



Council Agenda Report

Item 5i

Department: Public Works
Cost Center: 5201
For Agenda of: 11/15/2022
Placement: Consent
Estimated Time: N/A

FROM: Matt Horn, Public Works Director
Prepared By: Shelsie Moore, Supervising Civil Engineer

SUBJECT: AUTHORIZATION TO ADVERTISE THE REVISED TRANSIT FACILITY ELECTRIC VEHICLE CHARGING INFRASTRUCTURE PROJECT, SPECIFICATION 1000535

RECOMMENDATION

1. Approve the revised project plans and specifications for the Transit Facility Electric Vehicle Charging Infrastructure, Specification Number 1000535; and,
2. Authorize staff to advertise the revised project plans and specifications for bids; and,
3. Appropriate \$500,000 from the available Transit Fund Working Capital Balance to the project account (1000535); and,
4. Appropriate \$898,093 of the American Rescue Plan (ARP) Section 5307 SLO Transit EV Infrastructure funds to the project account (1000535); and,
5. Authorize the City Manager to award the construction contract pursuant to Section 3.24.190 of the Municipal Code for the bid total, if the lowest responsible bid is within the available project budget; and,
6. Authorize the City Engineer to approve Contract Change Orders up to the available project budget.

POLICY CONTEXT

This project supports the Major City Goal of Climate Action, Open Space and Sustainable Transportation by implementing a shift from fossil fuel powered buses to an all-electric fleet. The project progresses the City towards the goal of being carbon neutral by 2030 as identified in the San Luis Obispo's Climate Action Plan (CAP).

On May 17, 2022, Council approved a Purchasing Policy Update which requires Council approval for Public Projects with a value of \$200,000 or more.

DISCUSSION

Background

[On March 15, 2022](#), Council approved staff's recommendation to advertise the Transit Facility Electric Vehicle Charging Infrastructure project. The approved project included

construction of the electric vehicle infrastructure needed to support the charging requirements for two zero emission buses (ZEBs) that have been ordered and are pending manufacturer delivery. It also included installation of electrical conduit and concrete bus bays necessary for the future expansion of the electric bus fleet for up to twenty ZEBs.

The project was originally designed with a bid alternate to construct infrastructure improvements for another four-bus bay and two charger facilities to the east of the existing Transit Maintenance Building.

Revised Project Scope

Prior to finalizing the project design, staff conducted several site visits to confirm existing conditions and identify any remaining constructability limitations. During this evaluation, staff unfortunately determined that extensive pavement degradation would likely make clean pavement joints as designed unachievable, requiring the contractor to expand the project's planned asphalt removal and replacement at a now unknown cost to the City due to it being much more significant than was included in the original project design. Staff therefore recommends revising the project scope to include replacement of the deteriorated asphalt in the project scope of work (See Attachment A).

Expanding the limits of pavement maintenance work with this project will increase the overall project cost, but the City will receive a more cost-effective price for the work by including it in the bid documents. Additionally, staff recommends removing the option of having an additive alternate in the bid documents and making the entire pavement work part of the base bid due to the need for electrical infrastructure and site improvements accommodating full expansion of the ZEB fleet.

The additional project scope, as well as the time it has been taking to be in coordination with PG&E on the necessary electrical infrastructure upgrades, has delayed advertisement and award of the project (that part never started even though staff had Council's authorization). The recommended revised project plans (Attachment B) and specifications (Attachment C) will now better meet more of the needs of the Transit Facility as it begins the conversion to an all electric fleet. Staff have increased the cost estimate of the project to account for higher bid prices seen throughout this year due to increases in construction materials and labor.

Previous Council or Advisory Body Action

This project was identified in the 2021-23 Financial Plan that was approved by Council. Then, staff presented this project to Council on [March 15, 2022](#), and received approval at that time to bid the then project. Additionally, on [June 7, 2022](#), City Council authorized the Public Works Director to apply for local, state, and federal grants that benefit the City's Transit Program through June 30, 2023.

Public Engagement

Public engagement was incorporated with the identification of this project as part of the 2021-23 Financial Plan.

CONCURRENCE

This project has the concurrence of the Administration and Public Works Departments including the Interim Transit Manager.

ENVIRONMENTAL REVIEW

This project is exempt from environmental review under Section 15301 Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines because this project proposes to work within the existing transit facility. The project is consistent with the applicable general plan policies as well as with applicable City Regulations. A Notice of Exemption has been filed with the Community Development Department.

Staff is also proposing to federalize this project through the use of American Rescue Plan (ARP) Formula Funds (ARP Section 5307 SLO Transit EV Infrastructure Funds). The project is exempt from NEPA review under the Categorical Exclusions (C-List) Class II(c) for Type 08: maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change of functional use.

FISCAL IMPACT

Budgeted: Yes

Budget Year: 2021-22

Funding Identified: Yes

Fiscal Analysis:

Funding Sources	Total Budget Available	Current Funding Request	Remaining Balance	Annual Ongoing Cost
State: Low Carbon Transit Operations Program (LCTOP)	\$344,183	\$344,183	\$0	N/A
Federal: ARP Section 5307 SLO Transit EV Infrastructure Funds	\$898,093	\$898,093	\$0	N/A
Other: Transit Fund in Project Account (1000535)	\$511,856	\$511,856	\$0	N/A
Other: Transit Fund Working Capital Balance	\$1,308,205	\$500,000	\$808,205	
Other: APCD*	\$420,000	\$420,000	\$0	N/A
Other: PG&E*	\$50,000	\$50,000	\$0	N/A

Total	\$3,532,337	\$2,724,132	\$808,205	N/A
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*Highly Likely to Secure, Pending Approval

Transit Facility Electric Vehicle Charging Infrastructure, Specification No. 1000535	
	Project Account (1000535) Transit Fund (621)
Engineer's Estimate	\$2,000,000
Contingencies (20%)	\$400,000
Total Construction Estimate	\$2,400,000
Construction Support Services	\$50,000
Materials Testing	\$9,500
Printing & Advertising	\$500
Additional Design Costs	\$40,000
Total Project Estimate	\$2,500,000
Available Project Balance	\$511,856
Appropriation from Transit Fund Working Capital Balance	\$500,000
Appropriation from ARP Funding*	\$898,093
LCTOP Funding	\$344,183
APCD Funding **	\$420,000
PG&E Funding **	\$50,000
Current Funding Request - Total Available Project Budget	\$2,724,132

*ARP Transit Formula Funds (ARP Section 5307 SLO Transit EV Infrastructure funds) are separate from other ARP awards the City has received for General Fund Revenue Loss and are specifically provided to transit systems to fund transit needs.

**These are rebate/reimbursement opportunities that will be requested during the award phase or after project completion as required by the funding programs

This project is identified in the 2021-23 Financial Plan, Capital Improvement Program (page 485) and additional funding has been secured through grant opportunities. The ARP funding and LCTOP funding identified in the table above has been secured by the Transit Division. Staff is requesting to appropriate \$898,093 from the ARP Funding and \$500,000 from the Transit Fund Working Capital Balance to complete the project. Per the project table above, there is sufficient funding identified to complete construction of the revised project. Therefore, staff recommends appropriating funds to complete maintenance around the new bus parking pad with this project.

ALTERNATIVES

Council could decide not to authorize staff to advertise the revised project. The City Council could choose not to authorize the appropriation of funds for the revised Transit Facility Electric Vehicle Charging Infrastructure Project and authorize staff to advertise the project for bids. Staff does not recommend this option, as the transit facility requires

significant infrastructure to be installed in order to charge the electric buses that have been ordered to begin compliance with the City's Climate Action Plan.

ATTACHMENTS

A - Parking Lot Maintenance Exhibit

B - Revised Project Plans (1000535)

C - Revised Project Specifications (1000535)