



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for 40-Foot Compressed Natural Gas-Powered Buses

Overview

On October 12, 2020, the Orange County Transportation Authority Board of Directors approved the selection of GILLIG LLC, as the firm to provide up to 165, 40-foot compressed natural gas-powered buses, with an option to purchase up to 134 additional buses. Bus configuration changes have been identified through the ongoing design review process and an amendment is necessary to incorporate these changes.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1836 between the Orange County Transportation Authority and GILLIG LLC, in the amount of \$1,486,105, for configuration changes on up to 165, 40-foot compressed natural gas-powered buses with an option to purchase up to 134 additional buses. This will increase the maximum obligation of the agreement to a total contract value of \$101,857,705.

Discussion

On October 12, 2020, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the selection of GILLIG LLC (GILLIG), as the firm to provide up to 165, 40-foot compressed natural gas (CNG)-powered buses in the amount of \$100,371,600, with an option to purchase up to 134 additional CNG-powered buses. The configuration of the 165 buses was based on the known and anticipated needs at the time of award, including five buses configured for BRAVO! service and five buses configured for EXPRESS. As a result of the coronavirus pandemic and the decrease in ridership, staff reviewed the configuration of the bus order and recommends that it be modified

to match the current OCTA bus service plan. This means that the configuration for five BRAVO! and five EXPRESS buses will be moved to the optional 134, CNG-powered bus lot, and those ten buses will be converted to a regular service configured bus for the initial order. OCTA anticipates exercising a portion of the 134, CNG-powered bus option no later than December 2022.

In addition, staff recommends three additional changes:

- Removing the option for the tire pressure monitoring system and the rear end collision avoidance system
- Adding the GILLIG Low Floor Plus configuration
- Adding passenger and driver's storage box Universal Serial Bus (USB) charging ports for mobile device charging to the bus order

Based on the various tire pressure monitoring products available on the market for heavy duty applications, staff recommends testing a tire pressure monitoring system before implementation on the entire bus fleet.

The rear end collision avoidance offered by GILLIG consists only of provisions for cabling, wiring, and the needed power supply for a potential future installation of such device(s), which are not yet available for transit buses in the commercial market. The Maintenance Department will consider a pilot program with bus builders and industry suppliers of these devices to explore the feasibility of these systems in transit buses.

GILLIG's Low Floor Plus configuration was recently presented to OCTA and includes an improved roofline design which can assist in mitigating slip and fall accidents while mechanics work on the roof of the bus. The more aerodynamic profile will match the current configuration of the OCTA bus fleet.

Passenger USB charging ports for mobile devices, such as cell phones, is a recurring customer amenity requested by OCTA bus riders. Most recently during the June 2021 service change public involvement process, OCTA gathered feedback on current OC Bus service using a variety of tactics, including an online/print questionnaire (2,108 responses) and virtual community meetings (169 attendees).

When asked for desired amenities, several respondents to the questionnaire and virtual customer roundtables requested the addition of USB charging ports for their mobile and electronic devices. OCTA received seven questionnaire write-in

responses and two roundtable suggestions regarding adding USB charging ports.

It is likely that the ubiquity of mobile phones and electronics is behind the interest in USB charging ports. Nearly all questionnaire respondents reported having either a smartphone or cellphone (98 percent), with most respondents owning a smartphone (91 percent). In addition, bus riders do not always have an opportunity to charge their mobile device throughout the day; therefore, providing a USB charging port on the bus can be an important amenity for many bus riders, which also supports the use of OCTA's mobile apps. The USB charging ports will be located in the driver's storage box and below the passenger seats.

Procurement Approach

This amendment was handled in accordance with OCTA's Board-approved policies and procedures for goods and services. The original agreement was awarded on October 12, 2020, in the amount of \$100,371,600, for the purchase of up to 165, 40-foot CNG-powered buses, with an option to purchase up to 134 additional buses.

The proposed Amendment No. 1 is to change the bus configuration to match OCTA's current bus service plan and change five BRAVO! configured buses and five EXPRESS configured buses to regular service configured buses on the original 165, 40-foot CNG-powered bus order. In addition, this amendment will also remove the tire pressure monitoring and rear end collisions systems and add GILLIG's Low Floor Plus configuration and USB ports in the driver's storage box and below passenger seats. The additional firm-fixed costs after removing the optional provisions, moving the BRAVO! and EXPRESS bus configuration to the option lot, and changing the bus configuration is illustrated in the following chart:

Item	Quantity	Price Per Each Including Sales Tax	Total Cost
Remove BRAVO! Configuration	5	(\$605,822)	(\$3,029,112)
Remove EXPRESS Configuration	5	(\$614,888)	(\$3,074,442)
Remove Tire Pressure Monitoring System	165	(\$953)	(\$157,164)
Remove Rear End Collision System	165	(\$1,014)	(\$167,298)
Add Standard Low Floor Configuration	10	\$604,771	\$6,047,707
Add Low Floor Plus	165	\$8,189	\$1,351,185
USB Passenger Ports (20 Per Bus)	165	\$3,004	\$495,672
USB Driver's Box Port (1 Per Bus)	165	\$119	\$19,557
Net Additions			\$1,486,105

Contracts Administration and Materials Management staff conducted a price review based on the changes and deemed the costs to be fair and reasonable, as the updated configuration is approximately one percent lower than the overall total of the next closest bid when originally competed.

Amending this agreement will increase the maximum cumulative payment obligation by \$1,486,105, bringing the total contract value to \$101,857,705 which will allow for the configuration changes to the 40-foot CNG-powered buses. A subsequent amendment will be presented to the Board for the option purchase, if exercised.

Fiscal Impact

Funds for the procurement of 40-foot CNG-powered buses are included in OCTA's Fiscal Year 2020-21 Budget, Transit Technical Services, Account No. 2114-9024-D2108-00Q, and is funded with Federal Transit Administration Section 5307 Congestion Mitigation and Air Quality Improvement Program funds.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1836 between the Orange County Transportation Authority and GILLIG LLC, in the amount of \$1,486,105, for configuration changes on up to 165, 40-foot compressed natural gas-powered buses with an option to purchase up to 134 additional buses. This will increase the maximum obligation of the agreement to a total contract value of \$101,857,705.

Attachment

A. GILLIG LLC, Agreement No. C-9-1836 Fact Sheet

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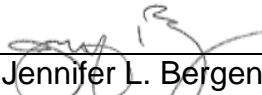
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