



marin transit

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June 7, 2021

Honorable Board of Directors
Marin County Transit District
3501 Civic Center Drive
San Rafael, CA 94903



SUBJECT: Purchase Agreement with Gillig, LLC for Four Chargepoint Electric Bus Chargers and Update on 600 Rush Landing Electrification

board of directors

Dear Board Members:

kate colin
president
city of san rafael

RECOMMENDATION: Authorize General Manager to complete the purchase of four Chargepoint Battery Electric Bus Chargers from Gillig, LLC.

judy arnold
vice president
supervisor district 5

SUMMARY:

Staff requests that your Board authorize the General Manager to procure four Chargepoint CPE 250 Chargers to charge four battery electric buses due to be delivered to the District in October 2021.

stephanie moulton-peters
2nd vice president
supervisor district 3

Staff selected Chargepoint CPE 250 Chargers because they are lower cost than other available chargers and have the desired features. The Chargepoint charger is compatible with many different vehicle types. This will increase the likelihood that the District can use them for other vehicle types in the future, including buses with larger battery packs. The design provides flexibility for potential improvements in bus battery technology without making the chargers obsolete. Chargepoint's software also offers the ability to monitor the buses and manage charging remotely to reduce electrical demand charges as Marin Transit's Battery Electric Bus fleet grows.

damon connolly
director
supervisor district 1

The District will purchase the chargers through Gillig using the Virginia State Contract. This is the same contract that Marin Transit has used to purchase the four battery electric buses. The Virginia State contract was competitively bid and enables other government entities to make purchases without the administrative burden of issuing a bid package. Use of this agreement reduces Marin Transit's costs and complies with federal statutes and regulations applicable to all third-party contracts.

eric lucan
director
city of novato

katie rice
director
supervisor district 2

dennis rodoni
director
supervisor district 4

brian colbert
alternate
town of san anselmo

Staff compared the cost of the chargers with Marin Transit's previous charger purchase. Chargers purchased in 2017 for the District's BYD electric buses were less expensive though they are not directly comparable to the current charger purchase. BYD buses include an onboard AC/DC converter. Gillig, Proterra, and New Flyer battery

electric buses do not have an internal unit and depend on chargers like the ChargePoint units, which convert AC to DC power through the charging station.

The lead time for delivery will be 12 weeks once Marin Transit submits a purchase order for the chargers.

600 Rush Landing Electrification - Project Status

In June 2020, your Board authorized Marin Transit staff to submit an application for Pacific Gas and Electric (PG&E)'s EV Fleet program. Marin Transit was accepted into the program in September 2020, and staff have been coordinating with PG&E staff to implement the project. In April of this year, your Board approved an easement to PG&E to allow them to conduct their work. Marin Transit is responsible for all infrastructure beyond the PG&E meter including wiring, trenching, and the chargers. PG&E will bring additional power to the site and will provide a small rebate for the bus chargers. Marin Transit is coordinating with PG&E on the construction schedule to ensure both schedules coincide.

Marin Transit's engineering consultant completed the project plans for the site work in May 2021. The City of Novato Planning Department completed an initial review of the plan, and PG&E is currently performing a final review. The 100 percent construction plans have been submitted to the City of Novato Building Department for review, and Marin Transit is awaiting their comments and a permit for the site improvements.

Marin Transit was able to sole source the construction management through the District's on call General Engineering Services contract with Mark Thomas. After receiving no bids on a competitive RFP for construction management in March, Marin Transit received feedback from firms the District has worked with in the past. These firms indicated that they were overextended and did not have the capacity to bid on this project. Marin Transit executed a task order with Mark Thomas, Inc on May 14, 2021, after interviewing the subconsultant and evaluating the price proposal. Staff is working with the construction manager to finalize the bid documents to release the construction bid package this month. Staff expects to bring the construction contract award to your Board for approval at the August 2021 meeting.

Staff anticipates the project will break ground in late August or early September to complete the construction before the scheduled bus delivery in late October or early November 2021. Advance purchase of the chargers and other items that require long lead-time will streamline construction and help minimize schedule delays.

FISCAL/STAFFING IMPACT:

The cost of the four Chargepoint CPE 250 chargers will not exceed \$259,453. This includes the price of the charger, a three-year warranty, Chargepoint on-site installation support and training as well as a three-year network service plan. After the initial three-year network service plan period, Marin Transit may elect to continue that plan for an estimated \$806 per charger per year.

The purchase is included in the FY 2020/21 Budget as project FS – Facility - Improvements. The project will be funded with local Measure AA and may also use any remaining State Low Carbon Transit Operations Program funding the District has not expended on the associated vehicle purchase.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Anna Penoyar". The signature is fluid and cursive, with the first letter 'A' being particularly large and stylized.

Anna Penoyar
Senior Capital Analyst

Attachment: Presentation



Purchase of Chargepoint CPE 250 Electric Bus Chargers and Update on 600 Rush Landing Electrification

June 7, 2021

Overview

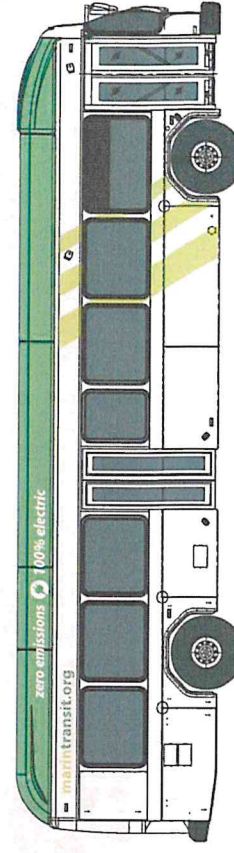
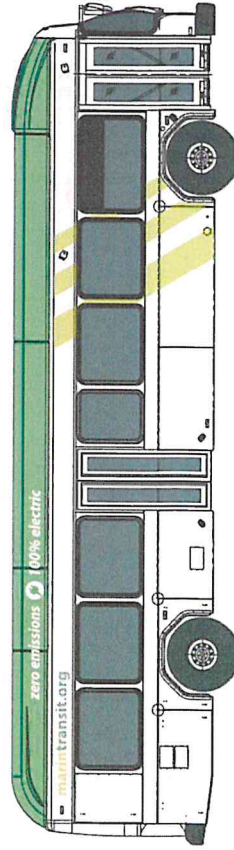
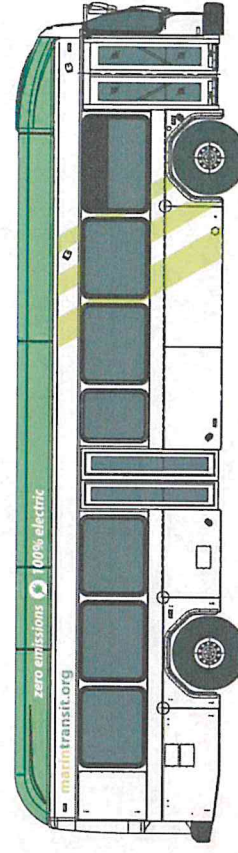
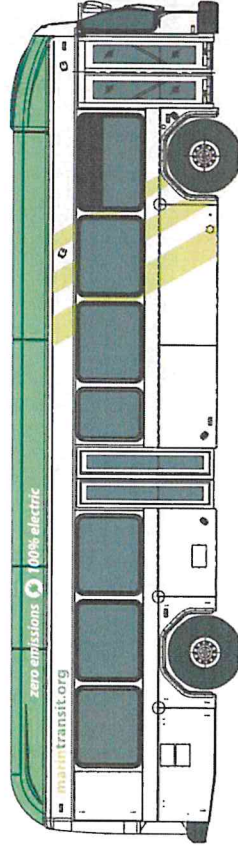
- Background
- Chargers
- Cost
- 600 Rush Landing Project Status



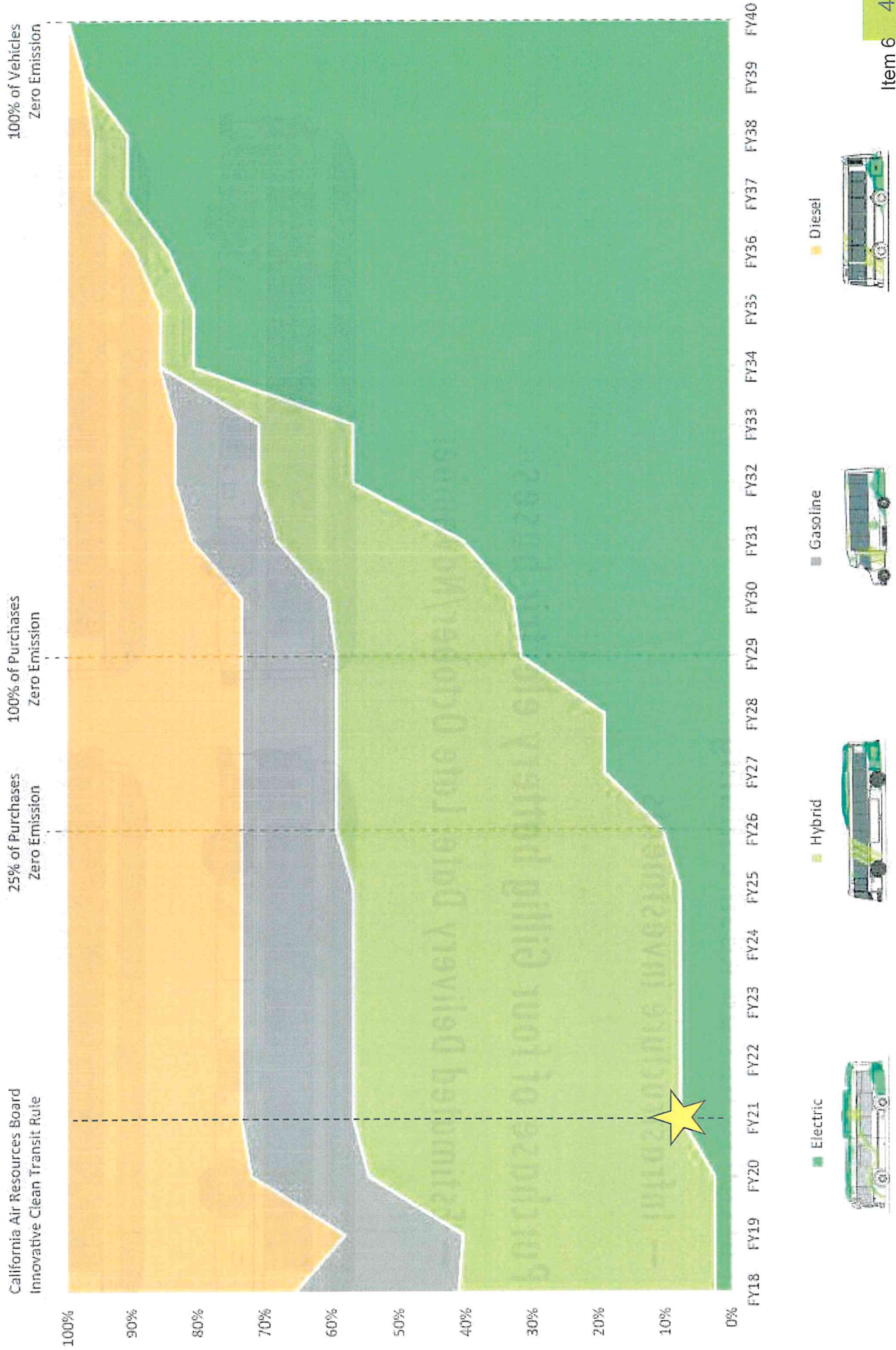
Background



- Purchase of 600 Rush Landing
 - Infrastructure investments
- Purchase of four Gillig battery electric buses
 - Estimated Delivery Date: Late October/November



Background – Zero Emission Fleet Plan



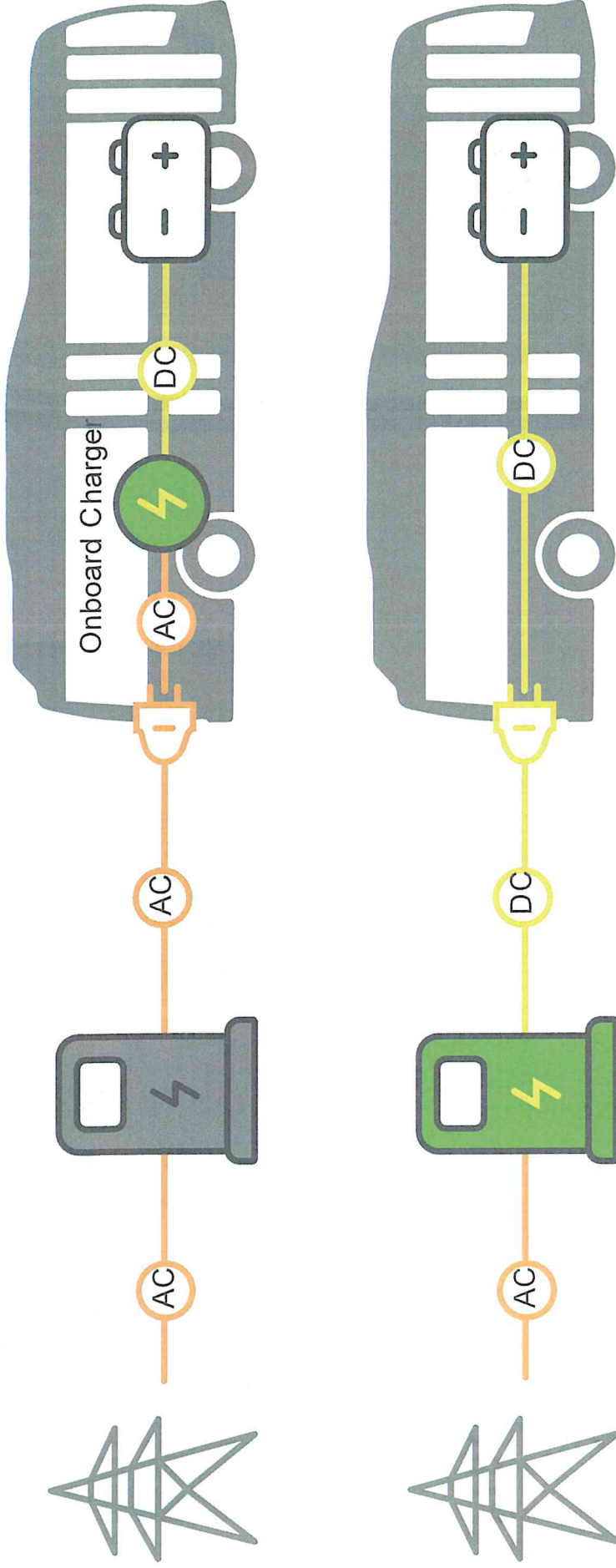
Chargepoint Chargers



- Chargepoint CPE 250
 - Cost
 - Compatible with many different vehicle types
 - Software
- Procurement
 - State of Virginia Contract



Charger Technology and Cost Comparison



- Cost difference between BYD bus chargers and this purchase is due to where the conversion of power from AC to DC happens.

Charger Cost



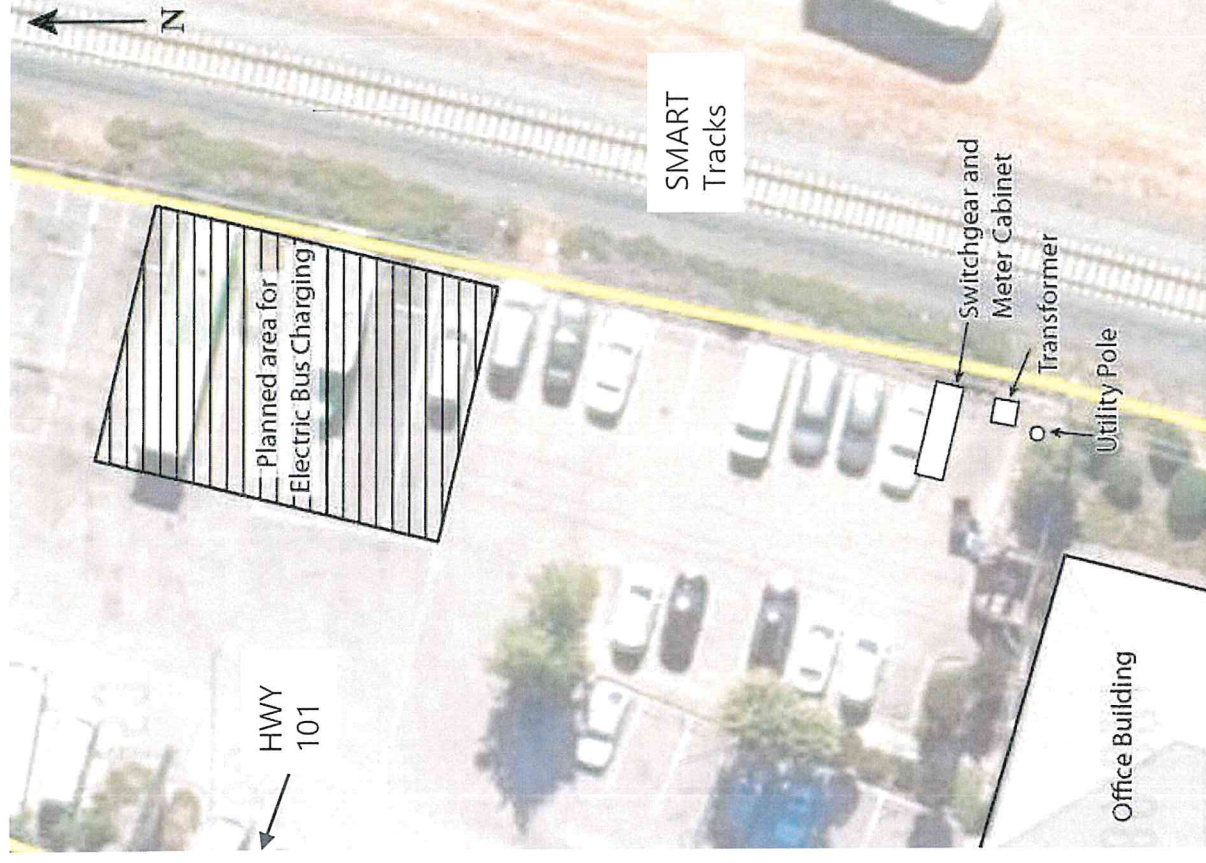
• Total Hardware & Sales Tax	\$189,321
— 4 ChargePoint CPE 250 Chargers	
• Total Warranty	\$44,400
— ChargePoint 3-year Warranty	
• Total Services	\$23,172
— Preliminary site consultations	
— Onsite support and training	
— Site validation	
— 3-year Operating Network Service Plan	
• <u>Total Freight</u>	<u>\$2,560</u>
• Grand Total	\$259,453

**Funded through Local Measure AA and State Low Carbon Transit
Operations Program Funding**

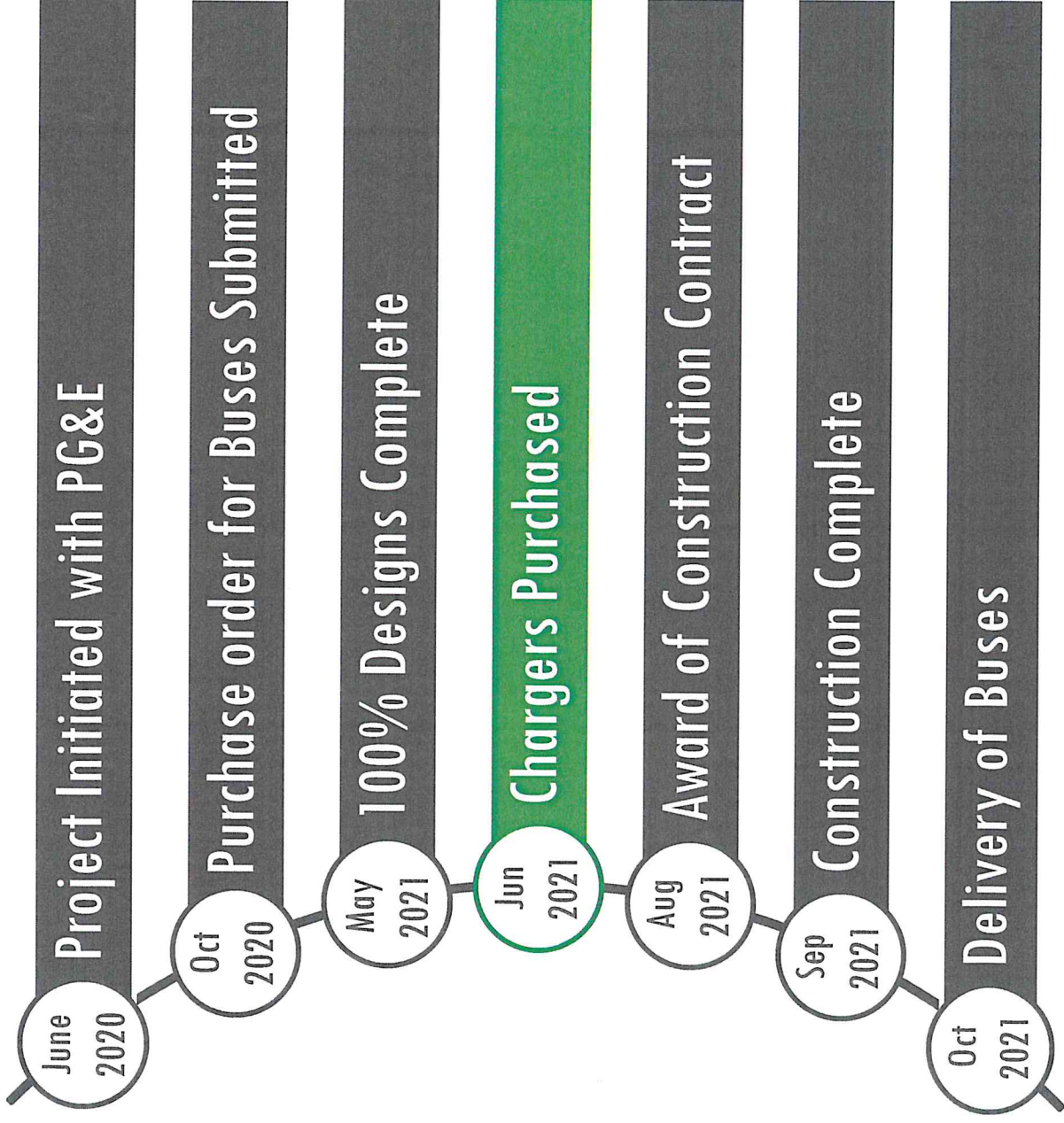
600 Rush Landing Electrification Project Status



- **PG&E**
 - Fleet Ready Program
- **Design**
 - Completed May 2020
- **Construction Management**
 - Task Order with Mark Thomas and Co.
- **Construction**
 - Bid Release in June



Timeline



Questions?

Anna Penoyar
Senior Capital Analyst, Marin Transit
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