

AGENDA REPORT

Resolution: For the Electric Truck Charging Stations (ZANZEFF Grant) Project - Authorize the Executive Director to Enter into a Contract with Bockmon & Woody Electric Co., Inc. in an Amount Not-To-Exceed \$972,000; and Authorization to Dispense with Standard Bidding Procedures and Authorize the Executive Director to Award a Procurement Contract in an Amount Not-To-Exceed \$200,000 with Transportation Power, Inc. for 10 Charging Units. **(Engineering/Maritime)**

MEETING DATE: 1/23/2020

AMOUNT: \$1,172,000 Capital Expenditure
Contract Authority Only

PARTIES INVOLVED: Bockmon & Woody Electric Co., Inc.
Gary E Woody, CEO/President
Stockton, California

Transportation Power, Inc.
Joshua Goldman, VP Sales and Marketing
Escondido, California

SUBMITTED BY: Robert Andrews
Acting Director of Engineering/Chief Engineer

APPROVED BY: Danny Wan, Executive Director

ACTION TYPE: Resolution

EXECUTIVE SUMMARY

On June 13, 2019, the Board approved the Seaport Air Quality 2020 and Beyond Plan – “the Pathway to Zero Emissions.” Phase I implementation is the 5-year Near-Term Action Plan (Years 2019-2023.) The Zero- and Near-Zero Emissions Freight Facilities (ZANZEFF) Project is a project specifically included in the Near-Term Action Plan. Implementation of the project supports and promotes state and local efforts to transition diesel- powered sources of emissions to zero emissions (ZE) equipment. Staff seeks authorization for the Executive Director to enter into a contract with Bockmon & Woody Electric Co., Inc. in an amount not-to exceed \$972,000 to construct the infrastructure for ten (10) electric truck charging stations at the Shippers Transport Express (STE) facility; and authorization to dispense with standard bidding procedures and authorization for the Executive Director to award a procurement contract in an amount not-to-exceed \$200,000 with Transportation Power, Inc.to procure ten 10 proprietary charging units. .

BACKGROUND

The Port of Long Beach (POLB), in collaboration with the Port of Oakland (Port), the Port of Stockton, SSA Marine (SSA), and Shippers Transport Express (STE), among others, applied for approximately \$50 million of Zero- and Near-Zero Emissions Freight Facilities (ZANZEFF) grant funding from the California Air Resources Board (CARB), under CARB's Sustainable Terminals Advancing Regional Transformation (START) Phase 1 Project. The Port's ZANZEFF project component proposed the deployment of ten (10) Zero Emission (ZE) Class 8 drayage trucks at the STE facility, as well as five ZE yard-trucks and one ZE top handler at the Matson Terminal, all in the Port's Maritime Area (Seaport).

On June 14, 2018 (Resolution No. 18-52), the Board authorized the Executive Director to execute a letter committing the Port to support the POLB's application by installing charging infrastructure to serve up to ten battery-electric, zero emissions trucks at the Seaport, and providing a minimum grant match contribution of \$1.25 million should POLB be awarded the grant. Specifically, the Port committed to fund and deliver the design and construction for the electrical infrastructure for the truck charging stations at STE as its contribution and match for the grant. (See Exhibits A and B below.) The Port is not receiving any grant funding for the design and construction of the truck charging stations. Separately, Shipper's Transport Express ("STE"), a Port tenant, agreed to procure ten (10) Zero Emission (ZE) Class 8 drayage trucks manufactured by Transpower with ZANZEFF grant funding.

On September 26, 2018, CARB awarded ZANZEFF grant funding to POLB.

On January 24, 2019 (Resolution No. 19-03), the Board authorized a MOU with POLB to set forth the obligations and responsibilities of the parties to implement the Port's component of the ZANZEFF project and authorized a budget of \$2,000,000 to construct charging infrastructure for ten (10) Zero Emissions trucks in accordance with the MOU.

The Port's participation in the ZANZEFF grant is a project specifically identified in the Near-Term Action Plan (NTAP) of the Port's Seaport Air Quality 2020 and Beyond Plan which the Board approved on June 13, 2019. This demonstration project at STE promotes implementation of the zero emissions Seaport.

ANALYSIS

The ZANZEFF grant and corresponding MOU established certain deadlines as shown below in Table 1. All construction of infrastructure must be completed by the end of 2020 to allow for one full year of truck demonstration in 2021.

Table 1: ZANZEFF Grant Deadlines

Date	Deadline
Calendar Year 2020	Design and construction of infrastructure must be complete to allow for a full year of demonstration
Calendar Year 2021	Full year of demonstration; shorter demonstration of at least 3 months acceptable for early-commercial technologies. STE to operate trucks and submit all necessary demonstration reports.

Design for the project was completed in October 2019 and the project was advertised for bids in November 2019. Port Staff solicited bids through a formal public works construction bidding process for the project.

Ten bids were received on November 25, 2019. The bids are listed in Table 2 below.

Table 2: Truck Charging Stations at Shippers Transport Express Bid Summary

Contractor		Location	Bid Amount
1.	Bockmon & Woody	Stockton, CA	\$ 972,000
2.	Columbia Electric	San Leandro, CA	\$ 1,099,649
3.	Blocka Construction	Fremont, CA	\$ 1,185,600
4.	Ray's Electric	Oakland, CA	\$ 1,201,200
5.	Red Top Electric	Livermore, CA	\$ 1,367,832
6.	Silman Industries	San Leandro, CA	\$ 1,491,002
7.	Becker Electric	San Francisco, CA	\$ 1,497,855
8.	Saboo	Brentwood, CA	\$ 1,673,976
9.	Tennyson Electric	Livermore, CA	\$ 1,751,220
10.	CF Contracting	San Francisco, CA	\$ 1,784,800

Bockmon & Woody Electric Co., Inc. submitted the lowest bid for construction. Staff determined that they are appropriately licensed and experienced to perform the work. As such, staff determined that they are the lowest responsive and responsible bidder. Staff therefore requests authority for the Executive Director to award a contract for the installation of truck charging Stations at STE to Bockmon & Woody in the amount not-to-exceed \$972,000. Staff is allocating an amount not-to-exceed \$195,800 for construction contingency. This is approximately 20% of the contract amount and would be used to mitigate unforeseen issues encountered during construction. The work is estimated take approximately eight (8) months to complete.

The ten (10) Zero Emission (ZE) Class 8 drayage trucks that will be used at the STE facility require ten (10) proprietary charging units. These units can only be obtained from Transportation Power, Inc. Staff has contacted Transportation Power, Inc. and have negotiated a purchase and delivery cost of approximately \$200,000. Therefore, Staff is requesting authorization to dispense with standard bidding procedures and authorization for

the Executive Director to award a procurement contract in an amount not-to-exceed \$200,000 with Transportation Power, Inc. to procure 10 proprietary charging units.

BUDGET & STAFFING

This project has been included in the FY2020 Capital Budget there is no budget impact.

The Project budget is as follows:

Table 3. Project Budget Allocation

	Previous Allocation	Revised Allocation
Consultant ¹	\$150,000	\$150,000
Construction	\$1,000,000	\$1,172,000 ²
Contingency	\$500,000	\$195,800 ³
Port Labor overhead, MAPLA, OCIP, and misc.	\$350,000	\$482,200 ⁴
Total	\$2,000,000	\$2,000,000

¹ Consultant costs include construction management services, design support during Construction, materials testing, and special testing.

² Contractor's bid (\$972,000) plus procurement of ten chargers (\$200,000).

³ Construction Contract Change Order Contingency.

⁴ Includes administrative and outside legal support to close out the grant. Also includes system troubleshooting and commissioning by Port staff.

There is no anticipated impact to staffing.

MARITIME AVIATION PROJECT LABOR AGREEMENT (MAPLA)

The provisions of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) apply to this work

STRATEGIC PLAN

The action described herein would help the Port achieve the following goals and objectives in the Port's Strategic Business Plan (2018-2022).

<https://www.portofoakland.com/wp-content/uploads/Port-of-Oakland-Strategic-Plan.pdf>

- *Goal: Modernize and Maintain Infrastructure*
- *Goal: Care for Our Environment*

LIVING WAGE

Living wage requirements, in accordance with the Port's Rules and Regulations for the Implementation and Enforcement of the Port of Oakland Living Wage Requirements (the

“Living Wage Regulations”), do not apply because the contract is a construction contract covered by state prevailing wage rules.

SUSTAINABILITY

Port staff completed the Sustainability Opportunities Assessment Form for the project pursuant to the 2000 Sustainability Policy and updated procedures. The project reduces emissions of toxic air contaminants at the seaport by constructing the electrical charging infrastructure necessary to deploy zero-emissions electric trucks at Shippers Transport Express (STE). The project implements a component of the Board’s 2020 and Beyond Plan and promotes the zero emissions Seaport.

ENVIRONMENTAL

On June 14, 2018 (Resolution No. 18-52), the Board of Port Commissioners determined that project activities are covered in the Oakland Army Base Redevelopment Project Environmental Impact Report (State Clearinghouse Number 2001082058). No changes have been proposed to the project that would require supplemental environmental review per Section 15162 of the CEQA Guidelines. No further environmental review is required.

GENERAL PLAN

Pursuant to Section 727 of the City of Oakland Charter, this project has been determined to conform to the policies for the transportation designation of the Oakland General Plan.

OWNER-CONTROLLED INSURANCE PROGRAM (OCIP)

As the construction project is a capital improvement project, the applicable Owner Controlled Insurance Program (OCIP) coverages and provisions apply to the construction phase.

OPTIONS

The following are options for the Board’s consideration:

- 1) Approve the actions as outlined in this agenda report. This is the recommended option.
- 2) Do not approve the actions outlined in this agenda report. As a result, the Port will not meet the obligations of the MOU with POLB. This will result in STE not having adequate charging infrastructure to support the electric trucks they are receiving as part of the ZANZEFF grant.

Staff recommends that the Board adopt a resolution to:

- 1) Authorize for the Executive Director to enter into a contract with Bockmon & Woody Electric Co., Inc. in an amount not-to exceed \$972,000 to construct the infrastructure to support the charging stations and install the charging stations; and
- 2) Authorize dispensing with standard bidding procedures and authorize the Executive Director to award a procurement contract in an amount not-to-exceed \$200,000 with Transportation Power, Inc. to procure 10 proprietary charging units.

Exhibit A-Site Location Map

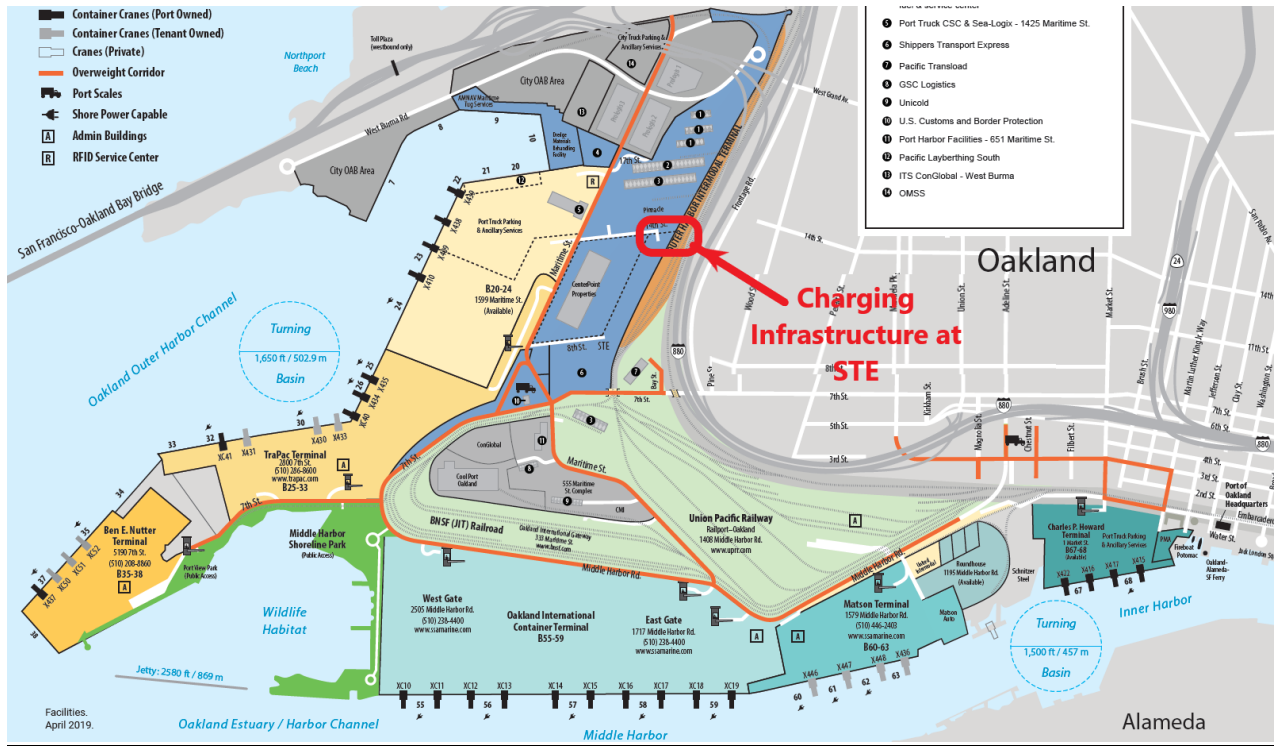


Exhibit B-Electric Charging Infrastructure Location

