



Item #: E5

DATE: April 3, 2024
TO: Board Chair Frank Navarro and Members of the Omnitrans Board of Directors
THROUGH: Erin Rogers, CEO/General Manager
FROM: Jeremiah P. Bryant, Chief Strategy & Planning Officer
SUBJECT: **Contract SDD24-29, Design for Electric Charging Infrastructure**

Form Motion

Authorize the CEO/General Manager to award Contract SDD24-29, Design for Electric Charging Infrastructure, to STV Incorporated of Rancho Cucamonga, California for the provision of architectural and engineering services, in the amount of \$1,406,012.50, with a 10% contingency of \$140,601.25 and a 10% CAP of \$154,661.38, for a total not-to-exceed amount of \$1,701,275.13.

Strategic Plan Alignment

This item aligns with Goal 5 – Long-Range Planning – *Strengthen our leadership in creating mobility solutions in local and regional planning.*

Initiative e) Advance long-term implementation of zero-emission vehicles and related infrastructure

Background

This item was reviewed by the Administrative & Finance Committee at its March 14, 2024 meeting and recommended to the Board of Directors for approval.

Omnitrans requires a firm to provide architectural and engineering services to design electric charging infrastructure at the East Valley Maintenance Facility and the Palm & Kendall Transit Station for battery electric buses on the sbX Green Line and other local routes, to support Omnitrans' goals to convert its fleet to zero emissions. All 14 sbX Green Line 60-foot articulated vehicles are due to be replaced in 2026-2027. Omnitrans expects battery electric 5-door 60-foot articulated vehicles to be available on the market and plans to replace some or all sbX Green Line vehicles with battery electric vehicles, to meet anticipated State requirements to start phasing in replacements of 60-foot articulated vehicles with zero emission vehicles in 2026.

To maintain operation of the sbX Green Line without needing to add a substantial number of additional vehicles and staff, Omnitrans will need on-route opportunity charging at the

Palm & Kendall station during scheduled layovers, along with overnight electric charging for the sbX Green Line vehicles at the East Valley maintenance facility. Therefore, Omnitrans needs an architectural and engineering firm (Consultant) to assist with identifying infrastructure needs for charging for the sbX Green Line, as well as to support charging for other future battery electric buses. Preparation of a design for the needed charging infrastructure will assist Omnitrans with securing competitive grant sources for construction.

Omnitrans leases the Palm & Kendall station from Caltrans. The lease expires June 30, 2024; Omnitrans is currently working with Caltrans to renew it. The Consultant will assist Omnitrans with coordination to meet any applicable requirements of Caltrans, City of San Bernardino, Southern California Edison, and other permitting agencies and stakeholders. The Consultant will propose various design options to meet Omnitrans' charging needs and space constraints; and upon selection of design alternatives by Omnitrans, the Consultant will develop a final design package and will help Omnitrans navigate the process of plan review and approval by all approving agencies. The Consultant will also assist with bid services and design services during construction. Omnitrans anticipates construction of charging infrastructure at the Palm & Kendall station and the East Valley maintenance facility in 2026.

On October 25, 2023, staff released Request for Qualifications RFQu-SDD24-29 for the provision of design services for electric charging infrastructure. The solicitation notice was published on Omnitrans' online bidding system. A pre-proposal meeting was held on November 14, 2023. Five (5) proposals were received by the December 20, 2023 deadline, and all five (5) were deemed responsive.

An Evaluation Committee ranked the firms from highest to lowest score as shown in the table below, based on criteria including specialized experience, technical competence in type of work required, capacity to accomplish work, depth of understanding of scope requirements/proposed approach, and knowledge of the local area.

Selection Criteria	Total Points Possible	STV	Huitt Zollars	Michael Baker	KEWO	SYL
Technical Score	100	86.33	84.67	76.50	75.33	73.50

The Evaluation Committee interviewed the two highest-scoring proposers, STV, Inc. and Huitt Zollars, Inc., on February 1, 2024.

Award is recommended to STV, Inc., who scored the highest based on proposal and interview and who meets all scope of work requirements. STV, Inc. demonstrated excellent qualifications with extensive experience designing facility projects for Omnitrans and electrical bus charging facility projects for transit agencies across the country. Staff negotiated cost with STV and deemed STV's cost to be fair and reasonable.



Funding Source

Funding for the design effort is budgeted in Omnitrans' capital budget from the following sources:

FUNDING	GRANT #	YEAR	PROJECT	INTERNAL ORDER	AMOUNT
FTA 5307	CA-2019-169	2019	Electric Charge - Palm & Kendall	D1840324F	\$242,785
FTA 5339	CA-2020-255	2020	Electric Charge - Palm & Kendall	D2120202F	\$507,133
FTA 5307	CA-2021-004	2021	Electric Charge - Palm & Kendall	H2130924F	\$294,585
FTA 5307	CA-2023-143	2023	Electric Charge - Palm & Kendall	D2340324F	\$478,443
FTA 5307	CA-2023-143	2023	Electric Charge - Palm & Kendall	H2390424F	\$178,329
Total					\$1,701,275



Verification of Funding Sources and Availability of Funds
(Verified and initialed by Finance)

Conclusion

By proceeding with this award, Omnitrans will be able to compete for grant funds to construct electrical bus charging and will be able to move forward in the conversion of its fleet to zero emissions.

ER:JB:AMJ

Attachments

A. Contract SDD24-29, Design for Electric Charging Infrastructure