

STAFF REPORT

SUBJECT: Capital Projects Update
FROM: David Massa, Capital Projects Manager
DATE: January 6, 2025

Action Requested

This is an informational update, and no action is requested at this time.

Background

LAVTA staff are working on a variety of capital projects and would like to provide a status update to the Board of Directors.

Discussion

Rutan Facility Maintenance Bay Hydrogen Retrofit: This project will upgrade the maintenance shop so that hydrogen fuel-cell buses (FCEB) can be safely maintained. The upgrades include hydrogen detection and alarms, as well as enhanced ventilation. Currently, RMS has set up their temporary office and storage area fencing at the facility and is submitting their proposed equipment to the agency’s construction manager for approval. Construction activities began December 2. Picture of the temporary office is below.



Atlantis Hydrogen Fueling Station: At the July Board meeting, staff were authorized to execute Task Order #4 with CTE for project management and technical consulting services for the Atlantis Hydrogen Fueling Station Construction and Hydrogen Fuel Cell Bus Deployment project. Since

then, we have collaborated to develop a detailed project schedule and are currently ahead of schedule. We have electronically surveyed our longest routes and those with the steepest grades. The data collected from these surveys has been forwarded for processing to accurately determine our hydrogen requirements and demand.

Another critical aspect of this project is the construction of the fueling facility. It is imperative to ensure that only entities with prior experience in constructing and successfully delivering hydrogen fueling stations bid on the project. To achieve this, staff are currently collaborating with CTE to develop a Request for Qualifications (RFQ) that outlines the expectations, qualifications, standards, and evaluation criteria for potential bidders. We anticipate that this RFQ will be issued in April of 2025.

Tri-Valley Passenger Facilities Enhancement Project: At the July Board meeting, staff were authorized to execute Task Order #2 with Kimley-Horn for project design and engineering services for the Tri-Valley Passenger Facilities Enhancement Project. Kimley-Horn is currently conducting surveys and working with the three property owners to ensure our proposed solutions are acceptable and meet everyone's needs. The next step is to progress to the 30% design phase.

Livermore Transit Center Improvements: The scope of the improvements at the Livermore Transit Center project are subdivided into three smaller projects.

- The first project includes fully repainting the passenger canopies at the Transit Center and the 30R signature bus stop on Railroad Ave. The Invitation for Bids (IFB) for this project closed on October 25. The lowest responsive bidder was KBI Painting Inc. Assuming no complications, the Notice to Proceed (NTP) should be issued in early January, with an anticipated project completion within 60 days, weather permitting.
- The second project improves the lighting in Railroad Court between the Livermore Transit Center and the 30R signature stop on Railroad Ave. LAVTA staff are collaborating with city staff and their contractors to develop an acceptable lighting plan for the area. Once the plan is finalized, the agency will initiate an IFB for construction and issue a task order to Gannett- Flemming, the agency's on call consultant for project management. The city is currently working with their on-call contractor to complete the engineering for the lighting plan, produce designs and develop an engineer's cost estimate.
- The third project includes upgrades to two monument signs at the Transit Center. Staff have reviewed several preliminary designs and have agreed upon one that will be advanced to the city for comment. Kimley-Horn is currently working with the city to determine if further adjustments will be required prior to presenting the agency with the 30% designs.

Cloud Based TSP Upgrade: In December, representatives from all three cities and LAVTA convened for a kickoff meeting to provide input on the new system's features. Kimley-Horn is now compiling this input into an overall needs and requirements assessment. The next step

involves reviewing the data gathered during this meeting. Once complete, a stakeholder review will take place in late January.

Rutan Arc Flash Study: As part of the Rutan Facility Maintenance Bay Hydrogen Retrofit, the agency tested the electrical panel capacity. During this test, it was discovered that none of the electrical equipment had arc flash labels in compliance with current NFPA 70E and OSHA requirements. The Agency's on-call contractor Gannett-Fleming is conducting an arc flash study and will provide engineered drawings, along with self-adhesive labels indicating arc flash, shock hazard, and PPE information. Gannett-Fleming is currently coordinating with PG&E to obtain panel capacity.

Rutan Bus Yard Gate Replacement: Recently, the gate at the Rutan bus yard has been experiencing frequent derailments from its track. This gate, a 34-year-old sliding unit measuring 42 feet in length and 10 feet in height, is original to the facility. Upon consultation with the repair contractor, it was recommended that the gate be replaced with a completely different style. A task order was issued to the Agency's on-call contractor Kimley-Horn for design and engineering services. Currently, they are reviewing the as-built designs and preparing a 35% design to present to the agency staff.

The agency has applied for CIP funding through an ACTC grant to cover the replacement cost.

Rutan Office Space Expansion: The agency is planning for future growth and the potential addition of staff; however, we have exhausted our current office space. To accommodate new staff, we need to reconfigure our existing office space at Rutan, with a focus on the current reception area. A task order was issued to on-call contractor Gannett-Fleming for design and engineering services. They have conducted an on-site examination of the area to be reconfigured and remodeled and have reviewed the as-built designs to determine the best path forward, considering all challenges.

Fiscal Impact

There is no fiscal impact associated with this item.

Recommendation

None – Information Only