REGULAR MEETING
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT BOARD OF DIRECTORS
a Public Agency
Tuesday, October 6, 2020
8:30 AM
VIA TELECONFERENCE

IMPORTANT NOTICE REGARDING THIS BOARD MEETING:

This virtual meeting is being conducted utilizing teleconferencing and electronic means pursuant to State of California Executive Order N-29-20 issued by Governor Gavin Newsom on March 17, 2020, regarding the COVID-19 pandemic. The public may only view a livestream of the meeting online at: http://tinyurl.com/sbmtdyoutube

Public Participation

To make a general public comment or to comment on a specific agenda item, the following methods are available: Email, Phone, and Zoom webinar.
All comments will be limited to 3 minutes per speaker.

1. **Email**:
   - Submit public comment to clerk@sbmtd.gov *before 12 p.m.* on the Monday prior to the Board meeting for advance distribution to the Board of Directors.
   - Public comment emails submitted to clerk@sbmtd.gov *during* the meeting will be recognized *if* the email is received prior to or during the item to be addressed.
   - **In ALL emailed Public Comments, please include**:
     (A) The agenda item(s) to be addressed
     (B) If you would like your comment read into the record
     (C) Public Comment text

2. **Phone**: Call the Zoom webinar line *10 minutes prior* to the 8:30 a.m. meeting start time:
   - Toll-Free Dial-in: **(669) 900-6833.**
     - When prompted, enter Meeting ID **986 2373 4025** and then #.
     - When prompted for a password, dial **956284** and then #.
     - When the item you wish to address is announced, dial *9 to request to comment.

   Please mute your phone until called to speak. If you do not have a mute button, you may mute by dialing *6. You can unmute by pressing the same keys (*6). When the chair calls for public comment, the clerk will announce you and will unmute your microphone.

3. **Zoom webinar & computer audio**: View the webinar at the following link at 8:30 a.m.:
   https://zoom.us/j/98623734025?pwd=M01uakVGV0Erb21odFBFL1VET3Rwdz09

   To give public comment via the Zoom webinar, click the "Raise Hand" button only when the item you wish to speak on has begun. When the chair calls for public comment, the clerk will announce you and will unmute your microphone. The public will not be able to share their video or screen.

BOARD OF DIRECTORS AGENDA

BOARD MEMBERS WILL JOIN VIA TELECONFERENCE

ITEMS TO BE CONSIDERED:

1. CALL TO ORDER

2. ROLL CALL OF THE BOARD MEMBERS
Dave Davis (Chair), David Tabor (Vice Chair), Bill Shelor (Secretary), Olivia Rodriguez (Director), Dick Weinberg (Director), Chuck McQuary (Director), Paula Perotte (Director).

3. REPORT REGARDING POSTING OF AGENDA

CONSENT CALENDAR

4. APPROVAL OF PRIOR MINUTES - (ACTION MAY BE TAKEN)
The Board of Directors will be asked to approve the draft minutes for the meeting of September 15, 2020.

5. CASH REPORT - (ACTION MAY BE TAKEN)
The Board of Directors will be asked to review and approve the Cash Report from the following dates: September 6, 2020 through September 18, 2020.

THIS CONCLUDES THE CONSENT CALENDAR

6. PUBLIC COMMENT
Members of the public may address the Board of Directors on items within the jurisdiction of the Board that are not scheduled for public hearing. The time allotted per speaker will be at the discretion of the Board Chair. If you wish to address the Board under this item number, see the above instructions on giving remote public comment. Additional public comment will be allowed during each agenda item, including closed session items.

7. CALIFORNIA ENERGY COMMISSION BLUEPRINTS FOR MEDIUM AND HEAVY-DUTY ZERO-EMISSION VEHICLE INFRASTRUCTURE GRANT SOLICITATION UPDATE - (INFORMATIONAL)
Staff will recommend that the Board receive and file an update on the California Energy Commission's (CEC) Blueprints for Medium and Heavy-Duty Zero-Emission Vehicle Infrastructure (GFO-20-601) grant ("Blueprint Planning Grant").

8. TRANSIT CENTER RENOVATIONS UPDATE - (INFORMATIONAL)
Staff will recommend that the Board receive and file an update on the Transit Center Renovations Project.

9. GENERAL MANAGER'S REPORT - (INFORMATIONAL)
The General Manager will provide an update on district activities.

10. COMMUNICATIONS - (INFORMATIONAL)
- Unsolicited Correspondence - California-Nevada Labor Management Cooperation Committee

11. OTHER BUSINESS AND REPORTS - (INFORMATIONAL)
The Board will report on other related public transit issues and committee meetings.

12. ADJOURNMENT

AMERICANS WITH DISABILITIES ACT: If you need special assistance to participate in this meeting, please contact the MTD Administrative Office at 805.963.3364 at least **48 hours in advance** of the meeting to allow time for MTD to attempt a reasonable accommodation.

BOARD OF DIRECTORS DRAFT MINUTES

REGULAR MEETING
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT BOARD OF DIRECTORS
a Public Agency
Tuesday, September 15, 2020
8:30 AM
VIA TELECONFERENCE

This meeting was conducted utilizing teleconferencing and electronic means consistent with State of California Executive Order N-29-20 dated March 17, 2020, regarding the COVID-19 pandemic.

1. CALL TO ORDER
Chair Dave Davis called the meeting to order at 8:29 AM.

2. ROLL CALL OF THE BOARD MEMBERS
Chair Davis conducted a roll call and reported that all members were present with the exception of Director Paula Perotte.

3. REPORT REGARDING POSTING OF AGENDA
Christina Perry, Clerk of the Board and Administrative Assistant, reported that the agenda was posted on Thursday, September 10, 2020, at MTD's Administrative office, mailed and emailed to those on the agenda list, and posted on MTD's website.

CONSENT CALENDAR

4. APPROVAL OF PRIOR MINUTES - (ACTION MAY BE TAKEN)
The Board of Directors was asked to approve the draft minutes for the meeting of September 1, 2020.

5. CASH REPORT - (ACTION MAY BE TAKEN)
The Board of Directors was asked to review and approve the Cash Report from the following dates: August 22, 2020 through September 4, 2020.

Vice Chair Dave Tabor moved to approve the Consent Calendar. Director Olivia Rodriguez seconded the motion. Chair Davis opened a roll call vote and the motion passed unanimously.

THIS CONCLUDES THE CONSENT CALENDAR

6. PUBLIC COMMENT
No public comments were made.

7. CONFLICT OF INTEREST CODE UPDATE - (ATTACHMENT - ACTION MAY BE TAKEN)

General Manager Jerry Estrada recommended that the Board of Directors approve the amended Conflict of Interest Code.

Director Rodriguez moved to approve the amended Conflict of Interest Code. Director Chuck McQuary seconded the motion. Chair Davis opened a roll call vote and the motion passed unanimously.

8. SCE CHARGE READY HEAVY-DUTY INFRASTRUCTURE GRANT APPLICATION - (ATTACHMENT - ACTION MAY BE TAKEN)

Capital Projects Manager Ryan Gripp recommended that the Board authorize General Manager Estrada to execute the Charge Ready Transport Program Participation Agreement with Southern California Edison (SCE), which will result in the design and construction of make ready infrastructure for 14 heavy-duty charge ports at Terminal 1.

Vice Chair Tabor moved to authorize the General Manager to execute the Charge Ready Transport Program Participation Agreement with Southern California Edison (SCE). Secretary Bill Shelor seconded the motion. Chair Davis opened a roll call vote and the motion passed unanimously.

9. PURCHASE FOUR 40' NEW FLYER BATTERY ELECTRIC BUSES - (ATTACHMENT - ACTION MAY BE TAKEN)

Mr. Gripp recommended that the Board authorize General Manager Estrada to execute an agreement with New Flyer of America Inc. to procure four 40' low floor, battery-electric buses.

Vice Chair Tabor moved to authorize General Manager Estrada to execute a procurement agreement with New Flyer of America Inc. Director Dick Weinberg seconded the motion. Chair Davis opened a roll call vote and the motion passed unanimously.

10. ON-CALL A&E SERVICES RFQ CONTRACT AWARD RECOMMENDATION - (ATTACHMENT - ACTION MAY BE TAKEN)

Mr. Gripp recommended that the Board authorize General Manager Estrada to enter into a contract with Stantec Architecture Inc. for on-call architectural, design and engineering services for a term of three years with the option for two one-year contract extensions that may be exercised if mutually agreed to by MTD and Stantec Architecture Inc.

Vice Chair Tabor moved to authorize General Manager Estrada to enter into a contract with Stantec Architecture Inc. for services described above. Director Rodriguez seconded the motion. Chair Davis opened a roll call vote and the motion passed unanimously.

11. GENERAL MANAGER'S REPORT - (INFORMATIONAL)

General Manager Estrada discussed the following district activities:

- Covid-19 pandemic update
- Retirement of Supervisor Sal Alvarez and Utility and Service Worker Javier Jimenez
- Transit Center update
- Extension of the Calle Real solicitation deadline
- Single audit status

12. OTHER BUSINESS AND REPORTS - (INFORMATIONAL)

No additional business was discussed.

13. ADJOURNMENT

Vice Chair Tabor moved to adjourn the meeting. Chair Davis seconded the motion. The meeting adjourned at 10:03 AM.

Santa Barbara Metropolitan Transit District

Cash Report
Board Meeting of October 6, 2020
For the Period September 6, 2020 through September 18, 2020

MONEY MARKET

Beginning Balance September 6, 2020				**$2,857,030.52**
Accounts Receivable			8,733.80	
Miscellaneous Income			7,332.50	
Passenger Fares			1,823.00	
Interest Income			1,018.04	
Total Deposits			**18,907.34**	
Miscellaneous Transfers			(545.97)	
Bank & Credit Card Fees			(4,212.69)	
401(k)/Pension Transfer			(34,358.11)	
Workers' Compensation			(44,437.91)	
Payroll Taxes			(133,758.79)	
Payroll			(307,106.87)	
Accounts Payable			(684,828.96)	
Total Disbursements			**(1,209,249.30)**	

CERTIFICATES OF DEPOSIT

Institution	**Maturity**	**Rate**		
American Riviera Bank	2/28/2021	2.00%	1,522,080.94	
Total Certificates of Deposit			**1,522,080.94**	
				$1,522,080.94
Ending Balance				**$3,188,769.50**

CASH INVESTMENTS

LAIF Account	$5,845,344.98	
Money Market Account	3,188,769.50	
Total Cash Balance		**$9,034,114.48**

SELF INSURED LIABILITY ACCOUNTS

WC / Liability Reserves	($4,754,849.00)	
Working Capital		**$4,279,265.48**

Santa Barbara Metropolitan Transit District
Cash Receipts of Accounts Receivable

Date	Company	Description	Amount
9/11/2020	Goodwin & Thyne Properties	Advertising on Buses	1,040.00
9/18/2020	Delta OOH Media	Advertising on Buses	5,950.00
9/18/2020	Jim Haggerty	Retiree - Vision	12.20
9/18/2020	Wells Marketing, LLC	Advertising on Buses	1,731.60
		Total Accounts Receivable Paid During Period	**$8,733.80**

Santa Barbara Metropolitan Transit District
Accounts Payable

Check #	Date	Company	Description	Amount	Voids
122525	11/22/2019	LETICIA RAMIREZ	PAYROLL RELATED	650.00	V
124786	9/11/2020	ABC BUS COMPANIES INC	BUS PARTS	1,011.73	
124787	9/11/2020	AMERICAN MOVING PARTS, LLC	BUS PARTS	1,394.89	
124788	9/11/2020	ASBURY ENVIRONMENTAL SERVI	WASTE OIL RECYCLER	160.00	
124789	9/11/2020	BNS ELECTRONICS, INC.	SANTA YNEZ SITE RENTAL	305.00	
124790	9/11/2020	BROWN & BROWN INSURANCE SE	D&O AND EPLI INSURANCE	1,032.50	
124791	9/11/2020	CITY OF SANTA BARBARA	CSR PARKING PERMITS	40.00	
124792	9/11/2020	CENTRAL COAST CIRCULATION, L	BUS BOOK DISTRIBUTION	627.00	
124793	9/11/2020	COMMUNITY RADIO, INC.	GIBRALTAR SITE RENTAL	273.85	
124794	9/11/2020	CINTAS CORPORATION	FIRST AID SUPPLIES	189.30	
124795	9/11/2020	COX COMMUNICATIONS, CORP.	INTERNET & CABLE TV	469.23	
124796	9/11/2020	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	32.78	
124797	9/11/2020	DAVID DAVIS JR.	DIRECTOR FEES	60.00	
124798	9/11/2020	ESP LOCKSMITH DBA	B&G REPAIRS & SUPPLIES	155.51	
124799	9/11/2020	FIRST LOAN	PAYROLL RELATED	50.00	
124800	9/11/2020	FLEET SERVICES, INC.	BUS PARTS	843.17	
124801	9/11/2020	STATE OF CALIFORNIA	PAYROLL RELATED	32.50	
124802	9/11/2020	FRONTIER CALIFORNIA INC.	TELEPHONE SERVICE	100.98	
124803	9/11/2020	GIBBS INTERNATIONAL INC	BUS PARTS	1,034.87	
124804	9/11/2020	GILLIG LLC	BUS PARTS	938.83	
124805	9/11/2020	GOGETTERS, LLC DBA	COURIER SERVICES	240.00	
124806	9/11/2020	GOLD COAST TRANSPORT REFRIG	BUS A/C MAINTENANCE	699.45	
124807	9/11/2020	GRAPHICINK	PRINTING SERVICES	223.37	
124808	9/11/2020	HAYWARD LUMBER	SHOP SUPPLIES	35.13	
124809	9/11/2020	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	13.13	
124810	9/11/2020	INTELLICORP RECORD INC.	PRE-EMPLOYMENT CHECK	55.25	
124811	9/11/2020	J n L GLASS INC.	REPLACE BUS WINDOWS	215.00	
124812	9/11/2020	MARBORG INDUSTRIES (INC)	UTILITIES & RENTAL FEES	213.75	
124813	9/11/2020	JUAN MARTINEZ	TOOL ALLOWANCE	334.01	
124814	9/11/2020	MC CORMIX CORP. (OIL)	LUBRICANTS	3,505.15	
124815	9/11/2020	MC CORMIX CORP. (GAS)	FUEL-SERVICE VEHICLES	1,409.80	
124816	9/11/2020	MCMASTER-CARR SUPPLY CO.	SHOP/B&G SUPPLIES	254.05	
124817	9/11/2020	CHUCK MCQUARY	DIRECTOR FEES	60.00	
124818	9/11/2020	MIKE CUEVAS GARDENING SERVI	LANDSCAPE MAINTENANCE SERVICE	765.00	
124819	9/11/2020	MOHAWK MFG. AND SUPPLY CO.	BUS PARTS	116.21	
124820	9/11/2020	MOUNTAIN SPRING WATER	SHOP & OFFICE SUPPLIES	886.95	
124821	9/11/2020	NEOPART TRANSIT LLC	BUS PARTS	4,376.70	
124822	9/11/2020	NFI PARTS DBA	BUS PARTS	1,328.61	

Check #	Date	Company	Description	Amount	Voids
124823	9/11/2020	O'REILLY AUTO PARTS DBA	BUS PARTS	133.80	
124824	9/11/2020	PAULA A. PEROTTE	DIRECTOR FEES	60.00	
124825	9/11/2020	PERRY LINCOLN MERCURY MAZD	SERVICE VEHICLE PARTS / REPAIRS	8.35	
124826	9/11/2020	LETICIA RAMIREZ	PAYROLL RELATED	650.00	
124827	9/11/2020	OLIVIA RODRIGUEZ	DIRECTOR FEES	60.00	
124828	9/11/2020	SB COUNTY FEDERAL CREDIT UNI	PAYROLL DEDUCTION	260.00	
124829	9/11/2020	SB LOCKSMITHS, INC.	B&G REPAIR & SUPPLIES	136.37	
124830	9/11/2020	SILVAS OIL CO., INC.	LUBRICANTS	203.91	
124831	9/11/2020	WILLIAM JOHN SHELOR	DIRECTOR FEES	60.00	
124832	9/11/2020	SMARDAN-HATCHER CO., INC	B&G REPAIRS & SUPPLIES	106.73	
124833	9/11/2020	STAPLES CONTRACT & COMMERC	OFFICE SUPPLIES	889.86	
124834	9/11/2020	STATE BOARD OF EQUALIZATION	PAYROLL RELATED	250.00	
124835	9/11/2020	SB CITY OF-REFUSE/WATER	UTILITIES	1,881.49	
124836	9/11/2020	SUN COAST RENTALS, CORP	EQUIPMENT RENTAL	349.50	
124837	9/11/2020	TEAMSTERS PENSION TRUST	UNION PENSION	84,423.59	
124838	9/11/2020	TEAMSTERS UNION LOCAL NO. 18	UNION DUES	9,445.50	
124839	9/11/2020	TRUMAN ARNOLD COMPANIES (T	DIESEL FUEL	21,146.14	
124840	9/11/2020	UNITED REFRIGERATION INC.	BUS AIR CONDITIONING SUPPLIES	113.40	
124841	9/11/2020	J.C.M. AND ASSOCIATES INC.	UNIFORMS	734.46	
124842	9/11/2020	WAXIE SANITARY SUPPLY DBA	JANITORIAL SUPPLIES	584.63	
124843	9/17/2020	ABC BUS COMPANIES INC	BUS PARTS	461.36	
124844	9/17/2020	AQUA-FLO	BUS WASH SUPPLIES	378.72	
124845	9/17/2020	AMERICAN MOVING PARTS, LLC	BUS PARTS	133.90	
124846	9/17/2020	HENRY ANDREWS	RETIREE HEALTH REIMBURSEMENT	285.00	
124847	9/17/2020	BIG BRAND TIRES, BRANDCO BILL	SERVICE VEHICLE MAINTENANCE	1,353.79	
124848	9/17/2020	JAMES BRACKETT	RETIREE HEALTH REIMBURSEMENT	178.00	
124849	9/17/2020	KARL BRETZ	RETIREE HEALTH REIMBURSEMENT	285.00	
124850	9/17/2020	BUNNIN CHEVROLET CADILLAC	SERVICE VEHICLE MAINTENANCE	817.58	
124851	9/17/2020	ROBERT BURNHAM	RETIREE HEALTH REIMB/SDRMA REF	285.00	
124852	9/17/2020	BYD MOTORS LLC	CAPITAL LEASE PAYMENT	63,250.44	
124853	9/17/2020	CALIFORNIA ELECTRIC SUPPLY, I	SHOP/B&G SUPPLIES	9.55	
124854	9/17/2020	GILBERT CALLES	RETIREE HEALTH REIMBURSEMENT	178.00	
124855	9/17/2020	CITY OF CARPINTERIA	CHARGING STATION ELECTRICITY	133.31	
124856	9/17/2020	CELTIS VENTURES, INC.	MARKETING SERVICES	4,632.63	
124857	9/17/2020	STAN CISOWSKI	RETIREE HEALTH REIMBURSEMENT	274.90	
124858	9/17/2020	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	0.00	V
124859	9/17/2020	CUMMINS SALES & SERVICE dba	BUS PARTS & REPAIRS	18,974.03	
124860	9/17/2020	DIESEL FORWARD, INC.	BUS PARTS	4,418.88	
124861	9/17/2020	DIVERSIFIED TRANSPORTATION S	FREIGHT CHARGES	171.69	
124862	9/17/2020	DOCUPRODUCTS CORPORATION	COPIER MAINTENANCE/SUPPLIES	234.36	
124863	9/17/2020	DOWNTOWN ORGANIZATION, INC	TC MAINTENANCE	4,066.47	

Check #	Date	Company	Description	Amount	Voids
124864	9/17/2020	EASY LIFT TRANSPORTATION, IN	MONTHLY ADA SUBSIDY	83,463.33	
124865	9/17/2020	GIBBS INTERNATIONAL INC	BUS PARTS	1,089.12	
124866	9/17/2020	GILLIG LLC	BUS PARTS	7,160.76	
124867	9/17/2020	GARY GLEASON	RETIREE HEALTH REIMBURSEMENT	285.00	
124868	9/17/2020	JILL GRISHAM	RETIREE HEALTH REIMB/SDRMA REF	260.23	
124869	9/17/2020	JIM HAGGERTY	RETIREE HEALTH REIMBURSEMENT	254.56	
124870	9/17/2020	ALI HABIBI	RETIREE HEALTH REIMBURSEMENT	285.00	
124871	9/17/2020	ROBERT HARTMAN, JR.	RETIREE HEALTH REIMBURSEMENT	204.02	
124872	9/17/2020	JOHN HERNANDEZ	TOOL ALLOWANCE	1,100.00	
124873	9/17/2020	HOME IMPROVEMENT CTR.	SHOP/B&G SUPPLIES	88.16	
124874	9/17/2020	JAY DANIEL ROBERTSON	RETIREE HEALTH REIMBURSEMENT	285.00	
124875	9/17/2020	LOUIS JONES	RETIREE HEALTH REIMBURSEMENT	221.00	
124876	9/17/2020	LINDA LEE LACKEY	RETIREE HEALTH REIMBURSEMENT	855.00	
124877	9/17/2020	LANSPEED DBA	IT SERVICES	1,687.50	
124878	9/17/2020	LABOR ALLIANCE MANAGED TRU	UNION DENTAL INSURANCE	10,032.75	
124879	9/17/2020	LMA ARCHITECTS, CORP.	TC CONSTRUCTION OVERSIGHT	901.35	
124880	9/17/2020	MARTIN AUTO COLOR, INC.	BUS SUPPLIES	221.52	
124881	9/17/2020	LOUIS MANDEVILLE	RETIREE HEALTH REIMBURSEMENT	285.00	
124882	9/17/2020	MCMASTER-CARR SUPPLY CO.	SHOP/B&G SUPPLIES	326.63	
124883	9/17/2020	MIKE CUEVAS GARDENING SERVI	LANDSCAPE MAINTENANCE SERVICE	160.00	
124884	9/17/2020	MULLEN & HENZELL	CALLE REAL PROJECT SERVICES	11,435.47	
124885	9/17/2020	NATIONAL INTERSTATE INS INC.	LIABILITY INSURANCE	37,819.28	
124886	9/17/2020	NEOPART TRANSIT LLC	BUS PARTS	1,986.99	
124887	9/17/2020	NEWEGG BUSINESS, INC	IT EQUIPMENT & SUPPLIES	1,146.05	
124888	9/17/2020	NEWARK ELEMENT14	BUS PARTS	181.61	
124889	9/17/2020	PETROLEUM MARKETING EQUIP	FUELING SYSTEMS	370.41	
124890	9/17/2020	POWERSTRIDE BATTERY CO.	BATTERIES	898.33	
124891	9/17/2020	LETICIA RAMIREZ	PAYROLL RELATED	650.00	
124892	9/17/2020	REPUBLIC ELEVATOR, INC	ELEVATOR MAINTENANCE	170.00	
124893	9/17/2020	AL ROMERO SR.	RETIREE HEALTH REIMBURSEMENT	89.00	
124894	9/17/2020	SANTA BARBARA FASTENERS, IN	SHOP SUPPLIES	206.61	
124895	9/17/2020	SANTA BARBARA NEWS PRESS	PUBLIC NOTICES/EMPLOYMENT ADS	63.75	
124896	9/17/2020	SILVAS OIL CO., INC.	LUBRICANTS	138.85	
124897	9/17/2020	SPECIAL DISTRICT RISK MGMENT	HEALTH INSURANCE	61,065.36	
124898	9/17/2020	SANTA BARBARA ELECTRONICS S	BUS PARTS, IT & SHOP SUPPLIES	245.56	
124899	9/17/2020	SM TIRE, CORP.	BUS TIRE MOUNTING	364.63	
124900	9/17/2020	TOM SHELDON	REIMBURSEMENT	274.56	
124901	9/17/2020	SOCALGAS	UTILITIES	98.68	
124902	9/17/2020	STAPLES CONTRACT & COMMERC	OFFICE SUPPLIES	211.79	
124903	9/17/2020	THOMAS TOWING, INC	TOWING SERVICE	90.00	
124904	9/17/2020	TK SERVICE, INC.	BUS PARTS & REPAIRS	651.61	

Check #	Date	Company	Description	Amount	Voids
124905	9/17/2020	TANK TEAM INC.	TANK TESTS	160.20	
124906	9/17/2020	TEAMSTERS MISC SECURITY TRU	UNION MEDICAL INSURANCE	185,574.00	
124907	9/17/2020	TRUMAN ARNOLD COMPANIES (T	DIESEL FUEL	21,152.06	
124908	9/17/2020	VALLEY POWER SYSTEMS, INC.	BUS PARTS	1,961.06	
124909	9/17/2020	JOHN J. VASQUEZ	RETIREE HEALTH REIMBURSEMENT	808.30	
124910	9/17/2020	VERIZON WIRELESS	WIRELESS PHONES & AIM CELLULAR	2,994.83	
				685,478.96	
			Current Cash Report Voided Checks:	0.00	
			Prior Cash Report Voided Checks:	650.00	
			Grand Total:	**$684,828.96**	

SANTA BARBARA MTD

BOARD OF DIRECTORS REPORT

MEETING DATE: OCTOBER 6, 2020 **AGENDA ITEM: #7**

DEPARTMENT: CAPITAL PROJECTS

TYPE: INFORMATIONAL ITEM

PREPARED BY: RYAN GRIPP _____
Signature

REVIEWED BY: GENERAL MANAGER _____
Signature

SUBJECT: CALIFORNIA ENERGY COMMISSION BLUEPRINTS FOR MEDIUM AND HEAVY-DUTY ZERO-EMISSION VEHICLE INFRASTRUCTURE GRANT SOLICITATION UPDATE

RECOMMENDATION:

Staff recommend that the Board receive and file an update on the California Energy Commission's (CEC) Blueprints for Medium and Heavy-Duty Zero-Emission Vehicle Infrastructure (GFO-20-601) grant ("Blueprint Planning Grant").

DISCUSSION:

General Background - The CEC's Blueprints for Medium and Heavy-Duty Zero-Emission Vehicle Infrastructure (GFO-20-601) competitive grant funding opportunity was developed to provide organizations with funding for planning "blueprints" that will identify actions needed for implementation of medium and heavy-duty zero-emission vehicles and related fueling infrastructure. The funding is associated with Assembly Bill 118, which authorized the CEC to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's robust climate change policies.

MTD's Transportation Electrification Roadmap - As discussed in recent staff reports, the Board of Directors' goal to transition the fleet to 100% zero-emission vehicles (ZEV) by 2030 and the California Air Resources Board's Innovative Clean Transit (ICT) regulation mandating a statewide zero-emission transit system by 2040 are the driving forces behind MTD's pursuit of a fully electrified fleet. To date, MTD has acquired 14 battery-electric buses (with four more on order), 10 Chevrolet Bolt EVs (with four more on order), and charging infrastructure for 14 light-duty and 15 heavy-duty vehicles (with 14 more heavy-duty charge ports in process).

Staff have vigorously pursued funding opportunities and laid groundwork for an expeditious and successful transition to ZEV technologies and supporting fueling infrastructure. While the foregoing efforts have led to marked progress in MTD's transportation electrification rollout, they have also brought a significant constraint to the fore: resilience. The increased dependence on ZEVs to support MTD's operations has resulted in an increased reliance on the power grid. To mitigate power disruptions and price fluctuations caused by the utility, it is critically important for MTD to invest in distributed energy resources (DERs) like solar, battery storage, and demand management. These components need to be integrated to develop a microgrid. Investing in these technologies will serve to moderate the risks inherent with grid dependency. This will go a long

way to ensure the stability and sustainability of MTD's future fuel path and transportation electrification roadmap.

Project Description - MTD is applying for the CEC Blueprint Planning Grant to create a viable, replicable plan for ZEV adoption and resiliency through the development of a microgrid at Terminal 1. The planning effort will kick off with a needs assessment to determine MTD's resiliency goals. The planning team will engage stakeholders to determine the degree to which DERs can or should supplant utility power. The team will also explore the tradeoffs of full versus partial grid independence and how each could affect MTD's operations. Based upon the outcomes of the needs assessment, the planning team will conduct a site analysis to determine the type, size, quantity, and location of DERs to be deployed to meet the established goals. This task will take into account the space limitations for both solar and energy storage solutions at Terminal 1.

After determining the optimal mix of technologies, which will include the use of MTD's existing diesel generators, the team will draft the plan. Not only will the plan provide a blueprint for developing a microgrid combining renewable and conventional energy generation and storage at Terminal 1, it will also detail the project economics from capital expenses to projected operation and maintenance costs. The planning team will also estimate utility energy savings by modeling various strategies for moderating utility energy costs that are routinely employed by organizations with energy storage solutions. Examples of such techniques are peak shaving and energy arbitrage, which are designed to reduce facility-related demand charges and avoid peak rates.

One of the key facets of the plan will be its replicability. While elements of it will be specific to MTD, the planning team will craft it in such a manner that other organizations will be able to use MTD's plan as a guide for developing their own microgrid. This ties in with the larger outreach effort that the planning team will engage in to educate the community about renewable energy and zero-emission transportation technologies, and promote their adoption.

Another important development in our region is Community Choice Energy (CCE). The South County Cities of Goleta and Carpinteria and the County of Santa Barbara have recently voted to become member agencies of Central Coast Community Energy (formerly Monterey Bay Clean Power). Beginning in 2021, electricity ratepayers of those communities will automatically become customers of this not-for-profit, locally-controlled public agency. CCEs allow for communities to reduce greenhouse gas emissions and invest in renewable energy in the area. It also provides customers with options about the level of clean energy they wish to support. The City of Santa Barbara is also pursuing CCE, but will be creating their own agency. This will provide more local control and flexibility, and MTD expects that both CCEs in the region will play a part in helping realize and fund MTD's clean energy goals.

Partnerships and Support - The proposed project seeks to build upon the City of Santa Barbara's ("the City") robust efforts at curbing carbon emissions through its Strategic Energy Plan, Climate Action Plan, Energy Assurance Plan, and other climate and energy policies. The City of Santa Barbara has adopted a goal of 100% renewable energy by 2030, and more recently, has adopted a target of carbon neutrality by 2035. MTD is a contributor of carbon emissions in the transportation sector, and as such, there is a clear nexus between MTD's transition to an electrified fleet and the City's actions on mitigating greenhouse gas emissions. Due to this, MTD and the City have partnered on the Blueprint Planning Grant, which represents the first of many collaborations in an effort to more effectively implement strategies aimed at reducing greenhouse gas emissions. MTD has also invited CALSTART to be a partner on the grant. CALSTART is one of the leading clean transportation technology and solutions consortia. They have worked on similar projects and can bring to bear a host of resources to ensure the project is a success.

In addition to enlisting the City of Santa Barbara and CALSTART as partners, MTD has reached out to a host of other organizations and elected officials for letters of support. Many have committed to providing a letter and are enthusiastic about the project and MTD's sustainability efforts overall.

PROJECT BUDGET & FUNDING:

A total of $3 million is available for awards under the Blueprint Planning Grant. The maximum award amount for a single project is $200,000. Given the scope and scale of MTD's proposed plan, the grant application budget will likely reach the award ceiling. While the CEC will cover the cost to develop the microgrid development plan, the District will still have to seek capital funding for implementation of the plan. As part of the planning effort, Staff will explore funding opportunities and financing options to cover the cost of the infrastructure.

NEXT STEPS:

Staff will continue working with the aforementioned project partners to submit the grant application by the November 13 deadline. According to the CEC, proposed awards will be announced by December 2020 (such awards are contingent upon Energy Commission approval). If MTD's project is awarded, the anticipated timeline for completing the plan is approximately one year from execution of the grant agreement.

SANTA BARBARA MTD

BOARD OF DIRECTORS REPORT

MEETING DATE: OCTOBER 6, 2020 **AGENDA ITEM: #8**

DEPARTMENT: FACILITIES

TYPE: INFORMATIONAL ITEM

PREPARED BY: STEVE MAAS _____
Signature

REVIEWED BY: GENERAL MANAGER _____
Signature

SUBJECT: TRANSIT CENTER RENOVATIONS UPDATE

RECOMMENDATION:

Staff recommends that the Board receive and file an update on the Transit Center Renovations Project.

DISCUSSION:

MTD's Transit Center (TC) was constructed in 1973. Renovations and improvements prior to this project were relatively minor in nature, and, by 2018, the 45-year-old TC was in need of a major renovation for both functional and aesthetic reasons. The board approved the engagement of Lenvik & Minor Architects (LMA) to carry out design and construction management services, and approved Newton Construction & Management as the general contractor for the project. As of July, the contract with Newton, including approved change orders, is for a total of $3.6 million. With costs including LMA and other vendors added, the total cost of the project to date is $4.2 million.

LMA developed project specifications and plans, with technical consultation from electrical engineering firm Alan Noelle Engineering, structural engineering firm Ehlen Spiess & Haight, Inc., civil engineering firm Flowers & Associates, Inc., and mechanical engineering firm Mechanical Engineering Consultants. MTD employees including operators, supervisors, customer service representatives, and department managers provided valuable input into the specifications and plans.

Newton installed temporary facilities in City Parking Lot 3 adjacent to the TC. These facilities, which included an employee trailer, a ticket booth for the CSRs, a vending machine enclosure, and portable restrooms (two for employees and two for the public), were in use throughout demolition and reconstruction. They were removed after staff reoccupied the TC on Wednesday, August 19. Buses returned to the TC circle beginning Friday, September 4. The TC building is not yet open to the public, and will remain closed until MTD is once again charging fares.

Exterior improvements to the TC and its surroundings include a new driveway and boarding area, a new copper roof, new windows and doors, new employee restrooms, a new electrical room, new exterior lighting and cameras, new drought-resistant landscaping, and improvements to the public right-of-way. Interior improvements include ADA-compliant public restrooms, a new Control Room (or "Fishbowl"), a new employee break area, an HVAC system, various storage closets, a public address system, public Wi-Fi, new Clever Devices real-time bus arrival monitors, and interior lighting and cameras. Throughout the site, mechanical, electrical, plumbing, and underground utilities were replaced to current standards.

The public ROW improvements mentioned above include a new concrete bus pad the length of the frontage. This replaced the old cracked and broken asphalt that used to be there. The original plan called for replacing the asphalt with new asphalt. However, discussions with the City of Santa Barbara resulted in a partnership between MTD and the City. The City covered the cost of pouring the new concrete, while MTD covered the cost of the pre- and post-pour work. The resulting concrete bus pad is a great improvement that will hold up much longer than new asphalt would have.

The Transit Center Renovation Project has resulted in a beautiful, modern facility, of which MTD is justly proud. The project could not have been completed without the help of many MTD employees. Throughout the planning and execution of the project, MTD drivers, supervisors, and CSRs provided valuable suggestions. Ryan Gripp worked diligently for many months with MTD staff and LMA and their partner companies in planning and designing the project and during the initial phase of demolition and renovation. Bill Morris, Dave Morse, and Manny Castanon were invaluable sources of information. Nolan Robertson, Steve Hahn, and Frankie Reynoso provided assistance that would have been difficult if not impossible to do without. Mary Gregg had her eye on risk mitigation throughout the project. Juan Perez and Josh Martinez kept the transit vending machines running and helped with installation of the new real-time bus arrival monitors. Hillary Blackerby and the Planning staff provided valuable input and made certain that the customer-facing functions were properly done. Brad Davis, Thais Sayat, and the other Finance staff kept the paperwork straight and, thus, the work progressing. Last but by no means least, Tom Sheldon and Pablo Zuniga kept us all in contact with each other and the outside world.

To: MTD Board of Directors
From: Jerry Estrada, General Manager
Date: October 6, 2020
Subject: General Manager's Report

Operations, Fleet & Facilities

Karen Reyes and Robert Loera have completed their extended bus operator training and have passed the DMV exams. Due to the DMV closure related to the pandemic, their training was extended until DMV opened for road tests. Our newest bus operators, James Gutierrez and Rafael Mendoza, are nearing completion of training. Additionally, I would like to acknowledge the skilled work consistently demonstrated by our trainers. Congratulations to everyone involved, and to our four new bus operators welcome to the MTD team.

Even though our Transit Center is not open to the public yet due to COVID-19 restrictions, the driveway/circle has been operational for a couple of weeks. Lines 2, 3, 5, 6, 7, 11, and 14 are able to utilize the circle to board and disembark passengers. Lines 12X and 24X are back to boarding in the express zone, and line 1, 4, and 17 will continue to utilize 2 of the 3 boarding spots in station C (Figueroa St.).

Staff has provided Stantec Architecture Inc. with a Notice of Intent to Award Contract informing the firm of MTD's intent to award a contract for the On-Call Architectural and Engineering Services Request for Qualifications once requisite insurance documents are provided to MTD.

Once the Charge Ready Transport Agreement has been executed, MTD staff will work with SCE's consultants to develop a formal design for make ready infrastructure for 14 heavy-duty charge ports.

Staff is awaiting the completion of the Pre-Award Buy America Audit Report from MTD's third-party auditor. Once received, and assuming New Flyer is in compliance with the Federal Transit Administration's Buy America requirements, MTD will issue a purchase order for the four buses.

One remaining element of Stantec Architecture, Inc.'s Facilities Master Plan project is to analyze MTD's current transit service and model the power requirements of an electrified fleet. This effort serves to provide a high-level overview of how effectively existing battery-electric bus (BEB) technology can fulfill current operating demands. In addition, if there are shortfalls, the most efficient and cost-effective methods for remedying those

deficiencies. Not only is this information critical for BEB acquisition forecasting, it will also serve as a guide for future route planning efforts.

Staff released a Request for Proposal (RFP) for Fleet Renewal Campaign in July to identify a firm to overhaul a large portion of MTD's existing fleet. The purpose of the project is to maintain the reliability and service availability of the fleet. It will also usher in a fresh new look, with new paint and graphics identical to that of the latest Gillig buses purchased in 2019. Aside from cosmetic changes, the work will include major mechanical upgrades on select buses as well as passenger and driver comfort improvements on the majority of buses addressed.

Administration

MTD is in the midst of the Request for Qualifications/Request for Proposals for development of MTD's Calle Real property. Four Addenda that revised the due date and time and replied to questions asked by interested firms were emailed to everyone on the bidders' list. Proposals are due by Noon on October 22.

Staff participated in a quarterly update meeting by phone with SBCAG staff. The meeting included discussions of on various upcoming funding programs. These meetings are useful in keeping the two agencies updated regarding each other's activities. Staff also provided SBCAG with information regarding MTD projects in the current Federal Transportation Improvement Program (FTIP).

Staff began the collection and entry of data for MTD's FY 2020 National Transit Database Annual Report. The report is required by the FTA to be submitted by October 31 each year.

Staff participated in a Measure A Bike & Pedestrian Scoring Committee discussion of a request from Goleta to revise the scope of a project. The Committee unanimously agreed to support the request.

Staff provided comments on the draft Transportation Emergency Preparedness Plan (TEPP) to SBCAG's consultant. The TEPP is a joint project of VCTC and SBCAG that was funded following the twin disasters of the Thomas Fire and the Montecito Debris Flow.

Human Resources continues to evaluate resources available to MTD for recruitment of open positions. Online job posting options over the course of the past few years have grown, and are an especially important resource to employers during the pandemic. In order to utilize these options to their fullest potential, in late July a Google Search ad

campaign for bus operator and mechanic jobs was launched. By utilizing this specific Google service, MTD's job ad shows up near search results when someone actively searching uses terms related to one of our keywords. Search campaigns of this type provide MTD the avenue to place ads across Google's vast network of search results. MTD's Planning and Marketing Manager, Hillary Blackerby, worked with Celtis to develop the campaign and HR is pleased to report that it has been a very successful trial run, with over 25 candidates applying between the two positions. HR has recently extended offers to several candidates, with three bus operators having already started and one mechanic to begin employment in the next week.

The request for proposals (RFP) for a workers' compensation third-party administrator was issued. Staff is currently in the process of preparing an addendum to respond to questions or concerns submitted by interested parties. Proposals are due on October 9 after which the evaluation process will begin. Additional RFPs for other professional services are scheduled for this fall, including for financial auditing and OPEB actuarial valuation services. Brown Armstrong is in the second year of the two-year auditing services agreement. AON has been preparing the biennial OPEB actuarial reports for the last decade seeing MTD through the numerous changes in retiree health benefit reporting requirements during that time span.

Completion of the financial audit has been delayed in part due to required additional time for interpreting and implementing new Government Accounting Standards Board (GASB) reporting requirements for capital leases. Additional resources are also being directed towards properly accounting for CARES Act funding eligibility and reporting as GASB also recently issued guidance on this topic. As a result, the anticipated audit presentation to the Board in October is being moved back to November.

Project Development Platform®
BY THE CALIFORNIA-NEVADA LABOR MANAGEMENT COOPERATION COMMITTEE

Complying with the California Innovative Clean Transit Regulation While Maximizing Economic, Environmental and Community Benefits

Introduction

The transition to zero emission transit systems represents an attractive - and necessary - opportunity for Santa Barbara MTD, to improve its operating economics, environmental footprint, and community health. State regulations require transit agencies to begin procuring zero emission buses as soon as 2023, and to convert entire fleets by 2040.

The sooner SBMTD begins planning its electric vehicle charging infrastructure, the more readily it will be able to meet its fleet conversion requirements. Expediting the planning and procurement process represents an immediate opportunity to not just make the most of the favorable economics underlying electrified transit but also maximize community benefits such as local economic development, reducing air pollution and putting more people back to work.

This document is intended to be an information resource for SBMTD decision makers on important elements their organization may need to successfully design, implement, and operate a fully electric transit bus fleet.

Additionally, it includes technical information that may be of use to SBMTD in informing and crafting a Zero-Emission Bus Rollout Plan, required by the California Air Resources Board under the Innovative Clean Transit Regulation, if not already filed.

About the Project Development Platform

The Project Development Platform is a program of the National Electrical Contractors Association (NECA) and the International Brotherhood of Electrical Workers (IBEW) created to provide broad-based access to project development resources, help streamline and scale the construction of sustainable energy infrastructure and assets, and reduce costs.

About NECA-IBEW

The National Electrical Contractors Association (NECA) and International Brotherhood of Electrical Workers (IBEW) represent the electrical construction industry of California. Our members, stakeholders, and subject matter experts include many of the west coast's most experienced electrical engineers and electrical contractors. We understand the project development, design

requirements, financial constraints, and construction logistics to successfully implement an electrified transit infrastructure program.

Our industry's contractors and state-certified electricians are California's leading experts in the installation of electrical vehicle charging station infrastructure. Through our industry's dedicated training programs, and decades of experience, we ensure that our projects are professionally and properly installed to the highest standards of safety, performance, and quality. The state certified electricians who work for NECA contractors represent a diverse set of locally hired community members that include veterans, women, and minority workers. Our multi-faceted electrical contractors, highly skilled state-certified electricians, industry-leading training programs, and effective community partners have the experience and expertise to help make zero-emission transportation a near term reality for your community.

Electric Vehicle Charging Station Installation Expertise

Our electrical contractors and state-certified electricians have been installing and maintaining all types of electrical vehicle charging station infrastructure since 2011. Through our industry's participation in the EV industry's Electric Vehicle Infrastructure Training Program (EVITP), we make sure that your infrastructure projects are properly installed to the highest standards of safety, quality, and performance.

NECA contractors have completed hundreds of major charging infrastructure projects including the City of Los Angeles Police and Fire, Volvo Lights, and Daimler Penske installations. The expertise provided by our staff, contractors, state-certified electricians, and partners ensures that your agency can begin working quickly, with confidence, on the procurement of electric vehicle charging station infrastructure to charge the buses that comply with the CARB Innovative Clean Transit Regulation.

Altogether, our superior training, experience, and expertise produces optimum performance and most importantly safety. Those advantages reduce risk first and foremost for people and property. That means that governments, agencies, financial institutions, and insurers also benefit from the financial, legal, and social aspects of risk reduction.

Background on the California Innovative Clean Transit Regulation

In December of 2018, the California Air Resources Board (CARB) passed the Innovative Clean Transit Regulation (RA-2019-0703-01S). This regulation requires transit agencies, depending on fleet size, to begin purchasing zero-emission vehicles in 2023. The requirement further stipulates that only zero-emission vehicles are eligible for purchase after January 1st, 2029. Starting in June of 2021, agencies must begin submitting fleet status reports to the California Air Resources Board to certify compliance of their program rollout plans.

According to the California Air Resources Board, this regulation will result in:

- Transit-dependent riders, especially in disadvantaged and low-income communities, breathing cleaner air and enjoying quieter rides.

- Transit agencies, collectively, potentially saving up to $1.5 billion by 2050 in maintenance, fuel, and longer vehicle lifecycle after buildout of the zero-emission vehicle infrastructure.

- The deployment of zero-emission transit vehicles in California yielding new workforce training and employment opportunities to communities across the state, including high-quality manufacturing jobs.

There are presently sixteen transit authorities, including LA Metro and LADOT, that have committed to 100% zero emission bus fleets by 2030.[1] Eight of California's ten largest transit districts are already operating zero emission buses.[2] There are currently over 400 battery and fuel cell buses operating in California and an additional twenty transit agencies have deployed, or are in the process of deploying, electric buses in their fleets. By the end of 2020, it is estimated that approximately 1,000 zero emission buses will be active throughout California transit districts.[3]

Options and Opportunity

Proactive agencies across the state are building out their charging infrastructure now. Other agencies are planning deployment of charging stations for their buses. Some transit districts are opting to build out microgrids which add distributed on-site power generation and energy storage to the charging infrastructure. They are doing this because microgrids can offer significant reductions in energy costs and greenhouse gas emissions, plus back-up power resilience and community emergency center resources. Whether a transit district decides to go for basic charging or the advantages of a microgrid, the NECA-IBEW team is available to optimize the project.

As your transit agency knows well, procurement action plans for new equipment and infrastructure require a comprehensive understanding of the assets, systems, and transit routes that comprise and support successful zero-emission fleets. Zero Emission transit fleets supported by meticulously designed and installed electrical vehicle charging and advanced energy management infrastructure - such as microgrids - have the potential to help transit agencies realize transformative economic benefits. This supporting electrical infrastructure allows transit

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[1] CARB. 12/2018. Innovative Clean Transit (ICT) Regulations. Online at https://ww3.arb.ca.gov/board/books/2018/121318/18-10-8pres.pdf?_ga=2.128789451.672903590.1544726664-221217797.1537554325 See Slide 3.

[2] CARB. 12/2018. California Transitioning to All-Electric Public Bus Fleet by 2040. Online at https://ww2.arb.ca.gov/news/california-transitioning-all-electric-public-bus-fleet-2040

[3] CEC. 8/2018. Microgrid Analysis and Case Studies Report. Online at CEC-500-2018-022.

districts to significantly reduce the operating costs of their fleets and increase their resiliency in emergency scenarios via their own microgrids comprised of sustainable energy generation and energy storage systems. Additionally, the high-visibility transition to renewable energy and zero-emission vehicles drives further adoption throughout the community and supports better air quality and equitable transit progress.

Electric vehicle infrastructure has evolved dramatically in less than ten years. The electric vehicle chargers of today may utilize alternating current, direct current, or both. They may charge with a plug or wirelessly by induction. They may power their connected vehicles from the grid, or directly from the sun and/or wind. These same vehicles may provide the buildings they are attached to with power quality services, peak-load shaving, time-of-use rate / demand charge cost reductions, and energy for critical loads in the event of grid outages or days of low energy generation. EV infrastructure is designed for many industries and applications and therefore comes in many shapes and sizes.

Transit agencies are particularly well suited for introducing zero emission vehicles complete with decentralized charging technologies and supporting microgrids. Transit authorities operate more buses in urban centers, where pollution and noise are of great concern. Their buses drive in stop-and-go traffic where conventional internal combustion engines waste fuel while idling and add to ambient noise. Districts have the option of accommodating charging infrastructure and/or microgrids at central depots, satellite lots, and at stops along active transit routes.

Whether developed by agency staff or outside consultants, asset acquisition will focus on three principal areas: zero emission vehicles, charging infrastructure, and supporting technology. Our team is ready to assist SBMTD staff in developing a procurement program that makes the most of the economic, environmental, and community benefits of zero emission transit.

Depot and Distributed Electric Vehicle Charging Stations

Immediately following a transit authority's identification of the zero emission buses best suited to support a fleet replacement plan, it is critical to identify the appropriate sites and distributed charging station infrastructure required to seamlessly operate these vehicles. The implementation of dynamic modeling, and strategically available recharging infrastructure will allow for seamless transit operation in virtually any district. There are zero-emission buses available today with impressive ranges and outstanding performance statistics. Because manufactures currently offer electric buses with ranges from 150 to over 400 miles on a single charge, supplemental en route charging infrastructure may not be needed.[4] However, a variety of on-duty charging options is

[4] Ranges offered by leading battery electric bus manufacturers include: 426 miles (Proterra), 284 miles (New Flyer), and 161 miles (BYD). See (a) Proterra. 2017. Catalyst Vehicle Specifications Comparison. Online at www.proterra.com/products/40-foot-catalyst/

available including en route fast charging, inductive charging, and third-rail contact power. Connecting buses with correctly specified, located, installed, and operated charging technologies will allow for cost-efficient, clean, and quiet transit system operation.

Electric bus technology continues to advance with extended range being one of the better known improvements. Meanwhile, acceleration of electric buses and ability to traverse hills and steep grades has been shown as superior when compared to comparable internal combustion bus technology and performance. [5]

As your transit agency also knows, fuel cell buses are included as a ZEB option in the CARB Innovative Clean Transit Regulation. As with all vehicles, there are pros and cons. In terms of range, one California transit district tested a fuel cell bus which traveled 224 miles on a tank of hydrogen. While hydrogen fuel cell vehicles require the installation and maintenance of a different type of refueling infrastructure, hydrogen storage tanks and pumps also include electrical power and equipment. The Project Development platform can assist you with that as well.

Planning and constructing transit charging infrastructure presents numerous electric vehicle charging infrastructure investment options. As electric vehicle and zero-emission vehicle adoption increases, transit agencies and municipalities have an opportunity to provide the necessary transit charging infrastructure throughout their districts. Some transit authorities may also consider providing for and/or sharing charging infrastructure with commercial fleets and/or private vehicles as a revenue source.

Opportunity Summary:

- Develop Charging Infrastructure
- Zero Emission Vehicle Operating Optimization
- Increased Fleet Resiliency
- Possible Revenue Generating Vehicle Charging Options

Advanced Energy Generation and Management Systems (Microgrids)

Electric Vehicle Charging Infrastructure can best be engineered for cost effectiveness through the addition of on-site renewables such as solar generation, small scale wind, or sustainably sourced

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(b) New Flyer. 2017. Xcelsior CHARGE. Online at www.newflyer.com/buses/xcelsior-charge/(c) BYD. 2017. K9 Electric Transit Bus. Online at www.byd.com/usa/bus/k9-electric-transit-bus/#specs.

[5] Chandler, S., J. Espino, and J. O'Dea. 2017. Delivering Opportunity: How Electric Buses and Trucks Can Create Jobs and Improve Public Health in California. Cambridge, MA and Berkeley, CA: Union of Concerned Scientists and The Greenlining Institute. Online at www.ucsusa.org/sites/default/files/attach/2016/10/UCS-Electric-Buses-Report.pdf. See Figure 12.

hydrogen all combined with energy storage and energy management software. While these supplementary systems are not required by CARB rules, they extend the capabilities of, and value conferred by, EV infrastructure investment.

Through on-site generation, agencies can generate their own electricity to charge their fleets and realize economic savings. Integration of advanced energy storage and management systems improves both the economic advantages and the resiliency benefits of on-site generation capability. These systems enable districts to optimize energy cost savings and net metering income while providing substantial social, and environmental benefits.

Opportunity Summary

- Reduced Utility Cost and Optimization
- Increased Fleet and Community Resiliency
- Reduced Maintenance Costs
- Reduced Emissions and Carbon Footprint

Moving Your Plan Forward: Turnkey vs. Phased Approach

Financing options and internal staff capacity are key considerations for transit agencies evaluating their implementation options. Informed by their planning and procurement process, agencies will determine the timing and delivery method that works best for them. While California public agencies have multiple options for implementing their infrastructure plans they will need to choose whether to take a turnkey approach that allows them to build out a complete system from the outset, or a slower paced phasing plan that will put the agency on the path towards meeting the ARB's requirements.

The turnkey approach is more attractive to many agencies. That's because it allows for simplified procurement by leveraging the resources of a private partner to consolidate different financing and other project sector sources into a holistic project and development plan.

The phased approach allows agencies to procure new charging infrastructure on an as-needed basis. This approach has practical administrative benefits, but risks losing economies of scale that are inherently realized through larger turnkey procurement practices. To address this issue, the Innovative Clean Transit Regulation allows for the creation of "Joint ZEB Groups" to pool purchasing power amongst agencies.

Whatever approach is chosen, our Project Development team members have the needed expertise. They can provide valuable assistance in the technical mechanics and considerable documentation requirements necessary when formulating and submitting rollout plans to the California Air Resource Board.

The Importance of Skills, Standards, and Certification

Ensuring the safety, effectiveness, performance, and integrity of any project are, no doubt, among the highest priorities of all transit agencies. To this end, we recommend the following industry certifications as parts of all energy infrastructure procurement packages:

Electric Vehicle Charging Station Installation and Energy Storage and Microgrids:

1. The Electric Vehicle Infrastructure Training Program (EVITP) - EVITP is a non-profit, brand neutral collaboration of industry stakeholders including Automakers, EVSE Manufacturers, Educational Institutions, Utility Companies, Electrical Industry Professionals and key EV Industry Stakeholders. This training program - featured by U.S. Department of Energy Clean Cities - provides the most comprehensive training for the installation and maintenance of EV charging infrastructure in North America. Through lectures, code study, and hands-on training, EVITP certified electricians become well equipped to handle a wide variety of charging station technologies, types and sizes.

2. Energy Storage and Microgrid Training and Certification (ESAMTAC) - The ESAMTAC initiative, led by Penn State University, is a non-profit, brand neutral, nationally recognized energy storage installation and maintenance training and certification program. The curriculum is based on standards and codes developed for, and approved by, the National Fire Protection Association (NFPA), National Electrical Installation Standards (NEIS), National Electrical Code (NEC), and American National Standards Institute (ANSI). ESAMTAC is supported by energy storage industry contributions, and by the National Science Foundation.

Maximizing Community Benefits

A properly designed transit electrification program will leverage public and private investment to go beyond the immediate and direct benefits of improved air quality, lower energy expenses, and lower life cycle costs. Through the procurement process SBMTD can achieve additional community benefits such as local economic development, community workforce targeting, and public electric vehicle charging access.

Electrical Construction Industry Resources

California's organized Electrical Construction Industry is comprised of thousands of electrical contractors of all sizes, and tens of thousands of state-certified electricians working and living in every corner of the state. Our industry's deep roots and inherent community stake incentivize quality engagement and ensure a sense of pride and equity in all the electrical construction projects we build and maintain. Transit projects in particular have the power to change our communities for the better, and we are fully engaged in the movement towards greenhouse gas reduction, cleaner air, and equitable transit.

Workforce Development & Training

The organized electrical construction industry takes training seriously, putting apprentices through 9,000 hours of field and classroom electrical training prior to their state certification. Additionally, the electrical construction industry supports and utilizes the advanced training offered by the EVITP and ESAMTAC programs to stay on top of the latest in high tech equipment and safe work best practices. Our unrivaled experience in the design, construction, operation, and maintenance of microgrids has forged relationships that also allow us to provide municipalities and agencies with dynamic energy modeling, economic analysis, and procurement scoping guidance.

Vendor Engagement

We manage a comprehensive network of technology, finance, design, engineering, and development providers who are uniquely qualified and positioned to help assemble a best-in-class outcome for every project.

Summary and Next Steps

1. Review Current Zero-Emission Adoption Requirements and Rollout Plans
2. Conduct Preliminary Feasibility Analysis of Opportunities
3. Outline Immediate, Medium, and Long-Term Procurement Options
4. Solicit Community and Vendor Input
5. Design, Finance and Initiate Development Plan
6. Implement Appropriate Procurement
7. Construct, Operate, and Manage Assets

Contact

Please don't hesitate to contact us if you have any questions: Support@PDPlatform.com or 1-561-340-3373.