary Impact

The work will be completed within the Board authorized total capital budget.

Recommended Action

That the Committee recommend to the Board award the Daily-Ross Pipeline Replacement Project to the lowest responsible bidder, PK Mechanical, for \$170,000.

## M E M O

**TO:** Engineering & Operations Committee  
**FROM:** Carl Quiram, Operations Manager  
**DATE:** December 5, 2022  
**SUBJECT:** District Fleet and Heavy Equipment Replacement Program

Purpose

To present the board an updated six-year anticipated fleet and heavy equipment replacement program expounding optimum deployment of allocated funds to maintain safe and reliable vehicles and equipment for efficient and prompt customer service. This plan also addresses compliance with present and future California Air Resources Board (CARB) requirements.

Summary

This memorandum, updated annually, shall serve as a guideline for CARB compliance, the Fleet Assessment Chart, the Fleet Replacement Plan, the (OFF-ROAD) Heavy Equipment Primary Functions, the (OFF-ROAD) heavy equipment replacement plan and the Digital Off –Road Online Reporting System (DOORS) compliance.

(OFF-ROAD) Heavy Equipment Primary Functions

The District maintains sufficient heavy equipment to provide Field Services Construction, Maintenance, Meters and Collections crews along with Operations and the WRP the tools necessary to respond to emergencies, perform daily tasks, maintain facilities all while continuing capital improvement projects without disruption. The primary function of each piece of (off-road) heavy equipment has been outlined below.

**2022-23 (Off-Road) Heavy Equipment Primary Function**

Number	Year	Make	Type	Primary Function
1302	2010	Case 580M EXT BACKHOE	Skip loader	Construction-Excavating large mainline repairs/valve replacements
1303	2020	John Deere 310HL	Backhoe	Meter Services-New meter installs/main line and meter leak repairs
1305	2014	Case 580N	Backhoe	Collections/Maintenance-Right of way repairs/valve replacements/sewer repairs
1308	2018	Kabota L3301 HST	Tractor/Mower	Shared-Facilities, solar field and right of way mowing
1309	2020	JCB 427	Loader	Shared-Loading dirt/rock/cold mix at the FPUD Yard
1310	2010	Case 570MXT	Skip loader	Maintenace-Right of Way and facility grading and repair
1313	2003	Komatsu	Fork Lift	Shared-Unloading and loading of pipe and materials at the maintenance yard
1315	1990	Case MDL621-ZF	Loader	Shared-Loading dirt/rock/cold mix/totes at the south end of the WRP property
1322	2004	Case 70XT	Skid Steer	Shared-Materials clean up and transferring in tight locations. Incl. broom attachment
1326	2022	Freightliner Manitex Crane	Crane	Construction/WRP-removal and installation of pumps, lg valve clusters, piping and aerators
1345	2017	Volvo	Loader	WRP-Transferring totes, transporting bio solids, rags and grit bins, cleaning drying beds
1540	2006	John Deere	Utility Vehicle	WRP-Personnel/tools and materials transportation around facility
1132	2002	Jet Away	Easement Flusher	Collections-Sewer main cleaning on small inaccessible easements
1622	2019	Vermeer	Hydro Excavator	Shared-Potholing utilities, excavating mud to diagnose leak repair requirements
1624*	2022	Pipehunter	Hydro Excavator	Shared-Potholing utilities, excavating mud to diagnose leak repair requirements

\* New addition

District Off-Road Heavy Equipment Replacement Plan

In order to maintain safe and reliable heavy equipment, FPUD staff has developed a (Off-Road) Heavy Equipment Replacement Plan. This plan will be updated annually using Qtanium Connect fleet assessment software, The DOORS program and communication with department Supervisors and staff to address potential changes in equipment requirements.

2023-2029 (Off-Road) Heavy Equipment Replacement Plan

Number	Year	Make	Type	Replacement Year	Status
1302	2010	Case 580M EXT BACKHOE	Skip loader	2026	Replace
1303	2020	John Deere 310HL	Backhoe	2035	Good
1305	2014	Case 580N	Backhoe	2030	Good
1308	2018	Kabota L3301 HST	Tractor/Mower	2033	Good
1309	2020	JCB 427	Loader	2035	Good
1310	2010	Case 570MXT	Skip loader	2025	Good
1313	2003	Komatsu	Fork Lift	2018	Replace
1315	1990	Case MDL621-ZF	Loader	2005	Replace
1322	2004	Case 70XT	Skid Steer	2019	Replace
1326	2022	Freightliner Manitek Crane	Crane	2037	Good
1345	2017	Volvo	Loader	2032	Good
1540	2006	John Deere	Utility Vehicle	2018	Replace
1132	2002	Jet Away	Easement Flusher	2017	Good
1622	2019	Vermeer	Hydro Excavator	2034	Good

The intent District’s Off Road Heavy Equipment Replacement Plan is to reduce maintenance costs of aging off-road fleet vehicles and maintain CARB emission compliance. The CARB requires all off-road equipment to be reported using the Diesel Off-Road Online Reporting System (DOORS). The table below is a breakdown of the Districts current registered off-road fleet as of July 2022. The Districts current fleet meets the CARB emissions target until year 2024.

On Road Fleet

In addition to the off road vehicles, the District also maintains an on road fleet of 49 vehicles ranging from Class 1 to Class 8 Vehicles. The majority of these vehicles (27) are either half-ton trucks or passenger cars.

The attached Fleet Replacement Plan (Attachment A) was developed using the Fleet Assessment Chart (Attachment B). Staff gathers information from Qtanium Connect software, department Supervisors, the fleet Mechanic and the Field Services Manager to develop this chart. Due to the ever-changing nature of vehicle repairs, maintenance and

demands, this plan is modified annually to better synchronize future purchases. Utilizing this quantitative data, FPUD staff can ensure fund allocation to best serve employee requirements for optimal customer service. Red-flagged assets are scheduled replacements for the future fiscal year, yellow-flagged assets are 3-4 years out, and green-flagged assets are 5+ years. This year's update accomplishes two things; one is the addition of a CIP escalation to give a more realistic view of future costs, and two is the introduction of Electronic Vehicles to comply with new CARB regulations.

### Zero Emission Vehicle Rules

On September 23, 2020, Governor Newsom's Executive Order N-79-20. The Executive Order sets a goal that 100 percent of in-state sales of passenger cars, trucks, and off-road equipment will be zero-emission by 2035. Medium- and heavy-duty vehicles will be zero-emission by 2045. The California Air Resources Board (CARB) is now in the process of codifying the Governor's Executive Order. At their regular meeting on August 25, 2022, the CARB Board approved the private fleet portion of the rules. It has recently proposed a new rule that would require California public fleets to purchase 100 percent zero-emission trucks by 2027. The rules will phase in the transition of new vehicle purchases with a gross vehicle weight of 8,500 lbs. or greater with a phased approach. By 2024, new fleet truck purchases would need to be 50 percent zero-emission. From 2027 onward, 100 percent of new purchases would need to be zero-emission. "Zero emission" includes both electric and hydrogen fuel cell vehicles.

There has been significant collaboration between CARB and the California Public Utilities Commission. Through the electric utilities, grant money is available to early adopters. SDG&E offers a program called Power Your Drive for Fleets (Fact Sheet in Attachment C). That grant will reimburse the District for 80% of the cost of the installation of fleet charging infrastructure. The only stipulations of the grant are that the District purchase at least two electric vehicles in the next 5 years and that the District maintain the chargers for at least a period of 10 years.

### Plan for Compliance

Staff has evaluated our current fleet purchase plan for the next 6 years and has determined that the District could reach the intent of the CARB rules with EV replacements of several vehicles. The overall frequency of vehicle purchases has not changed. Our intent is to buy two vehicles to meet the conditions of the grant and test them to be sure they meet the District's needs before purchasing more. The matrix has been updated to comply with the CARB rules and reflect which vehicles could be replaced by EVs. Ford now offers an F-150 Lightning fully electric pickup truck. Sweetwater Authority received their first Lightning about three months ago and has already found it to be a viable alternative to the current internal combustion engine (ICE) F-150. The EV version of the F-150 fleet vehicle is approximately \$45,000. The purchase cost of an F-150 Lightning is slightly more expensive than the ICE version; electric vehicles are considerably cheaper to run and to maintain. The Lightning has a towing capacity of 7,700 lbs and a battery range of 230 miles full or 160 miles on daily charge, which is more than



adequate for our daily use. FPUD currently has 27 Class 1 & 2a vehicles that functionally could be replaced by the Lightning or a comparable vehicle. Chevrolet has plans to release a comparable vehicle in the near future.

Staff has evaluated installing chargers at the Water Recycling Plant (WRP), as well as the main campus at 990 E. Mission Road. Phase 1 (first 5 years) would include the backbone infrastructure in both locations designed to meet future needs in addition to the current phase. Staff is recommending installing three Level 2 chargers at the WRP, which should service all of their future needs. At the main shop, the District would install six Level 2 Chargers and one DC Fast Charger (DCFC). That initial phase should address the District's needs for the next 7 years. In the future, it will just be a case of adding new charger legs to the existing system. Staff's rough estimate for the cost to purchase and install these chargers is around \$360,000. The grant, in that case, would be \$288,000 leaving the District cost at \$72,000. If the Board approves staff's recommendation, a more detailed estimate will be included in next year's budget.

The additional update to this fleet plan is the reflection of CPI increases each year. With delivery and supply chain issues equipment has gotten much more expensive.

### Fleet Assessment Chart

The current fleet plan is shown in Attachment A. The following framework/methodology was developed in an effort to improve fleet management decisions. The goal is to combine industry standard replacement criteria (age, mileage, etc) with specific District data (reliability, repair costs, etc) in order to help make more prudent decisions for vehicle replacement. Staff reviewed other public agencies fleet programs as a model for this framework.

This tool will be used to develop and refine the Fleet Replacement Plan. There are 12 model parameters divided into 3 major categories:

#### Condition

- Age
- Mileage
- Hours
- Assessment

#### Impact on Operations

- Nature of Work
- Frequency of Use
- Reliability
- Redundancy
- Reparability

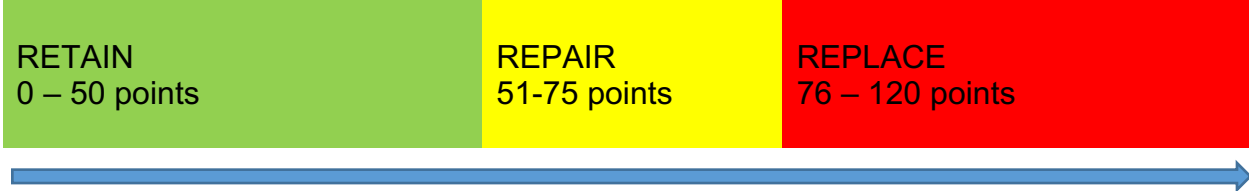
#### Return on Investment

- Repair Cost
- Resale Value
- MPG

After data compilation, scores are given to each criterion, which is then tabulated on the assessment chart (Attachment B). The scores, while not conclusive, frame the discussion of which items need to be replaced over the course of the next 6 fiscal years. The total gross scores accumulated from the parameters listed above are as follows:

- 0-50 points – retain the asset as it will not need replacement for at least 5+ years
- 51-75 points – repair the asset while preparing for its replacement within the next 3 to 5 years
- 76-120 points – replace the asset within the next 1 to 2 years

As the vehicle changes over time due to wear, usage, age, etc, it will be given higher and higher point totals. This gradual phasing out of older, more expensive to maintain vehicles allows the District to keep a reliable fleet while justifying purchasing decisions.



CONDITION

- Age – This is one of the single most important criteria when considering replacement of a vehicle as it is easily determined and removes much of the guesswork out of what might fail. However, due to the District’s varied use of assets, two vehicles of the same age could be in drastically different stages of their life. As such, age is not the stand-alone benchmark in this category.
- Mileage – A more useful indicator of actual replacement needs of a vehicle is mileage as it indicates relative wear and tear on the power train and the overall vehicle. Mileage is not applied when judging replacement considerations for off-road assets such as backhoes and loaders. Therefore, hours are rated double when reviewing heavy equipment.
- Hours – Hours help indicate when an off-road asset may be due for retirement. In addition, hours may help determine when a light duty vehicle should be considered for replacement as its idling time may be long despite having low mileage. Frequently construction trucks idle at job sites in order to power tools.
- Assessment – A condition assessment is also necessary before a replacement can be considered. As most vehicles owned by the District are used for construction purposes and frequently operated in extreme conditions and rugged terrain.

CONDITION – 40 points maximum		
Parameters	Points	Criteria for Point Bands

Age	10	10 years +
	5	5-9 years
	0	1-4 years
Mileage	10	100,000 +
	5	40,000-99,999
	0	1-39,999
Hours	10	1,000+
	5	400-999
	0	1-399
Assessment	10	Poor condition
	5	Fair condition
	0	Good condition

### IMPACT ON OPERATIONS

As on and off-road equipment is drastically different for each criterion in this category, different weights will be applied when considering each point score based on the type of asset being reviewed.

- Nature of Work – The type of work the asset performs is crucial to understanding the urgency of replacement and helps determine the amount of risk the District could face when deciding to replace it or continue to use it for another year. Is the asset engaged in critical functions, or as transportation only?
- Frequency of Use – How often is the asset used? This can often be an important question when determining replacement. If the asset is used infrequently, its life can be extended, and greater emphasis can be placed on this criterion when making a repair/replace decision.
- Reliability – Some of the District’s vehicles, despite its frequency of use, must be in proper working order and ready-to-use, as it is critical to operations. For example, the District only owns one 25-ton crane and its use is limited; if it is not reliable, this single piece of equipment could affect the field services departments’ productivity as well as operations at the WRP.
- Redundancy – Does the District have another piece of equipment that could be utilized while determining a repair/replacement decision? If there is redundancy, perhaps an asset can be run until it is no longer operational, rather than for replacement before it reaches end-of-life.
- Repairability – There are scenarios in which an asset may have low miles and be in good condition but would still need to be considered for replacement. If repairs are necessary and parts suppliers no longer supported the vehicle due to age, the District must consider retiring the asset.

IMPACT ON OPERATIONS – 50 points maximum
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Parameters	Points	Criteria for Point Bands
Nature of Work	10	Critical
	5	Fits District Needs/Not Individual Needs
	0	Useful
Frequency of Use	10	Relied upon daily
	5	Used occasionally
	0	Randomly, as need arises
Reliability	10	Down >2x per month or 10 days/month
	5	Down 3x in 3 months or 14 days in 3 months
	0	Down 1x in 3 months or <3 days in 3 months
Redundancy	10	No dependable alternative
	0	Have replacement readily available
Repairability	10	Replacement parts unavailable
	5	Parts to be discontinued in next 3-5 years
	0	Readily available parts at multiple vendors

### Return-on-Investment (ROI)

- Repair Cost – Another valuable metric for determining replacement decisions, is to consider the repair costs for an asset. By utilizing the District’s Qanium Connect program staff can make informed decisions based on past repair costs along with current repair estimates to determine if it is more effective to replace the asset rather than repair it.
- Auction Resale Value – The vehicle value is important financial information. If the asset has little market value, there is less incentive to repair the assets. However, if the resale results in a sizable cash value, it can help off-set the cost of replacement.
- Gas/Diesel Mileage – Determining the MPG of the vehicle can be a useful metric when considering overall vehicle health – increasing MPG could indicate the engine is near life expectancy. New designs, better technology and improved standards of modern vehicles have a higher MPG so this must be factored into the investment.

RETURN ON INVESTMENT (ROI) – 20 points maximum		
Parameters	Points	Criteria for Point Bands
Repair Cost	10	Repair costs high (20% of replacement) and rising
	5	Repair costs modest (<10%) and stable
	0	Repair costs low (<5% of replacement)
Resale Value	10	Turn in value >20% of new
	5	Turn in value 5-20% of new
	0	Turn in value <5% of new
MPG	10	20% or more lower than MPG fueleconomy.gov estimates

	0	Within 20% MPG fueleconomy.gov estimates
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Recommended Action

Staff recommends that the Board of Directors approve this updated fleet plan and authorize staff to pursue the Power Your Drive for Fleets grant and budget accordingly in the next fiscal year.

- Attachment A – Fleet Replacement Plan
- Attachment B – Fleet Assessment Chart
- Attachment C – SDG&E Power Your Drive for Fleets fact sheet

# Attachment A – Fleet Replacement Plan

Number	Year	Make	FY23	FY24	FY25	FY26	FY27	FY28	FY29
1001	2017	CHEVROLET CITYEXPRESS							
1002	2019	FORD F150							
1003	2019	FORD F150							
1004	2006	CHEVROLET COLORADO	\$ 65,340						
1005	2018	CHEVROLET SILVERADO 1500							
1006	2021	CHEVROLET EQUINOX							
1007	2021	CHEVROLET EQUINOX							
1008	2006	CHEVROLET COLORADO			\$ 54,168				
1009	2010	FORD F150				\$ 58,501			
1010	2016	FORD F150							
1011	2019	FORD F250							
1012	2003	FORD F150		\$ 50,155					
1021	2010	FORD RANGER						\$ 68,236	
1024	2000	CHEVROLET 1500						\$ 68,236	
1027	2004	FORD RANGER				\$ 58,501			
1031	2004	CHEVROLET 3500						\$ 222,162	
1033	2008	FORD F150						\$ 68,236	
1034	2008	FORD F150			\$ 54,168				
1035	2010	FORD RANGER					\$ 63,181		
1036	2008	FORD F150			\$ 54,168				
1037	2010	FORD RANGER		\$ 50,155					
1038	2016	FORD F150							
1039	2016	FORD F150							
1042	2016	FORD F150							
1043	2016	FORD F150							
1044	2021	CHEVROLET SILVERADO 1500							
1045	2021	CHEVROLET COLORADO							
1055	2021	CHEVROLET 3500							
1100	2008	DODGE SPRINTER					\$ 110,200		
1101	2002	CHEVROLET 2500				\$ 44,896	replace with SUV		
1102	2011	CHEVROLET 2500							
1103	2005	CHEVROLET 3500				\$ 197,271			
1104	2009	FORD F450							
1105	2016	FORD F450							
1110	2000	FORD F350		\$ 87,480					
1112	2017	FORD F550							
1114	2020	CHEVROLET SILVERADO 5500							
1116	2007	CHEVROLET 3500							
1117	2019	FORD F550							
1122	1996	CHEVROLET 3500		\$ 70,567					
1125	2008	FORD F250					\$ 88,894		
1127	2010	FREIGHTLINER M2106							
1128	2009	FREIGHTLINER M2106							
1129	2012	HINO 266A							
1141	2006	INTERNATIONAL DTS70							\$ 507,600
1161	2016	Kenworth T4							
1162	2019	Ford F550 - Dept 3							
1199	2019	FREIGHTLINER 1145D							
1302	2010	Case 580M EXT BACKHOE				\$ 191,829			
1303	2020	John Deere 310HL							
1305	2014	Case 580N							
1308	2018	Kabota L3301 HST							
1309	2020	JCB 427							
1310	2010	Case 570MXT							
1313	2003	Komatsu			\$ 68,654				
1315	1990	Case MDL621-ZF		\$ 180,000	carb				
1322	2004	Case 70XT			\$ 125,971				
1326	2022	Freightliner Manitec Crane							
1345	2017	Volvo							
1540	2006	John Deere			\$ 19,980				
	2002	Jet Away							
	2019	Vermeer							
		Signs and Small Equipment	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
		Teletac Navman GPS	\$ 25,000	\$ 27,500	\$ 27,500	\$ 30,000	\$ 30,000	\$ 32,500	\$ 32,501
		Sewer Camera Replacement	\$ 140,000						
		Charging Infrastructure at Admin and WRP		\$ 420,000					
		Grant SDG&E		\$ (336,000)					
Annual Total			\$ 245,340	\$ 564,858	\$ 419,608	\$ 595,998	\$ 307,275	\$ 474,369	\$ 555,101

Class 1	2								
Class 2a	25	\$ 255,000	\$ 472,500	\$ 217,500	\$ 265,000	\$ 325,000			
Class 2b	3								
Class 2g	1								
Class 3	6								
Class 4	2								
Class 5	4								
Class 6	2								
Class 7	2								
Class 8	3								
Off Road	13								
Report Date									

Legend
EV Replacement Currently Viable
EV Replacement May be Viable
Vehicle Assigned to WRP

Inflation Rate 8%

11/10/2022

## Attachment B - Fleet Assessment Chart (2021-22)

Asset Tag	Year/Description	Age	Mileage	Hours	Assessment	Nature of Work	Frequency of Use	Reliability	Redundancy	Repairability	Repair Cost	Resale Value	MPG	TOTAL	Planned Replacement Year
1001	2017 CHEVROLET CITYEXPRESS - Juliana - Dept 8 - Van	0	0	0	0	0	5	0	0	0	5	5	0	15	
1002	2019 FORD F150 - Aaron Cook - Dept 2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1003	2019 FORD F150 - Dept 5/USAs	0	0	0	0	0	10	0	0	0	0	0	0	10	
1004	2006 CHEVROLET COLORADO - Christian - Dept 5 - Meters	10	10	5	0	0	10	5	0	0	0	5	10	55	2023
1005	2018 CHEVROLET SILVERADO 1500 - Kyle - Dept 3	0	0	0	0	0	10	0	0	0	0	0	0	10	
1006	2021 CHEVROLET EQUINOX - Pool SUV	0	0	0	0	0	0	0	0	0	0	0	0	0	
1008	2006 CHEVROLET COLORADO - Devin - Dept 6	10	20	0	0	0	5	0	0	0	5	5	10	55	2023
1009	2010 FORD F150 - Jeff Evans - Dept 5	10	10	5	0	0	5	5	0	0	5	5	0	45	2025
1010	2016 FORD F150 - Chris Hamilton - Dept 6	5	0	0	0	0	5	0	0	0	0	10	0	20	
1011	2019 FORD F250 - Roscoe - Dept 6	0	0	0	0	0	5	0	0	0	0	10	0	15	
1012	2003 FORD F150 - Mick Cothran - Dept 2	10	20	10	0	0	0	0	0	10	0	5	10	65	2022
1014	2016 FORD F150 (totalled as of 4/29) - replacing with SUV													0	
1015	1997 FORD F150 - Todd Jester - Dept 2	10	10	10	0	0	0	0	0	10	5	5	10	60	2022
1021	2010 FORD RANGER - Jason - Dept 6	0	0	0	0	0	5	0	0	5	5	5	0	20	
1024	2000 CHEVROLET 1500 - Josh Couveau - Dept 6	10	10	10	0	0	5	0	0	10	5	5	10	65	2021
1027	2004 FORD RANGER - Alex G - Dept 6	10	10	5	0	0	5	0	0	5	0	5	10	50	2024
1028	1999 FORD F150 - Fuel Truck	10	20	10	10	0	5	10	10	10	5	5	10	55	2021
1031	2004 CHEVROLET 3500 - Kerry	10	0	0	0	0	5	0	0	0	0	5	10	30	
1033	2008 FORD F150 - Larry	10	10	0	0	0	0	0	0	0	0	5	0	25	
1034	2008 FORD F150 - Abe - Dept 6	10	20	0	0	0	10	0	0	0	0	5	0	45	2025
1035	2010 FORD RANGER - Owni - Dept 8	10	10	0	0	0	0	5	0	0	5	5	0	35	
1036	2008 FORD F150 - Pool Truck	10	10	0	0	0	0	0	0	0	0	5	0	25	
1037	2010 FORD RANGER - Dept 8 Stand By	10	20	0	0	0	0	5	0	0	5	5	0	45	2026
1038	2016 FORD F150 - Steve Stone	5	10	0	0	0	10	0	0	0	0	10	0	35	
1039	2016 FORD F150 - Tim - Dept 2	5	0	0	0	0	5	0	0	0	0	10	0	20	
1042	2016 FORD F150 - Water Stand By	5	10	5	0	0	0	0	0	0	0	10	0	30	
1043	2016 FORD F150 - Mateo - Dept 6	5	10	0	0	0	10	0	0	0	0	10	0	35	
1054	2006 CHEVROLET 2500 - Dept 3 Kyle	10	10	10	10	10	5	10	10	5	5	5	0	80	2021
1100	2008 DODGE SPRINTER - TV Van - Dept 3	10	0	0	0	10	10	0	10	0	0	0	0	40	2026
1101	2002 CHEVROLET 2500 - Hugo Dept 4	10	10	5	0	0	5	0	0	5	0	0	0	35	
1102	2011 CHEVROLET 2500 - Dept 3 Stand By	10	10	0	0	0	0	0	0	0	0	5	0	25	
1103	2005 CHEVROLET 3500 - Josh H - Dept 8	10	20	5	10	10	10	0	10	5	0	0	0	70	2023
1104	2009 FORD F450 - Jamison - Dept 5	10	10	0	0	0	5	5	0	5	0	5	0	40	2026
1105	2016 FORD F450 - Dept 5 (was Jacob H)	5	0	0	0	0	5	0	0	0	0	10	0	20	
1110	2000 FORD F350 - Matt Perez - Dept 4	10	10	10	0	0	5	5	0	5	5	0	0	50	2024
1112	2017 FORD F550 - Dept 4 (was Jose M)	0	0	0	0	0	5	0	10	0	0	5	0	20	
1113	2003 FORD F550 (being replaced now) - Dept 4													0	
1116	2007 CHEVROLET 3500 - Josh Couveau - Valve Truck	10	10	5	10	10	5	0	0	0	0	5	0	45	2026
1117	2019 FORD F550 - Kevin Stamper - Valve Truck	0	0	0	0	10	5	0	0	0	0	10	0	25	
1122	1996 CHEVROLET 3500 - Bryan - Welding Truck	10	10	5	10	10	5	0	10	10	0	0	10	70	2022
1125	2008 FORD F250 - Jake Robinson - Dept 6	10	0	5	0	0	0	0	0	5	0	5	0	25	
1127	2010 FREIGHTLINER M2106 - Dump Truck 7 YD	10	0	0	0	10	5	0	0	0	0	0	0	25	
1128	2009 FREIGHTLINER M2106 - Dump Truck 5 YD	10	0	5	10	10	5	0	0	0	5	0	0	35	
1129	2012 HINO 266A - Dump Truck 5 YD	10	0	0	0	10	5	0	0	0	0	0	0	25	
1141	2006 INTERNATIONAL DTS70 (non compliant 2022) - Vector													0	2022
1161	2016 KENWORTH T4 - Vector	5	0	0	0	10	10	0	0	0	0	0	0	25	
1162	2019 FORD F550 - Dept 3	0	0	0	0	0	0	0	0	0	0	0	0	0	
1199	2019 FREIGHTLINER 1145D - Kerry	0	0	0	0	0	0	0	0	0	0	0	0	0	
1302	2010 CASE 580M EXT BACKHOE - Parker	10	0	0	0	10	10	0	0	0	0	0	0	30	
1303	2020 JOHN DEERE 310HL - Stoneburner - Backhoe	0	0	0	0	10	10	0	0	0	0	0	0	20	
1305	2014 CASE 580N - Parker - Backhoe	5	20	0	0	10	10	0	0	0	0	0	0	45	2025
1308	2018 KUBOTA L3301 HST - Kerry - Tractor	0	20	0	0	10	10	0	10	0	5	0	0	55	
1309	2020 JCB 427 - Parker - Loader	0	0	0	0	10	5	0	0	0	0	0	0	15	
1310	2010 CASE 570MKT - Stoneburner - Skip Loader	10	20	5	10	10	5	0	0	0	5	0	0	55	2023
1313	2003 KOMATSU S69013A - Forklift	10	20	5	10	10	10	0	10	0	0	0	0	65	2024
1315	1990 CASE MDL621-ZF (low use - non CARB compliant) - DR													0	
1322	2004 CASE 70XT - Stoneburner - Skid Steer	10	20	10	10	10	5	0	10	0	0	0	0	65	
1324	1987 DRESSER 150FA - Crane	10	20	10	10	10	0	5	10	10	5	0	0	80	2021
1345	2017 VOLVO L45H - Dept 8 - Front Loader	0	10	0	0	10	0	0	10	0	0	0	0	30	
1540	2006 JOHN DEERE - Cart - Dept 8	10	10	10	10	10	10	0	10	0	0	0	0	60	2022

## **Attachment C**





A Sempra Energy utility®

Power Your Drive *for Fleets*



# SDG&E's POWER YOUR DRIVE FOR FLEETS PROGRAM

## **SDG&E's Power Your Drive for Fleets Program**

SDG&E's goal is to make it easier for organizations to transition to an electric fleet, which can reduce operating costs, eliminate tailpipe emissions, and simplify maintenance.

As part of the commitment to clean transportation and clean air, SDG&E is implementing the Power Your Drive for Fleets program to install the charging infrastructure needed to electrify medium- and heavy-duty (MD/HD) vehicles.

Power Your Drive for Fleets is applicable to Class 2-8, on-road and off-road vehicles, including:

- Medium- and heavy-duty trucks and vans
- Transit, commuter, and school buses
- Transportation refrigeration units
- Airport ground support equipment
- Port equipment
- Forklifts and other equipment

The goal of the program is to serve a minimum of 3,000 medium- and heavy-duty on-road and off-road class 2-8 vehicles at 300 customer sites throughout the SDG&E service area.



## SDG&E's Power Your Drive for Fleets Program (Continued)

As part of the program, customers have two options to construct and pay for charging infrastructure.

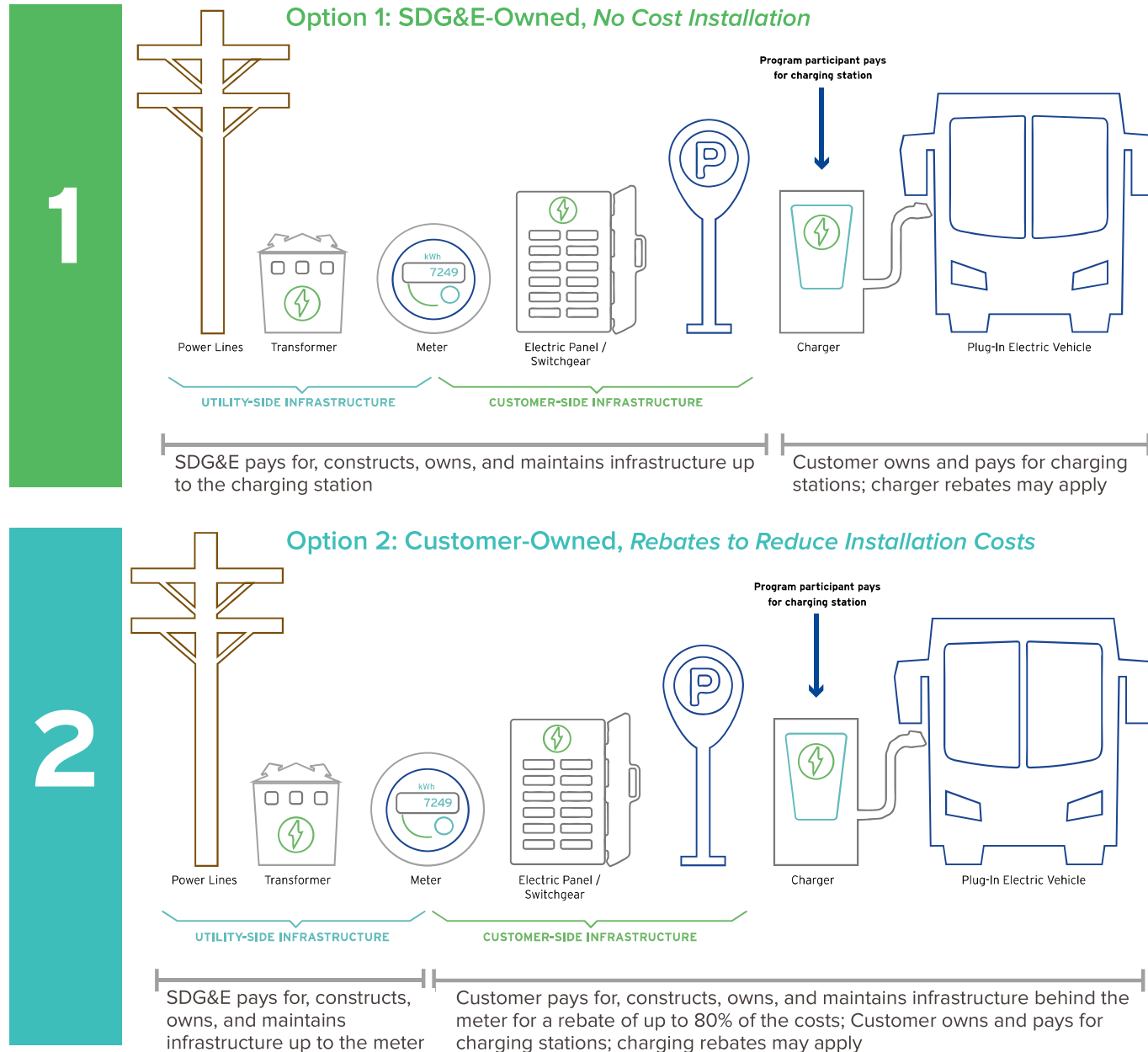


Figure 16: Power Your Drive for Fleets installation and ownership options.

## SDG&E's Power Your Drive for Fleets Program (Continued)

To be eligible to receive funding through the Power Your Drive for Fleets program, fleets must first meet the four basic criteria in Figure 17 (right).

You can select from a variety of EV charger options from the **approved vendor list**. School buses, transit buses, and sites located in disadvantaged communities that are not a Fortune 1000 company are eligible for the EVSE rebates in Figure 18 (below) based on the power output of the charger.

Use the **rebate calculator** to see how much you could save.

Maximum rebate amounts per charger power level	
EVSE power	Max. rebate amount*
Up to 19.2kW	\$3,000 per charger
19.3kW up to 50kW	\$15,000 per charger
50.1kW up to 150kW	\$45,000 per charger
150.1kW and above	\$75,000 per charger

Figure 18: Power Your Drive for Fleets maximum EVSE rebates. \*Eligible sites will receive a rebate for each qualified charger for the lesser of 50% of the cost of the charger or the maximum amount based on power output as detailed above, not to exceed 50% of the cost of the charger.

### PROGRAM REQUIREMENTS



Demonstrate commitment to procure **a minimum of 2 electric vehicles**



Demonstrate **long-term electrification growth** plan and schedule of load increase



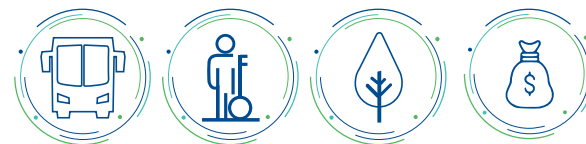
**Provide data** related to charger usage for a minimum of **5 years**



Own or lease the property where chargers are installed, and operate and maintain vehicles and chargers **for minimum of 10 years**

Figure 17: Power Your Drive for Fleets program eligibility requirements.

Visit [sdge.com/evfleets](https://sdge.com/evfleets) to learn more.





## SDG&E's EVSE Installation Process

Engaging your utility early is the most important first step to a successful fleet electrification project. Your business' needs will define the vehicles, equipment and design of your project, and our Customer Solutions Team Member are ready to offer their expert guidance and resources to make your fleet's transition efficient and cost-effective. The figure below illustrates the steps and timeframes that you can expect once you engage with SDG&E.

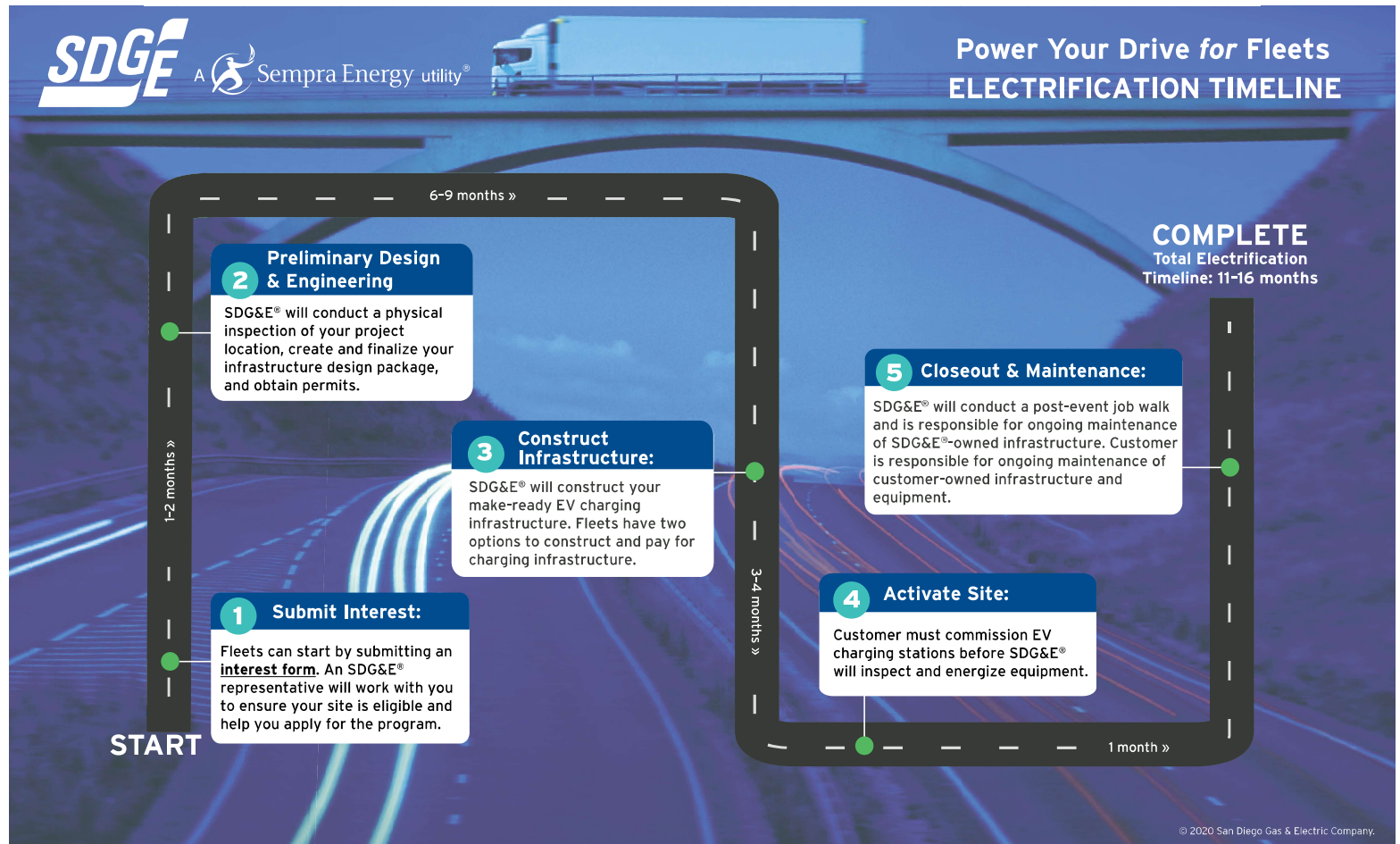


Figure 19: Power Your Drive for Fleets electrification timeline.

