



## Board Report

File #: 2023-0460, File Type: Contract

Agenda Number: 28.

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### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JANUARY 18, 2024

**SUBJECT: CONTRACT MODIFICATION WITH BYD FOR DEPOT AND OPPORTUNITY  
CHARGER INSTALLATION**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute Contract Modification No. 17 to BYD Coach & Bus, LLC, to perform the procurement and installation of four (4) 360kW depot chargers at Division 9 (D9) and the installation of four (4) 450kW Opportunity chargers at the El Monte Transit Center (EMTC) at a firm fixed price of \$6,470,605, including tax and delivery.

#### **ISSUE**

Delivery of ninety-five (95) BYD Battery Electric Buses (BEBs) is anticipated to begin in February 2024, and forty-three (43) of those BEBs will be used to support the J Line. The installation of the charging infrastructure identified in this contract modification is necessary to support the BEB operations on the J Line and other services originating from D9.

#### **BACKGROUND**

At its July 2017 meeting, the Board approved Motion #50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis, and as further amended by Directors Solis, Kuehl, Barger, and Fasana, to endorse Metro's Strategic Plan to complete the transition to zero emission electric buses by 2030, including converting the J Line to full Zero Emissions (ZE) operation as soon as feasible following the conversion of the G Line. Full BEB service on the G Line was completed in October 2021.

Planning and design efforts to electrify the J Line follow a similar model employed on the G Line, a combination of division charging and en route chargers. The J Line operates out of D9 and D18 (Carson). It also serves EMTC and HGTC. The delivery of ninety-five (95) BYD BEBs is scheduled to begin in February 2024, approximately two (2) years ahead of the fulfillment of complete charging infrastructure at D9 and D18.

This recommended contract modification for the installation of four (4) chargers at D9 and four (4) en route chargers at EMTC is necessary to meet the daily charging requirements for the forty-three (43) BEBs for operation on the J Line.

## **DISCUSSION**

Consistent with Metro's Integrated Schedule for the Zero Emission Bus Program, Metro must install a limited number of chargers before full electrification to support the transition of Metro's BRTs to BEB. Full electrification work at D9 and D18 is projected to be completed by the end of 2025 and 2026, respectively in support of J Line electrification. However, charging infrastructure is needed to support the charging requirements for the BYD BEBs scheduled for delivery beginning February 2024. While chargers are being installed at D9 and EMTC as part of this contract modification, work will continue separately to advance en route charging at HGTC, which is expected to be completed in late Spring 2024.

Metro will utilize the chargers purchased through BYD and install them as noted above to support the delivery, testing, and operation of the 95 BYD BEBs. The scope of work for this contract modification includes the following:

- EMTC - installation, testing, and commissioning four (4) x 450kW chargers and associated equipment
- D9 - procurement, installation, testing, and commissioning of four (4) x 360kW chargers

Staff considered the installation of mobile chargers in advance of the full division transition; however, mobile chargers do not have the fast charge capability required to support J-Line service.

## **DETERMINATION OF SAFETY IMPACT**

There is no impact on safety. The recommendations support the successful deployment and operation of 95 new BEBs and the full electrification of the J line.

## **FINANCIAL IMPACT**

The budget for the recommended action is included in the Life of Project (LOP) budget of Capital project 201077 - BYD 40' Zero Emission Buses. Since this is a multi-year contract and project, the Project Manager, Cost Center Manager, and Chief Operations Officer will be responsible for budgeting costs in the future.

### **Impact to Budget**

The combined funding for these actions include Regional Improvement Funds, and Proposition C 40. Additionally, there are multiple grant funding sources available, including LCTOP. Staff will continue to pursue all additional grant and rebate opportunities as they become available. This will help ensure that the Bus Acquisition and Electrification Program remains funded while enacting the fleet conversion to Zero Emissions. These funds are eligible for Bus and Rail Operations.

## **EQUITY PLATFORM**

The J Line provides bus services to Equity Focus Communities (EFCs) from the EMTC through Downtown Los Angeles to the HGTC and approximately 75% of the walking distance catchment area along the route is designated as EFCs. The J Line runs through the 10 and 110 Freeways along a dedicated bus lane and serves the following ridership (Fall 2019 Silver Line Rider Survey):

- 48% below \$25K household income
- 68.3% had no car available
- 74% use transit 5+ days a week
- Rider Race/ethnicity Latino 58.3%; Black 15.2; White 10.6%; Asian/Pacific Islander 9.8%; Other 6.1%

It is recognized that BEBs provide improved air quality and quieter services compared to the current CNG bus fleet. The Transit Vehicle Manufacturer Disadvantaged Business Enterprise (DBE) requirements from the contract remain unchanged with this contract modification.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This recommendation supports Goal #3, Enhance communities and lives through mobility and access to opportunity; and Goal #4, Transform LA County through regional collaboration and national leadership.

### **ALTERNATIVES CONSIDERED**

The alternative is to receive the ninety-five (95) BYD Battery Electric Buses (BEBs) but not put them into service. This alternative is not recommended because it will require Metro to continue running CNG buses past the end of their design life, additional bus storage space, and potentially an additional investment in maintaining overaged CNG buses. Extending vehicle life also adversely impacts fleet reliability and diminishes the quality of services provided to Metro's passengers.

### **NEXT STEPS**

Upon Board approval, staff will execute the Contract Modification to design and proceed with the installation of chargers for D9 and the EMTC to support the electrification of the J Line.

### **ATTACHMENTS**

Attachment A - Motion #50  
Attachment B - Procurement Summary  
Attachment C - Contract Modification/Change Order Log  
Attachment D - DEOD Summary

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