

APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION					
Applicant/Implementing Agency			Public Agency Sponsor (if different)		
ForeFront Power			County of Santa Cruz		
Contact Name		Phone	E-mail Address		
Bret Toohey		831-454-3913	Bret.Toohy@santacruzcountyca.gov		
Project Title					
County of Santa Cruz - Brommer Yard EVSE					
Agency Priority Number (e.g. 1 of 3)				1	
Description and Scope of Work (attach extra pages to fully describe scope)					
<p>The County of Santa Cruz proposes the installation of six Level 2 dual port Electric Vehicle (EV) chargers and one Direct Current Fast Charger (DCFC) (totaling 13 total ports with capacity for future ports) at Brommer Yard to support the transition of its fleet to zero-emission vehicles.</p> <p>The County of Santa Cruz is partnering with ForeFront Power to design and build the Electric Vehicle (EV) chargers at the Brommer Yard. ForeFront Power will lead the end-to-end implementation, including: site assessment and layout design, utility coordination, permitting support, procurement of hardware, and construction management. The County's internal project management team is working closely with ForeFront Power throughout the process to ensure alignment with county policies, construction timelines, and long-term maintenance planning.</p>					
Location, Limits, Length (attach map(s)/photos separately)					
Please see the project's conceptual layout.					
Roadway Functional Classification (see <small>Caltrans map link</small>):			Select If Applicable		
Summary of Project Benefits, Purpose and Need					
This project aligns with the County's long-term sustainability goals and broader regional efforts to reduce greenhouse gas emissions, improve air quality, and modernize public sector operations. The chargers will serve zero emission fleet vehicles and enable the County to incrementally electrify its fleet.					
Funds requested	\$1,220,070	Total Project Cost	\$1,378,144	Estimated # of Daily Users	County Fleet
Are you able/willing to receive federal funds?		Yes			
Was project previously programmed for funds by RTC?			No	RTIP ID	
Project Cost by Mode (list approximate percentage of total project costs)					
Mode			% of Total Cost		
Pavement Preservation (rehab, overlay, etc.)					
Road-Auto serving (not rehab)					
Bicycle					

SCCRTC Consolidated Call for Projects (RSTPX, STIP, LPP)

Pedestrian		
Transit		
Transportation System Management (TSM)		
Transportation Demand Management (TDM)		
Other: <i>EV Infrastructure</i>	100%	
Total	100%	

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See [Attachment 2](#) of the call for projects for examples of type of information to demonstrate benefits.

Project Title:		County of Santa Cruz - Brommer Yard EVSE
Generally, what are the benefits of this project?		
The chargers will be installed at the Brommer Yard, a key facility supporting fleet operations. The site was selected based on its existing infrastructure, safety, and suitability for electrical upgrades to exclusively support the County's fleet charging needs.		
How does this project address any of the following criteria?		<i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
1	Access for All	By supporting the transition of essential County fleet vehicles to zero-emission vehicles (ZEVs), the project indirectly improves accessibility and quality of life for all residents. Electrified fleets reduce emissions in neighborhoods across the County, including in areas near roadways and works yards where disadvantaged and mobility-limited populations are disproportionately impacted. Cleaner air and quieter operations create healthier environments for people walking, biking, or using transit.
2	Collisions and Safety	N/A
3	System Preservation & Infrastructure Condition	The project supports system preservation by transitioning County fleets to ZEVs, which require less routine maintenance and experience fewer mechanical issues than combustion vehicles. This ensures a greater share of the fleet remains in good condition and extends the reliability of County operations. The charging infrastructure will be built to modern standards and maintained through regular inspections to ensure continued performance.
4	System Performance	The project improves the efficiency and reliability of County fleet operations by installing EV charging infrastructure to support ZEVs. Electrifying the fleet reduces greenhouse gas emissions and criteria pollutants associated with County vehicles, advancing local air quality and climate goals. The charging infrastructure ensures that fleet vehicles remain consistently operational, supporting essential public works services with reliable performance.

5	Public Health	The project directly supports public health by reducing emissions from County fleet vehicles. Transitioning to ZEVs lowers local concentrations of particulate matter, nitrogen oxides, and other pollutants that contribute to respiratory issues such as asthma. These improvements create cleaner air in areas near public works yards and along routes frequently traveled by County vehicles, benefiting residents and workers who may be exposed to fleet emissions.
6	Benefits to Equity Priority Communities	<p>The project supports Equity Priority Communities by reducing emissions from County fleet vehicles, improving air quality in neighborhoods near public works yards and along frequent service routes. These areas often include higher proportions of residents who are low-income or identify as minority populations, and who may be more exposed to traffic-related air pollution and noise.</p> <p>The project does not place additional traffic or burdens on these communities and does not negatively impact minority-owned businesses. By improving environmental conditions and maintaining reliable County services, the project delivers equitable benefits to populations that are more likely to experience transportation-related health and safety disparities.</p>
7	Climate Change and Resiliency	This project strengthens the County’s resiliency by providing electric vehicle charging infrastructure for public works fleets, supporting continuous fleet operations for essential services, including emergency response and roadway maintenance. Reliable charging reduces maintenance-related downtime, helping ensure that fleet vehicles are available for critical operations under normal conditions.
8a	Funding- Overall Funding Plan: If RTC approves the requested funds, will the project be fully funded? If not, how much additional funding is needed, and what is the likelihood of securing those funds? Please provide a realistic assessment of the project's overall funding security.	The County of Santa Cruz is seeking external funding from various sources to lower the overall projected project cost to make it as affordable as possible. The County has applied for \$200,000 in MBARD funding and is anticipating a funding decision to be known by December 2025.
8b	Committed Funding: What other funding has been secured for the project?	The County has not secured any other funding for this project at this time.

8c	<p><u>Leveraging</u>: Will the funds you are requesting from RTC be used to leverage other grants? If so, please identify those grants and the potential funding amounts. If RTC funding is not approved, will any of this other funding be at risk of being lost?</p>	N/A
8d	<p><u>Eligibility for Other Grants</u>: Is this project eligible for any other competitive grants? If so, what other grants are reasonably available for this project, and what is the status of those applications?</p>	An application for MBARD funding has been submitted and a funding decision is anticipated in December 2025.
8e	<p><u>Funding for Cost Increases</u>: How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?</p>	The County will rely on internal service funds provided thru equipment rates to cover unanticipated cost increases.
8f	<p><u>Partial Funding</u>: If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds?</p>	The project could potentially be scaled to match available funds. However, the costs for the required new service and overall planning and design do not scale proportionally to the port quantity. Given those relatively fixed costs and the intended use case, it would be most effective to maintain the current project scope at twelve Level 2 ports and one DCFC port.
9	<p>Project Readiness and Potential Delivery Risks-</p>	
9a	<p><u>Schedule</u>: How quickly can the project be implemented to provide benefits to the community? Are there any potential risks that could impact the project schedule?</p>	<p>It is anticipated that PG&E design will be completed as of late October, 2026 and then final project design can be completed. It is anticipated that the Construction phase can begin in mid January, 2028 with commercial operation beginning in late July, 2028.</p> <p>The time required for PG&E review and approval can vary, but it typically ranges from several weeks to a few months, depending on the complexity of the service and any required revisions. An extended PG&E review time is not anticipated, but it could impact the overall project schedule.</p>

9b	<p><u>Deliverability:</u> Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)</p>	<p>The County has selected ForeFront Power via SPURR’s competitive EV RFP. SPURR (School Project for Utility Rate Reduction) is a California Joint Powers Authority (JPA) that provides California public institutions, including Counties, with competitively solicited energy services. Through SPURRs cooperative agreements, institutions benefit from pre-negotiated contracts with vetted vendors, ensuring compliance with public procurement requirements while saving time and resources.</p> <p>On March 27, 2023, SPURR issued a Request for Proposals (RFP) seeking qualified vendors to provide turnkey electric vehicle (EV) charging infrastructure, including comprehensive planning, installation, and management services. SPURR published the RFP in various media outlets and directly invited numerous vendors to respond. After evaluating the submissions based on set criteria, SPURR selected Forefront Power to provide the specified services.</p> <p>Implementing a turnkey solution through the SPURR cooperative agreement is the most cost-effective and efficient procurement approach for the County. Therefore, staff is using the SPURR Master Contract to select ForeFront Power. This approach, known as piggybacking, complies with California Public Contract Code (PCC).</p>
9c	<p><u>Environmental:</u> Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)</p>	<p>No environmental risks are associated with this project.</p>
9d	<p><u>Mitigating Risks:</u> What efforts will be undertaken to minimize risks to project implementation.</p>	<p>N/A</p>
9e	<p><u>Other:</u> Describe any other potential risks and plans to mitigate risks.</p>	<p>N/A</p>
10	<p>Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.</p>	<p>This is not a complete streets or roadway project.</p>

11a	Public engagement: Was this project identified as a priority by the community? How was it determined to be a priority? How have residents in the project area been involved in the decision-making or project information process to date?	This project is a priority to the community as it will reduce greenhouse gas emissions in our communities.
11b	<u>Outreach:</u> Describe how the public and stakeholders were/will be engaged in the development and implementation of the project (e.g. intended outreach methods, activities, pop-up planning events; planning activities at community events; community workshops; design charrettes; online and social media, etc.)	The County of Santa Cruz, in partnership with ForeFront Power, is engaging key stakeholders throughout the design and implementation of the EV chargers at the Brommer Yard. Outreach activities include coordination with County departments, regular project updates to relevant community stakeholders, and review opportunities to ensure alignment with local priorities and policies. The County and ForeFront Power will also provide information through online channels and targeted communications to keep the public informed about project progress, upcoming construction, and long-term maintenance plans.
11c	<u>Diverse Participation:</u> How will you ensure participation from diverse and historically underrepresented members of the public in project planning? What specific outreach to low-income, BIPOC (Black, Indigenous, and People of Color), etc., residents about this project has already been conducted or is planned?	The Brommer Yard project is located within a community that includes a higher proportion of low-income and historically underrepresented residents.
12a	RTP Consistency: If project is included in the approved 2045 or draft 2050 Regional Transportation Plan (RTP) Project List, provide RTP Project Number/title	This project is not included in the 2045 or 2050 RTP project list.
12b	Consistency with other plans. What other plans is this project listed in, if any?	None
13	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	This facility is used by the Public Works transportation division and not available for general public use. There are a total of 107 employees that utilize this facility.

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY

Non-infrastructure projects/programs/plans - see NI tabs

Project Title:		County of Santa Cruz - Brommer Yard EVSE		
Project Schedule/Milestone <i>(For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)</i>		Anticipated Date	Notes on schedule (flexibility, worst-case schedule)	
Project Cost Estimates/Scope Developed		7/20/2026	Assumed contract execution date between contractor	
Begin Environmental (PA&ED) Phase		7/27/2026		
Circulate Draft Env'l Document	Env'l Document	CEQA	8/10/2026	Notice of Exemption (NOE) is expected
CEQA NOE Adopted/Ratified by Owner and sent to State Clearinghouse		9/10/2026		
Acceptance of CEQA NOE by State Clearinghouse		10/1/2026		
Begin Design (PS&E) Phase		8/13/2026	Design to start before CEQA NOE ratification due to low	
Utility service design requested		10/21/2026	30% design completion	
End Design Phase (Ready to List for Advertisement Milestone)		1/3/2027		
Begin Construction Phase (Contract Award Milestone)		1/14/2028	Conservative estimate assumes 15-month lead time fo	
End Construction Phase (Construction Contract Acceptance Milestone)		6/7/2028	Worst-case schedule for adverse weather during winte	
Begin Closeout Phase		6/8/2028		
End Closeout Phase (Closeout Report)		7/22/2028		

E. CERTIFICATION AND ASSURANCES

As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	County of Santa Cruz - Brommer Yard EVSE	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	BT
2	This project is among the highest priorities for this agency;	BT
3	The proposed transportation investments have received the full review and vetting required by law;	BT
4	Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;	BT
5	The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;	BT
6	If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;	BT
7	The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;	BT
8	Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;	BT

9	The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations;	BT
10	The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;	BT
11	The agency will commit the funds necessary to ensure this project is fully funded.	BT

Implementing Agency Representative:

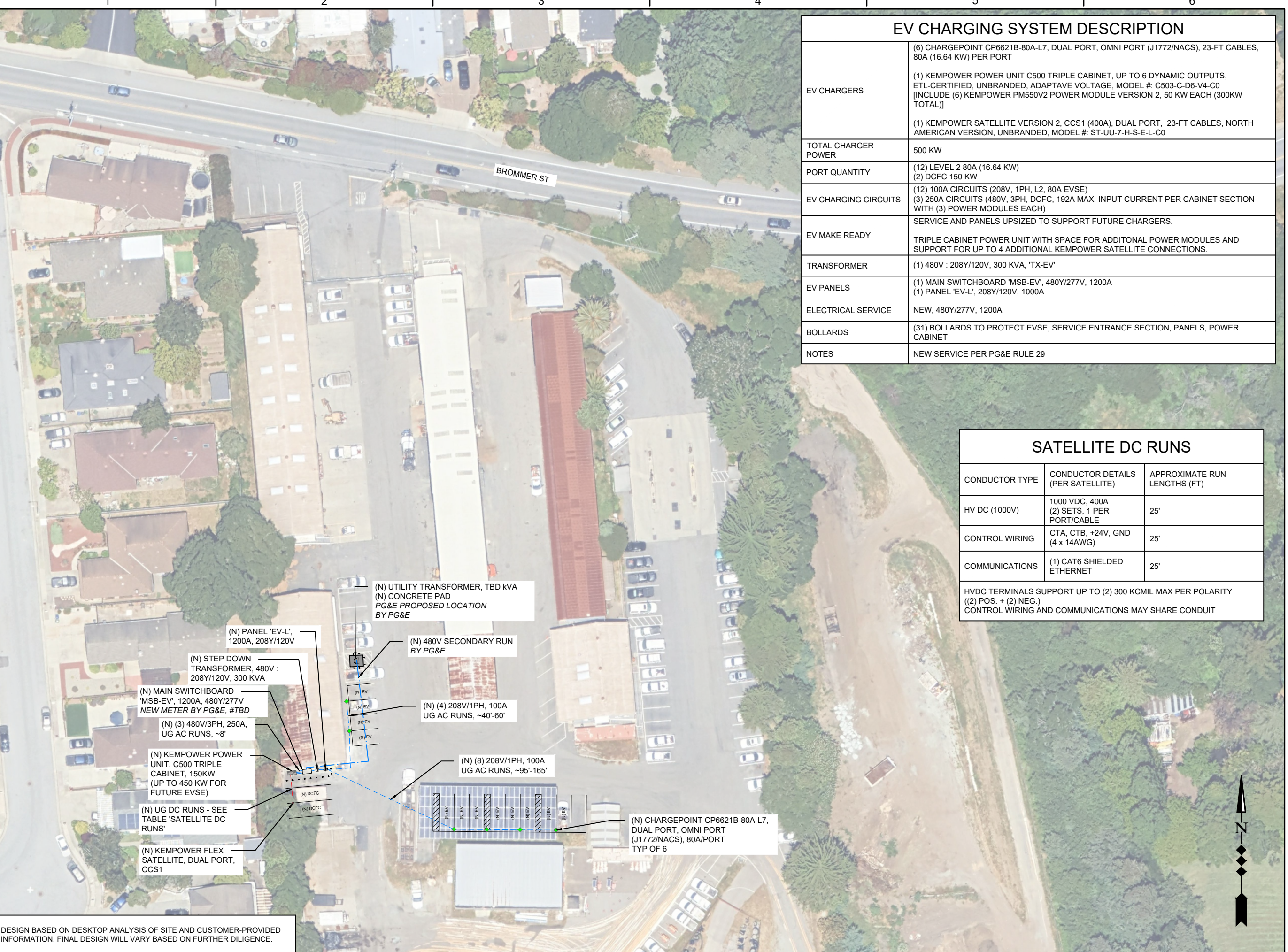
Signed Sam Zantzing **Date** 9/12/2025
Printed (Name and Title) Sam Zantzing, Sr. Director of Electrification
Implementing Agency ForeFront Power

Project Sponsor – if different

Signed Bret Toohey **Date** 9/15/2025
Printed (Name and Title) Bret Toohey/ Asst. Superintendent
Sponsor Agency County of Santa Cruz

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DESIGN BASED ON DESKTOP ANALYSIS OF SITE AND CUSTOMER-PROVIDED INFORMATION. FINAL DESIGN WILL VARY BASED ON FURTHER DILIGENCE.


EV CHARGING SYSTEM DESCRIPTION

EV CHARGERS	(6) CHARGEPOINT CP6621B-80A-L7, DUAL PORT, OMNI PORT (J1772/NACS), 23-FT CABLES, 80A (16.64 KW) PER PORT (1) KEMPOWER POWER UNIT C500 TRIPLE CABINET, UP TO 6 DYNAMIC OUTPUTS, ETL-CERTIFIED, UNBRANDED, ADAPTAVE VOLTAGE, MODEL #: C503-C-D6-V4-C0 [INCLUDE (6) KEMPOWER PM550V2 POWER MODULE VERSION 2, 50 KW EACH (300KW TOTAL)] (1) KEMPOWER SATELLITE VERSION 2, CCS1 (400A), DUAL PORT, 23-FT CABLES, NORTH AMERICAN VERSION, UNBRANDED, MODEL #: ST-UU-7-H-S-E-L-C0
TOTAL CHARGER POWER	500 KW
PORT QUANTITY	(12) LEVEL 2 80A (16.64 KW) (2) DCFC 150 KW
EV CHARGING CIRCUITS	(12) 100A CIRCUITS (208V, 1PH, L2, 80A EVSE) (3) 250A CIRCUITS (480V, 3PH, DCFC, 192A MAX. INPUT CURRENT PER CABINET SECTION WITH (3) POWER MODULES EACH)
EV MAKE READY	SERVICE AND PANELS UPSIZED TO SUPPORT FUTURE CHARGERS.
TRANSFORMER	(1) 480V : 208Y/120V, 300 KVA, 'TX-EV'
EV PANELS	(1) MAIN SWITCHBOARD 'MSB-EV', 480Y/277V, 1200A (1) PANEL 'EV-L', 208Y/120V, 1000A
ELECTRICAL SERVICE	NEW, 480Y/277V, 1200A
BOLLARDS	(31) BOLLARDS TO PROTECT EVSE, SERVICE ENTRANCE SECTION, PANELS, POWER CABINET
NOTES	NEW SERVICE PER PG&E RULE 29

SATELLITE DC RUNS

CONDUCTOR TYPE	CONDUCTOR DETAILS (PER SATELLITE)	APPROXIMATE RUN LENGTHS (FT)
HV DC (1000V)	1000 VDC, 400A (2) SETS, 1 PER PORT/CABLE	25'
CONTROL WIRING	CTA, CTB, +24V, GND (4 x 14AWG)	25'
COMMUNICATIONS	(1) CAT6 SHIELDED ETHERNET	25'

HVDC TERMINALS SUPPORT UP TO (2) 300 KCMIL MAX PER POLARITY ((2) POS. + (2) NEG.)
CONTROL WIRING AND COMMUNICATIONS MAY SHARE CONDUIT



FOREFRONT POWER

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100 MONTGOMERY ST. #725
SAN FRANCISCO, CA 94104
(855) 204-5083
www.ForeFrontPower.com

STAMP:

NOT FOR CONSTRUCTION

CA - SANTA CRUZ (COUNTY OF) - BROMMER YARD - EVSE

2700 BROMMER ST
SANTA CRUZ, CA 95062

PROJECT NUMBER
CA-25-0059

SHEET TITLE
EVSE SITE LAYOUT

SHEET SIZE
ANSI B
11" X 17"

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REV.	DESCRIPTION	DATE	INIT.
1	PRELIMINARY	05.09.25	AL
2	REVISED SCOPE	05.27.25	AL
3	DUAL PORT DCFC + PG&E NOTES	08.14.25	AL

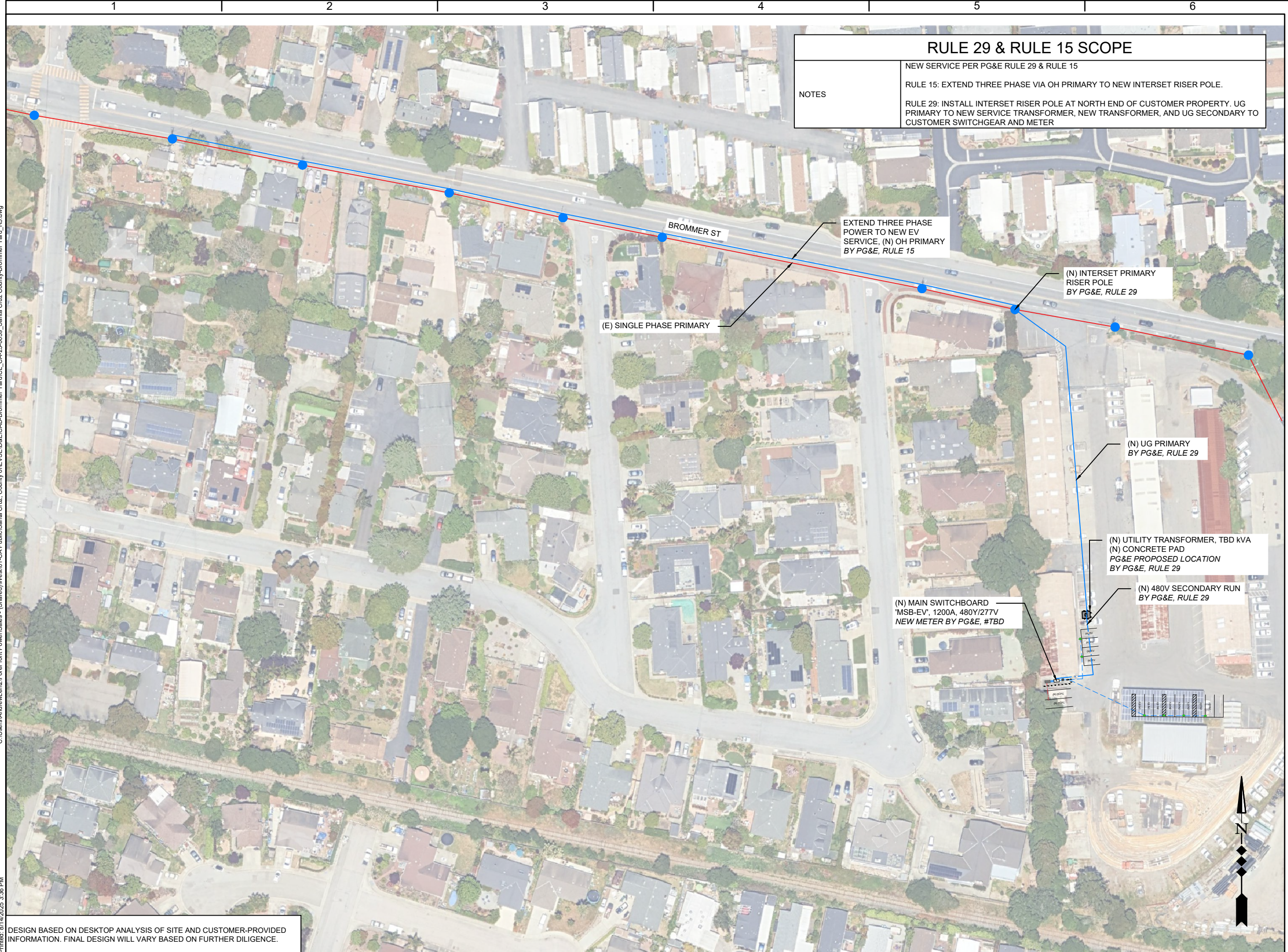
PROJECT PHASE:
SALES ESTIMATE

SCALE:
1" = 60'

SHEET NO.:
EV-CL-1

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RULE 29 & RULE 15 SCOPE

NEW SERVICE PER PG&E RULE 29 & RULE 15

NOTES

RULE 15: EXTEND THREE PHASE VIA OH PRIMARY TO NEW INTERSET RISER POLE.

RULE 29: INSTALL INTERSET RISER POLE AT NORTH END OF CUSTOMER PROPERTY. UG PRIMARY TO NEW SERVICE TRANSFORMER, NEW TRANSFORMER, AND UG SECONDARY TO CUSTOMER SWITCHGEAR AND METER

BROMMER ST

EXTEND THREE PHASE POWER TO NEW EV SERVICE, (N) OH PRIMARY BY PG&E, RULE 15

(E) SINGLE PHASE PRIMARY

(N) INTERSET PRIMARY RISER POLE BY PG&E, RULE 29

(N) UG PRIMARY BY PG&E, RULE 29

(N) UTILITY TRANSFORMER, TBD KVA (N) CONCRETE PAD PG&E PROPOSED LOCATION BY PG&E, RULE 29

(N) 480V SECONDARY RUN BY PG&E, RULE 29

(N) MAIN SWITCHBOARD 'MSB-EV', 1200A, 480Y/277V NEW METER BY PG&E, #TBD



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SHEET TITLE
 EVSE SITE LAYOUT - RULE 15 SCOPE

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REV.	DESCRIPTION	DATE	INIT.
1	RULE 15 SCOPE	08.14.25	AL

PROJECT PHASE:
 SALES ESTIMATE

SCALE:
 1" = 100'

SHEET NO.:
 EV-CL-2

DESIGN BASED ON DESKTOP ANALYSIS OF SITE AND CUSTOMER-PROVIDED INFORMATION. FINAL DESIGN WILL VARY BASED ON FURTHER DILIGENCE.