



BOARD OF DIRECTORS REPORT

MEETING DATE: MARCH 15, 2022 **AGENDA ITEM: #10**
DEPARTMENT: COMPLIANCE
TYPE: ACTION ITEM
PREPARED BY: STEVE MAAS
REVIEWED BY: GENERAL MANAGER
SUBJECT: ZEB ROLLOUT PLAN PROCUREMENT

RECOMMENDATION:

Staff recommends that the Board authorize General Manager Estrada to contract with Stantec Consulting Services Inc. to complete MTD's Zero-Emission Bus (ZEB) Rollout Plan.

DISCUSSION:

The Innovative Clean Transit (ICT) regulation, which became effective October 1, 2019, requires all California public transit agencies to transition their bus fleets to zero-emission propulsion technologies by 2040. To appropriately plan for such a transition, the regulation requires each transit agency to submit a ZEB Rollout Plan. The deadline for a "Small Transit Agency" such as MTD is June 30, 2023. MTD will consider the Rollout Plan a living document that will be amended to meet new challenges and opportunities as MTD's transition unfolds. Once the ZEB Rollout Plan is complete, it will guide the MTD Board's prioritization of capital projects for the planning horizon. The schedule calls for a Draft ZEB Rollout Plan in September, and the final Plan in October.

The ZEB Rollout Plan will:

- Coordinate with the goals, objectives, and strategies of MTD's Facilities Master Plan, ZEB Power Modeling, Strategic Plan: 2016-2021, and the ongoing Short Range Transit Plan.
- Meet or exceed all elements required under the Innovative Clean Transit regulation.
- Provide an executive summary that meets the FTA's new requirement to submit a "Zero-Emission Transition Plan" with future grant applications involving zero-emission vehicles.
- Analyze the ICT requirement of transitioning MTD's fleet to 100% ZEBs by 2040, as well as the MTD Board-adopted goal of transitioning MTD's fleet by 2030.
- Determine the most cost-effective strategy for transitioning to a 100% ZEB fleet.
- Develop a prioritized list of capital projects for implementation over the planning horizon of the Plan.
- Include recommendations for future acquisitions of ZEBs and chargers, including OEMs, battery capacity and warranties, charging technologies, charging management software, and other factors.
- Include analysis of the changes required of MTD's maintenance and operations departments, including annual operating costs, workforce size, equipment, and etc.
- Develop workforce training materials necessary for MTD personnel to operate and maintain the ZEB fleet.

BOARD OF DIRECTORS REPORT

- Provide conceptual charging equipment and infrastructure designs.
- Develop a schedule for construction of facilities, infrastructure modifications, or upgrades and timelines for construction.

PROCUREMENT PROCESS:

On January 20, 2022, Staff issued a request for quotes to 18 professional consulting firms known to specialize in performing analyses for California transit agencies. On February 17, 2022, MTD received a single proposal, from Stantec Consulting Services Inc. In reaching out to the other potential sources, it was made clear this is a heavily impacted industry due to demand and firms indicated a lack of resources to satisfactorily accomplish MTD's project goals. However, the Stantec proposal proved itself responsive to MTD's solicitation requirements with the ability to meet all contract terms and conditions. Stantec presented a strategic plan to achieve the scope of work objectives in the timeframes MTD required. Work references from Gold Coast Transit District, San Luis Obispo RTA, and Golden Gate Transit, unanimously indicated Stantec has both the technical and financial capacity. The positive work history that MTD has with Stantec further confirmed their ability.

Prior to releasing the RFQ, MTD prepared an Independent Cost Estimate (ICE), which looked at five different transit agency contracts with consultants for the development of a ZEB Rollout Plan. The ICE suggested that MTD should expect a cost around \$167,609. Staff requested a Best and Final Offer from Stantec, and they responded with a revised price proposal of \$180,598, a 7.7% difference from the ICE. Considering MTD did have unique elements to the scope, including a supplementary plan that exceeds the ZEB regulation requirements and provides a pathway for MTD to be 100% zero-emissions by 2030, this price is deemed fair and reasonable.