



SANTA ANA WATERSHED
PROJECT AUTHORITY

Santa Ana River Trail (SART) Licensing Agreements

PA 24 Committee

No. 6.A

Daniel Vasquez

Manager of Operations

April 2, 2024

Recommendation

That the Project Agreement 24 Committee (PA 24) consider a request from AT&T and Southern California Edison to relocate their utilities in SAWPA's property in support of the Santa Ana River Trail and direct staff to prepare a License Agreement with AT&T and Southern California Edison for approval by PA 24 at a future meeting.

Santa Ana River Trail

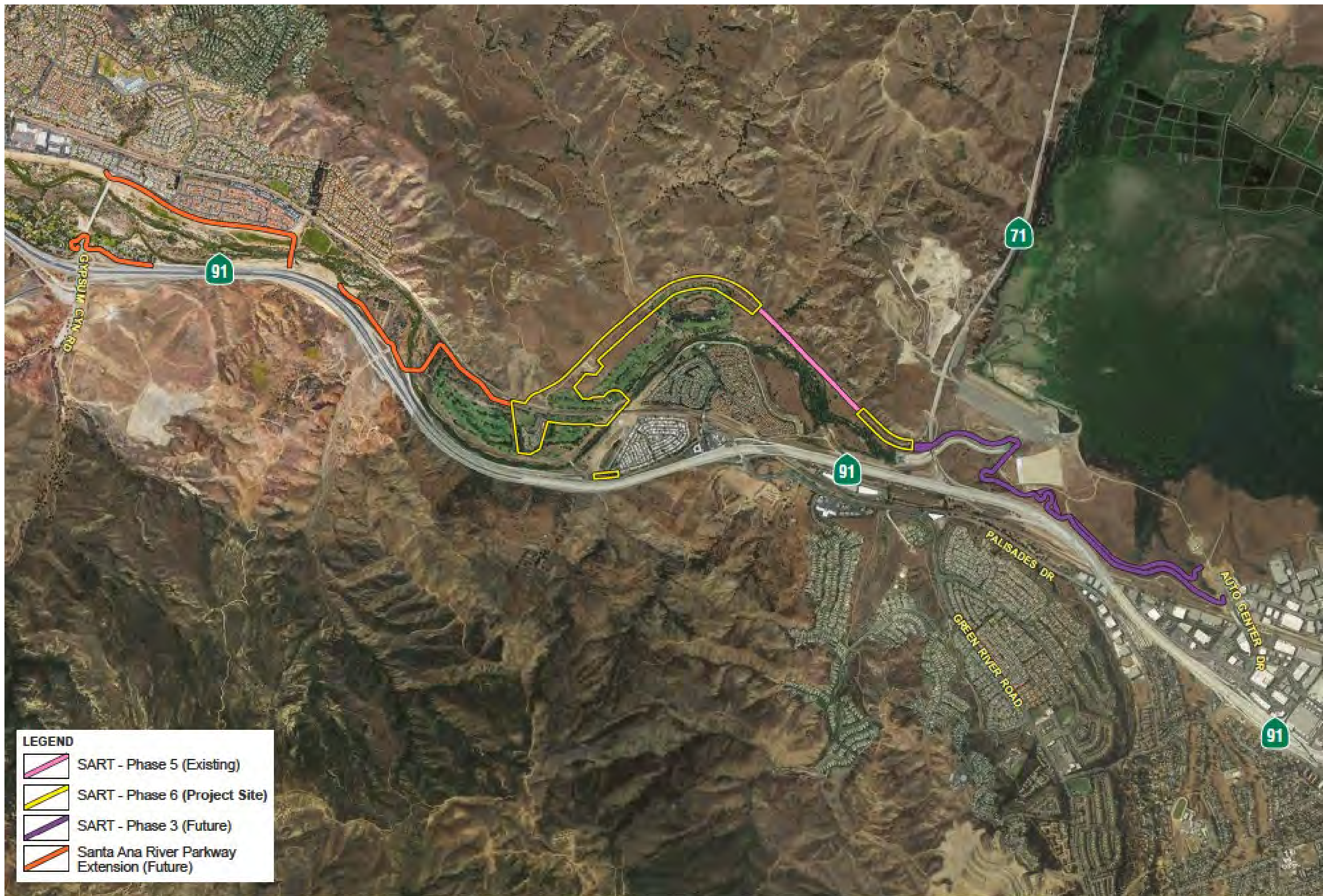
- Phase 6 of the Santa Ana River Trail includes the construction of approximately 1.5 mile multi-use path from the terminus of SART Phase 3 through Prado Basin.

Santa Ana River Trail (Cont.)

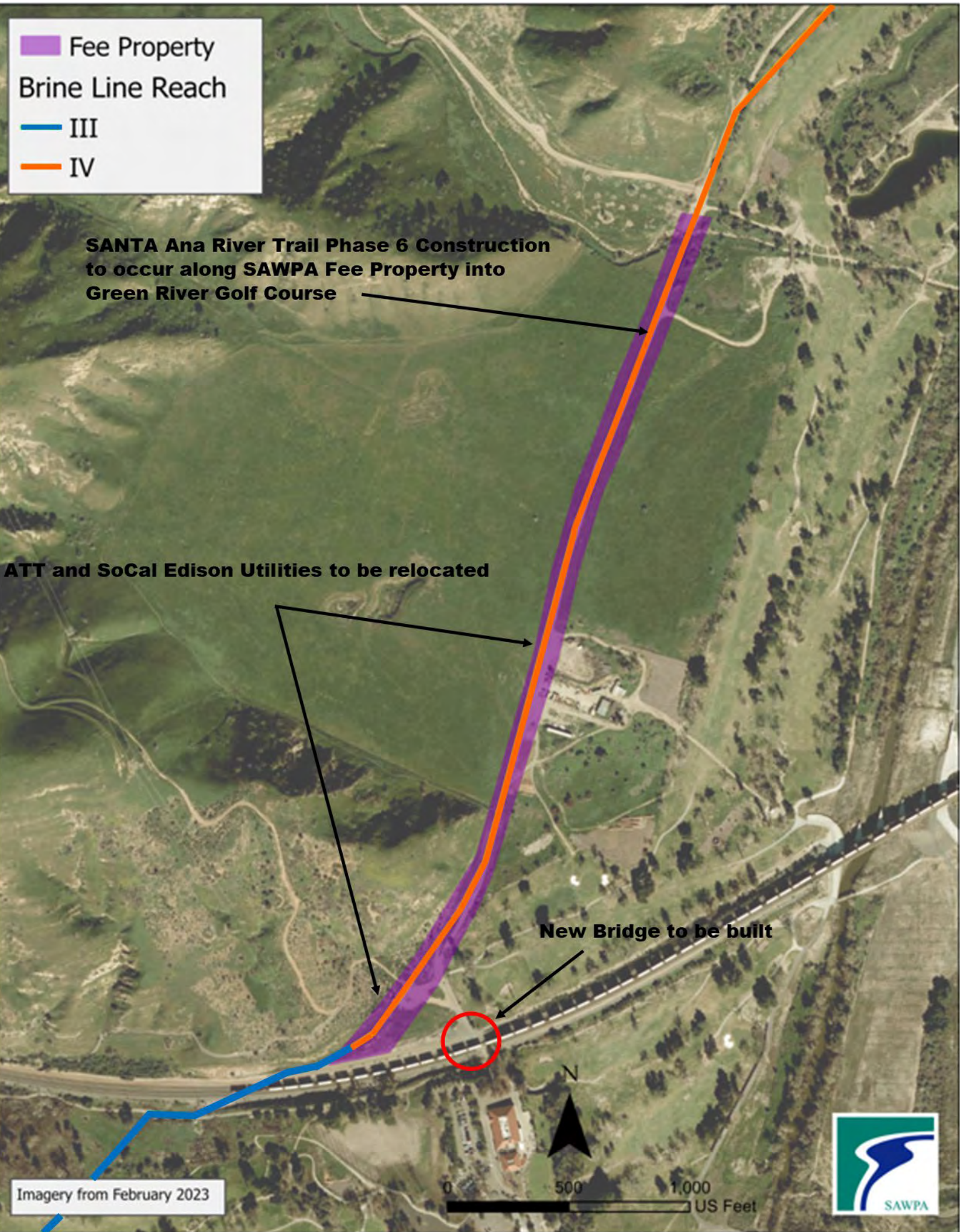
- In 2006, SAWPA signed an MOU indicating participation and planning efforts with subsequent amendments.
- In 2014, an Operations and Maintenance Agreement was signed by SAWPA with RivCo Parks for development of the SART from below Prado Dam to the Green River Golf Course for 25 years upon completion of construction.
- SAWPA provides feedback in the planning efforts with RivCo Parks for Phase 6 to preserve SAWPA access for Brine Line maintenance and repairs.

Santa Ana River Trail (Cont.)

- To accommodate the SART and the railway bridge crossing, Southern California Edison and AT&T have requested a license agreement to relocate their utility infrastructures in SAWPA's property.









SAWPA Owned Fee Property

SoCal Edison Proposed Above-Ground Facilities

ATT Proposed Under-Ground Facilities

- AT&T is proposing to remove poles and relocate facilities underground in a northeasterly direction on SAWPA fee property (Blue).
- Socal Edison is proposing to relocate poles on SAWPA property strictly above ground (Red).

License Agreements

That the Project Agreement PA 24 Committee (PA 24) consider a request from AT&T and Southern California Edison to relocate their utilities in SAWPA's property in support of the Santa Ana River Trail and direct Staff to prepare a License Agreement with AT&T and Southern California Edison for approval by PA 24 at a future meeting.

Questions?

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SANTA ANA WATERSHED
PROJECT AUTHORITY

CARB Advanced Clean Fleet Regulatory Compliance

PA 24 Committee

Item No. 6.B

Daniel Vasquez

Manager of Operations

April 2, 2024

Background

- Beginning in 2027, small government agencies (10 or fewer vehicles) will be required by California Air Resources Board (CARB) to ensure 100% of all new vehicle fleet purchases are zero-emission electric vehicles (ZEV).
- This rule was adopted by CARB on April 28, 2023, to support Governor Gavin Newsom's Executive Order N-79-20
- Update to PA – 24 in August 2023 to explore options
 - 100% of all new Brine Line vehicle purchases are EV's starting 2027
 - Milestone Option – Replace Brine Line vehicle fleet according to milestone schedule
 - Purchase all new combustion engine vehicles prior to 2027, and EV's thereafter

Existing Fleet

Make/Model	Year	Mileage	Towing Capacity	Gross Vehicle Weight Rating
Ford F250 4x4	2017	80,861	12,900	10,000
Ford F350 4x4	2019	26,836	12,600	11,300
Ford F550 4x4	2014	84,586	16,000	19,500
GMC Sierra 2500 4x4	2013	94,133	9,900	9,500
Ford Escape	2011	81,871	N/A	2,490
Nissan NV2500	2018	34,630	N/A	9,100

SAWPA has historically replaced service trucks every 10 years, every 100,000 miles or with the advent of significant non routine maintenance, whichever occurs first.

Milestone Option

ZEV Fleet Milestones by Milestone Group and Year					
% of vehicles that must be ZEV	10%	25%	50%	75%	100%
Milestone Group 2: Work trucks, day cab tractors, buses with three axles	2027	2030	2033	2036	2039 and beyond
Number of existing fleet vehicles that would need to be replaced with new purchase ZEV	1	1	1	2	1

Adopting the Milestone option is to commit to replacing a certain percentage of the existing fleet according to the table and does not merely govern new purchases.

ZEV Medium and Heavy-Duty Truck Concerns

SAWPA work trucks need to have off road capabilities with 4-wheel drive

Battery range on ZEV pickup trucks will be much lower when towing heavy loads

SAWPA would require the ability to charge batteries very quickly and at any time to respond to spills

ZEV Medium and Heavy-Duty Truck Concerns (Cont.)

Upgrade costs for fast charging infrastructure is estimated to be substantial.

4-Wheel Drive options are very limited

All Wheel Drive options are not ideal for off road capabilities.

4-Wheel Drive is Necessary



4-Wheel Drive is Necessary



Existing Fleet Remaining Useful Life

Make/Model	Year	Current Mileage	Estimated Mileage 1/1/2027	Age of Vehicle 2027	Estimated Year of Replacement
Ford F250 4x4	2017	80,861	121,291	10 Years	2026
Ford F350 4x4	2019	26,836	46,963	8 Years	2029
Ford F550 4x4	2014	84,586	109,962	13 years	2026
GMC Sierra 2500 4x4	2013	94,133	119,805	11 years	2024
Ford Escape	2011	81,871	100,764	16 years	2027
Nissan NV2500	2018	34,630	51,945	9 years	2028

Estimation of Fleet Replacement Costs prior to 2027

Model	Cost Estimation	GVWR	Towing Capacity Estimation	Terrain
2024 Ford F250 4x4	\$85,000.00	11400	14000-22000	4WD
2025 Ford F250 4x4	\$85,000.00	11400	14000-22001	4WD
2024 Ford F350 4x4	\$115,000.00	14000	14000 - 27000	4WD
2024 Ford F550 4x4	\$100,000.00	19500	17500	4WD
2024 Nissan NV2500	\$45,000.00	8500	N/A	N/A
Total Cost Estimation	\$430,000.00			

Summary

- Stay on the default compliance path which requires all new purchases after 2027 to be ZEV
 - Milestone option can be selected at anytime
- Invest in replacing most of the Brine Line fleet vehicles before 2027 in next Budget cycle
 - Maintain ability to adequately operate and maintain the Brine Line and respond to emergencies
 - Extends the remaining useful life of its combustion engine vehicles while the ZEV market continues to develop
 - Allow SAWPA to develop the necessary charging infrastructure to support the future ZEV fleet

Next Steps

- Continue to monitor CARB requirements for modifications, extensions, or exemptions to current requirements
- Continue to monitor market availability and performance of ZEV
- Research necessary future charging infrastructure for ZEV fleet vehicles
- Provide PA 24 Committee updates as more information becomes available

Questions?

Thank You

