



Board Report

File #: 2025-0464, File Type: Contract

Agenda Number: 19.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 20, 2025

SUBJECT: ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION BUSES

ACTION: AWARD CONTRACT

RECOMMENDATION

WITHDRAWN: ~~AUTHORIZE the Chief Executive Officer to:~~

- A. ~~AWARD a seven-year, firm fixed unit rate contract, Contract No. OP128598000 to EO Charging US, Inc., for the acquisition and installation of up to 73 on-route opportunity chargers and associated components, parts, and software, and a Service Level Agreement (SLA) for the maintenance of the equipment in the Not To Exceed (NTE) amount of \$47,193,912, subject to the resolution of any properly submitted protest(s), if any; and~~
- B. ~~EXECUTE individual contract modifications within the Board-approved CMA.~~

ISSUE

In January 2023, the Board authorized staff to issue a federally-funded Best Value Request for Proposals (RFP) using competitive negotiations pursuant to PCC § 20217 for the procurement of new Battery Electric Buses (BEBs) and to support charging infrastructure.

This action authorizes the award of a contract to acquire, install, and commission up to 73 on-route opportunity chargers and associated components, parts, and software. The Contract also includes a warranty, Service Level Agreement (SLA), and the acquisition of electrical Switchgear needed for each location, but excludes any supporting civil site work. The on-route chargers are needed to support zero-emission buses operating across Metro's system.

BACKGROUND

In July 2017, the Board approved Motion 50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A), which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero emission by 2030. This was contingent on cost and performance equivalence with Compressed Natural Gas (CNG) buses and continued advancements in technology. In 2018, the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate zero-emission fleets by 2040. Metro has met all state-mandated

program requirements a decade earlier than the ICT mandate and is committed to a goal of 100% zero emissions for all future procurements.

As Metro onboards battery electric buses (BEBs), on-route opportunity charging is essential to enable Metro's future BEB fleet to complete its longer service blocks. In December 2024, Metro released a solicitation for up to 73 on-route opportunity chargers to support the necessary expansion of Metro's on-route charging infrastructure. The procurement was intentionally structured to encourage maximum competition and inclusivity, allowing for a range of charging equipment and solutions from Contractors and equipment manufacturers. Metro has already begun working with the electrical utility service planning departments for the new electrical feeds that will be required for the opportunity charging equipment.

DISCUSSION

Staff's recommendation presents the firm that is most advantageous to Metro. EO Charging US, Inc.'s offer represents the highest rated and best value to Metro when all technical and price factors are considered in accordance with the RFP evaluation criteria.

The initial order of 13 on-route opportunity chargers will be installed at North Hollywood Station and Universal City / Studio City Station to support the North San Fernando Valley Transit Improvements Project (NSFV TIP) and North Hollywood to Pasadena BRTs and other local routes. They will also be installed at Divisions 8 (Chatsworth) and 15 (Sun Valley) to support the electrification of the NSFV TIP.

The contract also includes up to 60 future on-route opportunity chargers. As Metro's BEB fleet grows, additional on-route opportunity charging infrastructure may be required. Future on-route chargers will be acquired through a task order in the contract once analysis and site studies determine the required locations and quantities.

A six year Service Level Agreement (SLA) and warranty for the new charging equipment is included to guarantee that qualified and experienced personnel are readily available for preventative maintenance advanced troubleshooting and major repairs. Preventative maintenance includes routine inspections, cleaning, adjustments, part and or filter replacement, and testing as directed by the charger's original equipment manufacturer (OEM) to ensure optimal system performance and to prevent unexpected failures. The SLA also requires the contractor to provide remote response service to reset the charging equipment and send a service technician on-site within 24 hours (7 days a week) to address problems as needed. This SLA incorporates insights gained from previous contracts, allows for liquidated damages to be assessed for chargers not restored to service within 48 hours of written notice and if multiple chargers are down concurrently for warranty repairs, thereby enhancing equipment availability and reliability.

If the Board approves this contract, then EO Charging US, Inc., is expected to acquire, deliver, install, test, commission, warranty, and provide an SLA for up to 73 on-route opportunity chargers and associated components, parts, and software.

DETERMINATION OF SAFETY IMPACT

There is no impact on safety. The recommendation supports the expansion of Metro's on-route opportunity charging infrastructure, which is needed for Metro's future BEB fleet.

FINANCIAL IMPACT

The budget of \$2.5 million for the start-up activities associated with the initial order of 13 chargers is included in the FY26 budget under Project 202815 - Division 8 Charging Infrastructure, cost center 3048. The budget for the equipment and installation of the 13 chargers will be included in the FY27 annual budget under Project 202815 - Division 8 Charging Infrastructure, which has a total Life of Project Budget of \$65,150,000. Since this is a multi-year contract, the project manager(s) and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

Impact to Budget

Project 202815 has an adopted Life of Project (LOP) budget of \$65,150,000. The current sources of funds are \$10 million in Low Carbon Transit Operations Program (LCTOP) funds for the acquisition of opportunity charging equipment and \$55,150,000 in Transportation Development Act Article 4 (TDA ART 4). The funding sources are eligible for bus & rail operations and capital projects.

EQUITY PLATFORM

The on-route opportunity chargers will support the operation of BEBs, which will operate on routes restructured through the NextGen transit service plan. The service area of the corridors is 147 square miles, encompassing 2.2 million people in 650,000 households and 750,000 employees. Therefore, the corridors contain approximately 21% of the County's population and approximately 20% of the County's employment.

Priority populations are identified as disadvantaged or low-income communities by Senate Bill 535 (SB 535) and Assembly Bill 1550 (AB 1550). There is great overlap between these areas and the areas that Metro defines as Equity Focus Communities. The zero-emission bus program projects are targeted at benefiting communities with some of the greatest mobility needs in Los Angeles County. The project service corridors are composed of 88% of Low-Income Communities as identified by AB 1550, 73 percent disadvantaged Communities as identified by SB 535, and 61% Equity Focus Communities as defined by Metro's EFC definition.

The initial order of 13 on-route opportunity chargers includes installations at Divisions 8 (Chatsworth) and 15 (Sun Valley) to support electrification of the North San Fernando Valley Transit Improvements Project. Division 8 serves a total of 352 census tracts, with 95 identified as Equity Focused Communities. Division 15 services a total of 501 census tracts, with 230 identified as Equity Focused Communities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these improving VMT trends

due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT to ensure continued progress.

This item supports Metro's systemwide strategy to reduce VMT through equipment purchase activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Goal #3, Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative approach would be to forgo the purchase of opportunity chargers and depend solely on depot charging to support the BEB fleet. However, this strategy is not advisable given the current limitations in BEB technology, which restricts range and affects the ability to fully replace the compressed natural gas (CNG) bus fleet for certain routes.

NEXT STEPS

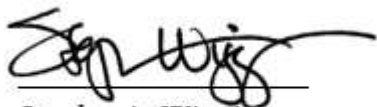
Upon Board approval, staff will execute Contract No. OP128598000 with EO Charging US, Inc., and issue a Notice to Proceed.

ATTACHMENTS

Attachment A - Board Motion 50
Attachment B - Procurement Summary
Attachment C - DEOD Summary

Prepared by: Alberto Garcia, Senior Manager, Project Control, (213) 922-6760
Amy Romero, Deputy Executive Officer, Project Management, (213) 922-5709
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer



Board Report

File #: 2017-0524, File Type: Motion / Motion Response

Agenda Number: 50

**REVISED
REGULAR BOARD MEETING
JULY 27, 2017**

Motion by:

**DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER**

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an \$890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years. That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

**SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN
AND SOLIS AS AMENDED BY SOLIS, KUEHL AND
BARGER**

RECOMMENDATION

WE THEREFORE MOVE that the Board:

- A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;
- B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:
 - 1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion
 - 2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;
- C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and
- D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

- A. As part of establishing a working group:
 - 1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;
 - 2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.
- B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;
- C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

- D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

- A. Will electric buses and their batteries deliver the guaranteed range and service?
- B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?
- C. Which strategies will maximize Metro's ability to receive cap and trade credits?
- D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?
- E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?
- F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?
- G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.
- H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?
- I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

PROCUREMENT SUMMARY

ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION
BUSES/OP128598000

1.	Contract Number: OP128598000	
2.	Recommended Vendor: EO Charging US, Inc.	
3.	Type of Procurement (check one): ☐ IFB ☒ RFP ☐ RFP-A&E ☐ Non-Competitive ☐ Modification ☐ Task Order	
4.	Procurement Dates:	
	A. Issued: 12/31/2024	
	B. Advertised/Publicized: 12/31/2024	
	C. Pre-Proposal Conference: 1/15/2025	
	D. Proposals Due: 5/21/2025	
	E. Pre-Qualification Completed: 5/21/2025	
	F. Ethics Declarations Form Submitted to Ethics: 5/27/2025	
	G. Protest Period End Date: 11/26/2025	
5.	Solicitations Downloaded: 104	Bids/Proposals Received: 3
6.	Contract Administrator: Antonio Monreal	Telephone Number: (213) 922-4679
7.	Project Manager: Alberto Garcia	Telephone Number: (213) 922-6760

A. Procurement Background

This Board Action is to approve Contract No. OP128598000 for the procurement and installation of up to 73 on-route opportunity chargers for zero emission buses and associated components, parts, and software, and a six (6) year service level agreement for the maintenance of the equipment. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. OP128598 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate.

Seven (7) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued January 24, 2025, extended the proposal due date.
- Amendment No. 2, issued February 18, 2025, extended the proposal due date.
- Amendment No. 3, issued March 19, 2025, revised the scope of services, technical requirements, and evaluation criteria, and extended the proposal due date.
- Amendment No. 4, issued April 11, 2025, revised the scope of services and extended the proposal due date,

- Amendment No. 5, issued April 29, 2025, revised the sample agreement document, scope of services, and schedule of quantities and prices, and extended the proposal due date.
- Amendment No. 6, issued May 8, 2025, revised the scope of services and technical requirements.
- Amendment No. 7, issued May 16, 2025, extended the proposal due date.

A total of 104 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on January 15, 2025, and was attended by 32 participants. There were 139 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received by the due date of May 21, 2025, and are listed below in alphabetical order:

1. Camber Operating Company, Inc. (Camber)
2. EO Charging US, Inc. (EO Charging)
3. New Flyer of America Inc. (New Flyer)

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Bus Acquisition and Alternative Delivery/Construction Management departments was convened to conduct a comprehensive technical evaluation of the proposals received.

The RFP required that all proposals would be evaluated on the minimum qualifications on a pass/fail basis. Any proposer that received a single rating of "fail" for any of the minimum qualifications would be eliminated from further consideration.

The minimum qualifications were as follows:

1. Proposer and or Subcontractor must demonstrate it has provided fast Direct Current (DC) bus charging equipment (min 50kW) to a minimum of three (3) transit agency clients within the past three (3) years.
2. Proposer and or Subcontractor must be authorized by the original equipment manufacturer (OEM) to service the equipment during the entire term of the contract.
3. Proposed equipment must be Buy America compliant.

All three proposers met the minimum qualification requirements and were further evaluated according to the following evaluation criteria:

- | | |
|--|------------|
| • Proposer experience and past performance | 20 percent |
| • Proposed work plan and approach | 25 percent |

- Technical compliance and charger capabilities 30 percent
- Price Proposal 25 percent

The evaluation criteria are appropriate and consistent with criteria developed for other similar procurements. Several factors were considered when developing these weights, giving the greatest importance to technical compliance and charger capabilities.

On July 22, 2025, the evaluation committee conducted virtual interviews with the firms. The firm's key personnel had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed each firm's technical proposal with a focus on the work plan, proposed charging equipment, service level agreements, and a demonstration of the charging equipment. Each firm was asked questions regarding their plan to install, test and commission the proposed charging equipment, service level agreement for the charging equipment, operating temperature of the equipment, and specifications of the equipment.

Of the three proposals received, two were determined to be within the competitive range, and are listed below in alphabetical order:

1. Camber Operating Company, Inc.
2. EO Charging US, Inc.

One firm was determined to be outside the competitive range as was not included for further consideration.

Qualifications Summary of Firms within the Competitive Range:

Camber Operating Company, Inc.

Camber has been operating commercial EV chargers for more than 15 years. Under their previous designation as Proterra Energy, the EV charging team at electric bus manufacturer Proterra, the Camber team installed over 1,500 ports for DC-fast charging (DCFC) systems, including all-in-one chargers and pantograph systems. Camber has built and operated the largest commercial network of DC-fast chargers for fleets in North America. These projects include a multitude of on-route, transit charging projects that include charging stations and pantograph charging, including projects for CapMetro, Broward County, and BC Transit in Canada.

EO Charging US, Inc.

EO Charging is a provider of electric vehicle (EV) charging solutions, specializing in fleet electrification for public transit, fleet/logistics, and commercial operations. With over 100,000 charging stations deployed worldwide, EO Charging has built their reputation on delivering infrastructure that meets the operational demands of clients including Amazon in the UK and GoAhead Group in London, one of the largest transit

operators contracted by Transport for London (TfL). EO Charging operates out of its headquarters in Greenville, South Carolina, and has assembled a growing team with experience in engineering, project management, and electrical contracting.

Metro conducted discussions with Camber and EO Charging regarding the firms' technical proposals, clarifications, contract exceptions, and price assumptions. These discussions were held to give the proposers within the competitive range an opportunity to fully address and meet Metro's requirements.

Upon conclusion of the discussions, Metro issued a request for Best and Final Offers (BAFO) on September 11, 2025. BAFO proposals were distributed to the PET for technical scoring in accordance with the evaluation criteria established in the solicitation.

At the conclusion of the evaluation process, which was comprised of technical evaluations of submitted proposals, oral presentations, comprehensive discussions with both firms in the competitive range, and review of BAFOs, EO Charging's proposal was determined to be the highest-ranked proposal.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	EO Charging US, Inc.				
3	Proposer (including subcontractors) experience and past performance	79.40	20.00%	15.88	
4	Proposed work plan and approach	83.92	25.00%	20.98	
5	Technical compliance and charger capabilities	94.40	30.00%	28.32	
6	Price Proposal	100.00	25.00%	25.00	
7	Total		100.00%	90.18	1
8	Camber Operating Company, Inc.				
9	Proposer (including subcontractors) experience and past performance	75.35	20.00%	15.07	
10	Proposed work plan and approach	76.76	25.00%	19.19	
11	Technical compliance and charger capabilities	92.43	30.00%	27.73	
12	Price Proposal	81.04	25.00%	20.26	

13	Total		100.00%	82.25	2
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C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE), price analysis, fact finding, and technical evaluation.

	Proposer Name	Proposal Amount	Metro ICE	Best and Final Offer
1	EO Charging US, Inc.	\$46,711,602	\$118,489,187	\$47,193,912
2	Camber Operating, Inc.	\$77,967,789	\$118,489,187	\$58,244,127

The variance between the ICE and the recommended award amount is attributable to several factors. First, Metro's ICE included a 12-year Service Level Agreement (SLA) term, which was then reduced to a 6-year SLA term. Further, the ICE assumed higher unit rates for the equipment and related services based on previous purchases of similar equipment from a different manufacturer. Lastly, the ICE originally assumed that the chargers would be purchased at set times through the life of the contract, whereas the solicitation was later amended to include an escalation/de-escalation formula based on the Producer Price Index and capped at a maximum of 7% per annum. The de-escalation provisions will allow Metro to benefit if there were a change in the market conditions for this equipment and pricing were to be reduced. The escalation provisions will allow Metro to only pay for actual escalation based on current market conditions rather than commit to preset price escalations throughout the contract that might result in higher costs to Metro.

D. Background on Recommended Contractor

EO Charging US, Inc., operates out of their headquarters in Greenville, South Carolina. EO Charging is a provider of electric vehicle (EV) charging solutions, specializing in fleet electrification for public transit, fleet/logistics, and commercial operations. Clients include Rock Island County Metropolitan Mass Transit District (MetroLINK), Amazon EU, and GoAhead Group in London.

DEOD SUMMARY**ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION BUSES /
OP128598000****A. Small Business Participation**

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of certified firms that provide this service.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

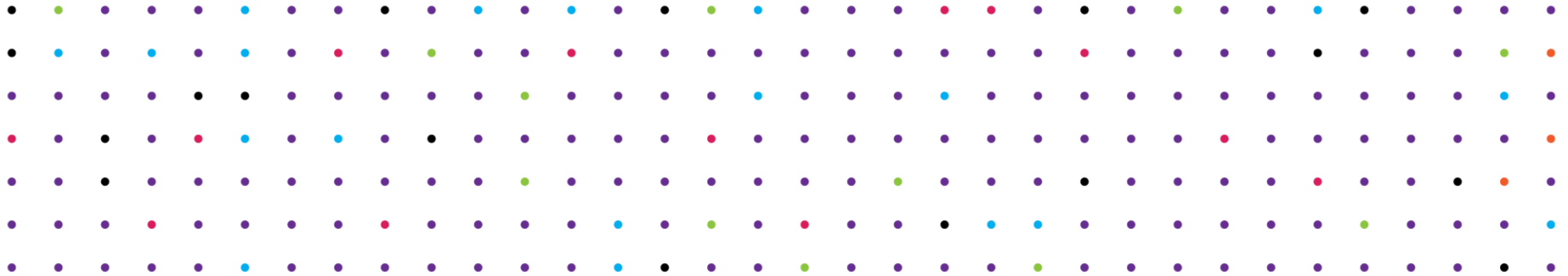
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.

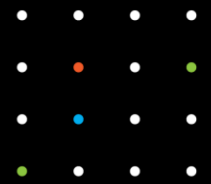
VEHICLE MAINTENANCE & ENGINEERING

ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION BUSES



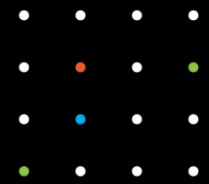
Operations, Safety, & Customer Experience Committee Meeting
November 20, 2025

RECOMMENDATION



- A. AWARD a seven-year, firm fixed unit rate contract, Contract No. OP128598000 to EO Charging US, Inc., for the acquisition and installation of up to 73 on-route opportunity chargers and associated components, parts, and software, and a Service Level Agreement (SLA) for the maintenance of the equipment in the Not-To-Exceed (NTE) amount of \$47,193,912, subject to the resolution of any properly submitted protest(s), if any;
- B. EXECUTE individual contract modifications within the Board-approved CMA.

PROPOSAL EVALUATION



AWARDEE:

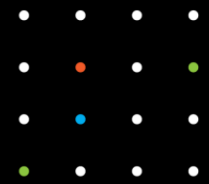
EO Charging US, Inc.

PROPOSALS WITHIN THE COMPETITIVE RANGE:

EO Charging US, Inc.

Camber Operating Company, Inc.

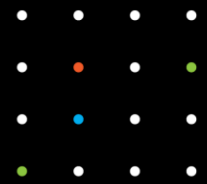
Firm	Score	Rank
EO Charging US, Inc.	90.18	1
Camber Operating Company, Inc.	82.25	2



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Staff's recommendation presents the firm that is most advantageous to Metro. EO Charging US, Inc.'s offer represents the highest rated and best value to Metro when all technical and price factors are considered in accordance with the RFP evaluation criteria.

Upon Board approval of the contract, EO Charging US Inc. will install and commission up to 73 on-route opportunity chargers and associated components, parts, and software. The Contract also includes a warranty, Service Level Agreement (SLA), and the acquisition of electrical Switchgear needed for each location but excludes any supporting civil site work.