



CC Regular Meeting

AGENDA ITEM REPORT

Meeting: June 3, 2025

Title: Purchase Agreement with A-Z Bus Sales, Inc. for the Procurement of a Zero Emission Transit Vehicle for the Dial-A-Ride (Covina Transit) Program

Presented by: Rafael M. Fajardo, Director of Public Works/City Engineer

Recommendation: Authorize the City Manager to execute a Purchase Agreement with A-Z Bus Sales, Inc. for the Procurement of a new Zero Emission Transit Vehicle for the Dial-A-Ride (Covina Transit) Program in an amount not-to-exceed \$145,851.47.

EXECUTIVE SUMMARY/BACKGROUND:

The Covina Dial-A-Ride (Covina Transit) Program services Covina residents over the age of 60 and those who qualify under current ADA guidelines. The fleet is currently comprised of five gasoline-powered vehicles, three (3) of which are cutaway buses/large vans, and two (2) small/passenger vans. All vehicles are routinely maintained and monitored to assess their useful life which considers benchmarks such as age, mileage, and performance. At this time, the vehicles range between 6-8 years old and have been evaluated for potential replacement in accordance with the U.S. Department of Transportation Federal Transit Administration (FTA). FTA useful life dictations are followed for the Dial-A-Ride fleet as all were previously purchased with Proposition A and Proposition C funds from the Los Angeles County Metropolitan Transportation Authority (LACMTA).

These fleet vehicles fall under the FTA vehicle category of Light-Duty Small Buses, Cutaways, and Modified Vans, which in turn dictates their Useful Life Benchmarks (ULB). According to the October 2021 Publication of the FTA's Default Useful Life, cutaway buses and vans have ULBs of 10 and 8 years, respectively. Of the five vehicles, three ULBs will be reached in 2026, and two in 2027. Furthermore, pursuant to FTA Circular 5010.1F, "Grant Management Requirements," dated November 1, 2024, the minimum service-life of Light-Duty Small Buses, Cutaways, and Modified Vans are either 4 years or 100,000 miles, whichever comes first. Considering these factors, the current vehicle conditions, and the needs of the Dial-A-Ride program, City staff has identified vehicle 610 as eligible for retirement. As the largest van in the fleet with a gross vehicle weight rating (GVWR) of 14,500-lbs, vehicle 610 requires more maintenance and is less fuel efficient than the rest of the fleet. Seating a total of 16 passengers + 2 wheelchairs, it rarely reaches capacity simply due to the intricate scheduling requirements for riders who live all across Covina. Overall, the vehicle is larger than required, therefore, in order to meet the current demand of the transit program, it is in the best interest of the program to find a replacement. In consideration of the State of California's Zero-Emission mandate, staff has elected to procure a zero-emission van for the Dial-A-Ride fleet, a first for the program and in line with the mandate timelines.

Vehicle #	Vehicle Classification	Passenger Capacity	Model Year	Approx. Mileage
608	Cutaway/Large Van - Type A	8 + 2 wheelchair	2017	84,043
609	Large Van – Type A	8 + 2 wheelchair	2018	93,239
610	Cutaway/Large Van– Type C	16 + 2 wheelchair	2018	42,704
611	Small Van	7 + 1 wheelchair	2019	92,908
612	Small Van	7 + 1 wheelchair	2019	73,231

DISCUSSION:

The State of California's current Zero-Emission Mandate [CCR § 1962.2] requires that by 2035, all new passenger vehicles and trucks sold in the state are to be 100% zero emission. In accordance with this mandate, starting January 1, 2024, 50% of the total number of vehicles purchased for a fleet in each calendar year must be zero emission; starting January 1, 2027, 100% of the total number of vehicles purchased for a fleet in each calendar year must be zero emission. For qualifying small agencies, 25% of new bus purchases must be zero-emission by 2026, reaching 100% by 2029. The City is just under the qualifier of a small agency as the vehicle over the GVWR of 14,000lbs will be retired before 2026, however, the Department of Public Works is proactive in its approach to zero-emission as a way to maintain overall compliance with its 120+ vehicle fleet.

As a result, in 2023 staff conducted a Zero Emission Vehicle (ZEV) transition plan study specifically for the Dial-A-Ride fleet, which provides a roadmap to 100% ZEV by 2029. In this study, staff worked with a consultant to analyze departmental budget, current infrastructure, and program ridership in order to provide a full transition plan, including vehicle types most suitable based on the needs of the program. The study found that average maximum daily vehicle miles is approximately 80 miles. As such, a ZEV with a battery capacity of at least 67kWh and range of at least 80 miles on a single charge was determined to be most compatible with the City's needs.

As a member of CalACT, the City has access to the CalACT/MBTA Purchasing Cooperative, which provides registered cities with a list of vehicle manufactures and pricings that have been approved through the RFP No. 20-01 contract. CalACT and the Morongo Basin Transit Authority (MBTA) offers a joint purchasing package which adheres to the parameters of joint purchasing agreements with other governmental agencies set forth in the Covina Municipal Code (CMC 2.20.210). Through this purchasing cooperative, CalACT ensures all applicable federal regulations for transit vehicles are met. Furthermore, their RFP process selects the lowest qualifies bidders which realizes City savings not only in vehicle costs but also in staff resources, vehicle availability, and delivery time.

Through the CalACT/MBTA Purchasing Cooperative, staff worked with A-Z Bus Sales, Inc., one of the three qualified low-bidders (Attachment A). Multiple vehicle types were evaluated based on size, battery capacity, and reliability. Staff also took into consideration the ZEV study recommendations and that of the City's current transit operator, who both drives and maintains the Dial-A-Ride fleet. In addition to viewing various models and manufactures through CalACT events, staff also had the opportunity to demo the City of El Monte's first transit program ZEV and gain insight from their experiences. After careful considering the various options, staff determined that the Ford E-Transit Van at 89kWh batter capacity as the most suitable replacement for vehicle 610. The Ford E-Transit seats a total of nine passengers and one wheelchair, about half the amount the total capacity of vehicle 610 – a necessary change to ensure all of the program's vehicles are viable, safe, and cost-efficient options for the City, the passengers, and drivers.

As the City of Covina is a registered member of the the CalACT/MBTA Purchasing Cooperative, CalACT has provided the City with a Letter of Assignment (Attachment B) which entitles the City to enter into the same agreement with A-Z Bus Sales, Inc. which CalACT/MBTA has awarded. This allows the City to purchase the replacement transit vehicle at the competitive bid prices solicited through the Purchasing Cooperative. It is the goal of the Department of Public Works for the Dial-A-Ride fleet to be 100% Zero Emission by 2029. With the procurement of the first ZEV, staff will allow at least one year to allow for proper performance assessment and staff satisfaction.

FISCAL IMPACT:

As part of the Fiscal Year 2024-2025 Operating Budget, \$150,000 in Proposition A funding was approved by City Council for the purchase of the new Dial-A-Ride vehicle (Account No. 2400TO09-55550). Staff identified the minimum required amenities for the new ZEV, including 1000-lb capacity wheelchair lift, fare box, safety/security cameras, and privacy window tinting. Additional features such as wider seating and an extended roof were identified as necessary based on comparisons with current rider experiences. Wider seating provides

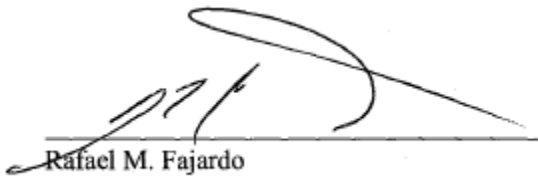
more comfort for passengers and their permitted belongings while the high roof accommodates a full AC cooling system, a necessity for the hot temperatures and considering senior passenger safety. As such, in accordance with the Purchasing Cooperative, the total vehicle purchasing price totals \$145,851.47 (Attachment C).

This new vehicle directly supports paratransit services and therefore, costs are confirmed eligible for funding through LACMTA Proposition A, an expense approved by LACMTA for Fiscal Year 2024-2025.

CEQA (CALIFORNIA ENVIRONMENTAL QUALITY ACT):

The project has been reviewed for compliance with the California Environmental Quality Act (CEQA) and is exempt per Section 15061 (b) (3). The project is covered by the General Rule that CEQA applies to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

Respectfully submitted,



Rafael M. Fajardo
Director of Public Works/City Engineer