AGENDA ITEM 1 H
Consent Item

MEMORANDUM

DATE: **December 4, 2025**

TO: **El Dorado County Transit Authority**

FROM: **Erik Bergren, Planning and Marketing Manager**

SUBJECT: **Approve Purchase Order No. 31184 for the Purchase of one (1) 35' Gillig Battery Electric Bus (BEB)**

REQUESTED ACTION:
BY MOTION,

1. **Approve Purchase Order No. 31184 Issued to Gillig in the Amount of $1,471,147.20 for the Purchase of one (1) 35' Gillig Battery Electric Bus (BEB)**

2. **Authorize the Executive Director to Execute the Purchase Contract and Related Documents Necessary to Complete Capital Improvement Plan Project #22-03, Provided that Contract Costs Do Not Exceed the Approved Project Budget**

BACKGROUND

The El Dorado County Transit Authority (El Dorado Transit), 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 El Dorado Transit's fleet) and other fossil fuels, transit agencies will further contribute to the sustainability of our natural environment.

El Dorado Transit 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.

While the future of zero-emission mandates are uncertain, El Dorado Transit currently has Low Carbon Transit Operations Program (LCTOP) grant funds 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.") The project to install the infrastructure needed for electric vehicle charging is currently underway at the El Dorado Transit facility in Diamond Springs.

Currently, there are no additional planned ZEB purchases or infrastructure projects. Staff would like to assure the Board that El Dorado Transit is making steady progress toward meeting the CARB ZEB mandate, proceeding with caution and methodical planning while ensuring long-term compliance.

DISCUSSION

El Dorado Transit staff utilized the California Association of Coordinated Transportation (CalACT) Cooperative Agreement for purchasing the new bus. Staff recommends issue of Purchase Order No. 31184 to Gillig for purchase of one (1) Battery Electric Bus (BEB), and authorization for the Executive Director to execute the purchase contract and related documents necessary to complete this portion of the project, with change order authorization within the approved CIP project budget.

FISCAL IMPACT

The following cost summary reflects the purchase amount quoted by the selected vendor. These costs are within the adopted Capital Improvement Plan Project #22-03 budget (attached):

COST SUMMARY

One (1) Gillig Battery Electric Bus	$1,225,956
Contingency (20% due to Tariffs)	$ 245,191
Total Cost	*$1,471,147*

FUNDING SOURCES

Low Carbon Transit Operations Program FY20/21	$ 140,523
Low Carbon Transit Operations Program FY21/22	$ 378,215
Low Carbon Transit Operations Program FY22/23	$ 380,959
Low Carbon Transit Operations Program FY24/25	$ 326,259
Contingency (20% due to Tariffs)	$ 245,191
Total Project Estimate	$1,471,147

EL DORADO COUNTY TRANSIT AUTHORITY

6565 COMMERCE WAY
DIAMOND SPRINGS, CA 95619-9454
(530) 642-5383

PURCHASE ORDER NO. 31184
THIS NUMBER MUST APPEAR ON ALL INVOICES, PACKING LISTS, PACKAGES, AND BILLS OF LADING.

DATE: 12/04/25
ACCOUNT: 9910.35 CLASS: 125

TO:
GILLIG
451 DISCOVERY DRIVE
LIVERMORE, CA. 94551

SHIP & INVOICE TO:
EL DORADO COUNTY TRANSIT AUTHORITY
6565 COMMERCE WAY
DIAMOND SPRINGS, CA 95619-9454

Contact: RICHARD BISSELL
Vendor Phone No: (916) 201-4642 EMAIL: RICHARD.BISSELL@GILLIG.COM

PROMISED DELIVERY DATE	TERMS: NET 30
	F.O.B. DESTINATION

QTY	UNIT	DESCRIPTION	UNIT PRICE	EXTENDED TOTAL
1	EACH	35' BATTERY ELECTRIC LOW FLOOR BUS TAXABLE ITEMS = $1,092,227.00 ADA EQUIPMENT (NON TAXABLE) = $29,716.00 DELIVERY (NON-TAXABLE) = $1,091.00 WARRANTY (NON-TAXABLE) = $1,250.00		$1,124,284.00
1	EACH	1% CALACT FEE (NON-TAXABLE)		$11,243.00
1	EACH	1% SPARES & TOOLING BUDGET		$11,243.00
1	EACH	CONTINGENCY (20% DUE TO TARIFFS)		$245,191.20

I hereby certify that this purchase order is in accordance with procedures in the purchase manual governing of such items for El Dorado County Transit Authority.

PURCHASING AGENT

SUBTOTAL	$1,391,961.20
SHIPPING	$0.00
SALES TAX	$79,186.00
TOTAL	$1,471,147.20

PLEASE NOTE CONDITIONS ON REVERSE SIDE

"This Purchase Order expressly limits acceptance to the terms and conditions stated herein, set forth on the reverse side and any supplementary or additional terms and conditions annexed hereto or incorporated herein by reference. Any additional or different terms and conditions proposed by seller are objected to and hereby rejected."

Circle Distributing: Vendor - Accounting - Requestor - Purchasing

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-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**
Total Project Estimate	~~$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	~~$ 305,959~~	**$ 380,959**
Low Carbon Transit Operations Program FY23/24	~~$ 491,460~~	**$ 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**
Section 5339 – Capital FY 2024	~~**$ 0**~~	**$ 935,000**
Zero-Emission Transit Capital Program FY 24/25	~~**$ 0**~~	**$ 402,943**
Transportation Development Act (TDA/STA) Funds	~~$3,800,000~~	**$ 196,635**
Funding Pending	~~$2,228,843~~	**$ 0**
Total Revenue	~~*$8,280,000*~~	***$2,956,600***

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