



Midpeninsula Regional  
Open Space District

R-22-101  
Meeting 22-21  
August 24, 2022

## AGENDA ITEM 5

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Capital Equipment Purchase of Two Electric Ford Lightning F150 Trucks

### GENERAL MANAGER'S RECOMMENDATION *den*

Authorize the General Manager to execute a purchase contract with the California Department of General Services and associated contract dealers for two electric Ford Lightning F150 trucks for a total cost not-to-exceed \$140,000.

### SUMMARY

Annually, the Midpeninsula Regional Open Space District (District) purchases vehicles, machinery, and equipment to support project and service delivery work that furthers the mission. Vehicles and machinery are purchased through an existing contract with the California Department of General Services (DGS), providing significant cost savings. With ongoing supply chain issues, ordering vehicles has become very fluid and fast paced. Manufacturers are constantly updating order sheets and opening order windows that are defined by available production slots and not by defined times. These windows are sporadic and the ability to act quickly is crucial. With higher than anticipated inflation and continued supply chain issues, vehicle prices have increased considerably.

The proposed purchase of an electric patrol truck would replace a gas-fueled truck that is over 10 years old. The proposed purchase of an electric maintenance truck would provide an electric vehicle option for maintenance tasks. Both trucks would also enable the District to test and assess electric off-road truck performance to inform the Fleet Transition Plan that aims to convert as many vehicles as possible to lower emission/greener options. The fleet transition will assist the District in achieving its Climate Action goals. The demand for electric trucks is high, which has inflated their prices. The total cost for the recommended electric trucks is estimated at \$140,000. The FY23 capital budget includes sufficient funds to cover this expenditure.

### DISCUSSION

The District purchases vehicles, machinery, and equipment to support project and service delivery work performed by administrative, maintenance, and patrol staff. Vehicles and machinery are purchased through an existing contract via cooperative purchasing, known as "piggybacking", with DGS and associated contract dealers. As set forth in Board Policy 3.03, *Public Contract Bidding, Vendor, and Professional Consultant Selection, and Purchasing*

*Policy*, cooperative purchasing on pricing obtained by another public agency through the competitive bidding process provides the opportunity to realize significant cost savings.

#### *Fleet Replacement – Patrol Truck*

The proposed purchase of an electric patrol truck would replace a current gas-fueled truck (P50) that has reached the end of its service life per the *Fleet Replacement Guidelines* (Guidelines). The Guidelines, which the Board of Directors (Board) reviews annually, set the standards for vehicle and equipment replacements based on age, mileage, operating costs, and amount of time a vehicle or equipment is inoperable due to break downs. Different mileage and age standards are used for field versus administrative vehicles since off-road use adds significantly more wear and tear on field vehicles. Fuel consumption and the reduction of greenhouse gases factor into the replacement schedule as well. The P50 truck is 10 years old with a mileage of 56,150 as of August 2022. Although the current truck has relatively low mileage, the maximum retention for a patrol vehicle is 10 years to ensure safety and reliability for emergency response per the Guidelines. Given the current difficulty ordering new replacement trucks, P50 will be evaluated for reuse in another capacity.

#### *Fleet Addition – Maintenance Truck*

The second electric truck would be used by maintenance staff to begin the transition to electric vehicles. This truck will enable the District to test and assess the performance of an electric off-road maintenance truck to inform the Fleet Transition Plan. This vehicle would be utilized for a variety of maintenance tasks to test the capabilities of the current generation of electric trucks, including using the truck battery in the field as a portable generator to accomplish remote field tasks that require the use of electric-powered tools and machinery.

The General Manager will be returning to the Board to request authorization for the remainder of the capital equipment purchases for fiscal year 2022-23 (FY23) at an upcoming Board meeting. This purchase authorization is being brought in advance, in the hopes of taking advantage of a short ordering window for the electric trucks that is currently available for the District.

#### *Electric Trucks and the Fleet Transition Plan*

Staff continues to monitor the development of electric powered trucks as an alternative to diesel- and gas-powered vehicles. The transition to a zero emissions/fossil fuel free fleet with electric and renewable diesel vehicles is essential to meeting the District's Climate Action Plan goals. Ford introduced the all-electric F-150 Lightning and currently has an open order window with very limited production slots available. Chevrolet is not accepting orders for their all-electric Silverado at this time, and it is estimated that January might be the earliest they would accept orders. Staff is attempting to purchase two electric trucks in FY23. Using the current pricing sheet provided with an approximate 10% buffer in the event of pricing fluctuations, the estimated cost would be approximately \$80,000 for a Ford Lightning F150 for patrol use and \$60,000 for a Ford Lightning F150 for maintenance use. This purchase will give the District the opportunity to test and assess electric trucks under on and off-road patrol and maintenance conditions for the first time, providing valuable information to guide the eventual fleet transition plan.

## **FISCAL IMPACT**

The FY23 adopted budget includes \$315,000 for District vehicles. There are sufficient funds in the FY23 Budget to cover this recommended expenditure.

The recommended action is not funded by Measure AA.

**PRIOR BOARD AND COMMITTEE REVIEW**

There was no Committee review for this agenda item.

**PUBLIC NOTICE**

Public notice was provided as required by the Brown Act. No additional notice is required.

**CEQA COMPLIANCE**

The recommended action is not a project under the California Environmental Quality Act (CEQA).

**NEXT STEPS**

If approved by the Board, staff will prepare the purchase order utilizing a cooperative procurement contract. It is anticipated that vehicle delivery will continue to be extended. While this approval provides the opportunity to get delivery within FY23, it is possible that delivery will extend into the following fiscal year as has been the case with some past purchases.

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