

AGENDA ITEM 2 C  
Action Item

**MEMORANDUM**

**DATE:** June 5, 2025  
**TO:** El Dorado County Transit Authority  
**FROM:** Kate Hewett, Finance Manager  
**SUBJECT:** Bus Parking Lot Rehabilitation – Notice to Contractors Requesting Bids & Zero Emission Vehicles and Infrastructure – Phase I

**REQUESTED ACTION:**  
**BY MOTION,**

- 1. Authorize El Dorado County Transit Authority Staff to proceed with issuing a Notice to Contractors requesting bids to construct the Bus Parking Lot Improvements (CIP Project # 23-02) in accordance with the Engineers Estimate of the Base Bid with the addition of the first alternate (Total of \$1,298,800).**
- 2. Authorize El Dorado County Transit Authority Staff to proceed with the addition of the second alternate listed on the Engineers Estimate (Total of \$1,462,732) under CIP Project # 22-03, Zero Emission Vehicles and Infrastructure – Phase I.**

**BACKGROUND**

The El Dorado County Transit Authority (El Dorado Transit) parks all vehicle assets on site at our facility at 6565 Commerce Way in Diamond Springs. The bus parking lot is located on the northeastern portion of the property. The parking area has interior and perimeter lighting, chain link fencing, a paved surface, and mechanical entry gate.

The pavement condition is degraded significantly and is in need of repair.

In 2021, the El Dorado County Transportation Commission (EDCTC) contracted with Stantec Consulting Services Inc. to prepare an analysis and strategy to promote sustainable mobility throughout the county and surrounding areas. With participation in the study process by the El Dorado Transit, the focus was on how El Dorado Transit could comply with the Zero Emission Bus (ZEB) requirements. These requirements came from the California Air Resources Board (CARB) Innovative Clean Transit (ICT) mandate which calls for all transit buses to be zero emission by 2040. This mandate further requires that beginning in 2029, all new purchases by transit agencies must be zero emission buses.

On May 23, 2024, El Dorado Transit staff and consultants issued a Request for Proposals to qualified engineering firms to provide a thorough analysis of both rehabilitation of the asphalt

paving in the bus parking lot and to design the infrastructure to power the charging stations for the bus fleet. The logic with advancing the EV charging system was to ensure that all underground conduits were installed before the pavement rehabilitation was done. This strategy would eliminate the need to tear up the new pavement within a few years if the underground work was delayed. A contract was issued to Dokken Engineering in June of 2024 to prepare the plans, specifications, and estimates for the project, and included close coordination with Pacific Gas and Electric (PG&E). For PG&E to become involved in the project, an application for power was made and design meetings were held to determine how best to accommodate the interests of all parties.

To meet PG&E's stringent requirements for the system components, Dokken Engineering engaged in the services of an electrical engineering firm, Enterprise Engineering Incorporated (EEI). As the coordination between Dokken/EEI and PG&E evolved, it became apparent that both PG&E's expansion of electrical service to the site and the additional main switchboard service panels and transfer switches would require some very expensive electrical equipment to be funded by El Dorado Transit.

It is important to note that as part of El Dorado Transit's contract with PG&E under Rule 29, PG&E's contribution to the project would be \$364,532, which provides for the cost of the underground connection and service conduits from the street to the on-site location connecting to the new switchgear service locations, with that work being done by PG&E construction crews.

## **DISCUSSION**

El Dorado Transit staff determined that the bus parking lot rehabilitation is critical and obtained funding through SB1 State of Good Repair grants for FY 2022/23 to FY 2025/26 in an amount totaling \$1,240,592 plus interest in the amount of \$2,772. Since the rehabilitation will be taking place, El Dorado Transit is being proactive by planning for zero-emission mandates.

El Dorado Transit Staff explored multiple zero emission options and have determined that a hybrid option of both electric and hydrogen vehicles would be the best solution. While the future of zero emission mandates in California remain uncertain, El Dorado Transit currently has grant funding through Low Carbon Transit Operations Program (LCTOP) in the amount of \$1,240,592 plus accrued interest \$30,635 that needs to be expended. LCTOP's regulations state that for all rollover projects, "upon receipt of the final year's funding, whether 4 years or less, the agency will have six (6) months to begin the project." El Dorado Transit received the final year's funding receipt on October 8, 2024. Which means that if this project is not approved, the LCTOP funds will be forfeited.

El Dorado Transit is recommending that the Board authorize staff to proceed with the issuing of a notice to contractors requesting bids to construct the Bus Parking Lot Improvements, in accordance with the Engineers Estimate of the Base Bid with the additions of the first and second alternates. Upon completion of the public bid process, El Dorado County Transit Authority Staff will return to the Board with the lowest responsive responsible bidder's proposal and will request approval to proceed.

## **FISCAL IMPACT**

### ***Bus Parking Lot Rehabilitation***

#### *COST SUMMARY*

Bus Parking Lot Rehabilitation	\$ 1,293,200
Contingency	<u>\$ 118,100</u>
<i>Total Cost</i>	<i>\$1,411,300</i>

#### *FUNDING SOURCES*

SB1 State of Good Repair (SGR) Grant FY 22/23	\$ 288,775
SB1 State of Good Repair (SGR) Grant FY 23/24	\$ 315,003
SB1 State of Good Repair (SGR) Grant FY 24/25	\$ 308,398
SB1 State of Good Repair (SGR) Grant FY 25/26	\$ 328,416
Interest from SGR Grant Funds	\$ 2,772
Transportation Development Act (TDA) Funds	<u>\$ 167,936</u>
<i>Total Revenue</i>	<i>\$1,411,300</i>

### ***Zero Emission Vehicles and Infrastructure – Phase I***

#### *COST SUMMARY (ESTIMATE)*

Zero Emission Infrastructure	\$ 1,600,300
Contingency	<u>\$ 146,300</u>
<i>Total Cost</i>	<i>\$1,746,600</i>

#### *FUNDING SOURCES*

Low Carbon Transit Operations Program FY 20/21	\$ 140,523
Low Carbon Transit Operations Program FY 21/22	\$ 378,215
Low Carbon Transit Operations Program FY 22/23	\$ 380,959
Low Carbon Transit Operations Program FY 23/24	\$ 491,690
Interest from LCTOP Funds	\$ 30,635
Zero Emission Transit Capital Program FY 24/25	\$ 292,943
Transportation Development Act (TDA) Funds	<u>\$ 31,635</u>
<i>Total Revenue</i>	<i>\$1,746,600</i>

*\* Electric Vehicle Infrastructure Rule 29: PG&E will pay for and coordinate the design and deployment of service extensions from PG&E's electrical distribution line facilities to the service delivery point for separately metered electric vehicle (EV) charging stations. The total project cost is \$364,532.88, of which El Dorado Transit is responsible for \$1,464.54 which was already paid.*

100% Engineer's Estimate  
Bus Parking Lot Improvements

Prepared by: Dokken Enginnering & EEI

May 12, 2025

BASE BID					
Item No.	Item Description	Unit	Quantity	Price	Amount
1	JOB SITE MANAGEMENT / WATER POLLUTION CONTROL	LS	1	\$10,000.00	\$10,000.00
2	TEMPORARY DRAINAGE INLET PROTECTION	EA	2	\$500.00	\$1,000.00
3	ROADWAY EXCAVATION	CY	493	\$200.00	\$98,600.00
4	IMPORTED BORROW	CY	149	\$175.00	\$26,075.00
5	REMOVE CONCRETE (CURB RAMP)	SQFT	60	\$20.00	\$1,200.00
6	REMOVE CONCRETE (VALLEY GUTTER)	SQFT	37	\$20.00	\$740.00
7	REMOVE CONCRETE CURB	LF	400	\$25.00	\$10,000.00
8	REMOVE AND SALVAGE PARKING BUMPER	EA	30	\$100.00	\$3,000.00
9	RECONSTRUCT CHAIN LINK FENCE	LF	50	\$150.00	\$7,500.00
10	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	5,200	\$10.00	\$52,000.00
11	HOT MIX ASPHALT (TYPE A)	TON	733	\$275.00	\$201,575.00
12	CLASS 2 AGGREGATE BASE	CY	202	\$375.00	\$75,750.00
13	PAVING MAT	SQYD	5,805	\$10.00	\$58,050.00
14	MINOR CONCRETE (CURB)	LF	365	\$95.00	\$34,675.00
15	MINOR CONCRETE (VALLEY GUTTER)	SQFT	11	\$50.00	\$550.00
16	PARKING BUMPER (PRECAST CONCRETE)	EA	41	\$200.00	\$8,200.00
17	THERMOPLASTIC TRAFFIC STRIPE	LF	2,200	\$5.00	\$11,000.00
18	RELOCATE SHED	EA	2	\$2,500.00	\$5,000.00
19	TEMPORARY RELOCATE SHED	EA	1	\$5,000.00	\$5,000.00
20	MOBILIZATION (10%)	LS	1	\$61,000.00	\$61,000.00
ADD ALTERNATE 1 (TRENCHING, CONDUIT, AND HANDHOLES)					
21	HOT MIX ASPHALT (TYPE A)	TON	128	\$275.00	\$35,200.00
22	CLASS 2 AGGREGATE BASE	CY	128	\$375.00	\$48,000.00
22	TRAFFIC RATED MANHOLE	EA	2	\$1,200.00	\$2,400.00
23	TRAFFIC RATED HANDHOLE 3'X5'	EA	4	\$1,072.00	\$4,288.00
23	TRAFFIC RATED HANDHOLE 2'X3'	EA	3	\$900.00	\$2,700.00
24	TRAFFIC RATED HANDHOLE 17"X30"	EA	21	\$780.00	\$16,380.00
24	TRAFFIC RATED HANDHOLE 11"X18"	EA	24	\$600.00	\$14,400.00
25	CONDUITS	LF	2,501	\$41.00	\$102,541.00
25	TRENCHING	LF	1,600	\$131.51	\$210,416.00
26	CONDUIT HORIZONTAL DIRECTIONAL DRILLING METHOD	LF	180	\$150.00	\$27,000.00
26	MOBILIZATION (10%)	LS	1	\$46,300.00	\$46,300.00
ADD ALTERNATE 2 (ELECTRICAL CHARGING EQUIPMENT)					
27	COMMISIONING	LS	1	\$20,000.00	\$20,000.00
28	SWITCHBOARD MSB1	EA	1	\$188,500.00	\$188,500.00
29	SWITCHBOARD MSB1 BUS DUCT	LF	5	\$3,500.00	\$17,500.00
30	AUTOMATIC TRANSFER SWITCH	EA	1	\$187,200.00	\$187,200.00
31	SWITCHBOARD MSB2	EA	1	\$276,000.00	\$276,000.00
32	SWITCHBOARD A	EA	1	\$59,500.00	\$59,500.00
33	CHARGEPOINT POWER BLOCK AND POWER LINKS	LS	1	\$280,000.00	\$280,000.00
34	ELECTRICAL EQUIPMENT GROUNDING	LS	1	\$984.00	\$984.00
35	CABLES	LF	746	\$338.00	\$252,148.00
36	REINFORCED CONCRETE (EQUIPMENT PADS)	CY	17	\$2,500.00	\$42,500.00
37	FIXED BOLLARD	EA	4	\$1,350.00	\$5,400.00
38	MOBILIZATION (10%)	LS	1	\$133,000.00	\$133,000.00
Base Bid Subtotal					\$671,000.00
10% Contingency					\$67,100.00
Base Bid Project Cost					\$738,100.00
Base Bid + Add Alternate 1 Subtotal					\$1,180,700.00
10% Contingency					\$118,100.00
Base Bid + Add Alternate 1 Project Cost					\$1,298,800.00
Base Bid + Add Alternate 1 + 2 Subtotal					\$2,643,500.00
10% Contingency					\$264,400.00
Base Bid + Add Alternate 1 + 2 Project Cost					\$2,907,900.00

Note: Estimate does not include construction cost covered by PG&E

**EL DORADO COUNTY TRANSIT AUTHORITY**

**BUS PARKING LOT IMPROVEMENTS PROJECT #23-02 (2)**

**DRAFT PROJECT SCHEDULE V3**

#	TASK	START	FINISH
1	Board Meeting- Approve Action Item	6/5/25	6/5/25
2	Prepare <u>Notice to Contractors</u> for Publication, and El Dorado County Building Permit Application	6/9/25	6/13/25
3	Legal Notice Published in Mt. Democrat	6/18, 6/20, 6/25	6/27/25
4	Post Plans & Contract & Special Provisions on EDCTA Website; docs to Sac Regional Builders X-change	6/18/25	8/8/25
5	Mandatory Job Walk; send List of Attendees to all Contractors; submit PS&E to EDCPBS w/Permit Application	7/14/25	7/15/25
6	Deadline for Contractor RFI's to Transit	7/18/25	7/25/25
7	Issue any Addendums	7/28/25	7/29/25
8	Bids Due – Public Bid Opening @ Transit	8/8/25	8/8/25
9	Preliminary Notice of Award		8/11/25
10	Prepare Staff Report to EDCTA Board for Contract Approval/Purchase Order for Base Bid Only or Base Bid plus Add Alternate(s)	8/11/25	8/25/25
11	EDCTA Board Meeting – Contract Approval		9/4/25
12	Notice of Award to Contractor & Review of Bonds & Insurance submittals	9/8/25	9/19/25
13	Schedule Pre-construction Meeting with Transit/Contractor & PG&E if Add Alt is approved.		9/30/25
14	Construction of Improvements (120 days)	10/1/25	12/31/25
15	Final Inspection & Record Notice of Completion	1/15/26	1/30/26

## **Bus Parking Lot Rehabilitation**

Project No. 23-02 (4)

The El Dorado County Transit Authority (El Dorado Transit) parks all vehicle assets on site at our facility located on the northeastern portion of the property. The parking area has interior and perimeter lighting, chain link fencing, a paved surface and mechanical entry gate.

The pavement condition is degraded significantly and needs repair. In addition, bus charging infrastructure and parking lot layout improvements were recommended in the Zero Emission Vehicle Rollout and Implementation Plan. Including “Area A” in the ZEB study.

This project will include the removal and replacement of asphalt, moving concrete curbs, installation of underground conduit, new striping, and other improvements.

### *COST SUMMARY (ESTIMATE)*

	<u>Adopted Budget</u>	<u>Proposed Budget</u>
Bus Parking Lot Rehabilitation Consulting Work	\$ <del>0</del>	\$ 112,500
Bus Parking Lot Rehabilitation	\$810,000	\$1,180,700
Contingency 10%	<u>\$ <del>81,436</del></u>	<u>\$ 118,100</u>
<i>Total Project Estimate</i>	<i>\$891,436</i>	<i>\$1,411,300</i>

### *FUNDING SOURCES*

SB1 State of Good Repair Grant FY 22/23	<del>\$285,297</del>	\$ 288,775
SB1 State of Good Repair Grant FY 23/24	<del>\$297,741</del>	\$ 315,003
SB1 State of Good Repair Grant FY 24/25	\$308,398	\$ 308,398
SB1 State of Good Repair Grant FY 25/26	\$ <del>0</del>	\$ 328,416
Interest from SGR Grant FY22/23	\$ <del>0</del>	\$ 1,327
Interest from SGR Grant FY23/24	\$ <del>0</del>	\$ 1,445
Transportation Development Act (TDA) Funds	<u>\$ <del>0</del></u>	<u>\$ 167,936</u>
<i>Total Revenue</i>	<i>\$891,436</i>	<i>\$1,411,300</i>

<b>Adopted into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
FY 2022 / 2023	Active	FY 2026 / 2027

## **Zero Emission Vehicles and Infrastructure – Phase I**

Project No. 22-03 (4)

El Dorado Transit (EDT), like all transit agencies in the state of California, are required to transition to zero-emission buses (ZEBs) by 2040. In 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit ICT regulation that requires this gradual transition to ameliorate the air quality for all communities across California. While public transportation already replaces car trips, by transitioning away from diesel (which currently powers EDT's fleet) and other fossil fuels, transit agencies will further contribute to the sustainability of our natural environment.

EDT is classified under the ICT regulation as a small agency, meaning that beginning in 2026 through 2028, all new heavy-duty bus purchases must consist of at least 25% ZEBs. By 2029, all new purchases are to be 100% ZEB.

EDT undertook a ZEB study to determine the appropriate technologies for its fleet, whether battery-electric buses (BEBs), that 'fuel' or charge in the bus garage and/or on-route, or hydrogen fuel cell electric buses (FCEBs) that are fueled with hydrogen. BEBs and FCEBs are costly vehicles, nearly one-and-a-half to triple the cost of diesel-powered vehicles. EDT will need to replace its fleet of buses according to the ICT schedule.

Furthermore, the ICT regulation also requires that beginning in 2026, if Altoona-test models are available, agencies must also begin replacing articulated, over-the-road, double-decker, or cutaway buses. EDT currently operates diesel-powered motor coaches on its commuter services, so these buses would need to be transitioned; moreover, gasoline-powered cutaways used for demand-response service will also need to be transitioned to ZE.

Finally, EDT will need to invest heavily in infrastructure for ZEBs, whether BEB or FCEB. For BEBs, electric utility upgrades will need to be coordinated with PG&E, and BEB chargers will need to be procured, installed, and hooked-up prior to BEB acceptance. For FCEBs, EDT may need to construct an on-site fueling yard for hydrogen or look for offsite opportunities, although currently, very few hydrogen fueling stations are available.

Update: While the future of zero-emission mandates are uncertain, El Dorado Transit currently has grant funds (LCTOP) specifically designated toward the Zero Emission Vehicles and Infrastructure project that must be used (according to grant guidelines, "upon receipt of the final year's funding, whether 4 years or less, the agency will have six months to begin the project.") El Dorado Transit leadership has participated in multiple discussions between electric and hydrogen. Although battery-electric buses currently have more options available, the infrastructure and support for hydrogen buses is growing, and could match battery-electric in the near future. Leadership believes it is in El Dorado Transit's best interest to explore both options.

The first phase would be to install the infrastructure and electrical charging equipment using the current grant funds then focus future grant funds on exploring hydrogen.

*COST SUMMARY (ESTIMATE)*

	Adopted Budget	Proposed Budget
Zero Emission Vehicles and Infrastructure	\$8,280,000	\$ 0
Zero Emission Consulting Work	\$ —0	\$ 137,500
Zero Emission Infrastructure	\$ —0	\$1,462,800
Zero Emission Infrastructure Contingency	\$ —0	\$ 146,300
Zero Emission Bus	\$ —0	\$1,100,000
Zero Emission Bus Contingency	\$ —0	\$ 110,000
<i>Total Project Estimate</i>	\$8,280,000	\$2,956,600

*FUNDING SOURCES*

Low Carbon Transit Operations Program FY20/21	\$ 140,523	\$ 140,523
Low Carbon Transit Operations Program FY21/22	\$ 378,215	\$ 378,215
Low Carbon Transit Operations Program FY22/23	<del>\$ 305,959</del>	\$ 380,959
Low Carbon Transit Operations Program FY23/24	<del>\$ 491,460</del>	\$ 491,690
Interest from LCTOP FY20/21*	\$ —0	\$ 5,111
Interest from LCTOP FY21/22*	\$ —0	\$ 16,176
Interest from LCTOP FY22/23*	\$ —0	\$ 9,348
<b>Section 5339 – Capital FY 2024</b>	<b>\$ —0</b>	<b>\$ 935,000</b>
<b>Zero-Emission Transit Capital Program FY 24/25</b>	<b>\$ —0</b>	<b>\$ 402,943</b>
Transportation Development Act (TDA/STA) Funds	\$3,800,000	\$ 196,635
Funding Pending	<u>\$2,228,843</u>	<u>\$ 0</u>
<i>Total Revenue</i>	<i>\$8,280,000</i>	<i>\$2,956,600</i>

Adopted into CIP	Status	Estimated Completion Date
FY 2021 / 2022	Active	FY 2027 / 2028