



**AGENDA AND MEETING NOTICE
OF THE NORTH TAHOE PUBLIC UTILITY DISTRICT
DEVELOPMENT AND PLANNING COMMITTEE**

Monday, January 27, 2025 at 2:00 p.m.

**North Tahoe Public Utility District
Administrative Offices
875 National Avenue
Tahoe Vista, CA 96148**

Welcome to a meeting of the North Tahoe Public Utility District
Development & Planning Committee

A special meeting of the North Tahoe Public Utility District Development & Planning Committee will be held on Monday, January 27, 2025, at 2:00 p.m. at the North Tahoe Public Utility District Administrative Offices, 875 National Ave. Tahoe Vista, CA 96148

The District welcomes you to its meetings. Your opinions and suggestions are encouraged. The meeting is accessible to people with disabilities. In compliance with Section 202 of the Americans with Disabilities Act of 1990 and in compliance with the Ralph M. Brown Act, anyone requiring reasonable accommodation to participate in the meeting should contact the North Tahoe Public Utility District office at (530) 546-4212, at least two days prior to the meeting.

All written public comments received by 1:00 p.m. on Monday, January 27, 2025 will be distributed to the District Board Committee Members for their consideration at the meeting. Written comments may be emailed to mmoga@ntpud.org, mailed or dropped-off at NTPUD's Administrative Offices located at 875 National Ave., Tahoe Vista, CA. 96148.

1. **CALL TO ORDER**
2. **PUBLIC COMMENT** – *Any person wishing to address the Development & Planning on Items on the agenda or matters of interest to the District not listed elsewhere on the agenda may do so at this time. Please limit comments and questions to three (3) minutes since no action can be taken on items presented under Public Comment.*
3. **TOPICS OF DISCUSSION**
 - a. [Review and Discuss the NTPUD Fleet Strategy and Advanced Clean Fleet Rules \(Pages 2-3\)](#)
4. **ADJOURNMENT**



**NORTH TAHOE
PUBLIC UTILITY DISTRICT**

DATE: January 27, 2025 **ITEM:** 3a
FROM: Utility Operations Department
SUBJECT: Review of Service Trucks Inventory and Replacement Strategy

DISCUSSION:

The California Air Resources Board adopted the Advanced Clean Fleet (ACF) Rule on April 28, 2023. The primary goal of the ACF regulation is to accelerate the market for zero-emission vehicles (ZEV), including trucks and buses, by requiring fleets that are well-suited for electrification to transition to zero-emission vehicles where feasible.

State and local governments, including county, special district, and state agency fleets, are required to ensure 100 percent of affected vehicle purchases are zero-emission by 2027. It is also required to ensure 50 percent of affected vehicle purchases from 2024-2026 are zero-emission. The first vehicle bought is required to be an EV for this three year period. This affects the District's purchase of licensed vehicles from ¾-ton pick-ups through dump trucks. It would not affect ½-ton trucks, backhoes and loaders and probably not the vacuum excavating trucks. Staff adjusted the Capital Improvement Plan fleet purchases based on this proposed rule to provide the District more time to plan for the transition to zero-emission vehicles. A major part of this transition is the completion of the Corporation Yard Master which will identify the improvements and project phasing that includes the infrastructure for fleet electrification.

The District owns and maintains 27 service trucks and four other vehicles. The service trucks range from ½-ton to a Chevrolet 5500, with the majority being ¾ or 1-ton trucks. The model years range from 2009 to 2024. The District recently surplussed nice service trucks in the October silent auction with model years from 1998 to 2006. The District typically utilizes its vehicle for 20 to 25 years before replacement. The new vehicles are rotated first through the utility department where reliability is essential for emergency response and then they are rotated into Recreation and Parks for final use before disposal.

The District's Fiscal Year 2023-24 Capital Improvement Budget included the purchase of six Chevrolet Silverado 2500 service trucks (¾-ton). The District has only received two of these vehicles and the other four are still waiting for a manufacturing run. We expect to receive a confirmation on the production schedule in mid-February. The District currently has 23 service trucks in use while we wait for the remaining four on order.

District staff has been analyzing its service truck needs and our ACF compliance strategy. We have developed an updated strategy that allows us to meet the needs of our service truck inventory, maintain an appropriate fleet age and provide time to construct fleet electrification infrastructure as part of the Corporation Yard improvements.

The District can purchase gasoline ½-ton service trucks and these are not subject to ACF regulations which is for ¾-ton trucks and larger. Staff has identified that there are five job positions (three superintendents and the two water quality technicians) that can utilize a ½-ton truck instead of a ¾ or 1-ton truck. We can then reallocate the ¾-ton trucks utilized by these job positions to job positions that require the heavier duty truck. These five ½-ton trucks can be purchased over three fiscal years while we correspondingly dispose of six service trucks with model years: four 2009, one 2010, and one 2012. This will streamline our truck utilization, improve our fleet average age and provide us time to construct the Corp Yard improvements for Fleet electrification. The fleet truck model years at the end of the three years will be 2016 to 2026 with one 2012 crane truck. The expectation is that this should put us past 2030 before we would need to buy any electric service trucks which will allow the market to mature.

FISCAL ANALYSIS:



The Capital Budget process will be realigned to match our service truck replacement strategy.


STRATEGIC PLAN ALIGNMENT:

Goal 4: Sustain and strengthen organizational resources, expertise, and culture – Objective D: Ensure the District's fleet and equipment are safe and well maintained, and in alignment with industry standards and best practices – Tactic 2: Ensure timely maintenance, service cycles, and replacement by leveraging the computerized maintenance management system.

MOTION: None

REVIEW TRACKING:

Submitted By:  Submitted By: 
Joseph J. Pomroy, P.E. Kenneth P. Fischer
Engineering & Operations Manager Operations Manager

Approved By: 
Bradley A. Johnson, P.E.
General Manager/CEO