

Agenda Report

April 8, 2024

TO: Honorable Mayor and City Council

THROUGH: Finance Committee

FROM: Department of Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO ENTER INTO A CONTRACT FOR AN AMOUNT NOT TO EXCEED \$379,354 WITH ENDERA MOTORS, LLC TO PURCHASE ONE REPLACEMENT PASADENA DIAL-A-RIDE ZERO-EMISSION BUS AND AMEND THE FY2024 CAPITAL IMPROVEMENT BUDGET TO FUND THE BUS PURCHASE

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the purchase of Dial-A-Ride buses is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15061(b)(3) (Common Sense exemption);
2. Authorize the City Manager to enter into a contract with Endera Motors, LLC for one battery electric bus as a replacement Pasadena Dial-A-Ride bus in an amount not to exceed \$379,354, which includes a base of contract \$344,867 and 10% contingency of \$34,487. Competitive Bidding is not required pursuant to City Charter Section 1002(H) contracts with other governmental entities or their contractors for labor, materials, supplies or services;
3. Grant the proposed contract an exemption from the Competitive Selection process pursuant to Pasadena Municipal Code Section 4.08.049(B) contracts for which the City's best interests are served; and
4. Amend the Fiscal Year 2024 Capital Improvement Budget by appropriating \$199,331 in Proposition A local transit funds (Fund 208) to the Purchase of Dial-A-Ride Vehicles (75086) project.

BACKGROUND:

Pasadena Dial-A-Ride is a shared curb-to-curb transportation service for residents with a disability who are at least 60 years old or have a disability that prevents them from

being able to use regular fixed route transit services. The City's Pasadena Dial-A-Ride fleet is made up of 15 vehicles. Of the 15 vehicles, 13 are cutaway style vehicles that can accommodate up to 16 passengers and have four wheelchair securements. One of the cutaway style vehicles has surpassed its useful life and is being recommended to be replaced with the fleet's first zero-emission cutaway.

In order to help medium, small, rural, and specialized transportation providers meet the rigorous transit and zero-emission vehicle procurement requirements, the Morongo Basin Transit Authority (MBTA), a member of the California Association of Coordinated Transportation (CalACT), formed the CalACT/MBTA Vehicle and Materials Purchasing Cooperative (Cooperative), which has become the state's purchasing cooperative for smaller agencies statewide to use to ensure federally compliant procurements.

The Cooperative developed bid documents and product specifications for a federally compliant competitive price-based procurement process for several classes of transit vehicles to be used by participating governmental agencies.

As a participating member of CalACT, the City is eligible to use the Cooperative contract for the purchase of transit vehicles. City staff evaluated and assessed several different vehicle manufacturer options offered through the Cooperative contract to ensure range requirements were met. Once the vehicle was identified, staff conducted several demonstrations to verify the reported range.

COUNCIL POLICY CONSIDERATION:

The proposed action to purchase one battery electric bus as a replacement Pasadena Dial-A-Ride vehicle is consistent with the Council-adopted Zero-Emission Bus Rollout Plan and aligns with the goals of the Strategic Plan. Specifically, it contributes to the goals of improving, maintaining, and enhancing public facilities and infrastructure, increasing conservation and sustainability, and improving mobility and accessibility throughout the City. This replacement vehicle will enhance Pasadena Dial-A-Ride services by minimizing service interruptions caused by the deteriorating condition of the remaining aging Pasadena Dial-A-Ride vehicles in the fleet.

ENVIRONMENTAL IMPACT:

The purchase of this vehicle is exempt from CEQA pursuant to State CEQA Guidelines Section 15061(b)(3) (Common Sense exemption). The proposed action facilitates the replacement of existing transit facilities, namely one Pasadena Dial-A-Ride vehicle with one new battery electric vehicle of the same type and size and introduces a crucial element of sustainability.

The incorporation of zero-emission technology aligns with the City's commitment to environmental responsibility. By opting for cleaner, greener transportation options, this purchase addresses the immediate need for replacement and promotes a significant improvement in the environmental impact of the Pasadena Dial-A-Ride service. This integration of eco-friendly technology underscores the City's dedication to reducing its carbon footprint and contributing to a more sustainable future.

FISCAL IMPACT:

The cost of this action to replace one Pasadena Dial-A-Ride vehicle will be \$379,354, which includes a state voucher of \$69,000 that the vendor qualifies for on our behalf, low carbon transportation program funds of \$111,023, and a local match of \$199,331. The recommended appropriation of \$199,331 from Proposition A local return transit funding (Fund 208) to CIP 75086 Purchase of Dial-A-Ride vehicles project will fully fund this bus purchase. There is no impact to the General Fund.

The following table presents a summary of the project budget, which includes a 10% contingency.

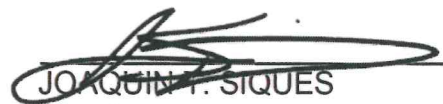
Project Budget Summary	
Base Contract Amount	\$ 344,867
Contingency (10%)	\$ 34,487
TOTAL CONTRACT AMOUNT	\$ 379,354

The following table presents a summary of the sources of funds that will be used:

Funding Sources Summary	
Low Carbon Transportation Operations Program	\$ 111,023
Hybrid and Zero-emission Truck and Bus Voucher Incentive Program (HVIP)	\$ 69,000
Prop A Local Return Transit Funding (Fund 208)	\$ 199,331
TOTAL FUNDING	\$ 379,354

The replacement vehicle will be operated and maintained under the City's transit operations contract with First Transit, Inc. This contract for the Pasadena Dial-A-Ride operations and vehicle maintenance is included in the Department of Transportation's operating budget.

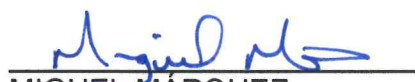
Respectfully submitted,


JOAQUIN F. SIQUES
Director
Department of Transportation

Prepared by:


Sebastián Andrés Hernández
Principal Planner

Approved by:


MIGUEL MÁRQUEZ
City Manager