



City Council Staff Report

Subject: Electric Depot Charger Install Project
Author: Blake Fannesbeck
Department: Transit Department
Date: October 23, 2018
Type of Item: Consent Agenda

Summary Recommendation

Authorize the City Manager to execute a contract with Hidden Peak Electric Co, LLC., (“Hidden Peak”), a General Contractor in the amount of Two Hundred Sixty Thousand Dollars (\$260,000) in a form approved by the City Attorney, for the construction work associated with a future Rocky Mountain Power provided transformer from Iron Horse Drive to the Transit Bus Barn. Conduit will be run underground to seven bus chargers.

Executive Summary

The seven (7) 66Kw “Depot Chargers” or Proterra Power Control System (PCS) units have been purchased from Proterra in the same contract as the seven (7) new E2 battery electric buses. Depot chargers will serve as overnight trickle chargers powering the E2 buses. Hidden Peak was the successful bidder of the Transit advertised bid in accordance to specifications as prepared for the project by Spectrum Engineering, Inc. as a phase of the electric bus charger installation project. Hidden Peak is to perform necessary construction work associated with asphalt cutting, trenching and laying conduit for a future RMP provided transformer from Iron Horse Drive to the Transit Bus Barn on property; installation of PCMC provided switch gear, CTE, MDP and step down transformer; and trenching from CTE to the interior of the Bus Barn where the MDP and transformer will be installed.

It is anticipated by Transit to break ground on this work commencing on Monday October 29, 2018, with project completion being by Friday December 21, 2018.

Acronyms

CTE – “Electrical Cabinet”
MDP – Main Distribution Panel
RMP – Rocky Mountain Power

Background

- 2016 Short-Range Transit Development Plan(s) identified that future consideration be given to electric buses as they continue to rapidly evolve.
- Through extensive research Proterra was again found to be the sole service provider of battery electric technology that fits the needs of Park City Transit. See attached Letter of Support to partner with Park City Municipal from June 2017.

- 2018 Park City Transit Department received a subsequent 5339c FTA “Low-No” grant totaling \$500,000, which will reimburse 10%, and \$3,502,210 in Park City 5311 funds are to reimburse 69% of the total combined costs of \$5,066,089 or \$737,727 for each of the seven (7) E2 electric buses with custom configuration, and an equally divided portion of spare parts package and depot chargers. Park City Municipal is responsible for remaining 21% or \$1,063,897 of local matched.
- New E2 buses will be ready for route service winter 2019.

Attachments

•

<u>Date</u>	<u>Item</u>
October 3, 2018	Bid Advertisement Complete Document
October XX, 2018	Proterra Service Provider Agreement 2018

Alternatives for City Council to Consider

1. Recommended Alternative:

Enter contract with Hidden Peak Electric Co, LLC. for construction work associated with a future Rocky Mountain Power provided transformer
Pros

- Install main depot charging for E2 electric buses.
- Adds capacity to add additional chargers to fully electrify Transit fleet.

Cons

- New E2 electric buses will not work without the proper installation of the Depot Chargers.

2. Delay the contract with Hidden Peak Electric Co, LLC. for construction work associated with a future Rocky Mountain Power provided transformer

Pros

- There are no pros

Cons

- E2 buses which we will receive in Winter 2019 will not be able to operate as they will be unable to charge overnight.

3. Null Alternative:

4. Do not approve the contract with Hidden Peak Electric Co, LLC. for construction work associated with a future Rocky Mountain Power provided transformer

Pros

- No Pros

Cons

- Transit will not be able to use the seven new E2 buses
- Transit will need to buy seven (7) clean diesel buses which will take an additional 18 months to replace the current old diesel buses.

Analysis

Although the new E2 Proterra buses have a substantially increased range they do not utilize the same means of charging. E2 buses will charge overnight in Transit garages instead of on route charging like current FC Fast Charge buses. It is anticipated that the E2 buses will only require a once a day on route quick charge. The installation of the internal Depot Chargers needs to be made prior to the delivery of the buses.

Department Review

The City Manager's Office, the City Attorney's Office, Budget, and Public Works have reviewed this Staff Report.

Funding Source

Funding for this project has been budgeted as part of the FY 2019 Transit Capital Projects.

The install of all work associated with the Depot Chargers is planned at \$35,000 per unit totaling \$245,000.